

Steam Packet Co., Hamburg-American Packet Co., West Indies and Pacific Steamship Co., and Campagnie Generale Trans-Atlantique, to the various ports of Europe direct.

**PACIFIC COAST STEAMSHIP COMPANY.**—This company does nearly all the coasting business between San Francisco and San Diego, excepting the transportation of lumber. Its steamers run to nearly every port on the Pacific Coast from San Diego on the south to British Columbia on the north. It owns sixteen steamers, two of them just off the stocks. Their new steamer, State of California, is probably the fastest and finest ever built in this country, being the first and only one flying the American flag built under the supervision and rules of the British Lloyds. She is on the Portland, Oregon, route. The other, the Victoria, is on the British Columbia route.

The company is under the general agency of the well-known firm of Goodall, Perkins & Co., who own a majority of the stock. The amount of the capital stock is \$2,000,000, divided into 20,000 shares of \$100 each. Over \$1,000,000 has been paid in, and the company's assets foot up largely in excess of that amount. The Ticket Office is at 214 Montgomery, and the General Office at No. 10 Market street.

**THE OREGON RAILWAY AND NAVIGATION COMPANY** (until recently called the Oregon Steamship Company) established, nearly twenty years ago, a regular line of steamships to ply between San Francisco, Astoria and Portland, Oregon. Vessels now leave each port about every five days, carrying the United States mails, express, treasure, freight and passengers, and connecting with quick dispatch at Portland with railroads, steamers and other connecting stage lines, for all points in Oregon, Washington and Idaho Territories, British Columbia and Alaska. To accommodate the constantly increasing trade and travel between San Francisco and Oregon, this company has, during the past two years, added to its fleet five large, new, fast, first-class iron-screw steamships. All of these steamships combine great speed with great carrying capacity of passengers and freight, and are provided with all the modern improvements and elegant appointments, including superior cabin and steerage accommodations, for the safety and comfort of the traveling public, and the quick and safe handling of cargo. Henry Villard, Esq., is president, and Capt. K. Van Oterendorp agent and general superintendent; office 210 Battery street.

**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**—This company has been in active operation between San Francisco and China and Japan since June, 1875. They dispatch one of their steamers about the middle of every month, carrying the United States mails. Its equipment consists of the Gaelic, Oceanic and Belgic, three large, well-equipped vessels, of first-class build, affording excellent accommodations, and almost perfect safety to the seafaring public. This line is operated by a company of some of the most reliable and worthy business men of this city.

**THE CALIFORNIA AND MEXICAN STEAMSHIP COMPANY** dispatches a vessel upon the 3d of each month for Magdalena Bay, Cape St. Lucas, Mazatlan, La Paz and Guaymas. This line carries the Mexican mails and Wells, Fargo & Co.'s Express, and is engaged exclusively in the Mexican Coast trade.

In addition, there are plying from the city to various points on the coast and in our river and bay trade the following: For Eel River and Coos Bay, Oregon, steamer Arcata; for Eureka, Hookton and Arcata, steamers Humboldt and Los Angeles; for San Buenaventura and way ports, steamer Constantine; for Sacramento, the steamers Enterprise and Julia form daily lines, leaving the Washington Street Wharf at 4 P. M. The Sacramento trade also includes the steamers San Joaquin, Reform, and Pride of the River. The steamers City of Stockton, Alice Garratt, Centennial, Tulare, and Mary Garratt form a daily line to Stockton, and smaller steamers ply between Napa, Petaluma, Antioch, Marysville, and intermediate points, connecting them with the city.

### Ferries.

**THE OAKLAND FERRY**, at the foot of Market street, leaves every half hour for Oakland, from 6:10 A. M., until 7 P. M. The next boat leaves at 8:10; the next, 9:20; the next, 10:30; and the last at 11:45. Trips are also made via the Creek Route, boats leaving at 5:40, 6:30, 7:20, 8:15, 9:15, 10:15 and 11:15 A. M., and 12:15, 1:15, 2:25, 3:15, 4:15, 5:15 and 6:15 P. M. The average number of passengers crossing from Oakland daily during 1879, was fifteen thousand two hundred and forty; it is estimated that fully twenty thousand cross on Sundays. Fare, fifteen cents each way; round-trip tickets, on Sundays, twenty-five cents. Commutation tickets, good for one trip, each way, per day, for one month, are sold at \$3. The following statistics concerning the travel on this ferry will prove quite interesting: Number of trips, 1873, two millions six hundred and fifty-five thousand six hundred and seventy-one; 1874, three millions one hundred and ninety-two thousand nine hundred and four; 1875, four millions twenty-eight thousand three hundred and ten; 1876, four millions nine hundred and nine thousand nine hundred and sixty; 1877, five millions five hundred and seventy thousand five hundred and fifty-five; 1878, five millions seven hundred and fifty-four thousand six hundred and two; 1879, five millions five hundred and sixty-two thousand eight hundred and eighty-nine. The company's slips and buildings are located at the foot of Market street, upon