

corner of Egypt and whirls him across a few hundred miles of Central or Southern Hindostan, or, possibly, gives him a flying glimpse of the tangled jungles of India. Whether or not, however, the traveler possesses much of the artistic sense or the corresponding desire to gratify it, every particle of his physical being will luxuriate in the multiplied comforts of the Pullman Palace Cars, those first-class hotels on wheels which presently beguile the occupant into the belief that he has not left home at all but that, by some accommodating mystery, his home has started on his journey around the world, and is taking him along as a matter of course. For the benefit of the large class who prefer a tabular statement of distances, lines, and fares by the route from London by the way of Liverpool and America, or by the Suez Route from London by the way of Southampton, we subjoin the following

COMPARISON OF ROUTES.

Via Suez Route.				Via American Route.			
FROM	Miles.	Days.	£	FROM	Miles.	Days.	£
Yokohama	11,268	56	103	Yokohama	11,382	34	72
Shanghai	10,513	53	103	Shanghai	13,032	42	82
Hongkong	9,648	48	93	Hongkong	13,002	40	82
Auckland	13,259	62	102	Auckland	12,290	44	82
Sydney	11,999	57	88	Sydney	13,220	47	82
Melbourne	11,439	56	88	Melbourne	13,780	48	87

We may now make the journey around the world in eighty-eight days, or less than three months; though it is hardly supposable that any one, except upon the pressure of most urgent business, would consent to make such a journey without many stoppings-over for sight-seeing. The intermediate distances and times by this shortest of the great round-the-world routes, are as follows:

FROM	Miles.	D's.	H's	FROM	Miles.	D's.	H's
London to Liverpool	200	..	5	Calcutta to Bombay	1,400	2	..
Liverpool to New York	3,900	10	..	Bombay to Suez	3,600	14	..
New York to San Francisco	3,294	6	6	Suez to Alexandria (by rail)	225	..	12
San Francisco to Yokohama	4,764	19	..	Alexandria to Brindisi or Venice	350	3	..
Yokohama to Shanghai	1,200	4	..	Brindisi to London (by rail)	1,200	3	..
Shanghai to Hongkong	870	5	..				
Hongkong to Calcutta	3,500	22	..	Totals	24,103	83	23

Fare for the above route £195. In view of the foregoing table, it requires no very sanguine temperament to believe that the great American Route is diverting to itself the great current of circumterrestrial travel, nor is it too much to prophecy that this Trans-continental and Trans-oceanic Route around the world must speedily become, and permanently remain, the great highway of the nations.

Ferries and Bay Steamers.

There are ferries running to all points of importance on either shore of the bay, and steamers for Vallejo, Stockton, and Sacramento, connecting at those places with lighter draft boats which run to the headwaters of the Sacramento and San Joaquin rivers. Nearly all these boats land at Market Street Wharf and the adjoining slips. The various contracts for the construction of the ferry slips and the spacious building required, amounted to \$91,575, and there were many extra items of expense, so that the total cost is about \$100,000. The building is larger than most of the Eastern railway depots, and contains spacious waiting rooms for passengers and baggage and freight rooms, besides the ticket offices required for the enormous business of the Central Pacific Railroad Company. Two of the slips are used by the passenger boats on the Oakland ferry, a third is used by the freight boat on the same ferry, and the fourth is used by the San Quentin and San Rafael ferry boats, which connect with the North Pacific Coast rail road. At Market Street Wharf are the landing places of the river boats for Sacramento and Stockton and the steamers of the California Pacific Railroad Company, which run to Vallejo. The centralization of this business is of immense advantage to the public, as it prevents mistakes and confusion. Any part of the city is accessible by rail; the locality is central, and a more satisfactory arrangement could not have been made.

OAKLAND AND ALAMEDA FERRY.—The travel on the Oakland ferry averages about ten thousand on week days and very nearly twenty thousand on Sundays. The Central Pacific Railroad Company reports the following statistics of travel for 1875: round trips, five hundred and ninety-five thousand one hundred and seventy-five; single trips, one million eight hundred and two thousand one hundred and ninety; commutation trips, one million six hundred and thirty thousand nine hundred and forty-five; total, four millions twenty-eight thousand three hundred and ten. Commutation tickets entitle the holders to one round trip per day, for a month, and are sold for three dollars each; single tickets are sold for fifteen cents. The landing upon the Oakland side is at the end of the long railroad wharf, about three and one half miles from the Market Street slips. The steamers are unsurpassed for elegance, and are run at a high speed. The larger, the Oakland, has been added to the route during the year. The

The Type on which this Work is printed was cast by Miller & Richard, Edinburgh; ELLIS READ, agent, 310 Olney.