

THE  
SAN FRANCISCO  
COMMERCIAL PRESS  
ON A  
STEAM MAIL  
ACROSS THE PACIFIC.

1860.

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SAN FRANCISCO:  
TOWNE & BACON, PRINTERS, EXCELSIOR OFFICE,  
No. 125 Clay Street, corner of Sansome.

1861.



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CLIPPINGS

FROM THE

CALIFORNIA PRESS

IN REGARD TO

San Francisco

as well as of so much national importance—a Steam Mail across the Pacific.

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125 Clay Street, South-west corner Clay and Sansome Streets.

1860.

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**From**

**J. W. OSBORN,**

**OAK KNOLL, NAPA,  
CALIFORNIA.**

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CLIPPINGS

FROM THE

CALIFORNIA PRESS

IN REGARD TO

STEAM ACROSS THE PACIFIC,

FROM

MARCH TO NOVEMBER, 1860.

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The parties publishing the following extracts have no personal ends to serve, but themselves, identified with the interests of our State, take this method of calling public attention to a matter so important to California's welfare and progress, as well as of so much national importance—a Steam Mail across the Pacific.

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# Clippings from the California Press.

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## Intercourse with Japan.

In 1850, Japan was a nation isolated, refusing commerce, intercourse, or knowledge of other nations, except that commerce accorded to the Dutch, and the scanty knowledge distilled through the Dutch factories of Nagasaki. Japan of 1860 is communicative and commercial. Treaties have been made with other nations, commerce has again a foothold, and the schoolmaster of daily intercourse with other peoples has rasped off prejudice, encouraged confidence, until an entering wedge of mutual benefit has been driven through their exclusiveness, leaving an opening broad enough, with liberal, generous treatment, to have forever an increasing commerce open with a numerous and wealthy population. Wealthy in their mines of silver and copper; wealthy in their manufactures, and, to us, in their numbers, consuming and producing capacity, and in their hearty good will toward the American people.

So little effect has been produced by all previous visits of our Government vessels to the Japanese Islands, that we may look upon that of the ship-of-war Preble, Commander Glynn, as the real commencement of our Japanese diplomacy. News having been received from the Dutch Government at Batavia, by Commodore Geisinger, then in charge of our Chinese squadron, that there were some shipwrecked Americans in Japan, the Preble was dispatched to their rescue. Fortunately, the Preble was officered by more than average ability, and commanded by a gentleman not only of determined courage and perseverance, but possessing scientific attainments beyond those

usually acquired in the arduous life of a sailor. The *Preble* having a mission and a business differing from the ordinary demands of diplomacy, broke through diplomatic routine. In choice of anchorage, announcement of intercourse, interchange of visits, although with the utmost courtesy, Japanese forms and restraints were as much as possible, without giving positive offense, disregarded. Capt. Glynn was fully up to his position, and fully determined to make the most of his opportunity to bring about diplomatic and commercial communication of our own, with this long isolated people. Succeeding wholly in their mission, the officers of the *Preble* left Japan, enjoying the good will and genuine respect of the Japanese officials, leaving the opportunity open and preliminaries smoothed for our Japan expedition. Fortunately, the *Preble*, when her mission there ended, was ordered to San Francisco, and thus the information acquired became more generally known to our citizens. The press in this matter was not silent. A series of articles on the subject of Japanese trade, commenced in the *Herald*, *Alta California*, and other papers of this city, reiterated month by month and mail by mail, formed the leverage on which public opinion in the older States turned towards the Japan expedition.

Its results in ten years' efforts are before us. The Japan trade has become a regular branch of our commerce to our vessels, and now it is San Francisco's pride that the first Japanese vessel for hundreds of years that has made foreign voyage, is within her harbor, an event in which our country may well have just pride; and in its results to the future commerce of our city, of a value and significance past computation. In 1850, the first communication with San Francisco; 1860, the first steamer. Will not 1870 find us in the enjoyment of a monthly line of Japanese steam packets?—*Alta California*.

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### Commercial and Diplomatic Intercourse with Japan.

There is a world of good omen to the future commerce of our city, in the fact that we have a Japanese steamer in our harbor, giving direct tangible evidence of their desire of positive intercourse. Few incidents in our California journalistic life, has caused more satisfaction, than this direct interchange of Government civilities with the Jap-



anese officials—an event, which, had it been predicted ten years since, would have excited no other attention but the smile of unbelief. We have always esteemed it fortunate that the library and a portion of the journals of Capt Glynn, of the *Preble*, were acquired to our office; for it enabled us at an early day, in the movement of San Francisco commerce, to advocate understandingly the advantages of the opening of the Japanese trade to our citizens, which, however sanguine in our own thought, we scarce dared write could be so readily brought about. But marvelous as the result of this ten years' effort of our Government and people, we have not reached a point where either effort or application can cease. Portugal, Spain and England had their trade for years, and lost it; like causes may bring forth the same effects, and we have not so much faith in the discretion of acquisitive effort, or in the prudence of religious zeal, as to desire their influences should be brought to bear on the Japanese officials and the people, without conservative check beyond that usually required in the intercourse of nations. Our resident Consul General or Minister should be a man of enlarged general and commercial experience, with a breadth of character and resource equal to the exigencies which must constantly arise, amid a communication so novel, and with a people so sensitively punctilious. His powers in regard to our own countrymen should be greater than those usually accorded to our foreign representatives, and his authority and importance sustained by the frequent visits of our first class war steamers. The present system of squadron business with our small navy would make these visits far too infrequent, and to keep up this intercourse within a reasonable range of government expenses, requires an alteration in our policy so far as our naval business in the North Pacific is concerned, making San Francisco as the port of rendezvous and outfit, and the point from which all instruction should emanate; with a subsidized line of steamers between this port and the Asiatic coast, under command of naval officers, ready at any moment to be converted to sole government use, we shall have the needful intercourse, commercial protection and available steam navy, in consonance with an enlightened commerce and the wants of a commercial people.—*Herald*.

### **Effect of American Discoveries of Silver on the World's Exchange.**

The custom of business for so many years has made London the center of all movements in the transactions of exchange, or the commercial movements of bullion, that any deviation from the usual routine is beset with difficulty, and will meet with the opposition of the large number of wealthy capitalists, who now reap the profits of almost the entire exchanges of the commerce of Asia, not only with Europe, but with the United States.

The discoveries of immense deposits of silver along the slopes of the Sierras, and the amount of this metal likely to be received here during the ensuing season, renders it interesting to determine what steps may be taken to make the shipments of bullion direct to the great silver markets of Asia. We think there can be no question that had we, at this time, regular steam communication with any port of the Asiatic coast, every bar of silver drawn from the Washoe ore would be purchased here and shipped direct to Asiatic ports. Such a course would add to our commerce by a greater retention of our gold, add to our wealth by the difference in the exchanges, and reduce the interest on all our Asiatic commerce—for with the aid of steam and the telegraph, one month only need elapse between the bill or receipt of merchandise and its payment. When Washoe liberally gives forth its product, New York may be made instead of London the center on which all exchange operations of the whole India trade may turn; the freight accounts of our merchant ships, which now swell the monthly steamer shipment, will be expended in the purchase of silver for China; the monthly foreign interest will flow into the same channel; outward freights will reach the ship-owner through the banks of Wall street instead of by direct shipment of gold; our foreign interest account be paid in Paris or London by the houses interested in the purchase of silver here. The silver must reach Asia at last. If we had steam communication, it would reach there direct from San Francisco, leaving for us more of our gold, and the profits of the exchange. Without steam communication it is more likely to take the regular bullion track *via* London. Wall street is now as much interested as ourselves in this next great movement of American commerce. Are we to have its aid in its establishment?—*Herald*.

### Aid to the Commerce of the Pacific.

Our Government, having several times demonstrated its ability to furnish ready-made soldiers and a guerrilla fleet, at short notice, rests in quiet assurance of this reserved strength, without a movement, either in the Dock Yard or Naval Secretary's office, towards the means of equipping a steam fleet. Our army may be equipped from our volunteer militia, and with the assistance of the officers of West Point, very soon become capable of coping with the best regular troops. A fleet of privateers may be had from our mammoth clippers, which, with instruction in gunnery, could clear the seas of merchantmen of any hostile power, and hold their own with the smallest grades of war ships. But can we suddenly, and with so little preparation, arrive at a steam fleet, the chief weapon of modern warfare, the most certain, the most terrible, and most rapid in all the maneuvers necessary to blockade the ports or destroy the commerce of a foe? We have neither ships, ready material, dock yards, engineers, nor officers, to fall back upon in sufficient numbers to construct a fleet which, at the outset or early stages of any war, could for one day hold the seas against the steam fleet of either of the first-class naval powers.

We have never had even a steam squadron together by which our officers could receive practical instruction in the maneuvers and combinations which this power will inevitably render necessary, whenever steamer fleets come into hostile contact. There are no recorded actions or naval victories where both fleets have had the advantages of steam, upon which to found either precedent or criticism. The old maneuvers of weather-gage, close quarters, or cutting the line, are not now tenable. The Admiral of either fleet has now the power to change his line of battle double on himself or his enemy at pleasure; with an accurate knowledge of the average speed of his own squadron, and a fair estimate of his enemy's, his plan of attack or defense may be formed irrespective of sea, calm, or tempest.

Britain, with her immense resource of dockyards and material, with private yards and foundries unsurpassed, with a steam fleet constantly in service, carefully retains her subsidized interest in all the great lines of sea-going steamers belonging to her subjects, so that she may make them useful by a speedy adaptation for war purposes, and avail herself of the practical experience of the officers and engineers. We are

practical in the details of our army ; we achieve most valuable, effective science from our navy ; our officers are, in energy and ability, second to none ; but few are receiving the training suitable to secure to us the necessary practical talent to officer and engineer a steam navy. In this utilitarian age of commercial supremacy, a different course might be pursued, with less expense to our government, a greater security to our commerce, and the promise, in the event of naval war, of having a nucleus of practical naval ability upon which to fall back.

Allow our young officers an opportunity of serving on sea-going steamers, without loss of grade or time ; build up the lines wanted to maintain our commercial importance, by subsidy ; assist such lines as that desired to the Brazils ; keep up a European line : and here, on the Pacific, far from assistance in time of war, with immense commercial interests, with scarce the shadow of protection, a different course should be pursued.

It has become necessary to maintain a large squadron in Chinese waters, and to send our first-class ships on frequent visits to Japan, and to keep some look out after the interests of our whaling fleet. It is also absolutely necessary to have a larger fleet on this coast. We have lately seen, when the San Juan difficulty clouded our horizon, with what facility England concentrated a fleet there and on the coast to the south of us—sufficient warning with what ease San Francisco might be blockaded and shorn of her commerce, not to speak of still worse and greater danger. All these exigencies may be met with a slight change of programme, and not much greater expense. Instead of our Pacific squadron being of different tonnage and rates, let there be somewhat of a uniformity in the size and caliber of the steamships in this service, and let their duty be regular and continuous. When not disturbed by war or difficulty, let them be regular in their visits to this port, Sandwich Islands, Japan and the Chinese coast, keeping up regular communication with these countries until such time as commerce can support her own lines, always within the control of the Commodore of either station, and from this point always within telegraphic communication with the Secretary of the Navy. Such an arrangement would give us an effective fleet, always available, prompt, attentive to the interests of our Pacific commerce, a school for our

young officers, and the aid our business with the East now requires, in security for our treasure shipments, and in a regularity to our correspondence. In the absence of a line of merchant steamers which, for many years, cannot be supported but by government aid, this, or a similar arrangement, would secure to our country and our merchants the benefit of our Eastern exchanges and treasure shipments, which may long pursue the old route, *via* London, without some such aid, regularity and safety.—*Alta California*.

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### The Destination of the Silver Ores.

The effect of the Washoe silver ore on our commerce is a subject to which our merchants and ship-owners should give early and earnest attention. We have, heretofore, expressed our ideas of its possible influence in our exchange and East Indian trade alone, without any notice of its probable effect on our local commerce. The present power of coinage in our mint, is not at all commensurate with the draft which may soon be made on its resources, and we question whether our smelting facilities are sufficiently abundant and economical to meet the calls of the Washoe miners through the coming season, if one-tenth the oft-told richness of the silver deposits be proved true by the working. If this silver ore can be smelted here, and the coin or bars shipped westward in payment of our Indian trade, our people, our merchants, and our country, will reap the whole benefit of this most valuable production. But if the mint arrangements forbid coinage, and our smelting be expensive, the ore may be shipped to other lands; and as England affords the best facilities in metallurgical works, and her capitalists have the most ability to make advances on the shipments, English houses will most likely receive its benefits, and English ships the profit. English diplomacy is far-seeing in providing for the profits of English commerce. There has been a long continued diplomatic struggle, and it is still in progress, on the part of British statesmen, to secure for British ships a share in the coasting trade between New York and San Francisco; not so much with the hope of profit in the immediate freights outwards—for our ships would not suffer much in this competition—but chiefly to

obtain a round voyage for their ships, which will, in their home freights, add to England's wealth, and monopoly of the bullion trade.

As our facilities of internal communication increase, the quartz of small gold product will be shipped abroad for smelting. The time will come when our low-priced ores will be home freights and ballast. Ships may then load at Liverpool or London for New York, take in a cargo for California, and return to English ports with the quartz rock and ore, that high priced labor and defective machinery forbids our working here. This is the secret of the British desire to get a share in the California trade, and that desire will be heightened by the known value and amount of the Washoe ores.

The questions now arise to our Government, whether our mint facilities are to be increased; whether mail facilities between this port and those of Asia are to be guaranteed; and whether there is not a true national economy in liberal mail and mint appropriations to secure these benefits to our own nation and people. Our merchants are to decide, whether they will continue to pay the present premium on their exchanges in Eastern commerce, when so ready a means is presented to them, and whether they will see these profits and freights, of a future value past computation, pass to other lands in foreign bottoms. The ship-builders and merchants of the United States, and every consumer of Eastern productions, are interested in this question. It is easy now to give this opening commerce a direction for our benefit; but it will not be so easy to change its course after it shall have taken another channel, and sought other markets, and its profits fallen into the hands of another people.—*Alta California.*

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#### Value of Mint Facilities to Specie Shipments.

We have heretofore reverted to the value to California and to the United States of a line of steamers between San Francisco and China; but, probably, few of our readers not conversant with the details of the East India trade, are aware of the enormous amount of bullion absorbed by those nations in payment of the balances due them from Europe and America. While the debt of the United States to those

countries in the year 1858, amounted to no less sum than \$22,000,000, that of Great Britain alone reached the enormous sum of \$90,000,000, the whole of which had to be provided for in specie, mainly shipped *via* London and Suez. At a glance it becomes obvious, that in the event of a direct steam communication with China, a large portion of this amount will be made in direct shipment from this port; and probability becomes certainty, if the yield of our silver mines is at all commensurate with their fabulous report. Yet it is evident, that enormous as are the exchanges of this commerce, we have only to create our packet lines, to secure a large portion of it to ourselves. This is so clear to those who have long shared the profits of this trade, that in them we have the key to the efforts being made to accomplish a monopoly of our present bullion trade. The truth has been evident, that exchange has been selling in our midst at far less than the rates which it requires to ship bullion to New York. Far-sighted mercantile sagacity has seen that the house that has the lead in the exchanges between San Francisco and New York, would be very likely to take and keep the lead in exchanges between the United States and India; but in its aggregate, a business much greater than the sum of our own indebtedness to India, from the fact that much of the debt of the United States with Europe would be paid off by our shipments from this point westward. Gold and silver on the Pacific coast have reached an aggregate of production so great, that their effects on the usual channels of business is positive; and the necessity of the commercial world to look to the Pacific for their supplies of bullion, has brought attention to this point, as the one where power in the money market can be easiest wielded, and from which the greatest saving in interest on the capital necessary for the Indian commerce, can be saved. But we doubt whether it is the special interest of California, that any such traffic in bullion should be monopolized by any one house, however strong in its finances or connections. Monopoly in any shape creates cost to consumer or producer, and however much exchange under value may produce of present benefit, in its final result this difference must be paid in a lessened rate for gold, or a higher premium for bills. It will be readily understood, that the control of a business with such enormous promise of future increase and profit, is a stake well worth striving for; but it is one, the costs of which the

miners and business men of our State will eventually have to pay. It is daily becoming more evident, that Californians, as business men, must be true to themselves and their own interests, to be successful. Our merchants must look beyond the current season, and lay out their business more with a reference to the future. The day of sudden wealthiness is, except for such accidental discoveries as Washoe, probable gone by, and the successful business men will be those who scrutinize present means with a reference to future results, more than has hitherto been the custom of our people. As commerce and trade with us assume the features of the business of an old settled community, every measure of trade or finance will receive a close scrutiny, and future, as well as present motives, have weight in every commercial movement. We have within ourselves the means to increase all our commercial relations and stability, among which none can be more available in itself, none more completely within our grasp, than the establishment of a line of steamers across the Pacific.—*Herald.*

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### **Advantage the Silver Discoveries Give to the American People.**

The silver discoveries of the past season have placed it within the power of our Government, at slight comparative outlay, to arrest in a measure the constant flow of specie toward Europe, and make a large reduction in cost to consumers, of every article within the schedule of our East Indian commerce. No commercial people ever had within their own borders such an abundance of their own mineral product with which to pay all foreign debt contracted over and above the exchanges of their own merchandise. The simple premium heretofore paid for Spanish dollars, if applied to the whole amount of our China trade, makes an annual outlay four times greater than the amount that would be required to secure regular steam service and mail facilities between San Francisco and the northern part of China. Such a service will secure the sale of the larger portion of our silver bullion to meet the wants of the merchants of the United States in their traffic with all the Eastern nations; checking the purchase of English bills and consequent flow of specie toward London, where, as is almost invariably the case, our European importations exceed our exports.



Our ship-owners now engaged in the California and China trade, from the nature of the communications, do an uncertain business. Aside from the natural uncertainties of clipper arrivals at this port, the owner in New York or Boston has East Indian advices already two months old on which to form his judgment for further orders; another month must elapse before the order to sail to any Asiatic port can be given here. Meantime, from accident or design, within this time some half dozen other clippers may have proceeded to the same port, concentrating entirely too much tonnage on some one point, and spoiling the market of all. A far different state of affairs would exist with steam to China, and a telegraph across the Plains. The plan of voyage could be then made up on information which, in all its points, would be based on correspondence and telegraph, not over thirty days old, explicit in its character in every feature, making the operation far more of certainty, and stripping it of its features of greatest risk.

Much as steam with Asia and the telegraph would help California, its effect on the ship-owners, Indian traders and consumers in the Atlantic States would be far greater. As a feature of national enterprise and economy none can be designed that will bring about so great results, with such limited outlay. We scarcely think any commercial Government but our own would hesitate, when so great opportunity is offered to achieve such important results to our whole people; and cannot believe that Congress will hesitate to make the necessary appropriation, when the importance of the subject and its benefits to our country are understood. Without this aid, the benefits of our silver product will fall mainly to another people; our merchants continue the business in its present uncertainty and risk, and the whole body of consumers pay the enhanced price which the lengthened interest account of the present system of purchase and exchanges entails.

Our Congressional representatives should place this matter fairly before the Government, and, we doubt not, the necessary impetus will be given to add this one link wanting to our commercial communications, and give a greater value, certainty and increase to our national commerce and wealth.—*Herald*.

### Coin and Bars for the China Trade.

The introduction of American silver coin into our transactions with Asiatic nations, is a point which will soon possess great interest for our merchants.

The Washoe silver will soon come into direct competition with the Spanish and Mexican dollars, for which we have so long paid heavy premiums, to accommodate our commerce with the fastidious Mongolian. Mint facilities in San Francisco, equal to all the business that may arise from the Washoe mines, should be provided, as soon as it is demonstrated that their richness, under actual daily working, is approximate to their present estimated value. It is not for the interest of our Government or people that the proceeds of these mines should be shipped coastwise in bars, or that any of the ore should be sent abroad for smelting. The opportunity should not be lost by Government to check the drain of specie from the Atlantic States towards Europe, or of making provision in their revised treaties with the Asiatics that our silver coin shall be taken at par in all our commercial interchanges with them. While Government assumes the power to regulate the currency, it is an absolute duty to provide sufficient means to meet every want to which that currency may be liable. The present Mint facilities are far short of this requisite, in ability to give a liberal silver coinage, and at the same time keep up the present issue of gold. Even if bars of silver become the staple of commerce with the Orientals, they will, in all probability, need a Government stamp to give the requisite guarantee of uniformity and intrinsic value.

The manufacture of them by private establishments, although sufficiently reliable from well-known houses for all the ordinary wants of business, is still liable to abuse in difference of mark, in fineness, or in value, whenever interest or policy may dictate such a course. The shrewd Chinese merchants would soon make discovery of any such discrepancy, and future distrust would be the result. We look to the inauguration of regular shipments from this port to China, as one of the most important of commercial events. To our own people, the gain is great, in the saving of the entire premium on the exchanges towards New York, premium on foreign coin and bills towards China, lessened risk and insurance, and withal, a gain of two or three months' interest over their English competitors, as the business is now ordi-

narily conducted. We want the coin, and the Government stamp on our silver, to make it current among a capricious people; by a clause in the treaty to obtain the power, with the Mint to give us the stamp and confidence, our merchants may have this advantage, and our people its benefit. Our balance in the China trade may then be settled with silver purchased by American merchants, the product of their own soil, costing no premium, and only one month lost in its freight—an advantage over the European, whose silver has cost a premium, and requires two months in its transport.—*Alta California.*

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### Effects of the Washoe Silver Mines on the Trade between San Francisco and Asia.

If the yield of silver during the coming season approximates to the general expectation entertained in our community, California will be in a position to take part in the world's exchanges, which, much as she has added to the general wealth, has never been accorded to her. The real market of silver is in China and Hindostan. Silver and cotton are, in the main, the means with which we obtain the products of these countries. The silver has been in moderate amounts shipped direct from South America and Mexico to China; but more frequently the bullion of this trade reaches China *via* London and the Isthmus of Suez. It is an important question if the silver of Washoe shall take this latter route, or the better one to us of direct shipment. In the one case, we will be mere forwarders—as is now the case with a large portion of our gold crop; in the other, we shall receive and retain a portion of the profits.

Leaving to more able masters in the intricacies of monetary operations to calculate the differences of exchange and interest to those engaged in all the variations of Indian commerce, sufficient to us is the fact that time, insurance, freights, interest, commission and loss may be saved by the transfer of silver direct from San Francisco to Chinese or Indian ports, in payment of merchandise purchased for shipment either to the United States or Europe. When the telegraph connects us with New York, and when steam connects us with Asia, a mercantile house, say in China, may advise of the purchase of a cargo

or the lading of a ship, through the agents of a New York house here; the telegraph conveys this knowledge to New York and returns the order here to ship silver to China in sufficient amount to meet the purchase. Only two months elapse between the conception and the execution of the plan, if the steam passages are made in twenty-five or thirty days—and there need be but three months' loss of interest in the transaction before the goods arrive at New York, if the cargo has been purchased, as is frequently the case, at thirty days. This silver would be paid from the remittances ready for the tri-monthly shipments here—a saving to the one party of exchange towards New York, and to the other, of exchange in the usual course towards London. New York, instead of London, then becomes the turning point of our exchange operations with the Eastern hemisphere, and San Francisco the clearing-house and adjuster of all difficulties. The result, therefore, would be a clear gain to our people in the full value of our product; a gain to our merchants in an added business, and an ease of payment to our bankers in the sale of silver product more profitable than that of gold, from the fact of sale and purchase being in their own control. To the country there will be a gain in the amount saved in the payment to English capitalists and their premium paid in foreign bills. The freights of our clipper ships outward will then serve to pay the ladings of our Chinese clippers homewards, and our own payments on imported goods will be used in the purchase of our products of silver. Thus, there will be profit to all branches of business.

This is a matter of vast moment to our country, but it is only to be achieved by regular steam communication with some Asiatic port and San Francisco. Cotemporaneously with the development and anticipated great product of our silver mines, and with the extension of the telegraph across the plains, strenuous efforts should be made by our delegation at Washington to urge upon Congress the national necessity of such a line of steamers, and the expediency of giving such aid, by a postal appropriation, as may induce parties to establish it. At present, there seems no such prospect of profit in the scheme, as a commercial speculation, as would tempt capitalists to embark in it.—  
*Bulletin.*

### Commercial Diplomacy.

Thus far our peaceful diplomacy has secured us the trade and present good will of all the Eastern commercial nations not enthralled by the English, Dutch or Danish Governments. With China, Cochin China and Siam, we have pleasant relations, liable only to be interrupted by the entanglements of other powers. With Japan we appear to soar above the usual good understanding of genuine good will, a respect for our people, and a desire of intercourse never before reached in our Eastern diplomacy. The question will now arise to our Government, of the easiest and simplest mode to maintain all these relations, ensure a sufficient degree of respect and confidence from these people, and afford all the protection and prestige so desirable to our commerce. We believe that in no way can this desirable result be arrived at so cheaply, safely or permanently, as by the establishment of a steam line of communication between San Francisco and one of the Asiatic ports. No merchant but what fully understands that such a line, for many years, cannot be self-supporting—certainly not until the Pacific Railroad is built. Therefore, if it is to be a measure of the present time, it must be one emanating from the Government, or at least receive from Congress material support. It now resolves itself into a question of interests, on which our growers and manufacturers of cotton, our merchants and mechanics would decide, and then through their Congressional Representatives, act.

It is well understood that the opening of the Chinese rivers will afford the producers of coarse cottons an almost unlimited market for their products; that the Chinese coast and river trade is daily calling for vessels and small steamers of foreign manufacture; that our merchants can make many savings on their balances in goods, if their remittances are made in silver from San Francisco; that a large portion of the business travel which now takes the route *via* Bombay and Suez could be converted to us. It is a plain question, whether the additional trade, the security of freights, the gain in exchange and interest, the vast profit to our country in being able to pay with the products of one of its extremes for the goods necessarily consumed in the other, is worth such outlay. It is no little gain to stop the flow of bullion to Europe, and make our shipments of Washoe silver direct to China instead. Yet all this can be accom-

plished whenever we have a Congress of sufficient ability to look, without sectionalism, at the bearings and interest contained in the whole subject, and of sufficient liberality to make such appropriation as will make this the last connecting link of earth's steam girdle. To keep up our business with China, to reap the advantages we have by treaty attained, to maintain our foothold with Japan and enlarge our already profitable trade, to secure prompt diplomacy, thorough naval service and efficient protection to our whaling interests, without heavy cost, there is no way so positive or effectual as a regular line of monthly steamers from San Francisco, *via* Japan, to Shanghae.—*Times*.

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### **Steam Communication between San Francisco and Western Asia.**

Our people, in the steam communication with other nations with whom we have large commercial relations, are entirely behind the age; and during each year profitable trade is being wrested from us by the superior attention paid by the British government in fostering steam lines on all the great routes of their commerce. There are few steam lines that, at the outset, have not needed the fostering hand of Government, in the shape either of subsidy or a mail contract; and the wise policy adopted by the British government in this respect is shown in a cheap and effective steam navy, and the large number of officers and engineers bred in active steamer experience, available in peace for all the exigences of commerce, and themselves and vessels available in time of war, to construct, with the utmost celerity, a powerful fleet. The Collins line is an apt illustration of the difficulty of maintaining a steam line, where the route has been once taken by a powerful, well-backed company, prompt in all the appliances of modern invention, and maintaining a class of vessels second to none.

We have now a clear field in the North Pacific; it needs but slight encouragement from Government to make our own a trade and steam route which give fair promise to govern the commerce and exchanges of the whole Asiatic coast. With steam and the telegraph, our merchants may work with advices thirty days later than those of London now receive. With steam on the Pacific, and the Pacific Railroad, passage may be made from China to London ten days quicker than by the route now employed by the way of Bombay and Suez. Commerce

knows neither nation nor route. Time (or speed) governs all its movements. If our route can be made more speedy, we will have the traffic and travel; if our speed is only equal, we have the advantage in climate, safety, comfort and convenience. With steam from Shanghai to San Francisco, we command the whole commerce of the Pacific American coast, and from this point the whole specie shipment to China will take its departure. Our own silver and gold, too, will take the direct route, instead of that *via* London and Suez, and our own merchants will reap the benefit of its transfer and transport.

An appropriation made now by our Government of \$300,000 or \$500,000 per annum, for three or five years, will secure such a line of steamers and the business, for all time, to our people. It will create for our nation a steam navy in the Pacific, sufficient in peace for all necessary aid to our commerce, and in war immediately effective for our protection. There is no other way by which our Government can create so cheaply a Pacific navy, and there can be no expenditure that will so soon give a return in added business, cheapened products, and enlarged commerce to the nation.—*Bulletin*.

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### Style of Steamers for the North Pacific.

The improvements made during the last five years in merchant propellers, is bringing this class of vessels into more general use, both for freight and passengers. We believe a line of propellers, similar in the construction of their machinery to those used on our northern lakes, but deeper in draught, would be very near what is wanted in the commencement of a line across the North Pacific, unless a line of steamers is aided by Government with a liberal subsidy, so as to warrant the putting on of large boats at the outset. We believe steamers of about one thousand tons will be large enough. Such steamers would afford room for six or seven hundred tons of freight, in addition to their passenger accommodations, and for a while would supply all the demands of their business. They should be built flat-floored, and with no greater draught of water than necessary to secure safety; as, when replaced by larger boats, their services would be immediately available in our own and the Chinese coast and river trade. They should be bark-rigged, low-masted, and square-yarded, with ample

studding-sail gear, which would do great service, saving tons of coal on the larger half of every passage each way. Accommodations should be provided for one hundred first, fifty second, and one hundred and fifty third-class passengers; and the power should be sufficient to average ten knots. Such vessels could be placed in our harbor at a cost of \$60,000 or \$75,000 each, and they might run at an expense of from \$12,000 to \$15,000 per month; varying with the price of coal, need of repairs and increase of passengers. Of course, we do not assume these data as absolutely correct, but with them and the freight items previously given, we believe that this trade can be entered upon with a far greater certainty of return, and a much less amount of capital at risk, than, probably, those of our merchants who have not given attention to the subject would suppose. If the efforts now making to place this line in action, with Eastern capital, do not succeed, we believe it within the means of our citizens. It contains within itself elements of profit equal to a California interest account. A resolution of our Chamber of Commerce, a meeting of our merchants, conveying a request to our Congressional delegation to aid the efforts of Senator Hunter, to procure a mail appropriation for this route, would be of service in strengthening their efforts, and would also serve to bring this important matter to the attention of the merchants and Chambers of Commerce of the Atlantic cities. Year by year commerce, with its extended steam facilities, is becoming shorter in its interest account, insurance and freight charges. The United States have long enough been tributary to Europe in the premiums paid on oriental exchanges. The time and opportunity have now arrived when we can not only throw off this tax, but also the one so long paid on the silver coin of our export. By the establishment of this line, a saving in its operation will be speedily made to the country, of from five to thirteen per cent. on the whole East India trade—an amount large enough to warrant liberal appropriation by the Government, and an earnest effort by the people to secure its establishment.—*Alta Cal.*

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### Style of Steamers and Coal Supplies in the Pacific.

The first requisite to successful steam navigation in the North Pacific, is that of ample and cheap supplies of coal. The use of the



coal found by the Russians at Saghalien, has demonstrated that it is, in the opinion of the English and American engineers employed on the Amoor river, equal to the West Hartley coal. The Russians have lately acquired that island from the Japanese, and it is a possession absolutely required for the protection of their Pacific commerce, and affording ample supplies of coal for their merchant and naval steamers. The principal vein of this coal, thus far discovered, is at an open roadstead some sixty miles south of the Amoor river. But as the island is stated by the Japanese to abound with coal, other mines may be found near the shores where good harbor facilities exist. It is to be hoped that this may be the case, for the question of safe anchorage is the only one in the way of an indefinite supply of this commerce—assisting commodity, and at a much lower rate than it can now be obtained for. Aside from all advantages to a projected steam navigation of the Pacific, we commend this matter to the attention of our merchants; for if it is profitable to bring cargoes of coal fifteen to eighteen thousand miles, it certainly will be profitable to bring coal of a good quality from a low priced labor country only five thousand miles distant. The distance of this coal bed from Nangasaki, the nearest coaling station for our steamers, is about twelve hundred miles, and from Chusan, sixteen hundred miles—a distance so short that a cheap and constant supply will be a matter of perfect ease; indeed it becomes a certainty that the average expense for coal can be reduced to ten dollars per ton for steamers in the trade. Without knowing, however, the design of those engaged in the present movement to secure mail appropriations on this route, we believe a class of steamers such as was described in a morning paper, to be altogether too small for the trade. The steamers in use on the Peninsular lines are very large and commodious boats, and the American steamers will have to compete with them in the passenger business, and will need the inducement which superior size, and consequent greater convenience and comfort will afford. We trust that whatever company may obtain the preference in this business, it will be strong enough at the outset to lay on boats of not less than twenty-five hundred tons. With boats of this size, whenever there should happen to be any lack of immediate merchandise freight, they can load to advantage with coal for their own use, or for that of boats in other lines making their connection

with them at this point. This certainty of good coal for steamer purposes sets at rest all the greater questions of risk and expense attending this adventure, and makes its success altogether insurable.—*Herald.*

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### Survey of the North Pacific.

The necessity of a revised sailing directory for the coasts of the North Pacific Ocean and of all the adjacent islands and seas, is becoming more apparent in our daily increasing commerce. Horsburgh's Directory has not for years been thoroughly revised, and though correct so far as it goes, is not sufficient in matter or material for an increasing merchant marine—is not definite on many of the present routes of commerce, nor with directions applicable to our swift-sailing weatherly clippers.

The commencement made by the Fennimore Cooper, for a thorough survey of the North Pacific, has been unfortunately brought to a close, but we trust sufficient has been accomplished in reference to position of islands and shoals on the route across to Japan, as well as the configuration of the coasts and waters of the Japanese islands available to our commerce, to insure comparative safety to our vessels in that trade. But when the survey thus broken off is recommenced, it should be on a scale somewhat more extended, and which in its results will give us reliable American charts of every part of the North Pacific, more particularly of the coast of Asia and the adjacent islands, from Formosa northward. All the charts of these regions in present use are imperfect; and with our growing commerce with Northern China, the Amoor river and Japan, with our whalers constantly in its tempestuous seas and intricate navigation, we have an amount of American tonnage and number of navigators at risk which call for the earnest and prompt attention of our Government to this insurance of their safety.

There are as yet no reliable current charts of this ocean in the tracks now pursued by our vessels, and probably log information sufficient for their construction has not been acquired; but the commander of every vessel sailing to or from this port to any port of the Asian coast can, by a carefully selected log abstract, add his quota to the general fund of

information, which will soon enable our Lieut. Maury and his able assistants at Washington to construct a reliable wind and current chart, which will increase speed and lessen danger to all our fleet of traders and whalers.

Our steamers will soon be on this route, and as speed in their competition with the English steamers will give value to their business, there should be no delay for any want that modern science in the appliances of navigation can supply. We hope the J. Fennimore Cooper's loss will be immediately supplied, and that the survey commenced by Lieut. Brooke may be continued in not less able hands.—*Times.*

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### **Californian Railroads, and the Exportation of Auriferous Quartz.**

The local railroads now under consideration will, in time, show their effects on the labor and exports of the State. The moment our railroads unite quartz leads with tide-water, a business in quarrying is open for the strong arms of our laborers, and a return freight ready for our empty clippers. We believe this is better understood in England than by our own people. The reports of Sir Henry Huntley and other English mining agents, have given their enlightenment in our quartz resource, which is showing its effects in their endeavor to obtain a hold in the California carrying trade. Although there is not faith enough in American securities to advance either capital or iron in the construction of our roads, there is faith enough in our export resources to give employment to her people, profit to her capitalists, and freight to her ships, to cause this exertion to share in the New York and San Francisco trade. Our own commercial scheming, where Government aid is given, seldom compasses more than a Presidential term; that of England is more comprehensive, and the shadows of the present are secured to render certain the realities of the future.

As Californians, we hope they may succeed in their efforts, for labor and profit will be afforded our population—not unaided by their low-priced capital—whenever the returns can be made to take the tangible form of a quartz shipment. But the fact of this desire of English ship-owners to obtain a foothold in this trade, is suggestive to

American ship-owners that they are more interested in some of the local railroads of California than the Californians themselves ; for their ships are now idle, deteriorating in price for want of freights which such roads, when constructed, would in their action afford them. The clipper ship with a sure return freight, and the same clipper seeking a market, is to the owner very much like that of either paying or receiving interest. We think our Eastern relatives and capitalists will soon awake to the realization of the fact, that California is of more value to them than they are to us, and that, like those insects which under good treatment give forth their honey, we have only to be assisted in our roads and steam lines, to give them business for their merchants, their ships laden to their wishes, and lessened costs to their imports. Our local roads completed, their ships make double freights ; our steam routes in action, their European bullion shipments cease. Will not our Eastern friends concede this boon, enough to warrant every outlay of capital California asks ? Is there any public investment in which the returns are more ample or more sure, any private interest so much to be benefited by steam in the Pacific and the establishment of local railroads, as the shipping interest of the Atlantic States ?—*Alta California*.

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### **Coal Expenses of the Steamers on the North Pacific.**

In all early estimates in reference to the profit of a steam route across the North Pacific, the amount of coal required was the serious objection urged ; and, under the amount of consumption of fuel in the old-fashioned steamers, the objection was great enough to kill the project. Modern invention has so far lessened the consumption of coal, and at the same time so much increased the speed of sea-going steamers, that this objection is narrowed down to be within the bounds of easy calculation. There is now no need of intermediate coal depots, although, if a route were fairly established, a small supply of coal might be left at Guam, the Bonin Islands and the Fox group, upon which to fall back in case of accident, on either the eastward or westward trip. The coal of Formosa has been used in the steamers running between Hongkong and Canton—the engineers pronouncing it

nearly equal to English coal. This coal can be had at seven dollars per ton; but, probably, if a business was made of its supply, either at Hongkong or Chusan, one-half that sum would be sufficient. An intelligent Japanese, of Hongkong, stated that their coal is similar in quality to that of Formosa.

While the Japanese squadron is in port, an opportunity is afforded to ascertain the important fact of the quality of the Japanese coal; and, if as good as that of Formosa, it will settle the question of good and cheap coal at that end of the route. Under ordinary circumstances, the consumption of coal on a line of steamships from this port to China would be less, in proportion to its length, than on any other steam route in the world.

In going towards China, the southern route would be taken, giving the fair trade winds, a smooth sea and favorable currents to lessen coal consumption. In returning to San Francisco, a more northern route would be taken, giving the full advantage of the strong westerly winds, and a following sea through the whole distance, seldom troubled with adverse gales. The great points of risk for the Chinese packets, will be in crossing the track of the typhoons, as they approach the coast of Japan; gales and dark weather, as they make their land fall there; and thick, foggy weather as they approach the coast of China.

This last risk will be much lessened if Chusan be taken as a harbor. And it is probable, as our knowledge of the Japanese coasts and weather increases, that all risk will be lessened. The distance from San Francisco to the southeastern point of the Japanese island of Matsmai, perhaps the best point for which to run, is 4,100 miles; to Cape Awa, at the southern end of Nippon, is 4,474 miles; from San Francisco to Honolulu, 2,100 miles; and to the Bonin Islands, 3,200 miles. The whole distance from San Francisco to Shanghai, through the Straits of Matsmai, is 5,373 miles, or twenty-one and a half days steaming at 250 miles a day, which, with a fair wind each way, involves no very large consumption of coal. The settlement of this point strips the scheme of all its bugbears as completely as Engineer Lander cleared the cobwebs from our eyes in the matter of a Pacific railroad. The abundance of coal at Chusan or Shanghai, so soon as there is a demand, can be relied on, and at a low price; and perhaps the same may be secured at Nagasaki for the whole route outward,

while on the route homeward a supply may be taken, when necessary, at the Sandwich Islands. But with a number of steam propellers built expressly for the route, with all the modern engineering inventions, there will be no need of way supply, or detention for other causes than that of added freights on passage.—*Alta California.*

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### **Importance of Quick Advices to the Shipping Interests.**

During the shipping business of the last three months, we have often seen here the advantage to our ship-owners that steam communication with China, or the telegraph across the plains, would have given them. Ships have arrived, which were wanted for favorable grain charters, but, under the circumstances, the partial and doubtful arrangements made for them had to be carried out, and many a good vessel has left and will leave here, for a doubtful clime, or vile guano freight, which might have had prompt employment here. How different would have been the result in many cases, if the Atlantic ship-owner could have been telegraphed in this wise by the consignee here: "We are in receipt of twenty days' advices from China; freights dull at all the ports; we can secure good grain freight to Liverpool or New York; what is your pleasure?" And the answer would have flashed back over the wires, "Secure the certain freight by all means."

The Eastern ship-owner now constantly works on China advices forty-five to sixty days old—in most cases close on three months, when his orders have reached his agents there. This great length of time against his calculations, often deceives him as to the value of tonnage in the East Indies, and many a ship has lain in port there until the portage bill has eaten out the profits of a well planned voyage. We will venture to say, that the losses to American merchants, in the detention of their ships for the want of prompt advices, such as the steam line and telegraph would give, amount yearly to as large a sum as would subsidize a mail line. We shall have the telegraph across the plains before long, but whether we shall have a steam line across the Pacific, is a question which the united will of our people must solve. Boston is moving for it through her well conducted commercial press; New York has petitioned for it through her Chamber of

Commerce; will not our own Chamber of Commerce move towards one mighty effort to secure to California the benefits of steam across the Pacific, in connection with a telegraph across the plains?—*Bulletin.*

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### **Prospect of the Future Increase of the Asiatic Trade.**

At the close of the opium war with China, in the opening of the five ports, the more ready access to that people was quickly shown in the increased sales of manufactured goods. We may reasonably expect the close of the present war and the opening of the Chinese rivers to our trade may produce a similar effect, opening up new millions of people to a knowledge of our manufactures and a desire for their purchase. The movement of England and France, in their endeavors to make terms with the Chinese Emperor, and the movements of Russia in the North of that Empire, can, in their results, but be beneficial to our commerce, and need not excite the feelings either of jealousy or rivalry. The probable next move of the Russian Government will be towards Corea, a country said to contain fifteen millions of inhabitants, possessing mines of silver, copper, rock salt and coal; the southern portion producing cotton and hemp, and the people, described by late travelers, physically superior to both Chinese and Japanese. Interesting to us is the amount of their consuming power of our manufactures and products. A glance at the map will show that southern Japan, Corea and Shanghae, do not vary much in latitude. If the negotiations with the Chinese give another and more northern port; if trade with Corea be opened, Chusan will then be in about the center of trade for all that part of the coast of Asia; the trade for the immense tract of country chained by the Amoor, will reach our steam line at Nagasaki, as will also a portion of that of Corea. These, with the Japanese, make enough of new millions of people, seemingly, to warrant the establishment of the line to introduce to them our commerce, even were not the old commerce sufficient in itself for its support. The enterprise, on its face, bears the elements of success—so much of new commerce can be made its tributaries—the trade with China alone, with its daily increase, is field enough, and with it we have these collaterals and that of the Phillipines. The demand for cotton fabrics, which none can supply so well, from the

thirty millions of people which current events are opening to our commerce, should be sufficient to command the attention of our whole people. For any trade that benefits the cotton interests of the South and the manufacturing interests of the North, reaches the shipping, labor, and productive interest of the whole country. For, although the shipment of manufactured cotton by rail across the country, at first thought, would appear at an impossibility of cost, yet second thought would show that the increase of population will carry the center of manufactures to the water powers of the great West, and although it may be too far now to bring them from New England, it will not be too far to bring them from the frontiers of Arkansas or Missouri. Thirty years since, what was Lowell? Ten years since, what was Lawrence? Ten years hence we may see more than one town like Lawrence west of the Mississippi, where rail communication may make ours the port of shipment of their manufactures to a market. Years in the life of a nation are but as weeks to individuals. England's commercial supremacy arises from the care with which all new beginnings and small openings of trade are nursed into markets for her manufactures; and our Government should now carefully seize the present opportunity to secure a growing market for our people, which, while it gives our young State present commerce, will secure future market and employment for the industry of the States now growing up west of the Mississippi.—*Times*.

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### Steam on the North Pacific.

We have concluded a series of articles in which we have endeavored in a measure to set forth the advantages to our State, and the country at large, of steam communication with the commercial nations of Asia. We believe the time has arrived, when, with or without Government subsidy, the enterprise would be profitable as an investment, if the original outlay be kept within reasonable limits. We have little faith in Government aid being afforded, and small hope that the appropriation asked for in the bill introduced by Senator Hunter will be made. There is not enough in it to call forth the influence of the lobby, and as there is no present political capital to be made, we fear it will be a measure to lie over. At the distance which such a meas-



ure will be viewed by any of those members of Congress who are not conversant with commercial arrangements, it will have an entire California aspect, and as such, will be condemned unheard. California must help herself in this matter. Let us take the initiative, and start the communication, and if it be but a solitary steamer, the appropriation will follow. Let any one of our eminent merchants take the initiative, and a company can be formed. If one-third the requisite capital were subscribed in this city, the balance, with the steamers, we believe would be readily found in New York and Boston. If not, English propellers may be had for the asking. If we cannot have the aid of our Government or our own people, we can have other aid.

Let California ask for herself what Palmerston is asking for England, and every ship-owner and merchant on the whole Atlantic border would be alive with indignation, and would-gladly purchase our peace, with the unanimous vote of all their Representatives, to the small appropriation required to bring about a transaction combining so many elements of interest to our State and benefit to our people. Let us have the steamers, if not by the help of American merchants, the clipper-owners who have heretofore fattened on our trade, and without which full many of their ships would be idle, let us seek the aid elsewhere. The Panama Railroad Company, even now, are debating the propriety of freight-boats for this coast; the English West India Mail Company of extending their line *via* Panama to Australia. Neither would long hesitate to furnish the steamers required, if one-third the capital was first subscribed here. California must help herself first, to secure Congressional aid; San Francisco must take the initiative, to secure to herself and her business men the advantages of this opening commerce. The matter rests with them, and only needs earnest attention from those interested in the prosperity of our city, to be at an early day made a permanent feature of our commerce.—*Times*.

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### Importance of Chusan as a Steamer Depot.

A singular feature throughout the war of England and France with China, has been the regularity with which trade with all its open ports, except Canton, has been concentrated. While the export of

teas during the year 1857, from this and other causes, fell off upward of twenty-four millions of pounds, the exports of silk from the more northern ports nearly doubled, reaching the enormous amount of seven millions of pounds; valuable to us as showing that trade fairly established with the Mongolian people is not likely to have cessation through any of the ordinary transactions of nations, which, under a different stage of civilization, would be fatal to commerce. And it also affords good reason why in the outset of our steam communications, the terminus at the end of the route should be selected with reference to trade and freights being always available, whatever calamities of war may be inflicted on a portion of the dislocated provinces of that Empire. None of the regular ports of present business give such advantages; all are liable to local outbreak, or the evils of foreign war, and none possess the requisites of central position and ease of approach, which, in case it were made a depot, would not only command the trade of all the other ports, but the contributions of other commerce. Chusan presents these advantages, and is, for all these reasons, and many in a nautical point of view, the most desirable point on the coast for a strainer depot. During the opium war it was the headquarters of the English army and fleet; the Chinese, with ready adaptability and small patriotism centered here trade, mechanics, and all the elements of a city. Again, in our intercourse with Japan we have learned how easy it is for the Orientals to build up a city at any point, where commerce or caprice dictates its necessity. Chusan once the depot, Chinadom would seek it with its trade, the opium merchants fill its market with their receiving ships and packets, ship-yards and warehouses would be built with a celerity partaking more of Saxon character than that of the Mongolian; for none of the children of trade are more active in their acquisitive powers than the almond-eyed Chinese. With such a depot, in local war, or insurrection, we should be always safe in the material so necessary at such a point, and be free from the liability of misunderstanding which a more crowded commerce might occasion. The junk navigation of all the seas and rivers adjoining the port is so safe, and under such excellent arrangements, that there would be no difficulty in the delivery of goods. For as all the internal transport is by junk and canal boats, once afloat, the few miles of extra carriage would make small difference.

Our commerce needs this port, and while diplomatic overture is open, we have the opportunity to acquire free use of its harbor. The gain in time on the passage and safety of our steamers will be so much insured by its possession, it is to be hoped our Government will give this point attention in closing up the Chinese negotiations, and firmly insist on an open port at Chusan.—*Times*.

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### Nautical Reasons in favor of Chusan as a Terminus for a Steamer line.

In the outset of a steam line across the North Pacific, after the subject of a paying freight and other chance of coal has been disposed of, the next most important question is the saving of time on the passage. As several of the newspapers in this city have given information at length on the subject of freight and coal, the next point is the one now receiving most examination. Provision must be made in the commencement of the steam voyages to secure all the safety and regularity possible. We do not believe any line of steamers can be run with safety or regularity that seeks its Asiatic harbor within the Yang-tse-Kiang river, for the following reasons: That part of the Yellow Sea facing the river through which the steamers would have to pass, abounds in chains of small rocky islands and sunken rocks. The turbid yellow of its waters extends far out into the Pacific, and in the conflict of its current with the strong tides of the Yellow Sea, a succession of rips and counter currents are produced, with their dark rough water hiding rocks and breakers. Thick fogs and dark weather too often cover the islands, and without the guide of absolute eyesight, no mariner, however skillful he may be in the requisites of navigation, can be safe in his calculations, where an uncertain current is running from seven to ten miles per hour. That more accidents are not chronicled near the entrance of this river arises from the fact that all the vessels of commerce approach it from the south, and avail themselves of the anchorage of Chusan and the adjacent islands, until the weather and tides are propitious for their entrance. But our steamers will have to approach it from the east, and will plunge at once from the bright waters and clear skies of the Pacific into the yellow water and leaden skies of this dangerous navigation, and, night or day, storm or

sunshine, will have to thread their way among dangers which no seaman likes to encounter except in fine weather and daylight. Once within the mouth of the river, danger does not cease. Its banks are low and easily lost in the night, the channel shoal and circuitous—a constant danger of grounding on the mud banks, where the eddying currents would, in one tide, make a breastwork of mud around the vessel.

In the Wosung river, which also must be entered to reach Shanghai, in addition to the difficulties of both channel and current, there is also that of a crowded navigation, and as the care of a special Providence is devoutly relied on by Chinese navigators, the danger of collision with their heavy junks, when under way, or of having whole tiers of them drift against the ships at anchor, is no small item to be reckoned on, when the chances of any damage that may make delay is taken into computation. It must also be considered that the steam passenger ship, with which time is the great object, will often leave and enter her port when the ordinary barks of commerce will be safely at anchor, awaiting better opportunity. The disadvantages of Hongkong as the terminus, though somewhat different from Shanghai, in their aggregate are nearly equal. In the southeast monsoon the port would have to be found in stormy, rainy weather; in the northeast monsoon the whole strength would have to be encountered on leaving, causing a consumption of coal and wear and tear of material not met with in any other part of the voyage; the typhoons, in their season, both within and without the harbor, would have to be met, and as they are oftenest encountered when the proximity to other dangers of land or shoals will not permit their avoidance, the danger is increased. With all, Hongkong is an English port; if our steamers have government aid, it will be with the intention of building up a steam navy on the Pacific, and it will not be desirable to place our material in their control. Chusan alone, of all the Chinese ports, possesses the advantages of comparative safety and central position, by which certainty of arrival and departure, with a passage of from one to one and a half days less than can be made regularly from continent to continent by either of the other ports, may be secured.—*Times*.

### **The Importance of having Chusan declared a Free Port.**

If our Government should become mediator (as it is reported she has offered to be) between China and her European enemies, it is to be hoped that the importance of having Chusan declared a free port, open to all nations, will not be overlooked. Chusan lies convenient to all the five ports now free to commerce, and has great advantages, in its freedom from the typhoons and thick fogs which make Honkong unsafe, and from the sunken rocks, shoal water, and rapid current of the Yang-tze-Kiang, which render the approach to Shanghai so difficult. Whenever we have steam lines with China, certainty of arrival and departure, without danger in making or leaving port, will be a cardinal element of success. Such certainty cannot be had at either Hongkong or Shanghai. In the former, the typhoons and strong monsoons will create loss and delay; in the latter, the heavy gales and chains of rocky islands forbid speed, in either entrance or departure. Chusan is free from all these objections; its harbor may be readily entered from sea, can be easily defended, has a great rise and fall of tide, and consequent facilities for ready construction of docks; is in the fair way of navigation between Hongkong and Shanghai; the passage from it to three of the ports is generally smooth-water sailing; the inhabitants are intelligent and well disposed toward foreigners, and, on the whole, it combines more natural advantages for a central depot than any other port on the coast. We must have steam communication with China, and the chief port for our steamers there should be in a harbor whose neutrality will be guaranteed in time of war. Wherever our steamers stop, coal, machinery, and other property will accumulate, and should be made secure.

We have now an opportunity to secure such a port, and while we mediate for peace between the belligerents, we may obtain the neutrality of Chusan, with a promise that in time of war it shall be free from strife. England will not interpose objection, for the benefits will be as great to her as to us, and it may, in some measure, serve to rectify the mistake made by her officers in the location of Hongkong, a selection made when it was not deemed that Shanghai would so much control the commerce of Canton. At Chusan, our steamers would be near to the Formosa coal, which though poor in quality, may be made serviceable in a voyage having the rare advantage of a fair wind

each way. From Chusan, as a point of departure, the east or west winds are reached with equal ease. The small steamers plying upon the Chinese coast, could readily connect Chusan with all the five ports, and the business of none would be at the disadvantage which would ensue if the depot for the steamers were made at either extreme of the coast, as would be the case if either Hongkong or Shanghae were used. If Chusan were made the coaling depot, our East India squadron could rendezvous there; our whalers from the Japanese sea could there recruit, and tranship their oil and bone if necessary, without risking a loss of crew, or heavy port charges, and all be within but twenty-five days distance of communication with New York. The time will come when this power of rapid communication may save us millions, in our Pacific commerce. In fine, we have now again an opportunity to obtain fair foothold at the only port on the Chinese coast, which in peace or war is convenient for entrance or departure, and we should not let the opportunity be lost.—*Alta California.*

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#### Freights on a Steam Line Across the Pacific.

When we consider that China possesses a population of over 400,000,000, that Hindostan and the adjacent isles possess half as many more millions of human beings, producing in their agriculture and manufactures the choicest commodities of commerce, small doubt can exist that the nearest route of communication which such nations may have with our own race, must be a profitable path of commerce. Perhaps as easy a way to examine into the matter of steamer freight, is by a comparison of the freights on the steamers now on the European and Chinese lines with what might reasonably be expected on this route. During the last year, some 80,000 bales of raw silk were shipped from Shanghae to England, at a rate equal to \$15 per bale. It was often difficult to get conveyance for this silk, and sometimes when shipped, bales were left by the way for other steamers to take up. Besides this freight, large quantities of manufactured silks are sent forward, which pay from six to eight per cent. freight to England. Such is the rush for passage, that berths are engaged for steamers in advance, at a payment of \$800—for crowded, uncomfortable accommodations.

On that route there is often a reshipment at Bombay, always, of course, at Suez. The steamers are exposed to the full violence of the monsoons, which, in the rainy seasons, both in the China Sea and Bay of Bengal, are terrible in their violence. There is also the exposure to the typhoons in the China Sea, the hurricanes in the Bay of Bengal, the lightning of the Straits of Malacca, and the scorching desert winds in that cauldron known as the Red Sea;—evils enough one would think to make any other route preferable, and to which no old traveler will willingly expose himself the second time. The high-priced teas, and all the more costly articles of Chinese and Japanese manufacture, would seek the steamer freight; and should the steamers by any mischance miss their full freight, they could fill up with the low-priced coals, to make their own steam back again. But there is slight fear now of this contingency. The connection with the ocean steamers, and our own coast steamers, present so many advantages in time, comfort, health and safety, greater economy, with increased speed, that we should infallibly command all the home-bound European travel from the ports north and east of Singapore.

The out freight of passengers and specie is evident—how much more of our California product we can urge in the market of our Eastern neighbors time will show; but from this point the whole Eastern market of our manufactured goods can be controlled. Whenever a rise of cotton goods takes place in any Eastern port, it can be met from this point quicker than from any other source of supply. This power will eventually give us control of the China market for our coarse cottons, and it is a point of interest not only in the matter of freights, but to the cotton producers and manufacturers on the Atlantic seaboard. Steam, telegraph, and the railroad will make the large share of Eastern commerce ours.—*Alta California*.

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### **Business of Steamers in the Pacific.**

A line of steamers once established between San Francisco and Shanghae, making, with their connection, in length of passage to New York and London, ten days shorter than that made by the Peninsular, Mediterranean, and Cunard line, will command the larger proportion of the business travel from China, Japan, and the Amoor River in the

north, from Manila in the south ; all the business travel from Batavia, the Straits, and Singapore, which can make the call to China profitable. When San Francisco becomes an exporter of silver to an amount sufficient to settle the balance of India trade against ourselves, as well as some portion of the European balance, nearly all those engaged in that trade will be obliged to visit our city. This will cause an additional business to our coast steamers ; and, as a lengthened steam line, similar to a long line of railroad, or of river, increases its tributaries and width of drainage, the business tending to this point from South America and Mexico would increase, the specie of these countries, which now too frequently takes the route to India *via* Panama, London, and Suez, would be shipped northward to San Francisco, and hence direct to the Indian ports, its final destination, however circuitous its route. The silver of South America and Mexico is now almost wholly absorbed in the payment of the European debt to India. The cost on this enormous amount of treasure, in freights, commissions, interest, and insurance, in the long route and various transshipments made in its transportation, are so great, and the saving, by our direct and more speedy route, so obvious, that its diversion to us is certain. We shall also obtain the business passenger travel between South America and China, and a goodly portion of the fine silk manufactures consumed in that trade, which will be sent by the steamers from convenience of making up smaller invoices, without the usual delay of waiting for opportunities of freight. If, simultaneously with the establishment of the line of steamers across the North Pacific, another one is established across the South Pacific, between Australia and Panama, a connected line of passenger travel is opened up, which will command the larger portion of England's business travel with Australia, and French travel with the islands of the Pacific. This again will add to the passenger travel on the Northern route, from the number engaged in trade among the islands of the Pacific, as well as at Australia, who will have business relations with San Francisco, as well as with China. The import commerce of the United States with all that portion of Asia included in mercantile parlance under the term of "the East India trade," amounted, five years since, to \$20,405,815 ; our exports of United States products, to \$1,629,116. The exports and imports were divided as follows :



	<i>Exports.</i>	<i>Imports.</i>
Dutch India .....	\$287,937.....	\$1,032,270
British India.....	714,119.....	5,457,378
Spanish India.....	94,203 .....	2,867,441
China.....	1,533,057.....	11,048,726

This shows a balance against us of nearly \$18,000,000, with a seeming yearly increase of \$1,000,000, all of which balance must be met by direct shipments of specie to China, or by shipment to London, in payment of the credits there. On all this business our steam line will receive the out freights in specie, increasing in amount with the certainty of transport, and stability of the line.—*Alta California.*

### China Market for Manufactured Goods.

Any means which will increase the sale of our manufactured products with Eastern nations has an interest to every State in our confederation—to the cotton and wool producing States, in a demand for their raw material; to the manufacturing districts, for the employment of their looms and labor; and to the grain States, for the quicker demand for their surplus which required labor gives. In a national point of view, the more we can barter with other nations, the richer our own will become. Our exports to Asiatic nations, other than those of cotton and woolen goods, are so small, and those of manufactured cottons shipped to those countries, both by Great Britain and the United States, figure so largely in the barter trade of those nations with our own, that our total of exports may, for all present purposes, come under the one head of manufactured goods. Our exports to China in 1858 amounted to \$3,000,000, while our imports, somewhat lessened by the panic, amounted to \$10,500,000; while those of Great Britain, in her direct trade with China, show in the average of the last three years, in round numbers, \$12,000,000 of exports, against \$45,000,000 of imports. Of these twelve millions, ten millions were cottons, one and a half millions woolens, and the balance comprised the miscellaneous articles of commerce, consumed as much by the European population in China as by the Chinese themselves—each country paying about one-fourth of their debt in goods.

Great Britain pays the balance of her debt by opium and raw cotton from Bengal, which trade is so managed with China, that there is a yearly indebtedness on her part to British India. In reality, the exports of British India to China pay for the imports of Great Britain from China, leaving her proceeds arising from sales of manufactured cottons as a surplus fund there, to be loaned to other nations—full often repaid by them in bullion, which, on its receipt in London, is forwarded to India in payment of England's dues to that portion of her empire. The heavy capital of the English manufacturer, and the low rates of his current interest, enable him to lie out of his returns longer than the American manufacturer or shipper; consequently, there is very generally a heavy stock of manufactured goods on hand in Eastern ports—a supply kept full when raw cottons are low, and lessened when they are high. The question is, cannot our own people, with a shortened communication, a lessened interest and time of transport, so far compete with the foreign manufacture as to enlarge our sales of cotton goods in the Chinese markets? When one looks at the changes the last few years have brought about in the transport trade of cotton to the number of people in what was once the Great West, looking for other employment than that of tillage of the soil, we may believe that other important changes are near.

We have seen, since the completion of the Great Trunk Canadian Railroad, cottons shipped from Memphis to Cairo, and thence, *via* Chicago and the Canadian road, to the New England manufacturers, who are thus supplied with raw cottons at less rates of freight than they could be transported from Memphis *via* New Orleans, to the same manufacturers by sea; in other words, an export commerce turned up stream by continued railroad facilities. We see, too, by the aid of the Quebec line of propellers, produce sent from Cincinnati and Chicago to Liverpool in twenty days. Cheap rail transport and the screw propeller combined, are giving the freight business a celerity and cheapness which, in its adaptation to the commerce now opening to us, will eventually give us the command of the Eastern markets for our other fabrics. The near road and shortened time will, with modern invention, conquer the circuitous route of present manufacture and transport. The Western States have an immediate interest with us in the building up of this business, for by it they secure a home

market for their produce and employment for their people. Having San Francisco as an outlet, where their manufactures may reach a market, manufactures may be commenced at the head of steam river navigation, wherever raw cotton may be carried, or wherever manufactured cottons can easiest reach the Great Pacific Railroad. It will be strange, indeed, if modern improvement will not enable us to carry this product 7 or 8,000 miles to market with one transshipment, to compete with that which is now carried more than 20,000 miles, with many transshipments. The Southern States are interested in having another market for their produce other than that of Europe or New England, and being nearer to these, with a consequent saving of freight, every pound of cotton sold to our own countrymen is an added benefit to the seller. The manufacturer must support a producer of the cereals, who again must become a buyer; and with the known determination of the British Government to push the discoveries of Livingstone in Southern Africa to their profit, no means so ready offers to the South of maintaining their price and market, as to help forward rail communication with the Pacific and steam communication with Asia. The new millions commerce will find there will give ample employment to cotton producers and spinners, and afford our Great West a needed market for coming manufactures.—*Times*.

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### **Passengers for the North Pacific Steamers.**

The most desirable western terminus for the North Pacific line of steamers will be that where it can secure most passengers and freight. Of those already offered, Shanghae will afford the most freight, and with the greatest regularity. Hongkong will afford the most passengers, with, at present, the greatest amount of tributaries, from the ease with which this point can be reached from Batavia, Singapore, and Manila. Can these two advantages of freight and passage be combined? We think they can. Hongkong and Canton are one, so far as freight or travel from that part of China is concerned. Amoy and Ningpo are more valuable to our commerce for our sales than for our purchases. Fouchow gives loadings for ships as well as buyers, while Shanghae holds a constantly increasing commerce, which year

by year deprives that of Canton of its former pre-eminence and importance. The probability is that the close of the present war with China will cause the opening to commerce further north than that of Shanghai, valuable, probably not so much in its exports as in the opening up of another market for manufactured goods, the Peiho being said to be more crowded with vessels than any other river in the world. The Japanese trade and that of the Amoor river will, for the present, command nearly as many passengers as that of our direct business with the ports south of Hongkong, though it must not be forgotten that the indirect passenger business of all these may be largely counted on, while from the northern ports nothing can yet be counted except those absolutely engaged in trade. This would again show Chusan as the best point at which all these passengers could be collected, for the small steamers running on the Chinese coast pass through the Chinese group on their trips from Hongkong to Shanghai, while all Russian communication with Europe, not accomplished in the overland journey, is made by the weekly mail at Hongkong or Shanghai. The development of the Amoor country is now receiving the greatest attention from that powerful government. Steamers for the rivers, and machinery for manufactories, have been shipped from Hongkong to that point, and it is not to be supposed that so ready a means of commerce as connection with our line of steamers will afford, will be lost by the Russian Government.

From the Philippines a steamer connects with Hongkong. Aside from the business travel of these islands, there is a large political and national travel on account of the Spanish Government. By change of office, necessity of official despatch, and the desire to visit friends in old Spain, or the Spanish West Indies, much passenger accommodation is daily called for, both by individuals and families. The ease with which a visit to Cuba can be made, and thence direct to old Spain, will cause much of the traffic to take the American route. The Dutch relations with Japan will cause a portion of the Java passenger travel to seek us for the same cause: ease of continuing various kinds of business on one route of travel. The gain from Singapore will be perfectly cosmopolitan, for that port is so situated, that, like Cairo of the Old World, or Chicago of the New, the steamers of many marts center or pass there, and create a constant gathering of travelers, both

of business and pleasure. A portion of these we will surely get. The natural desire all travelers have to see as much of the world as possible, will call a good share of eastern travelers to our line. Nine-tenths of all the Europeans in the East have reached there *via* the Cape of Good Hope or the Mediterranean, having made that part of their trip. The desire will be strong to complete the world's circuit by taking their home trip *via* Panama or the United States, even if their point of departure in the East may be a few hundred miles more distant from the terminus of our line than from that of the Peninsular line.

We believe we have here shown sufficiently where passengers may be looked for, independent of those engaged in the direct trade with China, to give sufficient support to the proposed line of North Pacific Steamers.—*Times*.

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### **Our Own and Foreign Interest in Steam on the Pacific.**

The Grand Trunk (Canadian) Railroad, with its steam connection across the Atlantic, with its arrangement with American roads now partially controlled by English capital, is gradually turning part of the forwarding business New York has heretofore claimed as her own, to Quebec and Portland. As there is no stint of capital, energy or enterprise, may we not look forward to the extension of the Canadian road to the Pacific, when we consider the gain to England's people will be, the hold on Asiatic commerce she now has increased, and the continued payment to her by all her colonies, ourselves included, for the carrying and banking privileges accorded to us? In its result to her of commercial command, employment to her people, and enhanced value to her lands and products, the gain to her government will be as thorough a control of all the steam business in the Pacific as she now holds in the Atlantic; wealth and power to her while at peace, and two years' advantage in means at the outset of naval war.

The duty of our Government, in this legitimate rivalry, is clear, and that is to push forward the Continental Railroad with liberal appropriation, and give stability to the steam bridge of the Pacific by liberal mail contracts. We have heretofore spoken of the effect of this

measure on the commercial and productive States of the Union, and it is not too early to look to its effect on what may be called the grazing States—for of this character will be those States and Territories which the next twenty years will develop in the level country between us and the States bordering on the Mississippi. Our Government can help along their settlement, and quiet many vexed questions affecting the Indians and Mormons, if advantage is shown to settlers in location, and a way pointed to remunerative business. We believe these regions, now useful only to the Indian and buffalo, will be the great wool-producing region of our country. To bring about this result early, the land laws, so far as regards that section, should be altered to admit of a greater quantity than one hundred and sixty acres falling to one man's pre-emption, with such restriction of residence as may be necessary; for wool-growing cannot be conducted on restricted acres, and the wisdom of encouraging this industry is clearly shown by its success in Australia.

The next question would be the disposition to be made of the wool clip, at so great a distance from all present markets. The commencement of woollen manufactures in this State and Oregon is but the earnest of what the next ten years will bring about. On the Amoor and adjacent countries we have a market for the coarser fabrics, and in Japan and northern China for the finer products of our looms. Is it too distant a business, too dim with future uncertainty, to prevent its being made a feature in our present calculations? When we consider of what the last ten years has brought about in the Great West, on the Pacific, and in our own San Francisco, it is not too much to believe it may be possible in the next ten years, in this age of steam and telegraph. The business men of our city are young, and the events that steam on the Pacific and the road across the Plains will bring about, will be of value to them in the future business of our city. Few men hope for sudden fortune; all can toil hopefully if the prospect of the future is lightened by generous promise of increasing business. We believe steam on the Pacific, if San Francisco be its central and controlling point, gives such promise to the future; we believe in the enlarged markets and more varied business, and that the opportunity of benefit to mercantile foresight and sagacity will be largely increased by the impulse its inauguration will give all our com-

merce; and that in its operation we shall achieve that variety and scope to San Francisco business operations which will go far to relieve us from the uncertainties and difficulties of present business, which too often arise from the restless spirit of our people. But to reap this benefit, to make it our own, to bring home to our Government that we claim some share of its bounties, we must make our interest marked and positive. A portion of the stock and ownership of every steam line should belong to San Francisco. If our merchants lack ability or will to take this interest, our real estate owners can find no better or surer means to enhance and render permanent the value of their property. From whatever source it comes, San Francisco should be represented in a matter which contains within itself so many elements of future prosperity to herself.—*Times*.

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### Passenger Trade on the Pacific.

The country which is so situated that the travel and expenditure of other nations and States is distributed along its lines of communication and transport, can keep up those lines with far less expense and outlay to itself, and can secure a competition and thoroughness of service, far beyond the capabilities of a community isolated, or so placed by natural advantages that it cannot command the tribute of other business than its own.

With the exception of the travel to Oregon, (for that to the Sandwich Islands and Vancouver Island has been too small yet to be counted much in the general total) California has had to support her coast and passenger lines southward entirely out of her own resources, and this at an annual expenditure to the State, that could have been borne by no other people but ours. Up to the present time, not an effort has been made to attract the travel or business of other countries to flow past our doors, notwithstanding the fact that such trade, if we could so direct it, would be greatly to our benefit. A different state of things could be rapidly brought about by a China steam mail connecting with our coast steamers. We would at once secure all the North and South America, the India-bound travel, and a large share of the European business travel which has its objects north of Singa-

pore and Manila ; for to all these speed, cheapness, and safety would be in favor of the Pacific route over that of the Red Sea. Our city would then have the benefit of the contributions made by business travel, similar to that received by Chicago of the New World, Cairo of the Old World, and Singapore of the Orient ; and an increase and impetus to business similar to that received in the establishment of the steam lines to New York and Liverpool.

Without examination, few are aware of the amount of this travel, and the sum of business which might be added to our city and State resources by the establishment of a steam mail route across the Pacific. The Peninsular and Oriental Company's steamers now go so crowded that passage has to be engaged weeks in advance ; and even with this precaution, the accommodations are not what California passengers have been in the habit of receiving. With such inducements to travel as are given by the Cunard line, or by the old California mail line, each half month a load of business passengers would be discharged and taken from our city that would add largely to our revenue, and by their aid cheapen and improve all the present routes of travel used by our citizens.—*Bulletin.*

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### **Our Home Trade Assisted by Foreign Commerce.**

California needs such addition to her business as will give a greater permanency to her population, a home market to her produce, and, in its extent, sufficient in a measure to counterbalance the evils which sudden excitements too frequently cause throughout all the internal traffic of our State. The business connected with the Northern mines is now the backbone of our commercial system, to which all else of our trade is collateral. Next to that, the trade of the agricultural districts is most valuable, and is in reality the pedestal on which the permanent superstructure of our business rests. The mining business is subject to periodical excitement and fluctuation ; the agricultural to over-production, compelling a poverty in purchase from a very richness in product. Attendant evils, however, of California mercantile business, narrowing it in its operation, exposing the most prudent to risk, and which will not be overcome, until our coast and interior trade are so far increased that, in their extent and demand on our commerce, they will



in a measure offset temporary depression in either our mining or agricultural trade. The coast trade will be developed only by time's slow progress and the growth of population; that of the interior will admit no great increase until the railroad whistle awakes to life a population beyond the mountains. Our readiest resource for immediate increase of mercantile business is foreign trade. The nearest and most available is that which steam communication with Asia will give us. This brings to our port at once a forwarding business and a stranger travel, to the benefit of our city. We cut off at once the whole premium on the exchange sent in payment of our goods, and lessen the cost and interest account on our imports. We encourage the germ of manufacture which is taking root in our city, until in its progress the inferior wool product of California will be all manufactured here, for export, in coarse goods, to the new markets opening to our commerce.

When progress is made in this direction, a large step is taken towards a permanent population, a local market for our producers, and a steady home trade to our merchants. If we add manufactures to our city's business, we achieve a value to its interests and population, which, from its nearness to Asiatic markets, will yearly add to its wealth. The demand for machinery and small vessels for the Chinese coast and river trade will give employment to our mechanics, and but a few years must elapse before our exports will equal our imports from those countries for California's own use. We have reached the period of constant over production in our agricultural, and of too great competition in our mercantile business. Means of employment should be devised for those who are unable to follow mining pursuits as their labor; other business for those now thronging the ranks of present trade, who, attaining occupation, will afford a market for the products of present industry, of too great cost for foreign export. A little genuine California patriotism will bring about this result. We can encourage the infancy of our home manufacturers by home consumption of their products. Inaugurate a steady communication with the millions of Asia, much to our present benefit, with a sure market for our future export, by local subscription to the support and building up of steam communication with all those countries which are inviting us to their commerce. Our State is directly in the line of the great East and West travel and trade; our magnificent harbor, the most

convenient to its distribution. Shall we wait until English capital has diverted a portion of this commerce to the North, or other interests have taken it *via* Panama to the South of us, which should be all our own. It can be made available to us in our present business lives—are there the means and spirit to come forth and bring about the result? —*Times*.

### Changes in the Channels of Trade.

The care which England takes with her unsurpassed steam lines, to obtain a tribute from the mercantile and tourist travel of all nations, is suggestive to us of the benefits that will accrue to our own people when our iron track across the continent shall become the highway of nations.

Every English steamer that disgorges its living freight upon her shores, creates business for her producers, and for all her people who live by labor or trade. The traveling expenses disbursed, the articles of luxury or need purchased, but, above all, the orders given for her manufactured goods, induced, and oft times suggested, by the accident of visit, yet in time growing into a profitable trade to her manufacturers and people—in all these we may obtain a share, and a large one; for our situation, midway between the teeming millions of Asia and the wealth and manufactures of Europe, will as inevitably make ours the transport of their invaluable commerce, as we provide the means and facilities to use the advantages which our position gives to us. Our Government has now an opportunity to benefit the whole people, add to their commerce and occupation, heal sectional jealousy, and make its own financial position second to that of no other power. We have the enterprise, energy, commercial strength, manufacturing and productive ability, and, withal, mines of gold and silver, yearly giving forth a richness above our whole foreign debt, the nation requiring only a proper direction in its export to make us the managers of the world's greatest financial operations. Give us, at once, the telegraph across the Plains, and steam with Asia, and we commence the formation of a trade and business which will go far to effect the opening of the great railroad, to immediately put at rest the question

whether it will pay. We shall meet with the opposition of croakers, interested schemers, and paid journalism. The queen bees of commerce well know the difference which the opening up of these routes will make to many of the established channels of specie, exchange and bullion trade, and the recipients of these profits, from banking-house to broker and freight-carrier, will oppose us; but their efforts can only delay, not stop, our people in the construction of a road, to whose importance they are now thoroughly aroused. Parties ready to take the contract for its construction are even now in Washington, waiting but for a Congressional appropriation to make a commencement. Others are waiting the success of Senator Hunter's bill, to belt with steam the North Pacific. The telegraph wires are being daily laid, and not many months are to pass before England will receive her earliest news from China *via* New York.

It would seem as if the silver of Washoe had been hidden from human ken until, in the progress of human events, the time was near when its use and export would be to the benefit of our own people, a lever to the building up of our own commerce, and an element in the introduction of our civilization to the hordes of Asia.—*Alta California*.

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### **Advantages of Lines of Packets to General Business.**

New York has gained a constantly increasing business, as much from the untiring energy with which all her packet lines are kept up, as from her position. The community so placed by nature, or the skillful adaptation of transport conveniences, as to command the traveling expenditures of other people, becomes rich from this source alone, and wealthy indeed when this travel also embraces within its scope some of the great routes of commerce. We see in the growth of that metropolis, against all the efforts of rival cities, the immense advantages which her unrivaled packet lines give her, compelling the citizens of other commercial capitals of commerce to pay tribute to her support, no matter how patriotic soever they may be in their desires to support the traffic of their own.

San Francisco has the position and germ of a magnificent commerce, but it will not be unwise to ask ourselves how that position and prom-

ising commerce may be affected, in event of the early packet lines of the Pacific being controlled by the Panama Railroad Company, or in the event of the Southern railroad being first completed, and Guaymas or San Diego made the place of transfer, and central point of a packet system, and place of gathering for the passenger travel of the Pacific—a business large enough in itself to build up a mighty city, and furnish employment to the producers of a populous back country. In these days of concentrated capital and steam power the building up of a city is possible within the dreaming time of former ages. Who doubts that wherever the facilities are first applied, and the attention of travelers is first secured, will long maintain that attention, whatever calls may be made elsewhere? Our San Francisco appears large to us—a young giant in her strength and resources; but we must remember our greatness appears less at a distance, and is entirely provincial by the time we reach New York or London. With us the arriving or sailing of our steamer is a great event; with them it is only one of the small events, and the interest excited by it chiefly relates to the amount of gold brought; and remarkable interest is only awakened by the cessation of its supply. Now, San Francisco is the only considerable American port on the Pacific, and, in the eyes of commerce, the only point of interest on our side of the continent. How will it be when our ready people have populated Northern Mexico, and when Guaymas and San Diego, with their open communications, and large population, have come prominently into notice as ready markets for goods, and cities of facilities of transport? Our own example is patent to the fact that only the impulse need be given to the American people, and five short years would bring about the result; and while admitting that at the outset, such a movement would afford us a chance of export, and benefit our producers, we also know, from past experience, that it would unsettle the regular channels of our home business, take away part of our present population, and, at the same time, turn the tide of immigration from our own borders. We have shown with how small a comparative amount these packet lines can be established, and it is easy to conceive what an engine of power they might become, if once capital were moved in the construction of a railroad or a city. Whoever wields the railroad capital will, perforce, control the packet lines. If capital can be moved to the southern

route, we may look for steam communication with Asia at the nearest point where such road strikes the Pacific. Neither the capital, business, nor location of San Francisco, in this matter would avail her, unless she herself used it. We should become tributary, instead of commanding tribute. At first thought, this appears as an overdrawn picture of our possible position; but when reflection shows that the mines of Sonora may become as valuable as our own, that Mexican trade enlarges under better government, that the rail and steam communications across the continent to the South may be better than our own, and again reflect that the great trade of India, which, in coming years, will surpass them all, and even in its infancy is not yet ours—we may conceive that a serious struggle may arise for commercial supremacy, and it were best that we should secure ourselves at the outset.—*Alta California.*

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### Steam on the Pacific.

In our former articles on this subject, we have written more at length on the benefits which the establishment of lines of steamers across the Pacific Ocean would confer upon the country at large, than of the immediate benefit that would be achieved to our own State.

The effect of our periodical mining excitements, in every branch of our trade, brings home to our business men all the evils to which an isolated and limited commerce subject us at any sudden impulse brought to bear on our migratory population. As our coasting trade is increased, as the great Pacific basin fills up with population, looking to us for their supply, the increase of trade will overshadow the effects which might be caused to the business of the State by any local excitements. But these results can only be arrived at in the course of years, by an increase of population, and the building up of communities, villages and towns along our coast, and in the interior of our continent. And as our wants are immediate, the means of commercial health available to this day and generation, are with us the matter of greatest present interest. We can much more easily build up a foreign trade, which will bring business, capital, merchandise, and people to our State, than we can wait for the slow progress of events to establish a populous empire on the Pacific, glorious for our children

and our country, but too far in the dim future to personally benefit ourselves.

The Cunard line of steamers started with a capital of £350,000, or \$1,200,000, without ever having called for additional payments in stock; they are now in possession of a larger and better fleet of steamers than any other merchant company in the world.

For the same amount, steam propellers could be put upon every route in the Pacific now ready for steam navigation; and for one-half this amount, lines can be put on, centering at San Francisco, which, in the first year, would give a two-fold increase to our foreign commerce, gaining yearly, in proportion as our facilities of travel to the interior of the continent increase, and as the value of our routes of travel become known and appreciated. We need not wait for the railroad, with steam across the Pacific, connecting with our present coast lines; business will come to us, capital will stay with us, and our population will begin to assume the features of permanency which only can make a State great or powerful, either in her commerce or her influence. We must have a Californian line, whose stockholders, and whose entire interests are Californian. We have too often seen the evils of having our lines of communication with other parts of the world entirely under control of corporations and individuals who have no other interest in us than such as their monthly dividend inspires.

A line of steamers owned here would, in all things, subserve Californian interests, without risk of diversion at the caprice of distant owners or remote capitalists. We have it within our power to center here the business of nearly all the exports, and a fair proportion of the imports of the whole China trade with the United States, and to make ourselves the carriers of no small portion of the European travel, and export freight in the same direction.

The present time is favorable for a commencement. Washoe has opened its silver stores to us, and Japan its ports; Russia beckons to our commerce from the banks of the Amoor, and China's hunger for silver is never sated. We have the position and the power to command this trade—shall the means be furnished?—*Alta California*.

### Exeter Hall Converted to Negro Cotton Culture.

Fanaticism, either individualized or in mass, contains within itself the elements of cure, in all civilized countries. Within the last year we have seen the curative process of the Anglo-French madness, and the Irish papal fever, and nearer have seen moderate abolitionism at the North aghast, at the John Brown raid, and an upheaval of better feeling throughout the conservative North, with an evident intent of better minding their own business in future. The fanatic portion of the South, with a Carolina representation, have succeeded by their vaporings in calling a more general examination into the curatives of their case, which though slower in their operation will be none the less effectual. England is restive under our cotton bandages, and the excitation at the South at the John Brown outrage, has brought home to all those interested in the cotton trade, the precarious tenure by which they hold their present supplies. England has made persistent effort to push forward the cotton culture, wherever an apparent possibility existed of its success; to this end, her railroad subscription in India amounted in 1859 to \$90,000,000, and in the Brazils to \$70,000,000. In Egypt the same means are at work, and at Sierra Leone the export has increased near 1000 per cent. in the last seven years.

All England, Exeter Hall included, has evidently been converted to the idea that the negro is the only successful cotton cultivator; hence we see the South taken at their word, and cotton culture being pushed in the field of Livingstone's discoveries, where negro labor is abundant and cheap. Competition in the cotton market is certain to ensue, at a much earlier day than the South are seeming to prepare for, in itself a cure for all fanaticism, either North or South, and is a commercial question which will bind the Union more firmly than any Constitutional provisions. The home market and the home manufactories are those to which the South must look for a continuation of her prosperity, and for the maintenance of her wealth. If the landholders of the South are mindful of their children's prosperity, they will, by all means, direct and indirect, encourage manufactories throughout the Union. Their statesmen must examine the cotton question with a reference to their position twenty years hence; when the Brazil and India product has quadrupled, and Southern Africa produces a staple equal

to the best Sea Island, and a quantity equal to double that of India's present product.

The concentrated capital, improved machinery, the railroads, and adventure of the present age, admit of no comparison by past precedent. If in that time the great Northwest is dotted with manufactories, and cheap rail communication with the Pacific provided, for the product of the looms to reach the Asiatic market, then will the South be safe. Without this, cotton will fall in price; and with cotton, all southern property must recede in value. Short-sighted legislation and the clap-trap of party may, for a while, disguise this issue; but as sure as there is power in England's capital, energy and enterprise, just so sure will she, in the next twenty years, achieve comparative independence of the United States on the cotton question. It will be well for our statesmen to be wise in time, and encourage home manufactures, and the opening up of enlarged markets, to make way with the added production, and insure continuance of remunerated labor.—  
*Alta California.*

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### **Identity of Interest of the Western States with California.**

Western farmers have, in the severe experience of the last three years, learned that farms without a home market for at least a portion of their produce, are a poor investment—that they will not pay the interest on the first outlay, and in too many cases have been sold to pay the principal and interest on the secondary investment. The high price of produce during the Crimean war, and the inducements held out by capitalists and companies for the settlement of wild lands, caused a surplusage of production, which has ended in a distress throughout all the agricultural West, which has brought home to the minds of her people the fallacy of all the promises of benefit and of market which induced this outlay. Britain's offers to take our bread-stuffs, though seemingly munificent, are in reality fallacious. We cannot so easily grow bread four to five thousand miles from Great Britain, and in time of peace transport it there and compete with the French farmer on his own soil. Figures will show it, and experience has proved it. The Western farmer cannot, in time of European peace,



obtain such remuneration for his cereals as will justify so large a production without a better home market; hence we have low prices for improved farms, broken farmers, ruined merchants, rotten railroad companies, and surplus labor, in what was the great, industrious, and thriving West. True, she will recover. With such immense resources, the accident of a year or two's foreign market will make the rebound; the broken and disheartened will make way for the new and adventurous; and for a year or two the smiles of prosperity will be on every face, to be covered again by the clouds of disappointment whenever foreign demand falls off. There is only one permanent remedy for this state of things. Steady prosperity in our far Western States can only be arrived at by a home market for enough of their produce to pay the current expenses of their crops.

The home market can only be arrived at by the encouragement of the coarser manufactures, on their unrivaled water powers at the head of steamboat navigation. If cotton can be carried up the Mississippi, and then by rail to New England, there manufactured, and shipped, *via* the Cape of Good Hope, 16,000 or more miles to India, it would seem it might be carried up the Missouri, and other rivers tributary to the Mississippi, until the distance to the Pacific by railroad would amount to but one-half of that transport given the bulk of raw cotton before it is now manufactured for the China market. Once in the Pacific, it has but five thousand miles of transport to its market, with a certain saving of three months' interest on its outside cost, and of even a twelve-months' interest, as the trade is now conducted. Herein we have an interest in the West identical with that of California. We must supply a greater home market or lessen production; we must look for an export market that will consume our products and give employment to our surplus labor. A trans-continental railroad and steam navigation of the Pacific will give the West the stability and employment which she asks, the steadiness of business so desirable to California, and the market we both need. Every article of Asiatic produce consumed by the West which now reaches the States, undergoes a transport of sixteen to twenty thousand miles, many trans-shipments, and added expenses and profits, which would, by a trans-continental railroad and steam navigation of the Pacific, be received with one-third this transport and but one trans-shipment.

The gain to her is too clear to require argument, and the stability it will give her progress and improvement is so obvious, that her Congressional representatives cannot refrain from giving the road, wherever located, their hearty support, and the mail appropriation we require for our steam line, their unanimous favorable vote. If our Government desires the speedy filling up of our great plains with population, and, by civilization, settling all questions of Danite or Indian marauders, there is no means so certain in its encouragement to settlement as the prospect of business which the road and steam on the Pacific gives. Nor does the growth of Western manufactures interfere with those of New England. There is truth in Lawrence's remark to the representatives from Carolina: "It would be well for New England if the South manufactured all the coarse cottons, for the New England looms would then manufacture the fine, which England and Germany now manufacture for us." East and West, North and South, all have interest in the early establishment of the great continental railroad and its steam connection, both as producers and consumers. The West and North will first feel its influence, but in another ten years the interest of King Cotton will be greater than either.—*Times*.

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### King Cotton's Interest in the Pacific Markets.

We have heretofore spoken of the interest the cotton producers of the United States will have in securing to our commerce the markets for manufactured cottons now opening in the western countries of the Pacific. The demand for raw cottons has so constantly kept pace with the supply, the prices so far have maintained themselves at such highly remunerative rates, that the possibility of competition is dismissed from the American mind, and but little comparative interest is had in other sources of supply. It is generally thought that the attempt to raise cotton in British India was a failure, but we find the cotton exports from there in 1859 to Great Britain was 500,000 bales, nearly one-fourth as much as was sent from the United States to Great Britain; besides this amount, the raw cotton shipped from India to China amounted to more than twenty millions of pounds. These shipments were made when several years of rebellion had crippled every

energy of the country, and when the net work of railroads planned to open up transport in the cotton-growing regions of India were not half completed. Egypt, under her better government, is increasing her resources in this respect; the Brazils, having direct communication by steam with England, are daily giving more attention to special culture for her liberal market; and the shipment of cotton to England last year from these two countries amounted to one-tenth that shipped from the United States. Thus, from these three sources, two of which cannot be easily diverted from the English market, we find thirty-three per cent. as much cotton sent as from the United States. India is now peaceable, her roads are being pushed to completion, the growth and cleaning of cotton is better understood, and we may fairly look for a largely increased supply of low-priced cottons from that quarter. Brazil is receiving every benefit that English capital, machinery and aid can give. Each day gives Great Britain firmer hold on her commerce and greater influence on her products; the effect will soon be shown in a doubled cotton product from the Brazils. These are at present the main sources of supply; but Great Britain has never faltered in her determination to achieve comparative independence of us in this respect. Four millions of her people depend directly on this trade for subsistence, and thirty-three per cent. of the entire value of her exports are in its manufacture. We have conquered her with cotton bales too often for her not to be restive under this commercial yoke. When that Government is in earnest, there is a quiet energy and perseverance in all their arrangements, and from what has been done in India under disadvantage, we may infer what may be done in Southern Africa, where the advantages for cotton culture are many. Labor is abundant and civilization at so low a scale that subjection is easy, the staple of the cotton and soil is favorable, the climate not unhealthy, water communications a portion of the year, rail communications feasible, adjoining one of her own colonies, a country of boundless extent, with no probability of disturbance from any other power, the fairest of fields for English capital to work on, and in which industry and enterprise will be stimulated by Government subsidy to the utmost. In the next three years the supplies of other countries to England's markets will equal one-half that from the United States. True, we have other and increasing markets, but as the English

market governs the price and demand for cotton, we need only look there for the general effect on the demand for this crop, and the value of a larger home market to the growers of this staple. We have shown that British India produces more cotton than the amount consumed by all the manufactories of the United States, and the probability of her great increase of production. May it not be well for the South to look to the immense consumption of raw cotton which would take place in our home market for the manufacture of coarse goods, if by rail across the continent, and steam upon the Pacific, we can acquire an early and firm foothold in the Asiatic market for our goods? To accomplish this, manufactories must be started in the great West and Southwestern States, near to the productive States, and to the line of continental railroad. Parallel with the growth of cotton in other countries, a demand might be created at home which, in time of peace, would check decline of prices, and in time of war give sale to the planters. The millions of Asia afford a market not easily surfeited. Steam on their navigable rivers will make openings to commerce far greater than those now enjoyed.—*Times*.

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### Steam Mail to China.

The importance of rapid communication with China has become so great a necessity to our countrymen engaged in Eastern commerce, that our Government cannot long refuse the request to take action in regard to a quick mail with Northern China and Japan. The New York Chamber of Commerce have appointed a Committee to memorialize Congress for early action in this matter. The Bostonians are also much interested in a movement which will give them their China correspondence in advance of their English competitors. The *Boston Transcript* says, in this reference, "A quick mail to Shanghai and Japan, by way of the Pacific, would secure a large portion of the correspondence of English merchants, besides greatly benefiting this country." As the mails and business facilities now stand, the English merchant, both in China and Great Britain, has always eight days' advantage over the American. With a quick mail from San Francisco to China, the American merchant would, until the Atlantic

Telegraph is laid, have always that advantage in his favor; and as prompt and early information is the key to successful business, the disadvantage the American merchant and manufacturer has long labored under is apparent.

The saving to the country, however, is vastly augmented, from the fact that our State is the bank and general treasury of the Union, and that from our harbor will in time be sent direct the almost entire treasure which is annually sent forward to balance the European and American indebtedness to India. To our own State the benefit is immediate and direct, making to us a new and constantly increasing business of forwarding the exchanges and treasure accounts of other nations, and of being made in time the pathway of travel of the whole business of North Asia with more civilized nations.

This mail fills the largest space wanting to complete the circuits of steam-mail communication, and as the route is long, the tributaries from many smaller marts of commerce will largely enhance its power of benefiting our own people and the commercial world. There is probably no means by which our Government, by so small outlay, (for we believe a subsidy of \$300,000 per annum would command the service) could achieve so great a service to the American people. There is none in which other nations and peoples would take so great an interest; none that would so soon increase our trade and power on the Pacific; none that would give our merchants so great a command of the enlarged markets the close of the present war with China will open out to us, and none that would so soon and so cheaply give us an efficient naval force in the Pacific.

By an appropriation of \$300,000, our Government can secure the services of four good steamers across the Pacific, and at any time be within twenty days' communication with our Eastern squadron, doubling their efficiency for peaceful or warlike purposes. When England and France have completed their arrangements with the "sick man" of China, our merchants will need all the aid that rapid communication can give to compete with the location, cheap labor, and other advantages possessed by those nations; and any disadvantage to our merchants must be paid for by our people at large, in a lessened sale of our products, and an enhanced cost to our imports, making this a matter of general interest to our whole people.—

*Bulletin.*

### England's Intention to Secure the Trade of the Pacific.

There are two movements in the horizon of commercial politics which require close scrutiny before being adopted by our government, or before any concession is made which will cause a departure from the present state of things. The first point is, the desire of Great Britain to share in the California coast trade. This means freights from Liverpool to New York in British ships, loading there for California; and freights back again to England of quartz rock or ores for smelting—the round voyage affording employment to English ships and English labor, and a profit to English people. It also means English propellers on this coast, connecting with propeller lines across the Pacific, which would be shorn of half their profits, if customs, dues or restrictions came in the way of transshipment at our ports.

The second movement is the free trade combination between France and England and part of Germany. The manufactures of those countries have been nursed in their infancy by almost prohibitory duties, until, strong in their capital, perfection of detail and low-priced labor, they are ready to start alone. The *London Times*, in one of its leaders in reference to this free trade treaty, says: "If the United States can only be *spurred on* to like concessions, the manufactures of Lancashire will double in the next five years." With this we have the instructions to the Governor of the Cape of Good Hope in reference to Livingstone's cotton discoveries in Southern Africa. If the United States submit to the "spurring," her cotton manufacturers will declare no dividends, and her cotton growers will discover that a competitor in production is being nursed into life, while their home market is being crippled.

If both concessions are made, we will find their propellers eating the profits of our clipper freights, the intermediate trade between the States, of which they already have a share, increased in its amount, and the whole West and Northwest supplied through their Canadian roads. The China business of this coast would fall into their hands, and so dependent would we become, that we might as well be colonial at once, and give truth to another remark of the *Times*—that "England was reasserting her influence with the American colonies, which she partially lost eighty years since." Her commercial diplomacy is more far-seeing than that of any other nation. While we are apt to look

over but short intervals of time in our commercial arrangements, her scope is larger, and the programme of to-day is constructed with a reference to a far-seeing future. Her political economists boldly state that, if her present war with China be successful in opening easy communications to the interior of that country, their exports there will exceed those to any other country except the United States. The interest of Manchester and Leeds is ever present—the employment of her people and the gains to her merchants, is the secret spring of every movement, the balance-wheel of all her diplomacy; and rightly, too, for with commerce and manufactories active, every other interest of the United Kingdom is benefited and prosperous.

Much as we may honor this enterprise, and however we may respect this energy, and correct as it may be in the furtherance of her own interests, can we afford to accept the vassalage marked out for us? Is it for our interest to cripple our home manufacturers and the home market for our producers—to allow our clippers to lie idle, and their propellers to take the freight—to give up the magnificent trade with Asia, now opening to us, and be second in a business in which every advantage of situation should make us first? In truth, the struggle for commercial supremacy has but just commenced; our merchant fleets have grown by our export of our raw productions, and its after import as manufactured; our clipper interest was supreme: it is now reached over by the propeller; the steam bridges are cheapest, and take the trade whenever placed in fair competition. We have had no apprentices, and have cut down our fishing bounties until the American stock of sailors has run down to scarce ten in one hundred. Our laborers have been forced out of manufactures into cultivation of the land, until a plethora of cereals has caused a ruin of the farmer, our sea-going steamers have been allowed to lie at their moorings, while hers are taking the passenger and carrying trade of the Atlantic; the same result is about to be arrived at in the Pacific. If we are to be ever in the field we must be first, for her lines once established and subsidized, they will ride as supreme in the Pacific as the gallant Cunarders on the Atlantic. If we secure not our full share of the trade now opening, we lose the readiest means of employment to a population, and of quickly building up new States to the east of California, and we continue, as now, vassals and interest-payers to the capital of other lands.—*Times*.

### A British Steam Line on the Pacific.

The advantages of steam commerce on the Pacific are now occupying the attention of practical men engaged in steamship enterprises, more than that of any other route not yet stocked; and if some movement is not soon made by American steamship owners, the probability is great that British capital will be brought to bear to secure the consummation of this desirable result. We understand that the Cunard company have in contemplation the propriety of putting some of their steamers on this coast, with a view to the increasing in future of British commerce to the north of us; and of sharing with the West India Mail Company a portion of the South American and English-bound travel. If England succeeds in her oft-repeated effort to change our coasting trade laws, the Cunarders would reap a rich harvest on this coast from the superiority of their boats, and the security afforded by their excellent arrangements. This point achieved, the next would be a struggle for a portion of the business of the Peninsular and Oriental Company's line, a goodly portion of which would be tapped by a steam line across the Pacific. If such a line is controlled by British capital, the probability is, that the first stopping-place on this coast, from China, would be at Victoria, V. I., which is nearest the line of a great circle route, and would secure the shortest passage towards America. In this case, for the reverse reasons of wind and weather, the last point of departure towards Asia would be from San Francisco, as to this point the European and South American passenger travel could most easily congregate, and the specie shipments from South America and Mexico, as well as from California, be most readily controlled.

When these different steam lines make their connection, the upfreights of specie in our coast steamers will be a feature of our trade as marked as the down freights of gold are. The silver of South America and New Mexico, which is now shipped across the Isthmus, would be shipped to Asia *via* San Francisco, and our city become the tarrying and turning point of much of the Old World's business.—*Bulletin*.



### Californian Imports and their Cost.

In another column will be found a table showing the ownership of the coast clipper tonnage arriving at San Francisco during the years 1858 and 1859. The total of American tonnage, in 1858, *via* Cape Horn, was 165,440 tons, while the total, in 1859, was 213,999 tons, showing an increase of nearly 23 per cent. The sum of figures also shows, that while the New York owned tonnage has increased 26 per cent., that of Boston has increased 33 per cent., or seven per cent. over that of New York. This may be accounted for by the increase of consumption of New England manufactured goods, consequent on the change in the character and habits of our population, as our State increases in age and stability; also from the greater interest which Boston has in the East India trade, affording more inducement to her ships in the round voyage. If Boston retains her India trade, and continues the increase of her trade with us, after steam once bridges the Pacific, it will be from having a controlling interest in the propeller lines, otherwise a large portion of what is now her most valuable business with us, will seek its freight through them.

Of vessels from foreign ports, 257 have arrived at San Francisco during the past year, bringing an aggregate of cargoes to the amount of \$11,155,767. The Cape Horn clipper arrivals amount to 141, and as there is no means to arrive at the real value of their cargoes, we take the usual estimate of \$250,000, or, in the aggregate, \$35,250,000, or a gross sum of import, in 398 vessels, of \$46,405,767.

Our treasure shipments, by steamer and sail vessels, was about \$47,664,995 54; our treasure imports amount to \$2,478,544 23; and as our export by private hand, not manifested by the monthly steamer, amount to nearly the same sum, its subtraction will not be required. The total exports of our own product, for the year 1859, was \$5,308,937 08, and the total freights paid on merchandise of all kinds, was \$4,751,319 20.

If we add to our gross imports the average duty on our foreign imports at the rate of 15 per cent., and the freights, we have a total of imports amounting to.....\$52,830,451 25  
From this we deduct our exports..... 5,308,937 08

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\$47,521,514 17

This sum is so very near the amount of our entire specie shipments, and as on it nothing is allowed for merchant's profits, and as we do know that large sums are sent away monthly in the support of families and payments of debts in other lands, for which California gets no visible return, it is fair to infer that the commonly received estimate of the value of a clipper's inward cargo, \$250,000, is altogether too large, probably—for, unfortunately, so little is known of the real value of our domestic imports, if such a term may be used in reference to trade with the other States of the Union, that we can only speak of probabilities in the matter—that it is over-estimated by at least \$75,000 per clipper—this would reduce our estimate to \$42,255,451, or, leaving, less the exports, \$36,945,514 as the amount of imported goods consumed in one year by 600,000 people, or \$61 51 to the individual, all of which has to be paid for by export of gold from the country, without adding to the estimate the accumulated profits on the handling and exchange of such an amount of merchandise; nor the domestic imports on the steamers—these added, would bring the amount to \$75 to the individual, which is, in reality, about the sum of our extravagance, and dependence on the labor and production of other states.

#### DOMESTIC TONNAGE.

TABLE OF DOMESTIC TONNAGE ARRIVING IN THIS PORT, AS SHOWN BY THE BOOKS OF THE CUSTOM HOUSE.

##### NEW YORK—1858.

New York tonnage, direct.....	\$54,460 61	
New York tonnage, indirect.....	13,343 81	
	<hr/>	
Total owned in New York .....	67,804 42	
Of other districts, from New York.....	27,795 70	
	<hr/>	
Total.....		\$95,600 12

##### 1859.

New York tonnage, direct.....	\$46,684 34	
New York tonnage, indirect.....	20,294 42	
	<hr/>	
Total owned in New York .....	66,978 76	
Of other districts, from New York.....	53,652 68	
	<hr/>	
Total.....		\$120,631 44

## BOSTON—1858.

Boston tonnage, direct.....	\$32,487 64
Boston tonnage, indirect.....	36,554 48
	<hr/>
Total owned in Boston.....	69,042 12
Of other districts, from Boston.....	798 15
	<hr/>
Total.....	\$69,840 27

## 1859.

Boston tonnage, direct.....	\$38,032 70
Boston tonnage, indirect.....	50,921 20
	<hr/>
Total owned in Boston.....	88,956 90
Of other districts, from Boston.....	4,410 86
	<hr/>
Total.....	\$93,367 76

## RECAPITULATION.

New York, 1858.....	\$95,600 12
Boston, 1858.....	69,840 27
	<hr/>
Total, 1858.....	\$165,440 39
New York, 1859.....	120,631 44
Boston, 1859.....	93,367 76
	<hr/>
Total, 1859.....	\$213,999 20

—Alta California.

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**Steam to the North Pacific.**

Since the palmy days of old Spain, when the "Galleons" carried the treasure of the world, no commercial country has had such an opportunity as the United States now have to exercise a controlling influence on the whole world's commerce. Rich in ships and sailors, productive manufacture and enterprise, we always have been. We are now rich in gold and silver, in a sufficiency, not only for our internal currency, but enough to meet every payment on all imports needed from those countries who do not take enough of our other productions and manufactures to keep the balance of trade in our favor; we have the power and position, but have not the means ready to take advantage of it. Our gold will flow in a steady stream toward Europe—our silver will follow, unless by the liberality of our government, steam mail communication is made with China, so that the silver stream will

take its natural route westward, passing direct from our own hands to the Mongolians, paying not only for our own merchandise, but for that of other nations, without intervening profit or freights to another people.

Steam navigation direct from San Francisco to Shanghae or Hongkong, by large propellers, would almost pay at once without government aid. With it, it is a certain investment. The English Peninsular line have now an entire monopoly of the passage and steam freight traffic—of all the business of the eastern hemisphere. The five ports of China, Manila, Batavia, Singapore, and all the Indian ports, monthly contribute their quota of freight and passage, to swell the dividends of this immense monopoly. So crowded are the steamers, freight and passage are alike uncertain, and the tariff of charges from China to London reaches from \$500 to \$1,000 on a forty-five days' passage, and perhaps after waiting over several steamers to secure tickets. Was there a line of steamers established even now, without the railroad, we would receive a large portion of this travel, for from Shanghae to New York, *via* San Francisco and Panama, would be ten days quicker than the route *via* the Mediterranean, with far more comfort to the traveler. The silk freights from Shanghae could be carried at less expense in this way than is now charged on the Bengal Company's line, and passage afford handsome profits at thirty-three per cent. less rates than is charged on the Red Sea route. We should be sure to gain the whole tourist travel, which is far greater than one who has not traveled the route would suppose. Tourists' attention throughout Europe is now turned to the fresh wonders of California, and the round voyage will be made by many a traveler when this, the world's steam belt, is completed. The gain in time, and steadiness of mail communication to our merchants, the lessened cost of all the Chinese products to our people, the keeping the balance of the exchange account against England, instead of as now being constantly drained of our cash in payment of our foreign debts, the provision of steamers in the Pacific ready in peace for war, are all matters for the earnest consideration of our statesmen, and worthy of the fostering hand of our government. California holds within herself the means of settling the balances of the whole American foreign trade, if steam and tele-

graph are provided with which to accomplish the work. Our politicians need know no North or South in this matter, for it is one of interest to every producer and consumer in the Union.—*Times*.

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### Track of Steamers on the North Pacific.

The choice of Chusan as the China terminus of a steam line, would be the means of securing to the freight list the business of all the other ports of China, and, year in and out, could be reached, without the risk of loss to the steamer, in one and a-half day's less passage time, each way, than could be made from Shanghai. But a short time will elapse before the best available port, for steamer stoppage, will be manifest at Japan; for the present, we speak of Nagasaki as the best known. Port Lloyd, at the Bonin Islands, is a safe harbor, of easy access, and frequently used as a port of refit for whale-ships. These islands are claimed by the British Government. The Fox group, far to the northward, has been spoken of as a coal depot, but which would only be of service in case of accident to spars, for so long as a propeller has her sails, the steam is only auxiliary. The trade winds usually extend as far north as latitude 28 degrees, varying with the seasons and other causes. Between the trades and the west winds there is a belt of variable winds, generally light, with pleasant weather. This belt could be easily reached by the eastern-bound steamers, if troubled, as is sometimes the case, by a succession of heavy easterly gales. A variation of a few degrees of latitude, each way, giving easterly trade winds, moderate variable winds, or strong westerly winds, it is possible for the commander to choose without much deviation from a direct route. The trade winds blow freshest generally between the latitudes of 17° and 22°. In steaming eastward, the great circle route can be followed to advantage, shortening the distance some three hundred miles. It is not desirable that the steamer bound eastward should stop at the Sandwich Islands—it is too far out of the way, and would consume too much time and coal. Nor is it desirable that the steamer bound westward should stop at Nagasaki, as it would make delay, without adequate compensation. The steamer leaving San Francisco for Chusan should stop at the Sandwich Islands,

altitude 20—she could there add to her coal, if necessary; leaving there, she should not go north of  $22^{\circ}$ , so as to hold the strength of the trade winds, and save coal, until near the Bonin Islands—latitude  $27^{\circ}$ ; she would then head direct for Chusan—latitude  $30^{\circ}$ . Leaving Chusan for San Francisco, she would touch at Nagasaki, and fill *all* the spare room with coal; thence up the Japan Sea, through the Straits of Matsmai, into the Pacific Ocean, without farther stop, to San Francisco. Ten days of full fair wind may be counted on each passage, and five on each passage that will require but little help from steam. A favorable current could be had through the Japan Sea, and part of the passage across; the same in the trade winds, the heave of the sea is in favor of the vessel both ways.

If crippled by typhoons, Hongkong, Manila, or Guam, could be reached for repairs; but there are few occasions when such disasters need happen, for modern science points out the method to avoid such calamity. Chusan harbor has several entrances: the one which would probably be used by steamers is easy found and safe. The Amoor trade would probably be reached by a steamer running between the Russian settlements and Nagasaki. The Manila trade could be received by the steamers which connect with the China coast steamers at Hongkong.

We have been thus explicit for the benefit of our steamboat men, who seem to forget a boat can sail as well as paddle, and that the route we advocate is unlike any other in the world: having a fair wind each way. When shall we have the first merchant steamer? is a question our business men must answer.—*Alta California*.

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### **The Steam Line on the North Pacific should be Our Own.**

A San Francisco paper has given birth to the idea that a number of capitalists in our midst are moving in the formation of a line of steamers in the North Pacific. From the best sources of information at our command, we believe this is not, in any wise, the state of the case; and although some of our own steamboat men stand ready to embark their capital in this enterprise, if a Congressional appropriation be offered for mail service, no one has yet made a movement in

this direction. To the best of our present knowledge, some New York capitalists, backed by the Panama Railroad Company, are interesting themselves in this matter, and as the opening up of any such route of commerce must, for many years, be largely to their benefit, their action is not at all surprising. The English Steamship Company, in the South Pacific, is most unpopular; the South and North American coast trade in the Pacific is daily increasing; England's commerce calls loudly for more rapid communication with her Australian colonies; and, altogether, there never was so ready or clear a field open for connected lines of steam commerce, tributary, in every respect, to each other.

The series of articles which we have given on this subject have been called forth by the desire to see San Francisco reap the whole benefit to which her position and progress entitle her. Although such lines, whenever established, and by whatever capital or company controlled, must give us, for a time, indirect benefit, yet we fully believe that its effect on our commercial position to be positive—making us the depositors and carriers of our own, and other nations' exports, the forwarders of a goodly portion of our own and other nation's imports, without risk of division or future competition of this trade, a portion of the capital and business interest of such a line should be centered in San Francisco. Our merchants, our mechanics, and producers, our real estate owners, are each and all interested in its progress. By it, we shall secure extended trade, occupation, and sale to the first, and enhanced value of property throughout the State to the second. We bring here those whose expenditure and business will benefit our own community. We turn the whole mercantile and shipping interest of the nation more strongly to San Francisco's commercial advantages; we give a greater political standing to our State, and diplomatic advantages to our country. We make it more for the interest of the whole American people to lay down the iron bands which are to connect our commerce with their own. Our rival in commerce and in freedom foresees the influence which our connected steam lines will exert on her India and bullion trade, and hence her carefulness to maintain good foothold on this coast to the north of us, and the lavish aid which the Canadian railroads have received from her capital.

We must not wait longer if San Francisco is to make this commerce, at the outset, all her own. The trade of the Pacific is yet in its infancy, and, by prudence, we can make it ours. But once let our silver export reach a point where it is felt in the monopoly which London has so long held in the world's specie and bullion commerce, and the capital which is there concentrated will speedily seek out the means to make the profits again their own.

We have now the opportunity to change our position as interest-payers to the old world. Have we the enterprise, energy and adventure in our midst to take advantage of it, and make our city in our own life-time mighty in the world's commerce, great in her own wealth, and the evidences of the foresight and energy of our people? —*Atta California.*

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### Effects of the War on China Trade.

The disposition of the Allied forces in China, each day makes more marked the importance of Chusan as a central depot or terminus of a steamer line to that coast. The Allies have taken possession of Chusan, and rumor has it that the French intend to retain Shanghae, and the English to hold Tien-sing. And such movement on the part of France, as the permanent occupation of Shanghae, would have the effect of largely increasing the value of trade at Ningpo, which city has ready means of communication with the tea and silk provinces, though not so convenient as those of Shanghae. Just in this state of affairs, as if to give immediate effect to the movement towards Ningpo, the Rebels have cut off the communications of Shanghae with the country, throwing the whole trade towards Ningpo, and if any of their chiefs possess the first elements of generalship, no more trade will be allowed through the Imperialists at Shanghae for the present, and the whole revenue from the export duties will for a time be turned into the Rebel treasure chest. The English will probably hold fast to Tien-sing, as the best northern port from which to work off their cotton manufactures. The French will be as likely to hold on to Shanghae, from the value of its raw silk trade. England will insist on the river being opened to trade; France will insist that she has



foothold equal to that of Hongkong. Whatever course negotiations may take, or whichever power may be in the ascendant, the probabilities are that the eventual result of all the turmoil will be that trade will increase and be conducted more safely and profitably.

It is to be hoped our government will make such efforts that in the general settlement, Chusan may be declared a free port. Its position, half way between the more northern and more southern ports, its nearness to Ningpo, Foochow and Shanghai, all make it the most desirable on the Chinese coast, from which the mails should radiate. Valuable, indeed, to us would be this arrangement, for to and from no other Chinese port could our steamers make so short time, or secure so much of safety in their passages. A China steam mail is fast becoming a national want, and as in no way so cheaply could thorough naval service be secured on the Pacific, we may expect the next session of Congress an earnest effort by the mercantile and manufacturing interests of the country to carry through an appropriation to that effect.—*Bulletin.*

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### **Conclusion of a Series of Articles referring to Steam Navigation in the North Pacific.**

With this article we close our series of editorials, on the propriety of the early establishment of a line of steamers across the North Pacific, and the ability of our people to accomplish the undertaking. The articles were devoted to an exposition, and proof by facts and figures, of the great present and prospective pecuniary interests involved for us in this enterprise. In the course of them we have alluded to the attempts of Great Britain to obtain a foothold in the California business, and in one or two of the articles have partially explained that object. Her policy, however, probably reaches still further: by judicious subsidy to her steamers in the Atlantic, she has kept these lines so far adequate to the wants of commerce, that there has been but slight ambition on the part of our people to increase our steam marine, and thus at small comparative cost to herself, she has caused us to slumber in steam naval position, but all the while benefiting her own people. An opportunity is now offered on the Pacific to pursue the same policy, in its results depriving our country of steam

fleets, and sea-going steam experience, as completely as if we had been conquered by her arms, instead of having been so adroitly conquered by her far-seeing commercial diplomacy. Although from our distance from the other states, and entire disregard shown by the General Government of our wants, or of our isolation, we, as Californians, may gladly hail any movement toward steam facilities of commerce; yet, as Americans, it would be far more desirable to have this ocean banded with the steamships of our own people. It is a Californian interest, but comes home to that of the whole nation. With our steamers, telegraph, and railroad, we may carry the old and new world's commerce through the very heart of our empire, spreading the blessings of traffic, industry, and employment throughout our land. And in this, our California is building up a commerce which will give stability to our population, ensure a market for our products, and wealth to our people. As journalists, we have endeavored to place the subject fairly before our citizens, and, in a measure, have already reward in the attention that has been drawn to it. The time is favorable to urge the attention of Congress to this matter, while the Japanese, with their presence, give aid to our solicitations.

If we have been somewhat persistent and prolix in the advocacy of this great measure, if our columns have lacked that essential ingredient to popular journalism—variety—whilst this subject has been held under consideration, our excuse must be, that the time has arrived when the agitation of the question of establishing steam navigation between California and Asia, has become paramount to all others, for public consideration, preliminary as it is, to the development and successful accomplishment of this next great advancement in human enterprise. The time is at hand when the current of Asiatic commerce is to change its course, and seek an eastward channel; when the relative bearings of the occident and orient are to undergo a vast and an important change. It is the dawning of that great day when the Pacific shall be whitened with the sails of ships more numerous than are those which now dot the blue Atlantic, and its waters broken into foamy flakes by the ceaseless paddles of a mighty sea marine; when the huge Polynesian archipelago is to open up to civilization, and the dark-hued savage races are to be replaced by the overwhelming millions of the Caucasian type. Coming nearer home, it is the

dawning of that day when San Francisco is to be the great commercial emporium of the whole world, with the wealth of the Indies floating hourly through her golden portals, to our broad armed bay, to be taken up from our docks and borne by the swift locomotive on its eastern flight, seeking a market along the Atlantic board, and in populous Europe,—when the bullion and exchange trade of the world is to find here its point of concentration, and this city shall be to the rest of the world, in financial and commercial operations, what the heart is in the physical organization of the human system.

It is no vain, visionary future toward which we have been turning our gaze. The time is ripe to set about this great work, and if we are not weak and helpless as a shorn Samson, we shall put forth our strength, and bring within our own immediate day and generation the setting this great enterprise in motion, making it for ourselves an accomplished fact. We have shown its practicability and demonstrated its necessity. It rests now with the commercial men of California and the Atlantic board to take the first step towards putting this grand enterprise in motion. And, commending the subject to their consideration, we lay down our pen, in the pleasant consciousness that our duty as public journalists, in setting on foot the agitation of this momentous question, has been faithfully and honestly performed. Let these but act with the same degree of earnestness of purpose, and the work is done.—*Alta California*.

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### **The Southern States most Interested in the Central Railroad Route.**

The Southern Congressional representatives have uniformly supported a Southern Railroad route with the idea of opening up more slave States and cotton-producing lands. Are they not mistaken in this policy? Have they not, in their efforts to prove the negro affinity to hoe handles, convinced too many of the utility of negro cotton culture? We see the effects of their teaching in the gigantic effort now making by England to work out her independence of our slave States. In India, we see its effects in an export of one half a million of bales of cotton to England, and nearly as many more to China in the last year—in the increase of her trade with Bombay,

alone, one thousand per cent. since 1833. In South America, we see her close relations with Brazil, and in it we have her constant support of the house of Braganza. Just now, we see it in Southern Africa. The coming winter season there, is to be used in the survey of the Livingstone region, to the development of which enormous capital facilities will be given. The laws of trade are unchangeable; no country can continuously hold the monopoly of profitable product. Holland tried in the spice trade; but England has conquered her by a bonus to the planters of the Straits, until she is independent of Dutch supply. The same will be the result with cotton. Let her increase the production for the next five years in the same ratio as in the last five, and the South will have what they have never yet had, competition. Will it not be wise for them also to provide for the time when England can say "No," to their offers, when so minded. In all markets reached by the Atlantic, there will always be much European competition, and these markets can be all reached by other nations as soon as ourselves. Not so with the China markets; they are nearest, and open up to us a population so dense as to afford a demand for all the surplus our manufactories will, for many years, give forth.

The South should encourage a road through what will be the densely populated north-west, where factories, villages, and towns will afford them a market for their cotton on a line of road direct to those markets which must take the manufactured product. Rail and steam have already turned the course of Tennessee and Mississippi cotton bales up stream; one step further encourages their manufacture in the West, and their shipment to the Pacific still further west, where we can send them to Asiatic ports, and as the evil to the South, of increase of raw cotton by foreign countries, becomes important to them, so, in like importance, will a new market have become to take off all surplus. Let their statesmen look well to this, and encourage a growing power in the West, which time will make as valuable as England's present market, and which may be made to grow, in their own day and generation, to such extent, they may feel their children's interest has not been injured by short-sighted legislation, and that the South will not suffer from their mistake of supposing present prosperity can exist without change, or wise effort on their part for its continuance. The South, from interest, must support the Central route.—*Alta California.*

### European War and Steam Commerce in the Pacific.

In the event of a European war, or of a war between France and England, the abundance of good war steamers in the possession of each power, renders the former system of convoy of merchant fleets almost impossible. A fleet of merchantmen, under convoy of sailing vessels, would be almost at the mercy of a few fast steamers, and however close the whippers-in kept the slow and the weak, it would be strange, indeed, if each night the steamers did not make a good business in their capture.

If convoyed by steamers, and the assailants outnumber the convoy, witchwork would be made with the fleet, while the watch-dogs were each busy with their own enemy. These advantages, and the power of information and combination which steam gives, will be likely to do away with the convoy system, particularly on long routes, or where narrow straits or passages are to be passed; the convoy method, under steam attack, being seemingly more dangerous than the running gauntlet of single ships.

The valuables of commerce and passengers would not be exposed to these great risks if any other means were available for their transport. France is preparing, and will, in case of war, make a mighty effort to cut off England's passage to India by the Mediterranean and the Red Sea, and, if successful in her designs on Madagascar, would, for a time, be very troublesome to English vessels crossing the Indian Ocean towards Bengal, or China, as well as to those making the Cape of Good Hope passage on their return; so few could escape their steamer enemies, that trade would well nigh come to a stand still, except in neutral ships. In such case, with a line of American steamers across the Pacific, the entire specie, raw silk, and passenger trade of England and France, with all the ports north of Singapore, would fall to the control of our steamers.

The raw silk export of Northern China now reaches the enormous amount of 80,000 bales, the freight of which alone would be almost worth the stocking of the line. The freights and passengers, from any cause, once turned this way, would, in all probability, continue with us; both route and climate being more safe and agreeable, and transshipments made with more ease. And, though it is not desirable to speculate on others' misfortunes, it is a point not to be overlooked in

the threatening aspect of European affairs, by those whose inclinations and business lead them to aid in the development of this great enterprise, that war among European nations will be to it a source of never-ceasing profit. England, herself, would rather pay the whole subsidy required to support such a line than be without its benefits, in the event of her having a war with France. Without it, she has no certainty of Eastern communication; with it, a most profitable portion of her trade will not be checked.—*Alta California*.

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### **New England Interest in Steam on the Pacific.**

The Bostonians, and, in fact, all New England, are indignant at the withdrawal of the Pacific Mail Company's Agencies from the New England cities, while the passengers complain as loudly at the lessened comforts, shortened number of waiters, and the want of baggage-masters. We are not sure but Vanderbilt's efforts to make the route and steamers for a time unpopular, may be beneficial to California, in calling more present attention to the overland mail routes; but, as for the Bostonians, they have the staff of correction in their own hands, and, to our thinking, a chance of profit while making it. We want a line of steamers across the Pacific—Boston desires to keep the balance of her India trade from going to New York, and the Cunard line from going to Portland. Establish a line of propellers direct from Boston to Panama, connecting with a coast line to San Francisco, connect here with a China line, and she settles all these points with less capital than there is invested in any of their manufacturing companies. Boston merchants understand the routine and accumulated travel of the India trade; her manufacturers understand the value of that market for their cottons. May not these interests be combined to the profit of all concerned? The bulk of all the out freight the India or China ships have ever had, is of New England production or manufacture, and as the bulk of ships intending China lading now reach there *via* Cape Horn and San Francisco, this merchandise now, in some cases, pays a double freight, on a very long investment. We believe the time will come when the bulk of shipment of American manufactured cottons will be sent to China from San Francisco, for, whenever a rise in cotton

goods takes place in India, the demand can be met from our city ninety days quicker than from any other point of supply. This advantage will make San Francisco the depot for coarse cottons, from which shipments will be made whenever Eastern markets need supply.

Is it not well for the interest of New England manufacturers, in view of the present effort of the Manchester fleet on the coast of China, to take the initiative in this trade, and secure at once an abundant market for the full power of product of their looms, to make up the out freights of the propellers, in the absence of other lading from the New England manufacturers, to be again sent from here to their market, either in the propellers or India-bound clippers, as may be most desirable ?

This would give the manufacturers a double opportunity of sale : first, at the terminal point of the propeller line across the Pacific ; second, to the owners of ships bound from here to other ports of the East Indies. There is an added freight to the goods, but a saving of time and interest to the ship-owner, and a more enlarged market to the manufacturer. The ship-owner now works on advices sixty days old, making shipments four months from their market. In this arrangement, he would work on advices less than thirty days old from every market north of Manila, and but forty days from the farthest of those markets by clippers. The only seeming obstacle is the freight across the Isthmus ; but as the Panama Railroad Company are alive to an enlarged commerce, it is an obstacle that can be overcome. We think India merchants, clipper-ship-owners, and New England manufacturers, have quite as much interest in steamers on the Pacific as California has. They have only to instruct their representatives to vote for a mail subsidy, and they will soon, in the certainty of their advices, reap its benefits.—*Alta California*.

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### Our City's Interest in Steam in the Pacific.

Steam in the Pacific is to be the next great move of the American people. Boston, through its press, and New York through its Chamber of Commerce, say it must be achieved at once, and where these two cities will, the way will surely be found. The Pacific must be

bridged by American steamers ; our countrymen have the advantage their location calls for, and energy should give. During the discussion on this subject in the New York Chamber of Commerce, the fact was commented upon, that while the outbreak of the war between the Allies and China was known in England fifteen days before it was known in the United States, there had been lately an instance, where China news was brought to New York, *via* San Francisco and Pony Express, six days later than that received by the Cunard steamer. This news was, of course, brought to this city from Hongkong by sailing vessels, and is ample corroboration of the statement so frequently put forward in our columns of the superior excellence of this route for all American commercial purposes. It is time our merchants and people took sufficient interest in this movement to make the coming year its initiative. We can have the line of steamers, and the benefits of their business and travel, if our people will make but one earnest movement in its favor. It is not a matter like the Pacific Railroad, which, when begun, will take years to complete, and work out its benefits and advantages, but one in which a short six months would place the line in operation, and make it exert its attractive power on freights, passengers, and commerce on the whole length of the Pacific and Atlantic coast. It can be ours, and our city and State, within the next year, be in full receipt of its benefits, if our citizens and Chamber of Commerce will but take a zealous, active interest in urging its importance on Congress.

Once in receipt of the commerce this line of steamers would give us, our citizens would each month express a new surprise that they have so long allowed a valuable commerce to slumber, so far as profit to ourselves is concerned. We can have a share of the expenditures of a mammoth passenger and transit travel, and draw to our port the specie shipments of this whole American coast ; we can make other people and other nations help to support our lines of passenger steamers, and cause a lessened expense in this respect to ourselves, and a cheaper import to our State. Let California but make the effort, and with the outside aid now offered, we can but succeed in an undertaking which will be a Washoe of commercial wealth. In itself, the means to make our Washoe thrice more valuable—for, with the ability to make regular shipments of silver to China, the whole train of refining, with all



its attendant business, becomes part and parcel of the wealth of our city. The necessary skill and capital will then make its home with us; the ore will here receive the manipulation and stamp which fits it for its final market, and our State the benefit of its mining resource, the profits of which now go to other lands.—*Alta California.*

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### **Our National Defenses.**

Modern improvement in instruments of war is not only giving the strong a greater power over the weak, but rendering warlike nations more dangerous to the peace and safety of those inclined to the quiet pursuits of trade and commerce. Steam batteries and the rifled cannon, on one side of the channel, have compelled England's foundries to multiply the Armstrong gun, and her people to place a value on rifle practice which the experience of two wars with us should seemingly have before taught them. While other nations were not proficient in sharp shooting, the full quota of riflemen each State could give, and the multitude of marksmen throughout the broad West, with whom to form armies to repel all foreign invaders, were reasons sufficient in themselves for a small standing army, a lack of national foundries, and a poverty of national armories. But now that foreign forces are all being armed with rifles, and steam giving the facility to land large bodies of troops at will, our country is not safe, in reliance only on those means which, in the past, have been our safety. We now need drill, power of concentration, and sources of ready supply of material of war, provided at points available for ready transport to any portion of our country—in position and fortification safe from any sudden movement of a hostile force. Nature has given us the ready means of transport on our ocean-bound coasts; on the north the Lakes, and on the south the Gulf, while dividing our empire, the Mississippi and Missouri, and their tributaries, give ready transport throughout the great heart of our country. But on the east and west line, through the center of our domain, nature has given us no natural channel of communication; and although the great plains invite a road, the mountain ranges which have to be crossed, present obstacles too great to be overcome except by government strength of resource. Our

need is a national road through the center of these United States, from ocean to ocean. Leaving the Atlantic at Norfolk, and striking the Pacific at San Francisco, a national foundry should be made near Richmond, to which the coal fields of Virginia would be available; another near Cairo, central to the valuable iron ores of Kentucky, Missouri, and Illinois; and still another, at some distant day, where good iron ores may, in time, be found in the Great Basin. National foundries, or armories, at or near those points, would be capable of perfect defense, available to distribute their needful stores through the various routes of rail and river; such a road would bisect through every part of our country. The United States have now reached an age and wealth which, in our present stage of military resources, renders us more vulnerable to attack than when a sparse population, over large districts of country, confined the damage of an invading army to a few salient points. Now, towns, villages and wealth, are in any path of the invader, and need all the protection the foresight of the wisest of our political guardians can give. We rejoice to see a more national spirit shadowed forth in our political debates, and we trust such liberal sentiments as those so lately given by Senator Toombs, may be often echoed in our Congressional halls.—*Alta California*.

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### Changes in Comparative National Power.

The changes in the relative power of different nations, either for attack or defense, which have been brought about by the introduction of steam power, and the greater use of the rifle, in murderous warfare, is a subject which deserves the early attention of our own government. The United States have always been strong for defensive warfare. The ease with which we could cover the ocean with privateers in a great measure compensated for the smallness of our navy; while the equal ease with which an army of practised riflemen could be drilled into effective discipline under our West Point officers, has rendered a large national army unnecessary. But in these respects, the United States are now, in comparison with other nations, on a different footing. Steam is driving sailing war ships off the seas, and the rifle practice of European armies is, in this respect, equalizing our

former superiority over them. While the eventual result of any struggle we may have to make on the land admits of no doubt in the American mind, our naval position is not so clear.

So long as a merchant marine was the only foundation of naval strength, we had no cause to fear the result of a struggle with the strongest; but as steam has lessened the requirements of sailors to man a fleet, altering the whole system of naval tactics, the nation possessing the most steamships, skilled engineers and gunners, can keep the seas against all the pluck and seamanlike qualities a merchant fleet can furnish. Our government is wisely altering our small sailing navy into steamers, and there can be no question as to the wisdom of encouraging the building of merchant ocean steamers, which, in time of war, may be converted into government war ships, or as letters of marque, or privateers, gives us a strength on the ocean which would afford some protection to our extended commerce. An alteration in the drill of our national militia seems also requisite. The old fashioned smooth-bore must be replaced with the long range rifle, and our artillery practice made with the improved guns which the last few years have seen introduced. As we now are, we are not strong for defense; we never have been, and it is to be hoped never may be, strong for offense; but it is the imperative duty of both our government and people to make such provision that our weakness may never invite attack, or our power be insufficient, not only to repel, but punish the aggressor.—*Alta California*.

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### **New York and San Francisco Interest in a Steam Bridge on the Pacific.**

Great as is the interest of San Francisco in the success of American steamers on the Pacific, we believe the interest that New York has in this matter is scarcely less. We have heretofore spoken of how a portion of her carrying trade is being diverted by the Canadian road and Quebec propellers, and it may not be amiss to give some thought to the effect the extension of the Canadian road to the Pacific may have on her trade as well as on our own. With English steamers on the Pacific, backed as they will be, by liberal subsidies and a business

energy equal to our own, American steamers would stand as little chance in the competition for the China trade as the Collins steamers had on the Atlantic. With the Grand Trunk road pushed across to the Pacific, and a line of steamers connecting its terminus with Asia, England has two days' advantage in freight and passenger travel over the best time we can make. If her facilities already allow her to beat us in our internal trade between the States—if she can already take cotton from our Southern States, and, *via* the Illinois Central Railroad, which she half owns, and the Grand Trunk road, which she owns wholly, supply the New England factories at less rates than it can be shipped round by sea, what may she not be able to do with the commerce of the Pacific, with such a road to the North as her capital will build, and with such lines of propellers as she is so well able to connect with it? Political events are hastening this desire on the part of Great Britain; her commerce and sale of manufactured goods with China is too valuable to be left at risk, and the tribute of other nations to her home business too valuable for her to leave her communications subject to the risk and time of a Cape of Good Hope passage, which is her only alternative when, in the event of war, the Mediterranean for a time becomes a French lake, and the Isthmus of Suez is held by a French army. Russia, finding her progress southward hindered by the jealousy of other nations, seeks commerce and its power from the Amoor. England, interfered with by French design in the Mediterranean, pushes westward, and will keep her hold in the Pacific by a road through her own provinces; with it, building up another empire—through it, protecting that commerce on the Pacific which her rival can only reach by sailing round two continents. While we are wrangling about which route we shall have, hers is already surveyed, and in the event of its first completion and her steamers on the Pacific, the inquiry may be made, what portion of the Pacific trade which San Francisco and New York now deem their own, will fall to their benefit? True, the fruit is ripe, and ready to our hand, if we stretch forth our arm to grasp it; but if we slumber, and our rival, with greater means and enterprise, more enlarged in its grasp, more foreseeing in its results, forestalls us in the first fruits of the virgin commerce now open to us, where then will be the benefit which the position, nature and opportunity have given us? Free trade is the present measure of the Euro-

pean commercial nations ; interchange by rail is our policy with the Canadas. Is not this policy elastic enough? Have not England's diplomatists shown themselves enough foreseeing that, in the event their road is completed, we will find the whole West, and a good share of the East, supplied with Asiatic products by English ships and railroad. New York is as much interested in this movement as we are. She must recollect this road will be a great East and West road, the shortest from Liverpool and Manchester to China and India. Assured as is her position, grand as is her commerce, strong as are her finances, can she afford to have the highway of so many nations' commerce to the north of her controlled by capital in which she has no share—a business in which she has no profit? If the New York merchants are unbelievers in this programme of the future, they have but to remember the pertinacity with which England has held to one of the best harbors and coal depots on this coast, the eagerness of her endeavors to be equal with us in our coasting trade, the energy and enormous outlay with which the Canadian road has been built, and mayhap they may believe that the day is near when the real struggle for the most profitable commerce in the world's history is to commence.—*Times*.

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### **San Francisco should have an Interest in the North Pacific Steamers.**

We believe the establishment of a steam line on the North Pacific, in which San Francisco capital is directly interested, will have a most beneficial effect on all California business, from the elements of stability which such line and all its attendant commerce would infuse into our commercial life. The general uncertainty and liability to loss with which mercantile business has been conducted, arising not only from the migratory character of our own people, and from the adventurous spirit of shippers to our port, but also from the enlarged reports of early business profit, induces every new adventurer to embark in trade already overdone. We see its bad effect in California progress and prosperity, in the change it causes in mercantile habits. The accumulations of successful trade are not turned into a larger business, covering more scope in their operation, enlarging mind and thought, gaining by foresight and honorable mercantile sagacity, giving employ-

ment and benefit to hundreds of dependents, adding power and position to our State, and, in the fullness of time, achieving to themselves a reputation and position similar to that of the Grays and the Derbys of the olden time.

We see very little disposition to extend commerce on the part of those who have been most successful, and have here found the germ of mercantile fortune. On the contrary, the gains of mercantile life are realized, and their further investment is in the monthly loans, until the soul-narrowing operations of monthly compounded interest have eradicated every feeling of mercantile liberality or adventure. Our active capital in the hands of those who are yet to be the architects of their own fortune is too narrow yet in its limits to be able to make any investment which does not promise sudden return. Our passive capital is in the hands of those who scrutinize every operation with reference to a monthly return, and, from very habit, avoid all business which does not, in very many cases, admit of a daily and hourly inspection of its safety. In this state of things, with a growing evil, brought about by our anomaly in finance and position, where are we to look for the necessary capital that will achieve a California interest and direction of a steam line, give our city the full benefits of its commerce, and our State's population the stability in occupation and pursuit which extended foreign commerce and the long investment of capital give? As we now are, those only are interested in the growth of our city and the value of a future increasing commerce who have permanent investment here in the shape of real estate. There is no commercial or manufacturing interest yet so deep rooted that, in a very short period of time, would not admit of its change or diversion.

We can, therefore, look only to those who have here planted the means of present income and the germ of future wealth, in the progress of our young city, to take an interest in any operation comparatively slow in its first returns, but presenting, in its future results so much of greatness and commercial wealth to our city and people. We can have the aid of other capital—we can have Congressional support—we can have the line of steamers, and an interest and share of the profits of the whole East India trade of the United States, if our people will only take the initiative and subscribe such sum to its support as to make our faith in its operation, and our desire of its

possession, apparent. Are our real estate owners, who have permanent investment here, ready to take a step which will give that investment a character and collateral support which through coming years will ensure good returns? Were we as ready with our enterprise and foresight to prevent encroachment and acquire greater business, as we are strong in our resistance and combination to resist such encroachment when near, there would be no question on this point. Consciousness of latent strength induces passiveness, and evil is at our door before its entrance is barred. Without action on our part, we may find the North Pacific line of steamers controlled by capital in which we have neither voice nor vote—a danger to us, where concentrated capital has so much power, and political fortune-scheming so ready a vote in our national councils.—*Times*.

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### **Our Naval Interest in a North Pacific Line of Steamers.**

We have in some measure shown the general interest to the trade of our country, and the special interest to our city and State, which the early application of steam to the conveniences of our Asiatic commerce would afford us. Every port of our country is interested in the lessened cost on our East India goods, every inhabitant of our State in a cheapened purchase of our present imports, and all still more interested in retaining our gold and increasing our export wealth of other products. Probably it was never in the power of any government, at so small an outlay as a liberal mail subsidy would occasion, to avail itself of a business to its people which would save to them four-fold the amount yearly of the most liberal mail payment required. Nor is the liberal per centage saved in our entire East India debt the only gain; our commercial arrangements with Europe will be more independent; the drain of gold, in payment of the European debt, will cease as our silver exports from this coast become uniform; and while giving this efficient aid to the nation's commerce, it cheapens the products that all consume. We shall be building up a steam navy on the Pacific, a college of steam nautical education for our young men while our nation is at peace, and the nucleus from which to form a steam fleet when at war. With a merchant fleet of steamers in the

Pacific, bound by government subsidy to warlike use, we may be able to slumber over the increase of the sailing vessels of our navy, and be prepared to make the best use of modern science in the equipment of a steam fleet when wanted. With the material ready, this may be done, but officers and engineers cannot be so readily extemporized; and as steam naval battles bid fair to introduce some novelties into naval tactics, a steam line on the Pacific might be made the "West Point" of the navy, wherein our young officers may acquire their grades and experience.

No nation but ours would have so long kept so valuable a commerce from their people for the want of a subsidy; none but that would have left a port like our own open to a blockade from the smallest of war ships. An opportunity now offers to retrieve past errors in this respect. The Pacific coast and commerce may be protected, the business of our people enlarged, and an impetus given to the settlement of all the country between us and the frontiers of the new Western States. With steam in the Pacific, there will be no lack of capital to build the railroad. If it be true that England cannot build to the North, she had rather build our road for us than to risk her commerce with the East around the Cape passage, in the event of a French war. Her effort to obtain the outlet of the Pacific, through an unsettled country, without any California to push forth an iron hand to meet her, should be evidence sufficient of the importance with which her commercial government holds the trade with the Eastern nations now opening to us. In a naval point of view, it is imperative that our government should have a good fleet of steamers on the Pacific. We have been fairly driven out of Atlantic steam navigation, and in the event of war, to be obliged to await defense *via* Cape Horn, would be suicidal to every American commercial interest in this ocean. In no way can our government make better preparation for thorough naval service in time of war, than by judiciously fostering ocean steam passenger and freight lines while at peace. Our congressional representatives should be alive to this interest, and press steadily for a mail appropriation for the line, and for the right of free use of the harbor of Chusan to our commerce.—*Times*.



### Summary of Business of a Steam Line across the North Pacific.

There are two points in the consideration of the propriety of immediate encouragement to a steam line on the Pacific, which are not clear to those who have given the matter but slight thought. The first impression is, the enormous outlay required at the outset to start the business into life; and, second, the small amount of apparent passenger travel. It may be well, therefore, in some measure, to review the lights in which this subject has been presented, for, it is evident to us, that the amount of first outlay has been much over-rated, and the number of passenger travel as much under-estimated by those not familiar with Eastern trade. It has been suggested, that, at the outset, the vessels used should be propellers of 1,000 to 1,200 tons, to cost here about \$75,000 each. It has also been suggested, that they should be double this size, and connect with other lines here, in which case they could bring from Japan the coal necessary for all the connection.

It has been shown that there can be a fair wind passage made each way, thus lessening coal consumption; that the distance by the great circle route from San Francisco to Chusan is but little over 5,000 miles; that good coal is found at Saghalién, 1,200 miles from Nagasaki, with reasonable prospects of its being delivered there at seven dollars per ton; that fair coal may be had in Formosa, five hundred miles from Chusan, with a prospect of its delivery there at four dollars per ton; that passengers from China to New York, *via* San Francisco and Panama, can be sent quicker than by the Red Sea and Mediterranean route; that passengers from Shanghai to London can be sent through as soon as by the Peninsular line; that on the passage this way, there is less risk, more comfort and better climate; that the rates of passage on that route average near eight hundred dollars to London, more, of course, to New York, giving us, at least, thirty per cent. advantage; that the steamers in that trade are so crowded that passage is not always procured without delay, even at these high rates; that the raw silk export from Shanghai last year amounted to 7,000,000 of pounds, most of which paid high freight by steamers; that, in addition to this regular freight, there is that of high priced teas, manufactured silks, and fancies generally, increasing on each trip, as our coast freights lessen, and facilities of trans-shipment

on both sides the Isthmus increase ; and that the out freights of bullion, mostly silver, are, in the aggregate, \$50,000,000—this amount being required to settle yearly the Caucasian debt to the Mongolian race, the bulk of which bullion is collected from this Pacific coast, and now shipped *via* London and Suez, which could be shipped by the steam lines direct, to a great saving of time, interest, freights, and insurance.

There would, of course, be other out freight increasing with commerce and acquaintance, but the specie freight outward, and silk freight homeward are the best paying freights. The passenger travel eastward would afford facilities attractive to all those who have business north and east of Singapore, embracing Manila, the five ports of China, the new ports on Formosa, Japan, and the Amoor river, and the travel westward would embrace all the business with China on the Pacific American coast, West Indies, and a portion of that of old Spain ; all the English travel that has connected business with the United States and China, from Holland ; all the travel that has business both with Japan and Batavia, and all of that of the United States that does not require prior visit to England—a connection which the Washoe silver bids fair to break off wholly. Besides this legitimate business travel we should have the tourist travel of the whole world.

Ninety days of steam and sail would then, under favorable circumstances, without the Pacific Railroad, carry the traveler round the world—inducement enough for adventurous travel. The saving to the United States, on their whole eastern import, and to our community, on their whole outside purchase, has also been shown. This item alone will be worth to our State near one million of dollars per year. But we think enough of direct advantage has been shown, for the line itself, to call the earnest attention of our people to its importance, and that a correct appreciation of its advantages will ensure its early establishment.—*Alta California*.

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### More of Steam Navigation across the Pacific.

The close of the present war with China will give an impetus to the business of this country with that nation, which can but have a most beneficial effect on the interests of our State. Every new demand

for silver will excite the more lively interest in our mines, and a greater willingness in the investment of capital to develop their product. Every ship that is loaded, or cargo ordered, will make new interest in a quicker communication of advices by steam *via* San Francisco. Every new outlet made, and every bale of cotton goods shipped, will renew the desire for a telegraph across the plains, for the quicker communication of the condition of the Eastern markets. A low price of cotton will, of a necessity, turn the attention of Southern planter and Northern manufacturer to the enlarged markets which can, by careful diplomacy, be made among the Asiatic millions which an exclusive, despotic government has hitherto kept from our knowledge and from our commerce. When once planters and manufacturers are mutually interested, the next point is, the shortest and quickest routes affording the best commercial facilities; and, as common interest will make then the road across the plains, and steam on the Pacific a necessity to all, California will have no lack of votes to achieve what is to her now a vital interest. This necessity, this dependence, this want, is not distant. Cheap cotton will bring home to the thought of the whole nation, the desire for an enlarged manufacture and a more extended market, and to which their vision must extend westward by the best and shortest route.

While this home business, in all its aspects, is favorable to our interests, not less so are the war prospects in the European horizon. The passage of the Mediterranean made hazardous, the Isthmus of Suez in French possession, the interest in the Pacific route will become as great to England as ourselves. Steam navies forbid merchant freights, and while our market for cotton goods in the Eastern hemisphere enlarges as England's future decreases, the cash payments for the China goods, which necessity compels her to purchase, will increase, each way, the freights of our steamers. In peace, we shall share the freights and travel; in war, we shall take the whole, for in the Mediterranean the battle of commercial supremacy will be fought, and no merchant steamer or passenger will take the risks of that transit, when the safe, speedy route of the Pacific is presented to his choice. We are on the eve of a great change in the time-honored routes of exchange and specie travel, which is pregnant with benefit to the future of our city and State.—*Bulletin.*

**Extract from an Address delivered by J. W. Osborn, of Oak Knoll, Napa, at Platt's Music Hall, San Francisco.**

We want steam across the Pacific—to my mind, gentlemen, a measure of more immediate benefit to the business interests of California than the commencement of the railroad, and a means, in itself, of quick compulsion to the building of the road.

Responsible steamboat men inform me that they will stock the route, if Government will give \$300,000 per annum for mail service. Probably no government ever had opportunity, for so small an outlay, to arrive at so large a benefit for a people. With this line established, San Francisco becomes the banking house, and New York the clearing house of the world. Every dollar of gold or silver we produce is wanted, to pay the debts of our own and other nations to our Mongolian neighbors across the Pacific, and in no way can that debt be paid by any country so easily, so cheaply, or with so small a loss of interest, as by direct shipment across this ocean. The benefit to California will be immediate; you will save your exchange on all the payments you may make on imported goods from the other States, and you will save the premium you now pay on the specie used in payment for the Asiatic products here consumed. For familiarity and quick communication will make the stamp of the California Mint as familiar to Mongolian eyes as that of Carlos or Isabella. The United States will save the premium they now pay on the balance of debt each year made with India; also, on a part of the cash debt made with Europe, and a further saving of time, interest and freight, on the long routes now taken by our specie shipments. This amount cannot be reckoned at much less than \$1,500,000 saving to California, and an equal amount to the United States. Three millions of dollars saved to a people each year, by a Government outlay of \$300,000! And not alone the direct saving of money; with steam across the Pacific, and the telegraph across the Plains, our merchants and manufacturers are within twenty-day advices of China, and eight days in advance of their English rivals under the most favorable circumstances. Strangers and travel will turn this way, and our California will become the highway of business between the old Asiatic world and the new world of commerce.

### More of a Steam Line Across the Pacific.

That the benefits to be derived by our State and city, from a steam mail across the Pacific, are but little understood by many of our people, is obvious from the comments of a portion of the local and interior press, on a speech lately made by Mr. Osborn, of Napa, at a public meeting held at the Music Hall, in which some of the advantages of this steam communication with Asiatic countries were placed in a favorable light. The amount of European and American travel in the pursuits of Oriental commerce, is yearly increasing, not only from the wants of that commerce in itself, but from the increasing facilities of travel which steam gives, affording opportunity of greater personal superintendence of business, and more frequent interchange of personal communication between partners. The greater part of this travel, as the routes are now arranged, follows a most unpleasant and dangerous track.

The passengers are first exposed to the plagues of Egypt, and then to the cauldron heat of the Red Sea; and, if they escape a hurricane in the Bay of Bengal, they are still exposed to the fury of the monsoons, with their storms of wind and rain, through the Straits and lower part of the China Sea; while aside from the danger of an intricate navigation, heavy squalls, charged high with electricity, are of constant occurrence. In the winter monsoons, the passage is made northward against terrific north-east gales, while in the contrary monsoon south-east gales and rainy, dark weather, render the passage always one of personal risk, even when so fortunate as to escape the typhoons which periodically sweep those seas. All this is a strong contrast to the fair-wind sailing on the Pacific, and the short passage made on the Atlantic. A route *via* San Francisco would command all the American passengers to Asiatic ports, (except those to British India) and very many Europeans, whose business leads them to Eastern Asia. In return, passengers would fare still better, for the lessened risk of a better climate and the novelty would count far more in our favor with the homeward than with the outward commercial traveler. Of the transit travel, whose increase is commensurate wholly with the facilities, we can count upon a full half. We think "strangers and travel can be turned this way," and that with much profit to every producing and commercial interest of our State.

A cotemporary which recently made some remarks on this subject, affects to see but little difference to the people of our State, whether the gold is sent westward, across the Pacific, or southward, *via* Panama, and pretends that the benefit would inure to only a few firms engaged in the India and China trade. But it seems to us that the benefit would be immediate to our miners, in a raised value of their product, and to all our consumers in a lessened cost of our imports. A small percentage on so large an amount saved to our population, makes a large sum to be added to the wealth and circulation of the State.

The crowded condition of our wharves just now, with grain product, affords an apt illustration of what rapid communication would do for one interest of the State. We think it will be generally conceded that grain would have ruled ten to fifteen cents higher throughout the season, had there been a sufficiency of proper vessels ready for freight. There are always in Eastern ports abundance of vessels seeking freight, and more particularly English colliers and vessels of a class that do not readily command tea and silk freights. Quick communication across the Pacific would have made our wants known, and instead of grain being ruined on our wharves, for want of ships, our harbor would have been crowded with competitors, making to our farmers a larger price and a lessened freight—a saving to our agricultural interest in this present season enough for many annual subsidies to a mail line.

Although little inclined to take part in discussion commenced on the stump, we think in this case, where so great an interest to the State has been so fairly presented, it should be as fairly understood and commented upon; and we are satisfied that this matter of steam across the Pacific is one of those measures which has only to be understood to receive the most earnest support of our whole community—*Bulletin*.

## APPENDIX.

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*Note.*—The following article was written for the San Francisco *Herald*, July 17, 1850, to call public attention to the effective manner in which Capt. James Glynn, of the United States sloop Preble, had made an opening, through which Japanese commerce might in time be reached. Every article which afterward appeared upon the subject, through Capt. Glynn, reached the President and Secretary of State, and to the personal representations and experience of this gentleman and his able officers, doubtless much of the after success of the National Japan Expedition must be ascribed. A portion of Captain Glynn's own views in regard to this subject, may be found in the *California Courier* of January 11th, 1851.

J. W. OSBORN.

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### Steam Communication with China.

The advantages of early steam communication with China are too obvious not to excite the liveliest interest in this community for the attainment of this grand commercial scheme. The extensive trade that will by that means be brought within short reach of our shores, renders an early movement for its accomplishment a matter of peculiar concern to every citizen of this State, and more especially of San Francisco.

But there is one point in connection with this subject that cannot too early receive the attention of our Government—and that is, to secure as soon as possible a port in the southern portion of Japan, as a depot for the steamers.

The antagonistic position assumed by the Japanese Government

towards the United States, by their ill treatment of shipwrecked American seamen, and the consequent necessity of preferring a claim for indemnity—a matter of duty with our Government—offers an excellent opportunity to require that haughty, isolated power to conform to the laws and commercial usages of nations. Should a negotiation be thus opened, they may be easily induced to afford one port on their southern coast, out of the many good harbors that abound there, where our steamers may put in for a supply of coal, and our whaling fleet, which in that immediate neighborhood is seldom less than two hundred to three hundred sail, may have a rendezvous. The south end of Japan, as we have said, abounds in fine harbors, and the coast is bold of approach. Coal can be procured in the north end of the Island of Formosa, and already the British government have turned their attention to the mines in that vicinity. By making a depot at the south end of Japan, the necessity of a depot at the Fox Islands may be avoided. These latter are enveloped in fogs for nine months of the year—a circumstance which naturally renders navigation in that vicinity to the last degree doubtful and hazardous.

By an approximation to a great circle route, and at the average rate of the best steamers of Aspinwall's line, and taking into account the great improvements being made in ocean steamers, it is quite safe to predict, that the southern end of Japan can be made from this port in twenty-five days. We presume, sufficient coal could be stowed for twenty-five days' steaming, and after procuring a supply at the depot, five days more would take the steamers to Shanghae. This would bring the Celestials within a short month of California, and would, at the same time, be an entering wedge towards trade with Japan.

There is but one thing wanting to secure safety and dispatch on this route: a lighthouse should be constructed on the Barren or north-west Saddle Island, as a leading mark for the Yang tse Kiang. There is no doubt the British government would bear a portion of the expense of this undertaking, and without the assistance of either government, the American, English, and Chinese merchants of Shanghae, on assurance of the lines being established, would have one built by subscription.

We learn that Capt. Glynn, of the *Preble*, is now ordered home. The able and satisfactory manner in which he conducted his delicate



mission to the Japanese government, entitles him to high credit. With his small force, he obtained prompt compliance with his demands, and created a respect for our nation seldom felt by the haughty Japanese: a respect, strange as it may seem, heightened by a knowledge of the victories gained by our armies in Mexico, an account of which had probably reached this strange people through the Dutch gazettes. The manner in which Capt. Glynn conducted this business, was in the highest degree flattering to the national feeling of every American in the East, and we doubt not the government will dispatch that officer to complete the work he has so ably commenced—a work for which he is, we understand, peculiarly fitted by his scientific attainments.—*Herald, July 17th, 1850.*

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**San Francisco Alta, July 8th, 1851.**

A series of articles on Japan appeared in this paper several months since, which were well received, and as they fully and faithfully set forth the value of that country to the commerce which will ere long rule these waters, much attention was awakened to its importance. That interest has extended to the Atlantic side, and made itself manifest in the leading public journals of the day, as will be seen by the following extract from the New Orleans *Delta*:

“ We are happy to perceive a just perception of the immense traffic there presenting itself for our enterprise, pervading the thinking and active mind of San Francisco at this early moment, stimulated to exertion by excellent articles, sound, healthy, and pertinent, explanatory of the advantages to be derived, and enforcing the necessity of early and judicious embarkation in them, by the well conducted and able press of that city.”

Not alone the newspapers have entered into the consideration of the enriching resources of commerce lying unlocked beyond the broad Pacific, but our Government is measuring with cautious hand and characteristic policy, the ground for a foothold, and contemplating plans of commercial acquirement.

“ The vessels, or some of them, now in the Pacific, are ordered for

the China seas. Attempts will be renewed to open a negotiation with Japan for the establishment of a mutually beneficial commercial intercourse. It may not be brought about as early as the impatient enterprise of California demands. If California grows an age in a day, Japan and China cannot, therefore, be regenerated in a minute."

This extract is taken from the Washington correspondent of the *New York Journal of Commerce* of May 14th, 1851.

The following extracts, from the *New York Journal of Commerce* of April, *Boston Commercial Bulletin* of June, *New York Courier and Enquirer* of January, *Boston Daily Advertiser* of July, and *New Orleans Picayune* of October, 1860, show the wide-spread commercial interest in this great measure.

#### **Increase of the Precious Metals.**

"Few, who have not studied the subject, have any just idea of the increased production of the precious metals since 1848, when gold was first discovered in California. The estimated available annual production in 1847, amounted to \$27,715,000 of silver, and \$15,675,000 in gold, making a total yield of \$43,309,000 per annum, to supply the use and loss of these precious metals. After 1848, the production rapidly increased up to the beginning of this year, when the annual yield was estimated in round numbers at \$50,000,000 in silver, and \$250,000,000 in gold, making a total product of three hundred millions dollars, against less than fifty millions only about ten years ago! These comparative figures show how senseless is the panic of those who look with dread upon the increased movement of the precious metals, as shown in our foreign commerce.

"But a new phase is about to appear in connection with this production. Heretofore, it will be seen, the most important gain has been in gold; for, while the annual production of silver has only increased eighty per cent., the production of gold has increased fifteen hundred per cent., a change so vast that its ultimate effect upon commerce is beyond all computation. Just as this startling truth has become fixed in the minds of those who have studied the subject, all the theories they have evolved from it are again upset by an announcement of an equal probable increase in the yield of silver. We see no reason for doubting the assertion that in two years, the production of silver in our Pacific possessions will amount to fifty millions per annum.

The effect of such a production is not to be considered solely as settling the question of a supply for India. It has a much more important bearing upon the commercial prosperity of this city.

“For many years, the silver current in Eastern Asia consisted altogether of Spanish pillar dollars. After these became scarce, Mexican dollars were admitted, and lately a few American dollars have been received. All that would be necessary to make the latter as current as the former, would be their shipment in large quantities of uniform value. This could readily be done the moment the supply of silver bullion was sufficient for the purpose. Now, we pay for our teas, spices, drugs, silk, and other Eastern products, chiefly in drafts on London. We meet our exchange on London by shipping gold, and the English banker pays his correspondent in India by a remittance of silver. The moment we can coin our silver at San Francisco, and ship it to India direct, we shall turn the whole tide of exchanges, at least for our own purchases, in this direction. Instead of a flow of gold through New York to England, to buy silver for India, California will pay our debt to our antipodes by a remittance of silver, and the overplus may be used to give the London banker a credit on New York. The silver will be paid for in San Francisco by a draft on the Atlantic States, whence supplies will still be needed to feed and clothe the miners. The moment that a rate of exchange upon this city is once established in Europe and Asia, that moment London ceases to be our financial center. Our buyers will no longer pay for their Manchester purchases by a sterling draft under a letter of credit, which costs a commission, but by a bill payable in this city, and New York will become the financial center of America, and to a certain extent, of the world.”—*New York Journal of Commerce*, April, 1860.

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### Our Relations with the Pacific.

“We print upon the first page, this week, the first of a series of valuable articles upon the future of the Pacific trade. These articles appeared originally in the *San Francisco Times*. The subject matter of them is as pertinent here as there.

“California, and the whole Pacific region, both for imports and exports, will, ere long, outweigh in importance all our Southern and Western trade.

“Whether the Pacific Railroad is built or not, the bulk of all this trade must eventually seek an Atlantic outlet. The public have already become dissatisfied with the monstrous impositions which the New York monopoly is placing upon them; and, from all quarters, appeals are being made to the enterprise and public spirit of Boston

to aid in bringing about a healthful competition. The field never was clearer, the time never more propitious, than now, for Boston to wake up. The question does not merely involve a transit route or a new line of steamers, but, beyond all this, it reaches our future commercial intercourse with Europe and the Indies. We are not to enter upon the enterprise single-handed. The merchants of San Francisco, like those of New Orleans, are more than willing to meet us half way, and build up a trade which necessity alone compels them now to seek in New York. We trust the new element inaugurated by the Southern steamship, will spread till it consummates on the Pacific coast."—*Boston Commercial Bulletin*, June 9th, 1860.

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### The Asiatic Trade of England.

"The whole trade of India in 1833 amounted to some three millions sterling, and now that of Bengal alone is thirty; while, if that of Bombay, Madras, Pegu, and the Straits be added, the total will not be far from seventy-five millions. Estimating the profit on that commerce at only twenty-five per cent., carrying trade included, India adds still nineteen millions a year to British wealth. And if the trade of India has increased in value within the last twenty-five years to the extent of seventy millions sterling, when it has, with one exception of Bengal, been almost entirely confined to the coast and the deltas of the great rivers, the boldest conjecture will hardly exceed probability in guessing at its expansion within the next twenty-five, or by the end of the century. Then by new ports, railways, canals and roads, by the application of Saxon capital and Saxon skill, Southern Asia will supply the wheat, the cotton, the fibers, the rice, the tea and coffee, the silk, the spice, and the dyes of Europe, while Borneo and Bengal will render it independent of all other sources for its coal and copper, and Madras and the Himalayas for its iron."—*Friend of China*.

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### Extract—Address of Gen. Prosper M. Wetmore, before the New York "Chamber of Commerce."

"Gen. Prosper M. Wetmore called the attention of the Chamber to the subject of the establishment of mail facilities between the Pacific coast of the United States and Asia, and which he deemed of great importance to the interests of American commerce. During the past few years, three of the largest empires of the East had been opened to

us, and American commerce was extending itself largely. Our trade with Siam, owing to a reduction of tonnage duties, by that Government, had been benefitted last year a half million of dollars. Through the agent of our Government, a treaty had been effected with China by peaceable measures, and not by the operations of war; and it was natural, therefore, to suppose that while other nations were at war with her, we might secure a profitable trade. The intercourse with Japan, too, was developing itself; and was rapidly extending. He had heard that one house in this city had received the bills of lading of 10,000 chests of tea from that country. Yet, with our important interests there, American merchants could only communicate with their correspondents through the mails of other countries, passing through Europe and through the Isthmus of Suez. Was that in accordance with the spirit of the age—a spirit which ought to actuate an enterprising nation? This country was entitled to take the first rank among commercial nations, and yet she had no means of communicating *without the use of foreign mails*. The war between China and England had existed two months before it was known in this country, while it had been known in England within forty-five days.”—*Courier and Enquirer*.

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### Steamers from San Francisco to Shanghai.

“Now for the passage from San Francisco to China. Let fine steamers be put on, and those wanting to go from Europe to any part of the East, would have many inducements to come this way, and our own people would not then, as now, have to go from this to Europe to get to the East. Ask any European in the Pacific, or the East—If the Americans had good steamers, would you not go through their country in preference to all others? and they will answer *yes*,—and that strongly, too; and those coming this way, who may have, previously, no minute knowledge of our products, have often given large orders and opened up a large trade in our exports, and sent us imports to pay for the same. Securing these advantages, we have a fair chance of getting a good number of first-class passengers, and the second and third-class we see we are without competition for. Then comes freight. Is it not absurd that the produce of the silver and copper mines of Chile and Peru, as well as Mexico, and the gold mines of California, (which ere long the East must want part of the produce of) should be sent to Panama by steam, then cross the Isthmus, and then take steam to England, and then to be sent overland again to the East, paying on these extra freights, insurance, expenses, with the loss of time, &c., when, by having steamers from San Francisco to China, we

could take all this cheaper, quicker, and throw the business into our own people's hands, instead of, as now, the American merchant in the Pacific being obliged to go to Englishmen to purchase his bill of exchange drawn upon the shipment of his bullion to London? Aside from the bullion, there is the cochineal, quicksilver, indigo, copper, &c., of the Pacific, together with many manufactured goods of the Atlantic coast, to help fill ships to China. Steamers are now taking the cheapest sort of manufactured goods across the Atlantic to California, &c. Who thought this would so soon come about when the first steamer crossed the Atlantic? Why may not this be the same to China? Capital quickly turned, is the spirit of commerce of the present day, as the interest, insurances, &c., saved, often pay the difference in freight.

“We next come to the importance to us, as a nation, of opening up this route. By doing this, we turn the tide of the commerce of the Eastern world over this continent; a thing that Europe is afraid of, more than most of us here think of. If we can save time by coming this way to Europe, as commerce knows no nation, we shall *command* freight and passengers; but more than this, in a national point of view, make this country the earliest recipient of news from the East; for, with a telegraph across from San Francisco to New York, we are within a short date from China. Having these earlier advices, we are prepared to move at once, if advantage is offered to our country of its commerce. San Francisco would be ready to throw all her influence in Washington into such a move.”—*New York Courier and Enquirer*.

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### Trade with Eastern Asia.

“If a tenth part of the tales which are told as to the amount of silver which is now laid bare for the use of man, are true, we have now a new California, destined perhaps to exercise as powerful an influence on our national prosperity, as the California of the gold discovery. And now the question is, what will be done with all this silver? If it is left to follow the old channels of commerce, it is not difficult to see where it will go. The current will carry it down to the Isthmus, and up to New York, across the Atlantic to Liverpool, thence by a devious course through the Mediterranean, the Red Sea and the Indian Ocean, to that Oriental vortex, which has for so many years been absorbing silver and exciting the uneasy wonder of political economists and financiers. We know of no reason to doubt that the Washoe silver will follow this course, and thus, if this vast wealth has no exemption from the general lot of silver bullion, the question comes up, whether it can-

not be made to render some service by the way, besides paying freights and liberal commissions to the English bankers.

“The California press has applied itself to this problem with a ready adaptation to changed circumstances, such as might well be imitated in the older parts of the country. Their solution is a simple one—so simple that it is hard to believe that it does not point to a radical change in the paths of commerce. They propose to turn the current of silver from east to west; instead of sending it through a crooked channel across two hundred and ten degrees of longitude, to send it by a direct course across one hundred and fifty degrees; instead of shipping silver to the East Indies *via* London, in British vessels, and through British bankers and commercial houses, to send it in American ships and through American agents, directly to its ultimate purchasers; and instead of paying to England the commission which she now earns as the banker of the world, to save the large charges now paid by us in this department of trade.

“The scheme is sufficiently comprehensive and novel, but it has some striking claims to our attention and respect. The fact that the discovery of the Washoe mines has occurred simultaneously with the opening of Japan to the commerce of the western nations, and with movements which will inevitably lead to the extension of the intercourse and trade of these nations with China, is not merely fortuitous. These providential coincidences have given us at once a broad field for the extension of our trade—the broadest perhaps yet opened in the history of commerce—but it has given us also the means by which to avail ourselves of this wonderful opportunity to advance our prosperity and growth. We have not the space to enter upon any detailed examination of this subject, but we ask our readers to consider for a moment the probable approach of the day when China and Japan shall be large consumers of American products, and hold a most important place in our commercial relations, and when we shall have steam lines from our Pacific coast to Oriental ports—and reflect whether we can then afford, with the means in our hands for managing our own business, to leave its control to others; or whether, with this vast field now open, and the resources by which to improve its advantages now miraculously at hand, we can afford by inaction or delay to leave others to enter it before ourselves, and assume a position which will enable them to control and tax our new commerce?

“As it is now, our trade with the British East Indies and China produces a heavy annual balance against us. We cover this by shipments of specie to England, where the balances of the world are offset and liquidated. England no more performs this service gratuitously than does the individual banker who accommodates individual merchants in different cities with exchange; nor, as the history of commerce shows, does she do it without securing to herself some of those peculiar

advantages which the leading position enables her to obtain,—advantages which at times bear somewhat severely upon our own interests. It would certainly be a vast change, and apparently a change for the better, if, instead of thus employing foreign agents, we transacted the business for ourselves, and shipped our silver directly to the East, (or, as it would be in that case, to the west) making San Francisco our great banking house, instead of London. We now buy goods and ship our bullion to pay for them, but are forced to put our trade, to a great extent, under the control of an interest which is often, and perhaps generally, adverse. If the Washoe silver takes the direction anticipated, we shall buy goods and ship bullion the same as ever, but shall have no third party intervening, to take his intermediate profit, and control our business. The importance of such a change, to a branch of commerce which to all appearances is now only in its infancy, need hardly be explained.”—*Boston Daily Advertiser*.

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### Steam between California and Asia.

“The value of internal harmony to the United States is at the present time incalculable. This is the era of great enterprises, that cannot succeed with a divided people. Astonishing as has been our progress as a nation, conflicting sectional interests have prevented a much greater advance. Upon future growth these dissensions must prove disastrous. The extension of settlements westward, under impulse of the discovery of gold, has made national highways across the continent, connecting the Atlantic and the Pacific coasts, an absolute necessity. They are now postponed almost indefinitely for want of harmony in public councils, and accord between the States.

“The establishment of lines of steam communication between California and the Eastern World, with more enlarged postal facilities across the continent, now promise the most flattering results. But for the conflict of interests and opinions between the North and the South, scarcely a doubt could exist that this means of giving our national commerce a sudden development, unprecedented in the history of the world, would speedily be adopted.

“A line of steamships from San Francisco to the eastern shores of Asia, would at once change the direction of commercial correspondence with that portion of the eastern continent. It is needed to strengthen the bonds of amity between this country and China and Japan. It is required to give that importance, in the eyes of eastern nations, to which her geographical position, her industrial enterprise, and her relations to the great family of civilized nations entitle her.



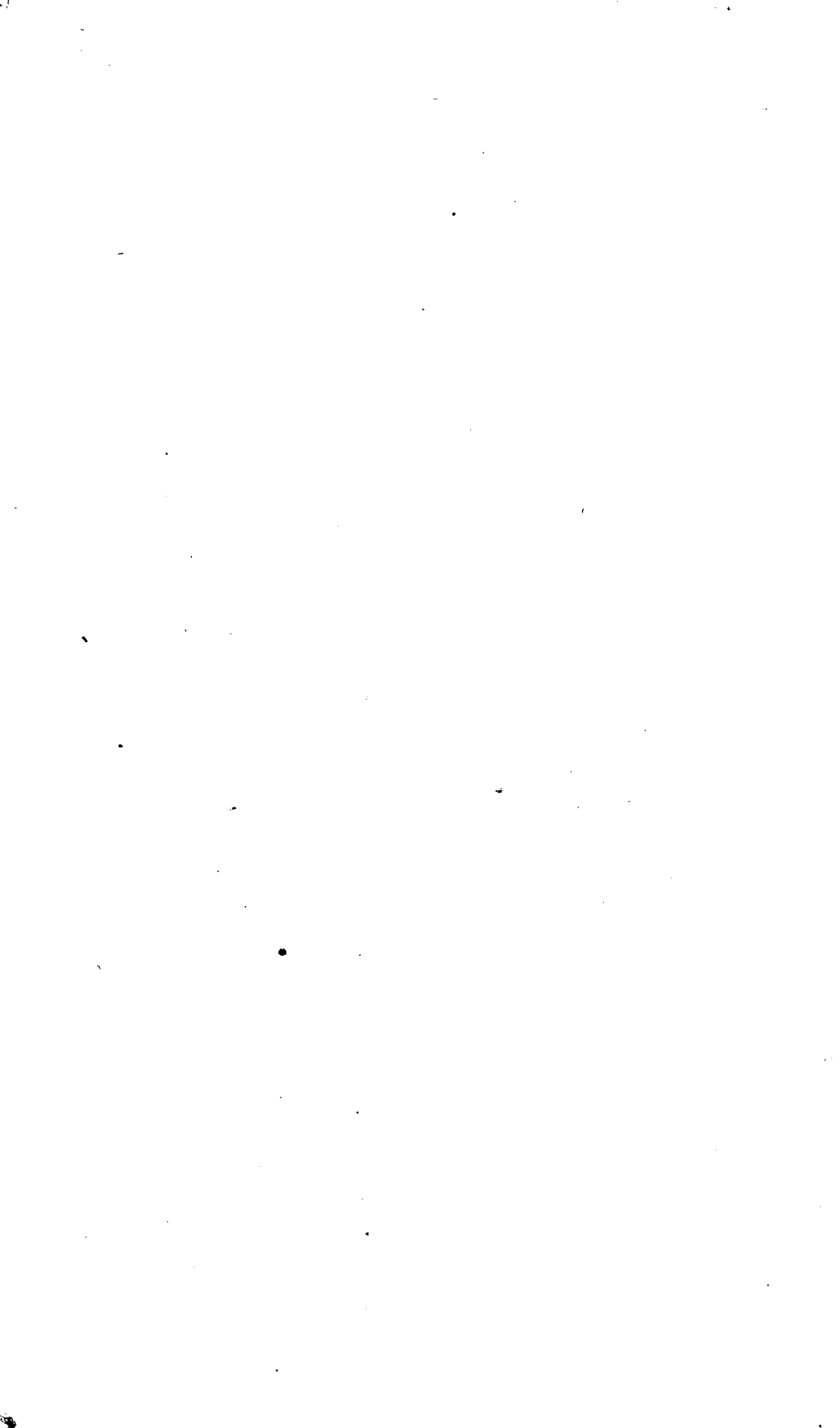
“Such an enterprise accomplished, an exchange of the precious metals of California would be directly made for Eastern silks and teas, and we should ultimately be relieved, to a considerable extent, from dependence upon foreign credit. The commerce of Asia with the rest of the world would pass through our hands, and an activity would be created that has not been witnessed by our shipping interest since, as a neutral power, we enjoyed the carrying trade of the belligerent nations of Europe.

“Connect Asia with California, and postal facilities of the most liberal kind, and railroad facilities, must follow. The long line of land travel across the continent must be shortened. Time between the eastern coast of the Atlantic and the Asiatic seats of population and wealth becomes of great importance.

“Did the people of the United States possess that degree of nationality of feeling which even eighty years of national life should have produced, such means of making an unprecedented advance in prosperity would enlist the popular favor, and States and the federal government would furnish aid in every practical and legitimate manner.

“But, unfortunately, for many years, the North has been sensitively jealous of the South, which the South has returned with interest, while the greatest schemes for internal improvement that the age has known, have suffered delays and defeats without precedent. Instead of improving, matters are apparently becoming worse. Not only great ventures, full of promise, and now demanded by the necessities of a new theater for commerce, are likely to be postponed, but that amity, which has held the States together in a good degree of harmony, is fast disappearing. The present generation seem to forget the labor and the sacrifice, the expedients that failed, and the vexation that was endured, before the happy inspiration that created this Union, which, in so short a time, has produced such world-marvels of prosperity. To avoid expected evil, many are ready to rush into the very jaws of the ruin, the faintest suspicion of which, as impending, is sufficient to check the operations of commerce and destroy the confidence necessary to successful trade.

“A glance at what we have become and what is within our power as a united and accordant nation, should so powerfully appeal to our pride, as to destroy all attempts to precipitate untoward events under the influence of disappointed hopes, and to drive away all despair of equality of condition under a federal government, with such vast resources for increase of commercial and moral and physical power.”—  
*New Orleans Picayune.*



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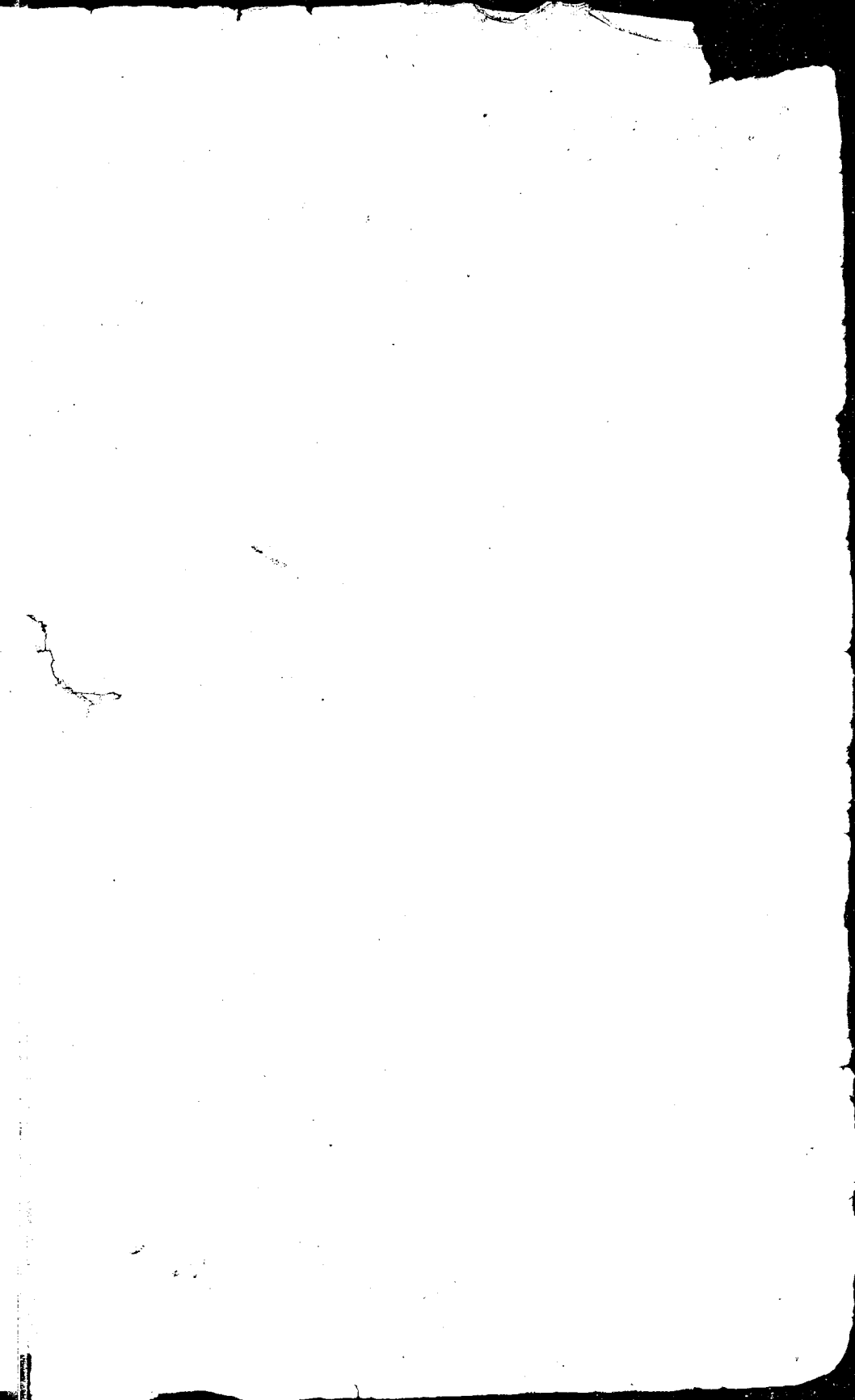
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### ERRATA.

- Page 26, 13th line, for clime read China.  
Page 27, 26th line, for chained read drained.  
Page 29, last line, for concentrated read continued.  
Page 31, 10th line, for other chance read certainty.  
Page 40, 14th line, for Chinese read Chusan.  
Page 40, 20th line, for Hongkong read Hamburg.  
Page 40, 36th line, for steamers read streams.  
Page 50, 4th line, for \$1,200,000 read \$1,750,000.  
Page 52, 32d line, for French read British.  
Pages 62 and 63, Table of Tonnage, the \$ mark should be omitted throughout.  
Page 68, 19th line, for and read any.  
Page 88, 18th line, for may read now.  
Page 88, 22d line, for Carlos read Carolus.  
Page 88, credit *Gazette*.



Sp. coll.  
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