

the Australian Colonists on the subject of a line of steamers, to run monthly between the Colonies and San Francisco. The subject has occupied the attention of many colonists for some considerable time, even dating from a period anterior to the breaking up of the Panama route. Like all new enterprises of magnitude, its successful working will be variously estimated; but we feel assured that after an exposition of the advantages of the proposed route, prejudice and objections of whatsoever nature will subside, and the colonists cheerfully unite their efforts with ours on this side in having established a mail and passenger traffic so manifestly to the benefit of both countries.

The Cunard line of steamers from Liverpool to New York are unequalled in speed, passenger accommodations and safety, performing the voyage in from nine to ten days; and from New York to San Francisco the journey is performed in seven days, in cars constructed with a special view to comfort, having excellent sleeping accommodations for those who desire the luxury of a good bed, and dietary which will compare favourably with the dietary in the best hotels in New York or London. A monthly line of steamers run between San Francisco and Japan, connecting with a line to China, and arrangements are being entered into for the China steamer to call at Honolulu, thus bringing the Colonies within thirty-five days steam communication of Japan. A line of powerful steamers combining speed with every comfort for passengers, having large roomy cabins with free ventilation, will connect this continent with the continent of Australia, calling at Honolulu, Fiji, New Caledonia, Brisbane, and Sydney. The route, embracing all those places of call, we have indicated for adoption, for the sake of performing the whole voyage in fine tropical weather, and avoiding the stormy coast of New Zealand. The mails for New Zealand and Victoria will be conveyed thither by a branch line from Viti Levu (Fiji).

A subsidy of £120,000 per annum will be required by the company to enable them to lay on the line a class of steamers sufficiently powerful to maintain a rate of speed to accomplish the distance from Liverpool to Sydney in forty-nine days. Of this amount the American, French, and Hawaiian Governments will contribute a part. The balance not exceeding £75,000 would be required to be furnished by the Australian and New Zealand Colonies. The advantages to these Colonies from being in direct and rapid communication with all the places referred to, and their communication with Chili, at present interrupted by the breaking up of the Panama line, continued, is of sufficient importance, we presume, to warrant us in asking those Colonists to entertain the subject and to urge upon their respective Governments the desirability of considering the matter. If after due deliberation we are notified of a view favorable to the proposed route, we will be prepared to enter upon the service four months after we receive such notification.

SAN FRANCISCO, September 27th, 1869.

COLLIE, STEWART & Co.

No. 6.

The SAN FRANCISCO and AUSTRALIAN STEAMSHIP LINE, calling at Honolulu, New Caledonia, Queensland, Sydney, and Melbourne, connecting with a branch steamer for Auckland, New Zealand.

THE completion of the Railroad across this continent awakens additional interest in establishing a first-class line of powerful ocean steamships between this port and Australia, and the route through the tropical islands of Polynesia seems the most desirable for a high rate of speed and comfort to passengers.

Wm. H. Webb, Esq., of 54 Exchange Place, New York, has this day empowered Mr. George Collie, of our firm, to negotiate with the Governments indicated on the route on his behalf for contracts with subsidies for a regular monthly mail line to be performed by the following magnificent side-wheel steamships owned by him:—

Nebraska.—A1 at Lloyds; 2143 tons register; 3,000 tons builders' measurement; 850 horse power; 286 feet long, and 41 feet beam; built in May, 1867, and averaged $15\frac{1}{2}$ knots on her trial trip.

Nevada.—A1; 2,145 tons register; 85 inch cylinder, 12 feet stroke; 284 feet on main deck, and licensed to carry 838 passengers; average speed on trial trip, 15 knots, and built in December, 1867.

Dacotah.—A1 at Lloyds; 2150 tons register; 281 feet long, and 41 feet beam; 83 inch cylinder, and 12 feet stroke; licensed to carry 720 passengers.

Santiago de Cuba.—1627; 560 horse power; 237 feet long; 38 feet beam; built in 1861 and rebuilt in 1867.

These boats are unequalled for speed, passenger accommodation, comfort and safety; originally built for the North American Steamship Company, regardless of cost.

San Francisco, 26th January, 1870.

COLLIE, STEWART & Co.

No. 7.

Messrs. CUMMINS and Co. to the Hon. W. GISBORNE.

Rectory House, Martin's Lane, Cannon Street, E.C.,
London, 3rd December, 1869.

HON. SIR,—

We have the honor to inform you that a committee of English and Australian gentlemen having been formed in the month of September last, with the object of establishing a new cheap, rapid, and improved route between Europe and Australia, through America, in less than forty days, effecting a saving of 20 per cent. in time, and 40 per cent. in money; have now concluded arrangements for the intended service by means of a line of steamers from Milford Haven to Portland, and another line in correspondence from San Francisco to Sydney, by a Company to be styled "The Atlantic and Pacific Steamship Corporation," which Company will be prepared to submit to you a tender for conveying mails between Europe and the United States and New Zealand on the following terms:—

1. The service to be performed in first-class steamships specially adapted to meet the wants of the Colony, of from 2,500 to 3,500 tons, and capable of accommodating 150 first-class and 750 second-class passengers.