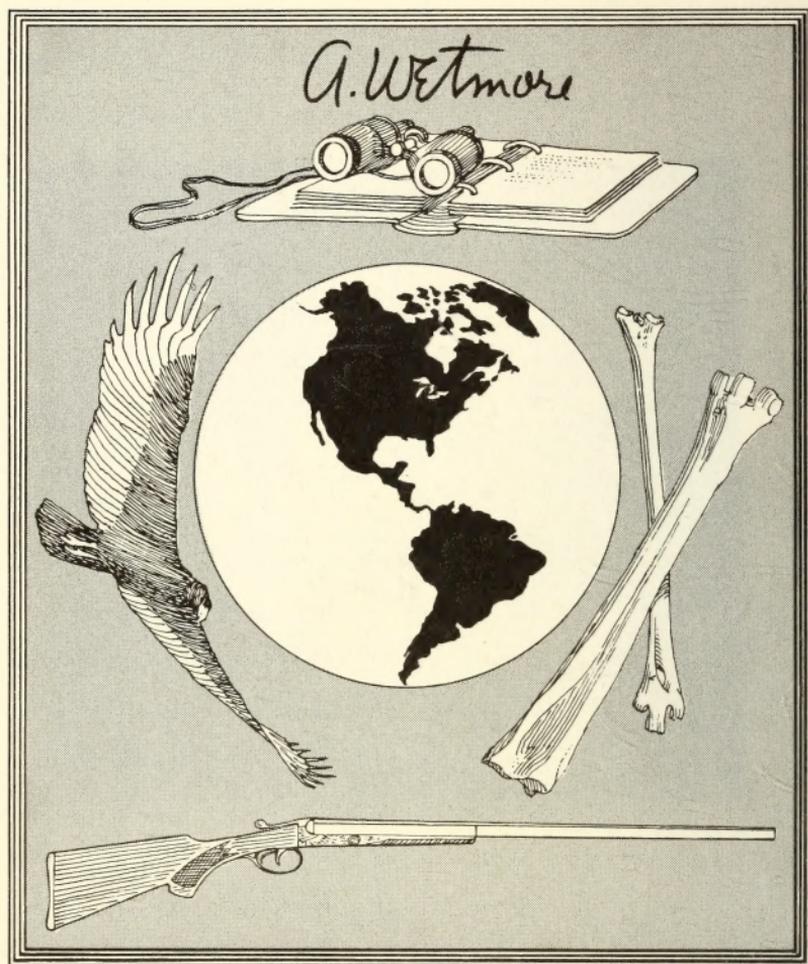
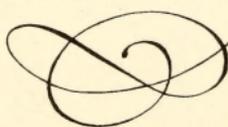


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SOUTH AMERICA
AND
THE PACIFIC

VOL. 2.



LONDON
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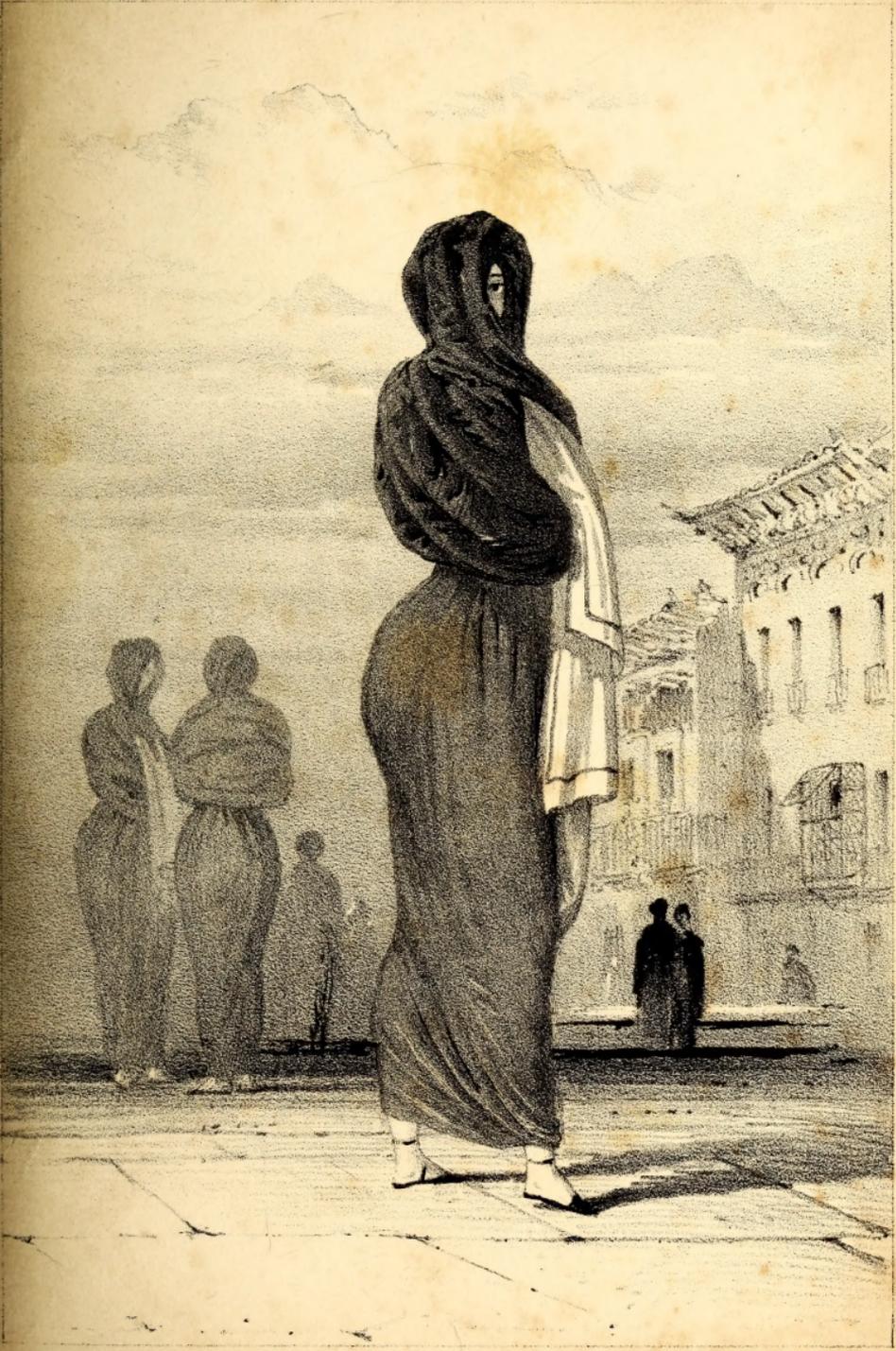
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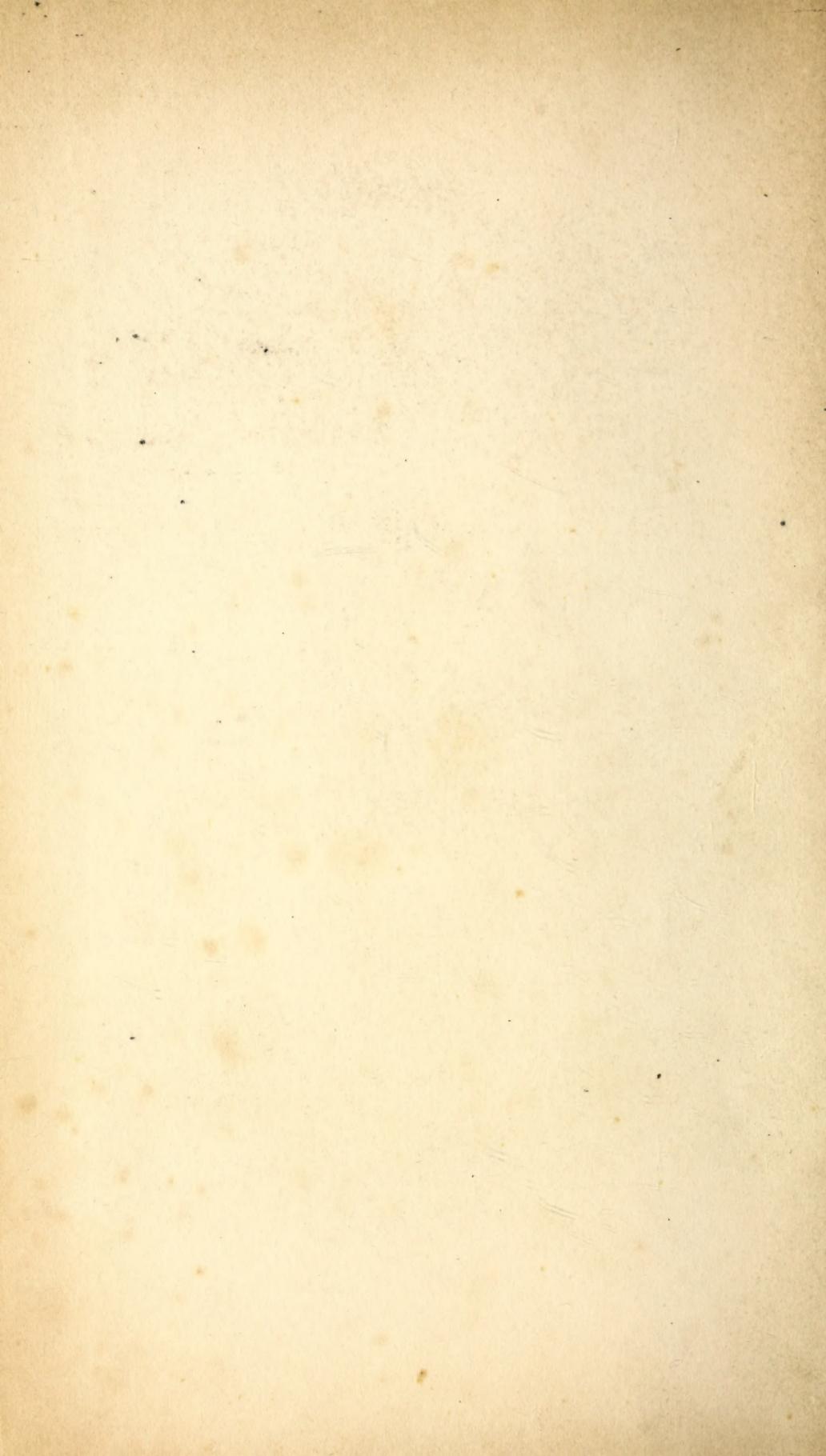
VOL. II.



Day & Haghe Lith^{rs} to the Queen.

A LADY OF LINA IN HER WALKING DRESS.

London, Henry Colburn 73, Gt. Marlborough St



SOUTH AMERICA

AND

THE PACIFIC;

COMPRISING A

JOURNEY ACROSS THE PAMPAS AND THE ANDES,

FROM BUENOS AYRES TO VALPARAISO, LIMA, AND PANAMA;

With Remarks upon the Isthmus.

BY

THE HON. P. CAMPBELL SCARLETT.

TO WHICH ARE ANNEXED

PLANS AND STATEMENTS

FOR ESTABLISHING

STEAM NAVIGATION ON THE PACIFIC.

IN TWO VOLUMES.

VOL. II.

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CONTENTS OF VOL. II.

CHAPTER I.

A thunder-storm—Passage of a torrent—Halt for the night—Unpleasant bedfellows—The Andes contrasted with the Swiss Alps—Evergreen shrubs—Flight of locusts—"Poor and content"—An addition to the party—Another storm—A rencounter and a difficulty—Ascent of the Cordilleras—Halt for the night—A fall over the precipice—First encounter with the condors—Their prodigious power—An unpleasant detention—Effects of reaching the highest point of the mountain 1

CHAPTER II.

Descent of the mountain—Sagacity of the mules and horses—Ascent of a second mountain—Halt for the night—A condor anticipating his breakfast—Portable soup—Its ill effects—A bad night's rest—Awkward dream—Descent on the Chilean side of the mountains—Improved appearance of the people—Chilean shepherd—A mountain torrent—A horse swept away by it—Further descent—First human habitation for several days—Halt for the night 25

CHAPTER III.

Santiago—View of the town from an eminence—Public promenade—Prejudices about dress—The Plaza—Sporting priests—Bull-baiting and cock-fighting—Amusements of the fair sex—The theatre—Great earthquake—Destruction of several towns—Its terrible effects—Description of Santiago—Commerce—Chile

mines—Anecdotes of discovering silver—Steam communication—Canal through the Isthmus—Valparaiso—Luxurious fare—A barbarous murder, and providential detection of the murderers—Forest trees—Church made out of one tree—Arrival at Valparaiso . . . 42

CHAPTER IV.

Climate and description of Valparaiso—First sight of the Pacific Ocean—A glorious sunset—The town from the heights—Female bathers in the Pacific—Table d'hôte politics—Commerce of Valparaiso—Silver-mines in its neighbourhood—Steam-boat project—Voyage to Callao—Fellow-passengers—An odd fish—A Newfoundland dog—Callao bay—A fog-bank—Road to Lima—Arrival there—Character of the "City of Kings"—Winged scavengers 65

CHAPTER V.

Visit to the consul—Political highwaymen—Visit to a fashionable watering-place—Hammock-swinging—Gambling propensities of the natives of Lima—Bathing—Irrigation—Coolness of the air of Lima, and its cause—The Lima ladies—Singular costume—Cause of the late revolution at Lima—A soi-disant Napoleon—Return to Lima—Description of the city—The Plaza—Indian sagacity—Palace of Pizarro—Convent—A priest—The Alameda—The world turned topsyturvy—Female smokers 86

CHAPTER VI.

Plunder and politics—A lucky escape—Baths—Melancholy state of the country—Perpetual fear of brigands—Obstacles to the journey—A queer cortège—Inconveniences of letter-carrying—Arrival on board the Blonde frigate—Naval hospitality—A visit to the fort—A self-elected president—Fatal mistake—Peruvian

principle—Fears of revolution—Visit to an American frigate—Transfer to the Tyrian—Voyage to Payta 104

CHAPTER VII.

Arrival at Payta—Curiosity of the inhabitants for political news—Description of Payta—Its commerce—No rain for two years—Mode of receiving water and provisions—No insects—Relations of Payta with the United States, &c.—A tedious voyage—Bird-cage houses—The aboriginal race—Treaty with a whaler—Visit to a female politician and her daughters—Residence and family of the American consul—The environs of Payta—The Peruvian Indians—Their reformation under Manco Capac—Tribes near the Amazon—Earthquakes—Vegetable and mineral wealth of Peru—The paper-maker and paper-destroyer 131

CHAPTER VIII.

Agreement with an American captain—Temple's Travels in Peru—The gauchos of Tucuman—Cheap living—Rain after two years' drought—Curious appearance of the shore—Voyage to the Pearl Islands—A calm—An English Whaler—News from Otaheite and the Galápagos Islands—Amusements at sea—Arrival at the Isla del Rey—The Pearl Islands—Right of pearl-fishery vested in Rundell and Bridge—Failure of the speculation—An Indian village—Escape from the Sharks—Arrival at Panama 171

CHAPTER IX.

Description of Panama and environs—The consul, Mr. Russell—Primitive fare—Further description of Panama—Its trade and inhabitants—The native females and their costume—Decadence of the city—Bathing—Tide—Commencement of the rainy season—Ague—Old Panama, built by Pizarro—Profusion and splendour of the trees and plants—Birds—English cemetery

—Uncomfortable Anticipations—Negro dancing and music—Turning night into day—Prevalence of religious ceremonies—The rainy season sets in—Volcano of Cosiguina. 188

CHAPTER X.

Suggestions relative to Panama—Railroads on the Isthmus, and steam on the Pacific—Arrival of a sloop of war, and prospect of leaving Panama—Dangers of the wet season—Departure from Panama—Road to the Chagres—The village of Cruces—Practicability of uniting the Pacific and the Atlantic 212

CHAPTER XI.

Descent to Chagres—Voyage to Port Royal, Jamaica—Closing scenes of the author's travels—Quick passage to St. Thomas by steam—Arrival off Falmouth 257

Panama and the Pacific—A Memorandum sent to the Foreign Office, by the author, soon after his arrival in England, on the advantage of using the Isthmus of Panama as a more rapid means of communication between Europe and the ports of the Pacific Ocean: to which is annexed Mr. Wheelwright's statements and plans for realizing the same object 281

A general plan of the intended operations of the Pacific Steam Navigation Company: with Remarks on the passage of the Isthmus of Panama, the trade of the Pacific, &c. 299

Documents relating to Steam Navigation in the Pacific 321

ILLUSTRATIONS, VOL. II.

Lady of Lima	FRONTISPIECE
Robbing scene	to face page 105
Riding home on an ass	107

MAPS, VOL. II.

Map of the Isthmus	end of Vol. II.
General map, including Europe and China	ditto

ERRATA, VOL. II.

- Page 17, third line from bottom, delete "which."
38, line 13, for "laid down" read "lay down."
89, 18, for "Guyaquil" read "Guayaquil."
127, third line from bottom, for "totality" read
"totalité" (in italics).
145, line 6, for "Oello" read "Oella."
167, last line in note, for "5000 quintals, or pounds
weight," read 5000 quintals, or "500,000 pounds weight."
200, last line, for "ea-thered" read "feathered."
257, sixth line in note, for "attempt to murder"
read "intent to murder."
277, line 16, for "in other respects" read "on other
points."

SOUTH AMERICA

AND

THE PACIFIC.

CHAPTER I.

A thunder-storm—Passage of a torrent—Halt for the night—Unpleasant bedfellows—The Andes contrasted with the Swiss Alps—Evergreen shrubs—Flight of locusts—“Poor and content”—An addition to the party—Another storm—A rencounter and a difficulty—Ascent of the Cordilleras—Halt for the night—A fall over the precipice—First encounter with the condors—Their prodigious power—An unpleasant detention—Effects of reaching the highest point of the mountain.

ON the following evening, Feb. 17, we left our friends, the Villa Nuevas, and crossed the

river Mendoza to an estancia on the opposite bank, there to pass the night. The weather was oppressively hot, and whilst we were approaching the river, the dark clouds collected in heavy masses on the sides of the mountains, and forked lightning darted all around. The noise of the torrent was interrupted by peals of loud thunder, which, re-echoing from the mountain-sides, intermingled with the roar of waters. Now the scene became awful and grand in the extreme. Had we delayed our passage a few hours more, we should not have been able to cross at all. The sun had melted so much snow, that the river was unusually full and rapid. We followed the baggage-mules in a line, up to our horses' girths in the water, which rushed so impetuously down, that we were giddy with looking at it. The opposite bank seemed all the while flying up the stream;

so much so as to make it difficult to believe it a delusion. One false step would have been fatal; nothing then could have prevented both horse and rider from being carried away by the violence of the torrent, and dashed against the rocks in the channel. Every now and then we heard the crash of loose stones, which the force of the waters had rolled from their bed; and one of these, had it come in contact with our horses' legs, must have produced a most deplorable result.

At this point the river is not less than a quarter of a mile wide; rapid and turbulent every where but varying much in depth. We were full half an hour in fording it, using the utmost caution during this operation. The two peons went first, trying the ground as they proceeded. This passage is very alarming if the head is not accustomed to

the whirl of a torrent, and we had cause to congratulate each other when we were safe over, for we were told, for our comfort, that last year, about this time, a drove of mules from Chile, in attempting to cross at the same ford, were swept away and perished. I slept in the open air, on my blankets, in front of the farm-house; but during the night I was continually awakened by certain horrible insects, called binchuchas, common in this province, and in Chile. They are of the size of a blackbeetle. They fly about at night only, and settle upon the skin. The bite of the binchucha excites an inflammation, and itching pain, from which travellers suffer more than from that of the mosquito; besides which, being very large, they must take away a considerable quantity of blood. We rose at two o'clock, by moonlight, sent the peons to collect our beasts, made a

fire, took our coffee and bread, and were off by three.

Our party now consisted of Villa Nueva and two peons, five horses, and seven mules. One peon was to return with some of the horses when we had crossed the first Portillo, and from thence we were to proceed with the remainder of the animals to Santiago.

The road we travelled at first starting did not take us nearer to the foot of the mountains than from thirty to forty miles. We skirted them nearly half the day at the same distance, keeping a due southerly course. The great height of Tupangato is not very striking from this point of view ; indeed several other neighbouring ridges appeared almost as high ; and I was not aware of the superior elevation of this mountain, until I observed the way in which the light of the sun had begun to illuminate its

summit, whilst every other object beneath was buried in obscurity. It was interesting to watch the mountain-tops lighted up, one after another, until the sun had finally risen above the horizon, when the whole landscape was in a blaze of light.

The Andes present certainly a wonderfully huge mass to the eye, when seen from the plains on the eastern side in this latitude; but there is a general resemblance, as well as a tameness, in the form of the several mountains which fatigues the sight, and makes this sort of scenery very inferior to the broken and varied summits of the Swiss Alps. The latter are unique, and are not surpassed, perhaps not equalled, by any scenery in the world for endless variety of outline, and for beauty and sublimity of general effect.

In the course of the day we got among some

low hills which intersect the plain, on approaching nearer to the Andes, although separated entirely from them, like smaller fragments which have been tossed away from the parent mass. The ground here, and all the way we had come, was covered with low shrubs in great variety; all of them evergreens, of which I believe but few have found their way to England. That most frequently met with was the shrub called here *altépé*, which bears a small eatable fruit like a grape. The *cerrulia*, bearing a small leaf, was also very common. The cactus, of every species, grows on this plain. One sort in particular is very remarkable: it is about the size and shape of a thick street-post, and on the top is often seen a red parasitical creeper winding closely round, giving to these plants the air of little men with red nightcaps.

It is not in this region that the tea-plant is found, of which Falkner gives an account. In Bolivia, east of the Andes, and I believe in some of the Argentine provinces to the north of Mendoza, a nutritive plant is extensively cultivated by the Indians called Coca, from which the government of Bolivia receive a considerable revenue. General Lamar once effected a retreat of fifteen days with no other aliment for his troops.

After winding among the low hills, we descended again to the plain, a level flat up to the foot of the Andes. Our course in the morning had been almost due south, but we now changed it, and advanced straight towards the mountains, in a westerly direction; still forty miles from their base.

On descending into the plains from the last hill I observed, at a considerable distance from

us a thick cloud of what I concluded was dust, raised by a drove of cattle in motion. The view of the mountains was obstructed by this phenomenon, which appeared to approach rapidly; and whilst straining my eyes to see what it might be, I heard above my head a sound like that of a gale of wind blowing through the rigging of a ship. Upon looking up I perceived a large flight of locusts. The mass was of such immeasurable extent, that it seemed to reach as far as the eye could discern. The main body appeared to be keeping on their rapid flight high in the air; but there were several descending masses which, from hunger and fatigue, had begun to fall all around us, in such myriads that it could only be compared to a snow-storm. Every bush was seen bending under their weight, and becoming black with their numbers.

They were about two inches long, of a shining mahogany colour, and in other respects like grasshoppers. When we rode near a shrub, those which had settled upon it all rose *en masse*, flying against our horses' heads, and our own faces, so as to give us great annoyance. The mules were outrageous, striking out before and behind at them in the air, at every step. We soon beheld the result of their voracious appetites in the appearance of the trees shorn of their leaves, as if they had already been long struck by a deadening blight. I could easily comprehend how great a plague a visitation of locusts must have been in a corn country like Egypt. Here they could do little damage, for there was no cultivation in their way. Their direction appeared to be with the wind, towards Mendoza.

When we were released from this annoyance,

which had partially obscured the light of the sun for more than an hour, we arrived at a shed, near a stream surrounded with fig and peach trees, where we remained, to wait during the mid-day sun. This shed was full of holes being merely thatched with branches of trees tied together with thongs of hide. An old woman, and two daughters, all in rags, sat outside on the ground by a fire, watching the boiling of a pot of broth. They very goodnatureedly offered me a hide to rest on, which I accepted, and soon fell asleep. On awaking, the rest of my party were eagerly diving into the bread-bag, and discussing tough bits of roasted beef.

I asked the woman how she managed, under so bad a covering, when it rained. "*Aqui no mas senior,*" she replied: and her comfortable laugh showed, at least, that

that she did not consider her situation one of great hardship.

“ Yet still e'en here content can spread a charm,
Redress the clime, and all its rage disarm.”

All comfort and happiness are comparative, and here “ ignorance was bliss.”

In order to divide this day's journey more equally with the following one, when we were to enter the gorge of the mountains, we stopped for the night at a large farm-house, not above two or three miles further on. This is situated on a high mound which overlooks all the plain up to the foot of the Cordillera. We encountered here a young Spanish merchant, from whose family we had received civility at Mendoza. He had followed us from thence, to overtake our party, and travel under our escort into Chile, where he was obliged to

go, to bring back a sister who was at Santiago on a visit. Don Melchor, our guide, knew this person very well, and we found him an agreeable addition to our little cavalcade.

The sun had given me such a headache, that I made my servant hang up the hammock between two wooden posts supporting an open shed, and turned in at four o'clock to repose. The day had become quite overcast, when we reached this farm-house. The clouds, descending from the Andes, swept over the plain in such black and threatening masses, that it was evident they were brewing mischief for us; and it turned out that we had no reason to regret so early a halt on that day's march. About nine o'clock the storm began in dreadful peals, which were echoed by the Andes, where "from crag to crag, leapt the live thunder;" the intensity of the vivid lightning

was such, that sleep was out of the question. The plain appeared one blaze. If it destroyed sleep, however, it enabled the doctor, who was close to me making tea all the while, to effect that operation without the aid of a lamp, which was lucky, as we had accidentally broken the one we had brought with us. The rain fell in torrents ; but our roof was good, and I should have slept, after all, but for the shallowness of the hammock, out of which the coverings were falling constantly to the ground, I scrambling out after them to remake my bed.

I was dressed before daylight, and, notwithstanding a poor night's rest, felt quite well and revived. The storm was over, and we now rode gently over the plain towards the mountains. We had taken leave of the galloping horse of the Pampas, and, instead of flying as before, we

crept on, dragging our "slow length along," on beasts determined to go their own lazy pace and no other. As we approached the Cordilleras we met a party of Chileans travelling with their horses and children. The females rode in the same fashion as the men, and, like them, were dressed in ponchos and conical straw hats; so that it was not easy to distinguish which was which. Broad white handkerchiefs were tied half over their faces, to keep off the sun. We stopped to speak with this party, and we learnt from them that a great quantity of snow had fallen on the Portillos, and that they had incurred considerable danger in passing them. They further stated that the snow had not ceased to fall when they descended; consequently, that the journey would be still more difficult for us. Upon this we held a consultation, as to whether we ought to venture forward the next day, or not. The mer-

chant was for going back, and trying the Uspallata pass ; but we overruled his objections, and finally determined to proceed at all hazards.

Soon after this rencounter we crossed a small but rapid torrent, which I believe to be the Portillo ; and entered a gorge, where we found a farm-house and some trees. Here we passed a couple of hours, to take refreshment and repose, during the heat of the day. The place is called Chacayes, and is dignified by mention being made of it in the maps of the country, though it only consists of one house. After resting here we again began to wind slowly up a valley, within the base of the high Cordilleras. As we proceeded, following the course of a mountain stream, we observed that nearly all vegetation, but that of grass, had disappeared. Little now remained to be seen but the rocky stream, and the dark-brown hills. When nearly

night we passed a shed with a couple of soldiers in it, who demanded our passports. The light had almost fled from the narrow gorge as we arrived at some rocks, "Aqui estamos por la noche, señores" (Here we must remain for the night, gentlemen), said Don Melchor; and our beasts were quickly unloaded by the attendants, and turned out to wander for their food; whilst we made a blazing fire, with roots found on the brink of the torrent. During the process of making tea, and roasting our beef, we pulled up a quantity of long grass, and spread it under the shelter of the rocks, to soften our beds. By the help of two portmanteaus I made a snug birth for myself and another for my companion, and I slept quite soundly until the *madrina*, which, happening to be grazing at my head, tinkled her bell in my ear, and awoke me with the sound. The *madrina* is the name of a mule

which always carries a bell, by sound of which the stragglers are collected. Unless the mules are within hearing of this signal, they are ever inclined to stray from the road, or to stop and graze by the way, instead of pursuing their journey.

We started at daylight. I rode along by the torrent, which was growing more impetuous at every step. We could now perceive the summit of the first Portillo, for there are two mountains bearing that name, and the first now rose directly in front of us, like a great dark wall, with a small aperture or breach near the summit. Here and there patches of snow appeared on the mountain-side, looking not larger than white pocket-handkerchiefs, spread out to dry.

I was in advance of the rest, riding by a huge rock at the edge of the precipice, beneath

which, at the depth of thirty or forty feet, the torrent was foaming and rioting in its bed, "a matchless cataract," the narrow path above scarcely giving room for a horse to pass. Just beyond this point I turned to see how the mules and baggage had fared; but nothing being in view, and suspecting that all was not right, I rode back to see. A white sumpter-mule, with our provisions, had bumped its load against the rocks, and, by the rebound, was forced, head foremost, down the precipice. But, strange to say, instead of breaking his neck, he was caught between two projecting rocks; and there he lay on his back, stuck fast, but uninjured. The peons soon released him, and he was, by means of the lasso, hauled up, all safe and sound. In order to avoid the recurrence of this disaster, the mules were unladen, and their burdens carried for them beyond the dan-

gerous point. This arrangement caused a tedious though necessary delay.

The day before, on entering the gorge, we had heard the cry of the guanacoës, resembling that of a child; but now we saw the animals themselves, peeping at us over the rocks, and bounding away as we approached. I have not heard of these beasts being subjected to the use of the inhabitants of South America; yet they are larger, and appear stronger, and are much fleetier than the llama. An animal of a greater size and strength is said to have been used by the Patagonian tribes, bearing a resemblance both to the stag and the mule. One author says, that two horses are not capable of drawing so much weight as one of this species. Perhaps these were the animals on which the giant race of Patagonia have been reported to ride.

We now arrived at one of the white pocket-

handkerchiefs, which we found to consist of no less than three or four hundred yards of snow, drifted by the wind into pyramids, each about three feet high, and between which we stumbled and scrambled about rather inconveniently. There was nothing alarming in the appearance of the precipice below us, for the sides were not perpendicular. But a roll downwards from the top of what appeared to have no bottom (which must have been the inevitable result of a false step), was no very inviting adventure. The guanacoës might have descended on their mountain legs; but neither mule nor man could have done it without a broken neck.

It was in this region that we first heard the condors flapping their great wings, and saw them soaring over our heads, as if to speculate upon the death of a tired mule. These birds are very commonly seen in crossing the Andes,

and particularly where the hill often proves too formidable for the loaded beasts, which then become legally, as well as practically, the property of these giant eagles.

We had, from time to time, opportunities of observing specimens of their skill, as well as of their voracity, in the clean-picked bones which were scattered about in various places. The condor is larger than any other bird I ever saw, except the emu and the ostrich. I doubt whether the strongest man would be able to resist a combined attack of two of them.

Our guide pointed out to us two rocks in a glen, under which he and his brother had been imprisoned, by the snow, for many days, on their return from Chile. They had crossed the summits in a snow-storm, and on reaching this spot the track was quite invisible. Unable to direct their steps any longer with safety, they

determined to wait for a change of circumstances, and this only arrived at the end of a fortnight. They were scantily supplied with the usual provisions for the use of travellers who cross the Andes; but their cattle were nearly starved, whilst both man and beast had to endure all the inclemency of the weather without any shelter but overhanging rocks.

We still had a great deal of snow to cross before we reached the summit of the Portillo, which was far above our heads, and the difficulty of arriving there considerable. I dismounted to walk, but from the rarity of the atmosphere I found respiration so impeded that I could only advance a few yards without stopping to breathe, and was forced to mount my horse again. At length, with much labour, we arrived at a very steep path, a short distance from the summit, when, summoning up all our remaining strength

and energy, we made one desperate struggle more, and fairly gained the top of the pass—puffing and blowing, from the exertion, as much as our horses. I felt a heavy pain across my forehead, when at this height; Maclean vomited; and the peons, and Don Melchor, ate apples, which they brought with them,—saying that this fruit relieved the sensation of sickness. I suffered from nothing but shortness of breath, and headache; and the latter left me soon after we began to descend to a lower region. The natives give to this sensation the name of *puna*.

CHAPTER II.

Descent of the mountain—Sagacity of the mules and horses—Ascent of a second mountain—Halt for the night—A condor anticipating his breakfast—Portable soup—Its ill effects—A bad night's rest—Awkward dream—Descent on the Chilean side of the mountains—Improved appearance of the people—Chilean Shepherd—A mountain torrent—A horse swept away by it—Further descent—First human habitation for several days—Halt for the night.

As the path we were now descending was steeper, if possible, than the other, and full of loose stones, I dismounted, and led my horse, until, on arriving at another field of snow, I was

compelled again to confide my safety to his superior footing and sagacity.

From the ridge we were now on we looked down a valley half filled with snow ; but the sides of the mountain were too steep to allow any of it to rest upon them. They were of a red sandy colour, and sometimes assumed a yellow or greenish sulphureous tinge. I saw no abrupt crags, or glaciers, nor any vegetation, as amidst the Swiss Alps. Heavy dull masses surrounded us on all sides ; and the perfectly barren mountains, the deep blue of a cloudless sky, and the absence of all verdure, seemed to increase the monotony of this vast and dreary solitude.

The cold was intense, and the wind extremely disagreeable, until we got lower down ; but our descent continued without accident until nearly dark. We then emerged from the gorge and

entered a broad and stony valley, with the river Tunuyan running impetuously through it, which we were not to cross until the next day. This torrent flows from the direction of Tupangato, which is here in sight, through the valley which separates the two Portillos. The Tunuyan reaches the plain south of the gorge of Chacayes.

On a ledge of rocks some distance from the snow, and overgrown with short grass, we rested for the night. My fellow-traveller was too ill to eat, and so weak that I was obliged to help him to his bed. I then made him some tea, which his stomach rejected immediately, as he was still suffering from the effects of the rarefied air at the unusual height we had attained in the morning, which was not less, I believe, than 13,000 feet above the sea.

One of the peons left us here, to return with

some of the horses, and we rode forward the next day on those which before had been driven loose. Though we were provided with shoes for re-shoeing the horses when necessary, and every attention was bestowed in looking after them, they still went lame from the roughness of the paths. The mules alone seemed capable of doing their work without injury.

The crossing of the torrent in the morning was both a dangerous and a tedious affair. The unusual melting of the snow, added to the ignorance of the peon about the proper ford, created a delay of at least an hour, whilst we tried first one place and then another, finding most of them too deep for the baggage. The peon, on one occasion, got well soused in making an ineffectual attempt to cross. The sagacity and caution of the mules and horses were remarkable. They dwelt unusually long upon each

step, and with their noses almost down to the water, appeared to be smelling out a good footing. They often paused, and felt with one foot in advance, to be sure of a firm hold, before they ventured to plant it on the ground. Having gained a step forward in this way, they repeated the operation at the next, quite indifferent to the noise of the torrent, or to the kick of the anxious and impatient rider.

After clearing the bed of the torrent, we moved along a wider and more serpentine valley. Here was scarcely any vegetation, for, the evening before, we had only descended just without the region of eternal snow, and my thermometer stood below the freezing-point when I rose in the morning. The day was lovely, and as our courage was fortified by the experience of past success, we bore cheerfully all the toils and short breathings of this second

ascent, which was wilder, and more covered with snow than the preceding. We wore veils, to prevent the bad effects of the sun reflected from the glistening snow upon our eyes. This precaution is generally considered essential in crossing the Andes; blindness might ensue from the neglect of it. There were no precipices on this day's march, and torrents being never found at such a height, we had nothing but steepness and slippery footing to contend with.

At last we reached a cleft, like that of the first Portillo; the mules, in their progress thither, having repeatedly fallen in the snow, and caused us much delay. We now looked down another valley like that of the former day, and in descending it pursued a path still more precipitous, which conducted us to a torrent, rushing down towards the great Pacific, in a direction opposite to those we had before passed. This was hailed with joy, as a certain omen

that the toil of ascending was over, and that we had accomplished the most difficult part of the journey to Santiago.

The valley soon opened into a large level plain of grass, surrounded by high mountains. Presently we came to a deep and rapid stream, which mainly contributes to the Maypo.

The courage of our guide and his peon was not adequate to the effort of attempting the passage of this stream, so immediately after the sun had melted the snow. He alleged that the beasts were tired, that the evening was shutting in, and that there would be less danger in crossing next day. These and other excuses for remaining on the bank for the night, proved to me that Don Melchor's resolution was taken, and that it would be in vain to oppose my rash desire to the opinion of those who, after all, knew best what was necessary for our safety ;

so we chose a spot of ground near the river, among some rocks, and made the usual arrangements for the night, *al fresco*.

Though lower here than at our last night's lodging, we still found the air very keen; and were glad to discover abundance of roots with which to make a blazing fire. The wind, however, continued most annoying to us. It appeared to come from every quarter in succession, and the smoke of the fire almost put out our eyes as we sat near it.

By the twilight I observed an old condor perched on a rock near us, watching our party with apparent earnestness; no doubt imagining the agreeable possibility that death might make some provision for him before the morning. The soothsayers of old would have predicted some misfortune from the presence of so ill-omened a bird; and considering the perils

which surrounded us, I must own, that if free from emotion myself, I could very well have excused in another some degree of superstitious terror at being thus gloated upon by the sinister eyes of this winged monster anticipating a mortal repast.

We used here some portable soup, which Captain Pearson of the Sparrowhawk had kindly given us; but it was made so rich, that I did not escape the nightmare on my stony couch. In my dreams the condor was metamorphosed into a mountain robber, who appeared suspending a dagger over my breast ready to strike the blow. Here the spell broke, I uttered a cry, and awaking, found myself sitting up on my blanket in the act of cocking one of my pistols, a brace of which always lay under my pillow at night.

The sky was spangled with stars, but there

was no moon. The overhanging mountains appeared to touch the heavens and to have assumed strange and uncouth shapes, for the light in this "dismal situation waste and wild," was only "darkness visible," and if I had not been too susceptible of the bitter frost, I could have fancied myself reposing at the very bottom of the deep and hollow crater of Mount Vesuvius. At intervals the silence was broken by loose stones rattling down the torrent, and now and then the *madrina's* bell was heard tinkling far off, as she wandered about for a scanty supply of grass. In defiance of these strange sights and sounds and fancies, I fell off again into a sounder sleep, which lasted till the dawn, when I rose and found my poncho quite stiff with the frost.

I had picked up a large stick at Chacayes, which had served me well up to this place, but

I looked for it that morning in vain. The peon, who was a wag, and had been watching my fruitless attempts to find it, heard me grumbling about my loss; at last he went to the fire, where he drew out the spit, and presenting it to me, very gravely said, "Esto es el baston senior;" in other words, "Here is your honour's stick;" and endeavoured to console me by the assurance that we could have had no supper if he had not dedicated my stick to this employment.

We passed without accident the torrent not far from the place where we had slept.

We now found the valley becoming gradually greener, and perceived some herds of cattle grazing at a distance. Soon afterwards appeared two shepherds of Chile, on horseback. Their saddles were composed of six or seven immensely thick long-haired sheepskins, placed

under and over the recado. The seat thus formed is something like the roof of a cottage, requiring an inconvenient expansion of legs. Their stirrups were of wood, carved and embossed, in the shape of hollow Dutch cheeses. I was struck with the grace and ease of their manners. One of them had a remarkably pleasing countenance, with quite the air of a gentleman; presenting a still more striking contrast to our friends at Buenos Ayres, than did the gauchos of Mendoza. They wore the Chilean conical straw-hat, with a brim so narrow as not to interfere with the lasso when swinging round the head.

We passed some snow which had fallen from the mountains in an avalanche, and rendered the path very dangerous, in skirting around a little lake forty or fifty feet below us. The scenery then became more varied. We

arrived at a place where the rocks were tumbled about in great confusion, evidently the effect of some violent convulsion, like the fall of the Rossberg in Switzerland, though not on so grand a scale. We afterwards rode down a valley by the side of the river Maypo. This river is memorable for a battle, fought by San Martin in the plains through which it passes near Santiago, which terminated the Spanish authority in Chile, and gave freedom, such as they have it, to this state.

Here are all kinds of evergreen shrubs, and trees from fifteen to twenty feet high. We followed the course of the river for the rest of the day, sometimes so near to its rocky channel as to bruise our horses' hoofs, and sometimes by a narrow woodland path on its bank. Before dark we were passing some rocks which projected a little into the water, and

left only a narrow channel in the shallow part where we were cautiously creeping along, looking at the torrent raging close to us, and here bursting madly on, as if to sweep down all things in its track. Just at this juncture, a white horse which was loose, and following the drove of mules by himself, suddenly lost his footing, and was swept into the middle of the channel, where he disappeared. He rose afterwards several times, and at last struggled out on the opposite bank, but so crushed by the rocks that he immediately folded his legs under him and laid down. We could not cross over at that part of the stream, and it was too late to seek for any other, so we were forced to bid him adieu, and abandon him to the condors.

We had been riding several hours in the dark before the barking of dogs announced

our approach to the first human dwelling we had encountered for several days. We speedily reached a habitation ; but the fear of fleas drove us into the coral, where we made a fire, and after supping, spread out our blankets as usual, and slept under the canopy of heaven. The warmth was now so much greater here, that I undressed completely, before going to bed.

We followed the course of the Maypo next day, by a tolerable track, and among picturesque woods growing up the sides of the valley, which is called, I believe, San Gabriel, till we met with frequent villages and cultivated grounds. At noon we stopped in a field under some plum-trees, to rest during the heat, and were supplied from a cottage with several sorts of fruit freely offered for our refreshment. At night we arrived at the frontier ; our passports were examined by

an officer, at a custom-house, on the roadside. We slept on the outside of the cottage, where we halted for the night, as we had done the evening before; but we could not, for a long time, get rid of a number of dirty girls, and old women, who sat round our fire, giggling at us, and occasionally eating from a pot of greasy soup. It was not until they departed that we could retire to rest. We were to start at five; but the guide mistook the hour and rose at two o'clock, and made us rise also, so we had to wait for three hours. Being too wide awake to sleep again, we had no other resource than talking and drinking *maté* round the fire until ready to start. We were now only ten leagues distant from Santiago. At daylight we resumed our progress, and emerging from the valley, entered upon a flat burnt-up plain, skirted by mountains which

formed a sort of amphitheatre. The snow-white top of what I imagine to be Aconcagua immediately became visible towards the north-east, and at the same time, in the middle of the plain, Santiago presented itself with its steeples and domes, rising up amongst groves, poplars, vineyards, maize-fields, and gardens; a most agreeable sight.

The mule I rode was stubborn and stupid. The symptoms which he experienced on various parts of his person, of my impatience to enter Santiago, produced no sympathy in his movements. But as all things must have an end at last, we concluded our journey on the seventh day after leaving Mendoza, and found our way to a good English inn from which I am now writing.

CHAPTER III.

SANTIAGO.

Santiago—View of the town from an eminence—Public promenade—Prejudices about dress—The Plaza—Sporting priests—Bull-baiting and cock-fighting—Amusements of the fair sex—The theatre—Great earthquake—Destruction of several towns—Its terrible effects—Description of Santiago—Commerce—Chile mines—Anecdotes of discovering silver—Steam communication—Canal through the Isthmus—Valparaiso—Luxurious fare—A barbarous murder, and providential detection of the murderers—Forest trees—Church made out of one tree—Arrival at Valparaiso.

FEB. 24.—I mounted up Santa Lucia, a hill in the middle of the town, which has a fort on

the top of it. The rocks and volcanic appearance of this elevation, combined with the houses which surround its base, give to Santiago a peculiar character. It looks almost as if the top of a neighbouring mountain had been cast off its foundation, and found refuge in the midst of the town. From this height there is an excellent view of the whole city with its plaza, and churches, and gardens, as well as the range of mountains which almost encircle it at a short distance. The plain between is frequently cultivated with maize, and vineyards are also common ; but all seems now burnt up and brown. On descending this hill I walked by the side of the river Maypocho, on a paved promenade, forming an embankment to prevent the water from overflowing the town.

Another ramble brought me to the Alameda, in which there are several rows of trees, not

large enough to afford much shade, though this is the only promenade for the citizens of Santiago. A number of Chilean troops, in white and light blue uniforms, were drilling, generally stout handsome-looking men. The natives are strongly prejudiced against our foreign costume. On this account the waiter at our hotel entreated me not to wear a jacket in the streets. I therefore abandoned it, and threw on my dusty poncho; but the curious of Santiago, of both sexes, all stopped to quiz the breadth of my Guayaquil hat, and the next day I was constrained to lay that aside also.

In the Plaza is a coffee-house called El Café del Comercio; within its walls is a garden containing fountains, and orange-trees, where people drink maté and lemonade, and eat ices, or play at billiards. In another part of the city I bathed in some large cold baths, sheltered by

vine-leaves from the sun, and near them I was shown a very favourite place of resort for the sporting priesthood of this city; a room built on purpose for cock-fighting.

A Chilean priest, who loved this amusement, applied to an English peer, now no more, for some fowls, of a celebrated breed, in his possession. His wishes were complied with, and a new ardour for the sport excited by a present of some of these birds. The news of the death of this nobleman, when made known to the cock-fighting Catholic, filled him with unfeigned regret, at the loss of so valuable a promoter of his peculiar delight.

Bull-fighting is less in fashion, I believe, at Santiago, than in the other states. But it is the amusement which chiefly delights the fair sex in South America.

In the evening, as I was returning to the

hotel, when the streets were crowded with people, I heard the bell of a neighbouring church toll the time for the ascent of the host. In an instant, the moving population became, as it were, transfixed, even to the little boy peeping over a bundle of long grass, which was carried down the street on horseback, so covering the animal, that it had the appearance of an ambling haycock. Some fell on their knees, and all the men took off their hats. Again the bell tolled, and off trotted the haycock, whilst a little priest, in a white surplice, who had uttered a prayer in his hat close to me, looked up in my face and said, " Buenas noches, senor ;" for it was now a settled point that the night had commenced.

We have visited the theatre, which is a pretty building. Every box is like a balcony, with open rails; so that the ladies'

dresses are seen completely from head to foot.

I have no time to make use of letters of introduction to several Chilean families, as it is important that I should not delay any longer my journey to Lima, in order to arrive at Panama before the rains in June. The fever then becomes prevalent there, and few escape it: to-morrow, therefore, we make our arrangements, and the day after, we leave Santiago for Valparaiso.

Feb. 25.—All Santiago is in despair at the news recently arrived of an earthquake, which has destroyed Concepcion, Talcahuana the best seaport in the republic, and as many, I believe, as twenty other towns and villages. The central part of Chile has not been so severely visited, though the shocks which caused this calamity in the southern dis-

tricts were sufficiently felt here to fill the minds of the citizens of Santiago with fearful forebodings, and the greatest anxiety prevailed until two days ago, about their own safety. Slight shocks have occurred several times since our arrival, and I witnessed the effect produced by them on the nervous sensibility of the people, who, upon one of these occasions, rushed from their houses into the Plaza and the streets, whilst I was myself quite unconscious of any motion of the earth. Experience has taught them to distinguish immediately the sort of motion which they most dread, and the panic is general before a stranger is in the least aware of any cause for it, from his own sensations. These visitations are so frequent, and so alarming in Chile, that they form the greatest objection to one of the richest countries and finest climates in the world.

Although I was not sensible of any shock, when crossing the Andes, at the time of this frightful earthquake, which destroyed Concepcion, I recollect remarking a sudden avalanche of stones and earth, which broke away from the heights above us, and on comparing the events afterwards, they corresponded in point of time.

Concepcion has been totally ruined by this earthquake, as well as Talcahuana, its seaport. This last was overwhelmed at the same time by the sea, which first retired and after its return, swept away every vestige of the town. The inhabitants, after the first shocks, which had partially injured Talcahuana, and driven them all out of their houses, believed the violence of the earthquake had subsided, and were about to return to save the remnants of their property, when the captain of a ship at anchor in the port gave notice that the sea was retiring,

which it did in such a manner as to leave the vessels almost aground.

The commandant of the place had just time to proclaim this event in the streets, and the people had scarcely reached the hills, for safety, before the sea returned in one great wave, which broke against the projecting cliffs of the bay, and rushed into the streets, to the depth of twenty feet. This operation of the waters was repeated three times, each time with increased violence, till hardly one stone was left upon another, to indicate that a flourishing town once occupied the fated spot.

The earth in some places rose and then burst, pouring forth black liquid of a sulphureous smell. In others it separated, leaving vast fissures. At Concepcion, all the dogs, it was said, left the town before the houses fell, as if warned, by the vibrations of the earth, of the

impending danger. The shocks were so violent that horses were thrown to the ground. There was nothing particularly observable in the atmosphere previous to the occurrence. The sea breeze set in as usual, and the day was fine and cloudless. The only unusual circumstance which had been remarked, was the return of a flight of sea-gulls from the sea to the land, at a period when they, in general, remain at sea.

26th.—Dined with Colonel Walpole yesterday, the consul-general, to whose kindness we are much indebted. The society at Santiago, is not better than at Buenos Ayres. There are a few very respectable English merchants, and I ought to mention Mr. Hull particularly, from whom I have received much hospitality and kindness.

The same good manners and courtesy are said to prevail in Chile as in other parts of

Spanish South America, and even to extend to the lower orders, which is not so much the case at Buenos Ayres. I should imagine that the South American standard of good breeding is beyond that of Mexico, where the ladies are said to be eternally smoking in public, a practice not so often sanctioned elsewhere. The lower class in Chile is characterized by a great love of diversion, great superstition, and a peculiar propensity to quarrelling; a tendency which is not a little increased by the constant habit of meeting to drink at the Pulperias.

Schools, on the Lancasterian system, are established in the principal towns of Chile, but education is exceedingly limited. The government once proclaimed the freedom of the press, but as soon as the acts of the republic were criticised, these proselytes of liberty laid hold of the printer, and banished him to the island of

Juan Fernandez, where criminals are sent into exile from this country, for high crimes against the state.

There is a library of several thousand volumes at Santiago, and some curious MSS. relating to the Indians; but the greater part of it consists of books on scholastic divinity.

The climate I think delicious. Though exceedingly hot in the middle of February, there is even then a delightful buoyancy and clearness in the air, and a pleasant breeze always blowing.

The height of Santiago is two thousand six hundred feet above the sea, and from the comparative coolness which is the consequence of this elevation, it can produce almost every European vegetable in perfection, as well as wine, if the manner of making it was understood, which it is not. The wine of Chile is, therefore, very

inferior to that of Mendoza. The Chile vinegar is extracted from a particular grape. The soil is every where excellent. In the neighbourhood of Santiago, immediately beneath its rich soil, lies a substratum of shingles varying from eighteen to forty feet deep, through which the springs of water rise, penetrate from below, and perhaps cause the prodigious crops of wheat. The greatest extent of ground is let out for cattle-farms, and in some districts fine land may be obtained at a dollar per acre. The horses are excellent and generally well broken, and more docile than in Buenos Ayres.

Mining is the branch of industry for which Chile is most celebrated. Far in the interior, such rich veins of silver, as well as of copper, have been recently discovered, that they must form a source of considerable profit, as soon as the government is sufficiently settled to

encourage enterprise and capital. The merest chance will often lead to the discovery of a silver-mine. A short time ago a peasant was driving an ass across the country, and observed the animal strike its foot against a large stone. On approaching the spot the stone was a mass of silver protruding above the earth. At the bottom of the mine of Santa Rosa, near Iquique in Peru, a fossil marine shell was discovered 600 feet below the surface, which was filled entirely with silver ore.

When the knowledge of mining, in South America, increases, means will probably be found of working the ore at less expense ; but I believe it is still a common remark, that, if a man find a copper-mine he is sure to gain ; if a silver-mine he may gain, but if a gold-mine, he is sure to lose.

A sort of coal is used in the bay of Talca-

huana, the quality and usefulness of which is much disputed; but in the island of San Lorenzo, near Callao, there is a better specimen.* These facts are important to be known by those who contemplate the introduction of steam-boats along the coast of the Pacific, where, from the invariable direction of the trades, and the prevalence of calms near the land, there is very great difficulty in performing voyages from the north to the south in sailing-vessels.

The commercial intercourse between England and Chile is now greater than between Great Britain and any other South American port, except the port of Rio de Janeiro.†

* I am informed that within a few years, two veins of good coal were discovered on San Lorenzo, and that Lord Cochrane saw a hut to the north of Callao, near Guacho, partly built of coal.

† In 1835, foreign imports for consumption exceeded 4,000,000 dollars.

Besides their European trade, the Chileans now export a great deal of wheat flour to Peru. In fact, in point of trade, Chile has made greater strides than any other state of Spanish America, and as there is every probability of its continuing to take the lead of its neighbours in wealth and prosperity, it ought to afford an additional reason to the British government for endeavouring to shorten the time and distance between the two countries as much as possible, not only by lending its support to the adoption of steam communication on the coast of the Pacific, but also by an immediate investigation of the advantages which must accrue from, and the probable success of, cutting, somewhere, a ship canal through the isthmus.

The population of Chile is supposed to be about 1,250,000, by the last calculation.

Santiago is a pretty town ; like all Spanish

cities, it resembles a chess-board, with the Plaza in the middle, which contains several architectural buildings, viz., the mint, a cathedral, and some government offices. One side of the square is on arcades, under which is a promenade, and shops of all kinds. The houses are built differently from those of Buenos Ayres, having fewer flat roofs, and most of them are tiled. The windows within the patios have ornamental bars, sometimes gilt, which take off from the prison-like appearance of the interior of the courtyard. There is a good stone bridge over the Mapocho, which runs through the town, being the only bridge of stone I have yet seen in South America.

March 1. Valparaiso.—Before we left Santiago we had a pleasant dinner-party at Mr. Hull's, to meet Colonel Walpole. My servant started, with mules and luggage, the same even-

ing, on his way to Valparaiso, and the following morning, after waiting from six to eight for our horses, they at last appeared in the yard, and, in less than ten minutes after, we were outside of the town. Besides the horses we rode, our postilion had provided three more, for changing on the journey; for there are no posting-houses between Santiago and Valparaiso. The day was bright and cool, and our progress was satisfactory. We crossed a high ridge of hills, covered with the evergreen thorn, and also observed the quillai-trees, some of which were stripped of their bark, for the benefit of the Chilean ladies, who strengthen and cleanse their hair by a preparation of it. This undergoes a fermentation, when mixed with water, and produces a lather with rather an agreeable smell.

As we rode up this ridge we passed a cabriolet

with two horses, carrying some travellers to Valparaiso. This mode of performing the journey from the capital to the seaport, is the most common, and sufficiently rapid; but our long seasoning gallop over the Pampas had made us more at home in our saddles, than we could have been in a jolting vehicle, over a bad stony road.

At about two o'clock we reached Bustamente, on the plain, beyond the mountains we had crossed. This is a solitary inn, surrounded by trees and a garden, and kept by a Portuguese, who speaks English. Here we got an excellent breakfast of coffee, tea, eggs, fresh butter, and beef steaks; besides peaches, figs, and sweet-meats; a most luxurious diet, especially when compared with the miserable fare we had been reduced to on the Pampas.

We had heard at Santiago of a murder re-

cently committed on the hills we were to cross on our way to Valparaiso. As we descended them to Bustamente, we perceived the heads of two of the culprits exhibited by the roadside on poles. The innkeeper related to us the circumstances attending this murder, the authors of which were discovered by one of those accidents which appear almost miraculous. Four ruffians overtook a poor man and his wife, riding on the same horse up the mountain. After some conversation with them, the wretches knocked the man on the head and killed him. They then maltreated the woman for several hours, and finally put her to death also, through fear that she might betray them. They threw the bodies over a precipice, and made off to Santiago with the stolen horse, intending to pass through the city, and proceed to a distance from the place of their atro-

cities. It happened that, as they crossed the Santiago bridge towards dusk, two half-drunken watchmen, to show their importance or from mere idle curiosity, asked them where they were going. In fact, at that time, the murder was known only to the murderers themselves. The two foremost men were on foot. One of them showed a sickle, and stated that he was going into the country to reap. On his shirt were marks of blood, which the watchmen observing, asked how they came there. Upon hearing this the two other men on horseback slipped down from the horse and made off. The remaining two were so overcome with fear that they instantly confessed the whole crime, for which they were afterwards executed.

Although as we rode along, here and there a farm, and sometimes a village exhibited marks

of cultivation, the general character of the country is still that of an uncultivated plain of brushwood, though formerly it probably was a populous and agricultural district in possession of the Araucanian Indians, whose resistance to their invaders has been celebrated both in prose and verse.

We now passed another ridge, rendered more picturesque than the former, by the addition of fine timber trees growing close to the road. The mimosa and olive occurred frequently, and a species of myrtle. This was not the district of the forest trees, which are said to be enormous in other parts of Chile. A story is told of a priest who (perhaps by a miracle) made, of one single tree, a church above six hundred feet high, including rafters, flooring, window-frames, and a large altar-piece. The strawberries of the country are as big as pul-

lets' eggs, and the apples of an immense size. On a plain beyond this elevation we came to a clean whitewashed inn, where we stopped to give the horses water, and just before dark we entered a farm-yard to change horses, and leave the tired ones behind. After a hard gallop for several leagues we were obliged, as the night closed upon us, to proceed more cautiously, groping our way in the pitch dark down a deep descent into the town of Valparaiso.

Here we put up at a tolerable inn kept by a Frenchman, which we reached at ten o'clock at night, having ridden ninety-five miles from Santiago. This, however, is nothing to the expedition of my North American friend, at Buenos Ayres, who would have ridden back to Santiago to sleep, within the same number of hours.

CHAPTER IV.

VALPARAISO.

Climate and description of Valparaiso—First sight of the Pacific Ocean—A glorious sunset—The town from the heights—Female bathers in the Pacific—Table d'hôte politics—Commerce of Valparaiso—Silver-mines in its neighbourhood—Steam-boat project—Voyage to Callao—Fellow-passengers—An odd fish—A Newfoundland dog—Callao bay—A fog-bank—Road to Lima—Arrival there—Character of the “City of Kings”—Winged scavengers.

MARCH 4.—On awaking the next day after my arrival at Valparaiso, I jumped out of bed to look into the street from the win-

dow, which was shaded by a piazza. Though the sun shone brilliantly the air was cool and light, like a May morning in Italy. I never experienced a more agreeable temperature. The latitude is nearly the same as that of Buenos Ayres. The town consists of a long, narrow street, built like Hastings under the cliff, and it follows the sinuosities of the shore close to the sea-side. The houses have all *altos* or stories above the ground-floor; they are not flat-roofed. Painted piazzas are substituted for balconies almost at every house, and their different colours give the town a lively appearance. Gauchos on horseback, with large straw hats and white ponchos were riding up the streets to the market at the further end of it, and droves of mules were passing loaded with fruit packed in the same sort of flexible portmanteau as that in

which I carry my baggage. The original use of these trunks, which from their toughness and lightness are invaluable to the traveller, was for the transport overland of specie from the mines, and there are straps at the bottom of them intended for confining the gold and silver; but they serve also as receptacles for every sort of merchandise, as well as for fruit and vegetables.

After I was dressed I ran down to a wooden pier not visible from the inn, and here, first I beheld the blue Pacific rolling into the bay of Valparaiso, which was crowded with shipping. It was at the first sight of this sea from the isthmus of Darien that Nunez de Balboa and his followers were so overcome with astonishment when they crossed the narrow neck of land which divides it from the Atlantic. Though it was not a matter of any astonish-

ment to me, I could not help imagining what an extraordinary sensation it must have produced on the minds of those Spaniards who had no previous knowledge of the existence of any water on the eastern side of the Andes. Having meditated for some time on this idea, I returned hungry to breakfast.

Called at the consul's house. Its situation on the top of the cliff is very commanding, but the earthquakes I should think must render the position of it at the edge of a precipice rather precarious. The consul was out, but I was received by his lady. At a merchant's house in the town, I afterwards received the confirmation of the political news and changes in England, of which I had before only heard a rumour at Santiago.

March 5.—After dinner yesterday we mounted the cliff, and got among the hills immediately

behind the bay of Valparaiso. As we reached the summit of the range, the sun setting gloriously in a cloudless sky, was already half immersed in the sea. The rays of light were refracted in such a way as to give it the appearance of a column descending rapidly into the waves. Such a flood of light, combined with variegated colours all over the horizon, I never beheld. The sun set

“Not as in northern climes obscurely bright,
But one unclouded blaze of living light.”

The disappearance of the sun was followed by a cold, piercing wind, which penetrated our thin summer costume, and caused us speedily to retreat; but we were benighted before we could find our way down the intricate paths of the cliff. Valparaiso, with its long street and church steeples, has a pleasing effect from

these heights. The ships at anchor in the bay appear almost moored to the houses. In a southerly and easterly wind the roadstead is good, but much exposed to the north and north-west gales, which at times are severe.

March 8.—I am begining to be weary of Valparaiso. There is no Spanish society here, and the merchants are too busy in this thriving little town to be entertaining.

I have found a bathing-place near a convenient rock, and every morning regale myself with a dip in the Pacific. Seclusion on these, occasions is difficult, and, moreover, it is not looked upon as necessary. Ladies of various hues and ages, make it a practice to bathe quite unceremoniously, close to the spot I have chosen for the same purpose; and they do not deem it expedient to encumber themselves with any bathing-dress.

The people who dine at the table d'hôte of the inn are nearly all French, of every imaginable variety of political opinion; and great is the hubbub and confusion every day, between republicans, royalists, *juste-milieu*-men, and anarchists. An Englishman, who dines here, amuses himself by starting an opinion on some political subject, in order to watch its effect on the *têtes exaltés*. The moment the bone of contention is thrown down, they all seize it; and the Englishman, having backed out quietly, listens to the uproar resulting from such opposite opinions, maintained with an energy bordering on fury.

I have been so fortunate as to purchase some Chilean flower-seeds, and some bulbs which had been collected for Lady Tankerville's garden, at Walton; but not being ready for a ship of war when she sailed, became disposable;

they have therefore fallen into my hands, and I shall convey them with me to England.

All European fruits flourish well in Chile, though not in the immediate vicinity of Valparaiso. Quillota is the nearest place, about eight miles off, from whence Valparaiso is chiefly supplied with fruit and vegetables. The vine is cultivated very extensively; but the natives are not successful in making wine.

Valparaiso is now so much increased in size, that it unites itself along the shore with a village called the Almendral, together occupying the whole width of the bay, for several miles. The bustle and activity which prevail all over the town, indicate the prosperity of foreign commerce in Chile. Here the British merchant is secure of a market for European manufactures, and of payment for

his venture. Although no treaties of commerce have yet been concluded between any state of Europe and Chile, no impediment has been offered to the trade between Europe and this republic; on the contrary, great readiness is exhibited by the government and the natives to encourage it.

A scheme is in agitation to establish a company for the navigation on this coast by steam to Panama; and to correspond with a line of steam-packets on the Atlantic side, from Jamaica and New York to Chagres. Mr. Wheelwright, a North American gentleman, resident in South America fifteen years, has undertaken this desirable object, with a hope, which I trust will not prove fallacious, of obtaining the aid of this state, as well as that of Peru, to ensure the success of the enterprise, which cannot fail to be of the highest utility to the whole commercial world.

March 10.—On the passage to Lima in a merchantman.

We had two chances of being taken to Lima in ships of war, but both have failed. The first was a Chilenian brig, the Achilles, commanded by Captain Simpson, an Englishman in that service, who offered us a passage; but the government afterwards ordered this vessel to go with provisions to Juan Fernandez and then to Concepcion, to relieve, at both these places, the unfortunate inhabitants, whose houses and property have been destroyed by the late earthquake. This plan having failed, we were desirous of a passage in a schooner of war of the United States, but her cabins were so small that her captain could not conveniently take us with him, otherwise, I believe, he was not unwilling to accommodate us. At last we heard of this English vessel, called the "Numa,"

bound to Callao. She had just arrived from New South Wales, and is to seek at Rio Alejo a homeward freight of logwood, but touches first at Callao; and it was on board this ship, in ballast trim, and therefore high out of the water, that we determined finally to take our passage.

The roadstead at Valparaiso, which varies from ten to thirty fathoms, with a bottom of stiff mud, is so impracticable, that our small English crew were not sufficient to get up the ship's anchor without assistance. Captain Simpson here stood our friend, by sending some of the Achilles's Indian crew to help ours at the windlass.

At six o'clock P. M. we got under way, and sailed out of the bay with a fresh breeze. This wind gave us an offing of seventy miles from Valparaiso in a south-westerly direction. We steered by Captain Basil Hall's instructions,

who besides his travels, has written a little book on sailing in the Pacific. We here expected to meet with the regular trade-wind, which does not reach so far south as Valparaiso, but is generally to be found a degree beyond that parallel of latitude. Instead of this we have been becalmed three whole days; the sea as smooth as glass, with a long oily unpleasant swell from the westward. The gray clouds prevalent on this coast afford a grateful protection from the rays of the sun, which, in the same latitude on the Atlantic, would be insufferably hot.

There are only two other passengers, and we have all the after-cabin for swinging our cots, with plenty of room and air. One of our fellow-passengers is an Irishman, going to Lima to enter a merchant's house there as clerk; and the other is a German, sent on the like adventure from Hamburg. The latter is so solemn

and taciturn that he seldom opens his lips, but to place a pipe between them ; whilst our Irish comrade is full of his native humour, and keeps us all alive with singing the " Groves of Blarney," and " The boys of Kilkenny are roving young blades." This calm, notwithstanding the music, is exceedingly tiresome. Once within the trades, a passage to Lima in a fortnight is almost certain ; but here we are rocking and flapping our sails idly, in what sailors call the doldrums, watching all day in vain for the slightest ripple on the water, and wishing with all our hearts for a gale of wind from the right quarter.

I amuse myself by firing at a mark, with a rifle and pistol, I read Don Quixote in Spanish, and count the hours between breakfast and dinner, and then between dinner and tea. Yesterday a strange fish appeared astern, and a boat was

lowered to catch him. He was evidently sick; for the boat actually touched him as he floated with his fin out of water, of which he took no further notice than by merely turning on his back. None of the seamen had ever seen this species before. It had a huge head, with a very small mouth, and a body like that of a shark; but of a pale ash colour, and without any scales. Two small pilot-fish were in company, hovering round him. The harpoon broke, and a noose was made and lowered; but the swell prevented this from sinking; and after sustaining several hard knocks from the keel of the boat, and from the oars, the monster sank too deep to be in danger from such unskilful fishermen, and the pursuit was finally abandoned.

I have seen no flying-fish yet in the Pacific. In the same latitude in the Atlantic they abound. Perhaps the vicinity of the coast, and the greater

coolness of an atmosphere, which, at this distance from the Andes, is always overcast, may be the reason why they are not met with here, as in the other sea.

March 19.—After the calm had continued as I have stated, we gradually received the breeze in our sails, and have ever since been making the best use of our time with a favourable wind, to near our port, which we expect to reach in three or four days. A Newfoundland dog, brought by the captain of the *Numa*, from the coast of Labrador, has afforded us some amusement. Whenever the ship is going slowly through the water, or has been becalmed, if he happens to be loose, he catches the eye of some sailor, and jumps down from the gangway into the sea; here he swims about, vigorously, for half an hour, without any desire to be taken up; when he appears

a little exhausted a rope doubled is thrown to him, through which he contrives to thrust his fore-paws, and get it under his body; and when thus noosed, he suffers himself to be hauled up like a water-cask.

Lima, March 22.—We arrived opposite to the island of San Lorenzo, which forms one side of Callao bay at night. The darkness made it dangerous to attempt an entrance, as no one on board had been there before. We therefore stood off until the morning, when we found that the current had taken us to leeward of Callao harbour: we consumed all the next day in beating to our anchorage against the trade-wind. The day before we made the coast I witnessed the curious phenomenon of a fog-bank, which sometimes deceives even the practised eye of a sailor, who is not assured of the absence of land in that direction.

The morning after we anchored at Callao I breakfasted with Commodore Mason, who kindly offered me the hospitality of the Blonde frigate, which with the American ship Brandywine, and a French sloop, are the only vessels of war in the port.

I landed with McLean, after breakfast, at Callao, and we were conveyed in a coach-and-four, driven by a drunken Yorkshireman to the "City of Kings."*

The situation of Lima is very magnificent. The city, as seen from the Callao roads, appears surrounded with gardens, out of which rise the steeples and cupolas of its numerous churches and convents. Behind are the gigantic Andes towering above, and seem-

* Lima was once called *La Ciudad de los Reyes*; at present it is characterized as "*El cielo de las mugeres, el purgatorio de los Hombres, y el Infierno de los Burros.*"

ing to overhang the town, much nearer than they really are. The summits of the mountains are almost always covered with clouds, black and threatening, as if about to burst over Lima in a frightful storm. Yet it never rains, and thunder and lightning are unknown in the plains of Peru. The rain falls only in the mountains, where these dark clouds spend themselves in violent hurricanes. In winter a great deal of mist falling on the plains supplies the want of rain, and the sun is scarcely ever seen but through a dense vapour. In summer, for a few hours in the morning, the sun shines without any interruption in all the brilliancy of the tropics; but for the rest of the day a canopy of clouds extends itself quite over the town, and ladies might walk uncovered by hats or parasols in the streets of a metropolis, not twelve degrees from the equator, without injury to

their fair complexions. The Callao road is straight and broad, and the distance to Lima six miles. Halfway there is a chapel at which the old and new viceroys used to meet when they were changed, and the successor arrived in the country. On each side, as we advanced, remains of villas, farms, and gardens were to be seen, which, from the frequent revolutions in this country have long been abandoned; and the surrounding enclosures, which once yielded all sorts of fruit and grain in abundance, now present nothing but the appearance of a desolate waste of sand. Clumps of aloes and the olive are found growing by the roadside, and the last mile runs between a straight avenue of tall poplars, with walks and stone benches on each side, leading directly into the town through a handsome gate. This gate admits the traveller within a high, single wall,

of moderate thickness, which surrounds the city and is its only defence. As we drove through the streets to a hotel kept by a French woman, I was struck with the Moorish air of the houses, the paintings *al fresco*, and the green jalousies to the balconies or piazzas, which are prominent features at Lima. The appearance of the jalousies brought Constantinople to my recollection; but the streets here are broader, and have each a running stream through the middle; and the houses instead of being neatly-painted wood are stuccoed to resemble stone. The houses generally appear old and shabby.

A large carrion-crow, which is common in these tropical climates, is encouraged here to act as scavenger in the streets. Hundreds of these birds perch along the sides of the streams, and fly about the town, hardly noticing the approach

of passengers. These channels convey the running water through the town by conduits from the river Rimac, which rises in the Andes, and flows through Lima, and they must greatly contribute to its cleanliness and salubrity.

CHAPTER V.

L I M A.

Visit to the consul—Political highwaymen—Visit to a fashionable watering-place — Hammock swinging — Gambling propensities of the natives of Lima—Bathing—Irrigation—Coolness of the air of Lima, and its cause—The Lima ladies—Singular costume—Cause of the late revolution at Lima—A soi-disant Napoleon—Return to Lima—Description of the city —The Plaza—Indian sagacity—Palace of Pizarro — Convent—A priest—The Alameda—The world turned topsyturvy—Female smokers.

MARCH 23.—Having received an invitation to visit Colonel Wilson, the consul-general, at his country-house which is at Chorillos, a sea-

bathing village, we determined to go there yesterday morning.

Peru is in a sad and desperate state of civil warfare. Bands of robbers have rendered every approach to Lima unsafe. The Callao stage was robbed yesterday by a party of men who are termed Monteneros. They ride about well armed, and pretend to espouse the cause of the legitimate government which has been lately overthrown; their real object being to plunder every body under pretence of levying contributions for the defence of the state. Thinking it possible we might be attacked by some of these gentry, we hired especially good horses and rode out of town early in the morning, each provided with a double-barrel gun. We reached Chorillos in less than an hour, without molestation, and went to breakfast at a branch hotel to the one we had left at Lima,

where our friend the French landlady preceded us the evening before, and we found her ready to give us a warm reception. She could not, however, accommodate my servant, for she said the only spare bedroom was occupied by her horses, where she had shut them up and locked the door for fear of the monteneros. It seems that fifty of these had actually passed the night at Chorillos, and had left it only just before we arrived in an opposite direction; but before their departure they borrowed money and horses from a good many of the inhabitants, entering their houses without ceremony.

The wooden inn at which we breakfasted is built on the edge of a cliff, washed below by the sea. When Lima and Callao are at war, a circumstance not of unfrequent occurrence, Chorillos has been used by merchant-vessels as a port, instead of Callao, and it has for a long

time become a fashionable lounge for the beaux and belles of the metropolis in summer, who like sea-bathing. The walls of the houses are all built of cane-work, which is covered with mud, and whitewashed; some are neatly furnished, and laid down with mats, which add much in this climate to the coolness. On entering an open piazza overlooking the sea, where the breakfast-table was laid out, I perceived a gentleman in a grass hammock swinging himself and a child. The hammock was suspended from the beams of the roof, and he was lying on his back, with one foot out, which, by touching the floor, kept up a constant motion. The custom of swinging in hammocks is universal on this coast among all colours; but it originates with the Indians. The best hammocks come from Guyaquil. They supersede, in most houses, the luxury of sofas; two or three being

often found in one room. I witnessed, before we sat down to breakfast, an instance of the gambling propensity which is said to prevail here. In one corner of the room a table was spread, and dice brought, which immediately attracted the guests, as if to give them an appetite for the beef steaks in preparation. Before they sat down to the table d'hôte, some fifty doubloons were lost and won among them, by way of a preliminary to their breakfast. The arrival of the dishes, smoking hot, seemed to divert their attention for a while to another amusement. The Limenians are notorious for this vice, and not for this alone.

I found Colonel Wilson, and Lord Edward Clinton, who was on a visit to him from the Blonde, swinging in grass hammocks, in an open piazza of the house which the consul occupies. I remained with them the rest

of the day. Before we dined, I was invited to the bathing-place, when I witnessed the mode in which the fashionable people from Lima take their pleasure in the sea. A number of cane huts are erected on piles of wood, close to the water, with partitions between the dressing-rooms. But the cane-work of these is so open, as necessarily to invite, as well as to gratify the curiosity of "Peeping Tom," who may here feast his eyes without the least apprehension of distressing Godiva. After undressing, both men and women put on a loose blue bathing-robe, and a straw hat; and in this trim they march forth from the hut. I was preceded by a young Lima lady in this attire, who, not being well able to withstand the buffeting of the waves, agitated by a strong trade-wind, was supported by an Indian man, without any other garment than a small apron, tied round

his waist. There were at least twenty parties, male and female, bathing at the same moment, and in the same place with ourselves; and a more comical scene I never witnessed.

After dinner we paid a visit to a pretty Lime-
nian lady, a friend of the consul's, to whose
husband I had a letter of introduction. From
thence we extended our walk outside the village
of Chorillos. The soil round this place is more
burnt up than about Lima, as the canopy of
clouds does not reach far enough from the
mountains to shelter the country at this dis-
tance from them. Irrigation was used formerly
to supply the want of rain; and the Spaniards,
after the conquest, continued this practice,
which they found universally adopted by the
Indians. It was ascertained, that in all the
plains between the Cordilleras and the sea in
Peru, the water was only from three to four

feet below the surface; and the first settlers took advantage, very generally, of their knowledge of this fact, which compensated for the want of rain.

The great coolness in this tropical region, as well as the absence of rain at Lima, have given rise to many conjectures as to the cause. Ulloa, in his travels, attempts to account for it by the continuance and constancy of the trade-winds. The clouds, in summer, are kept by the strength of these winds, he thinks, at too great an elevation to descend in rain, and are attracted in heavy masses to the sides of the mountains; but in winter, when the trades vary a little in direction, and diminish in force, the vapours from the hills descend low enough to fall in a mist-like dew, which renders the neighbourhood of Lima green and flourishing, adding still more to the coolness of the air, though the rain is confined to the Andes.

We passed several houses on our return from walking, where the inhabitants were sitting under open piazzas, enjoying the breeze. The ladies, when within doors at Lima, or when they leave the city, do not use the veil, or *saya manta*, which is so striking a peculiarity in the city. The *saya manta* is tight and elastic, fitting to the person, so as to show the shape, whilst the veil covers the head and face, all but one eye. Old and young adopt this dress in the metropolis, and all being clothed alike, it is impossible, in this singular uniform, to distinguish an acquaintance from a stranger, or even, I am told, for a man to know his own wife, unless there be something extraordinary in her shape; the consequence of which is, that many a Lima gentleman has had his ears boxed by his jealous lady, for mistakes that were involuntary. This dress, however, is not unbecoming to a young

woman. The females here are remarkable for their dignity of carriage, handsome features, and delicate feet.

I learned from the consul the particulars of the revolution which has just occurred at Lima, and has thrown the whole country again into war and confusion ; as it has often been before from political causes. It seems that Obrigozo the late president, being absent from the capital, the commander of the fort at Callao, who had recently been appointed there by him to quell a mutiny, and had shot sixteen rebellious soldiers, took occasion to act the mutineer himself. He marched his men, about three hundred, into Lima, frightened the deputy-governor and ministry, who fled from the town at his approach, and declared himself Chief and Regenerator of Peru. All this took place without any attempt on the part of the apathetic inha-

bitants of Lima to oppose the usurper. He is a young man, named Salaverry, only distinguished by those who knew him for being a promising subaltern officer ; but he believes his own genius for great undertakings at least equal to Bonaparte's, to whom he now compares himself ; thinking, no doubt, that he has long possessed "hands that the rod of empire might have swayed."

When these political tumults occur, the mulatto and mestizzo population around Lima abandon the cultivation of the soil, and take to the high road. Being well mounted and armed, riding in large bodies, they are able to attack every passenger they meet, and daily robberies take place, on pretence of raising contributions to support the cause they espouse ; and they plunder even at the very gates of the city. It is now difficult to escape them, on approaching

or leaving Lima, in consequence of their numbers. The roads being thus infested, the market of Lima is but very ill supplied. Indeed, these marauders have several times had the boldness to enter the streets of the city in the middle of the day, to the great alarm of the inhabitants.

Lima, 25th.—As I was anxious to see more of Lima, and to make arrangements for sailing in some ship to Panama, as soon as possible, I declined Colonel Wilson's invitation to remain a day more at Chorillos; and the morning after my visit there we returned to the city. Several families, afraid to remain unprotected in the country, had taken flight, and were proceeding to their residences at Lima. On arriving at the gate I was surprised to see a large party of gentlemen, and a lady, on horseback, waiting outside, apparently in great astonish-

ment at finding the gate shut, and nobody ready to open it for them. The porter had deserted his post, but a boy leaning over the wall told us there was an order issued not to open the town-gates that day, for fear of letting in the *monteneros*. With some difficulty, he prevailed upon to go to the nearest guard-house, and state that a lady fainting from heat and alarm, entreated to be let in. We were obliged to wait some time longer on the dusty road, meditating in silence upon the desperate condition of Peru, when the lost porter gave notice by the rattling of his keys that he was at hand, and presently opened the gate.

After breakfast I was determined to wander over the town; so, with my fellow-traveller, I walked at once to the Plaza. On one side is the famous cathedral, formerly so rich in plate, which the successive patriots and regenerators

of Peru, have now disposed of. Next to this is the ecclesiastical palace; but the variety of gaudy colouring, and the grotesque and rich ornaments on the face of the cathedral, are so striking that without possessing any real architectural merit, it attracts the eye, and casts into shade the rest of the plaza. There are two aisles inside, supported by numerous pillars, and though the whole edifice is incapable of bearing a strict examination, yet I think it has a very pleasing effect. The upper part of this, and of every other building in Lima, is composed of wood stuccoed over, to resemble stone; of which last the foundations only are built. This was found necessary, from the earthquakes which have several times destroyed Lima, and the substitution of wood and plaster answers well in a country which is never visited by rain, or storms. The windows of all the houses, in nearly every street, look into piazzas, which

have Turkish jalousies of different colours, giving the street a lively appearance. The grills of the windows within the courtyards are generally gilt, in the best houses, and a garden, or at least a painting to represent one, on the opposite side of the house, is seen through the bars. The walls are constructed of *adobes*,* and the partitions of cane and plaster. The beams are of Guayaquil timber, which support roofs of cane and mud, flat at the top for walking on, as at Buenos Ayres. The Indians used to say the Spaniards were only digging their graves when they were laying heavy stone foundations for their houses ; which the frequent loss of life from earthquakes proved to be the truth. The Indians, on the contrary, built houses of very light materials, on the surface only ; and the remains of one of their villages are now to be seen, near Lima, in good preservation, having stood all the

* Sunburnt bricks.

shocks so fatal to the Spanish houses in the capital. It is plain, therefore, that the Indian inhabitants knew best what suited the country.

The palace that was built and inhabited by Pizarro no longer exists; but in its place a colonnade, with shops under it, forms one side of the plaza. The first stone of the cathedral was laid by him, and his bones are now in a vault beneath the edifice.

We afterwards went to the convent of San Francisco, one of the largest and best here; and, under the escort of a member of the fraternity, we were conducted all over it. The cloisters are very fine, and there are one or two tolerable pictures in the galleries. We saw no other monk than our squalid cicerone, who appeared to be a servant; and if a countenance could betoken a rogue, a more villanous one I never beheld. In fact, he excited so much suspicion, that I could not help feeling my pockets,

to be sure of the safety of their contents. When we were leaving the convent, we thought we could well dispense with his services, and were for dropping his acquaintance, at the same time that we dropped a piece of money into his cap, but he still insisted upon accompanying us in our walk to the Alameda. By the way, he induced us to enter a shop where they sold a beverage resembling the very worst beer, which he did not relish the less because we paid for it.

The Alameda, which we reached by a stone bridge, over the river Rimac, as broad here as the Maypocho, is well planted with poplars, and extends along the banks. On one side of this promenade is a wall, on which there is a painting, representing the strangest idea imaginable. It is called *El mundo al revés* (the world upside down); where the order of nature being inverted, horses are seen riding on men's backs, dogs are hanging men by the heels, and a

number of fishes are observed to stand on the bank of a stream, on the tip of their tails, holding fishing-rods in their mouths, with which they are catching men, who are rising at the bait. This pictorial eccentricity is no bad caricature of the frequent revolutionary struggles by which politics and morals, right and wrong, are confounded and turned upside down.

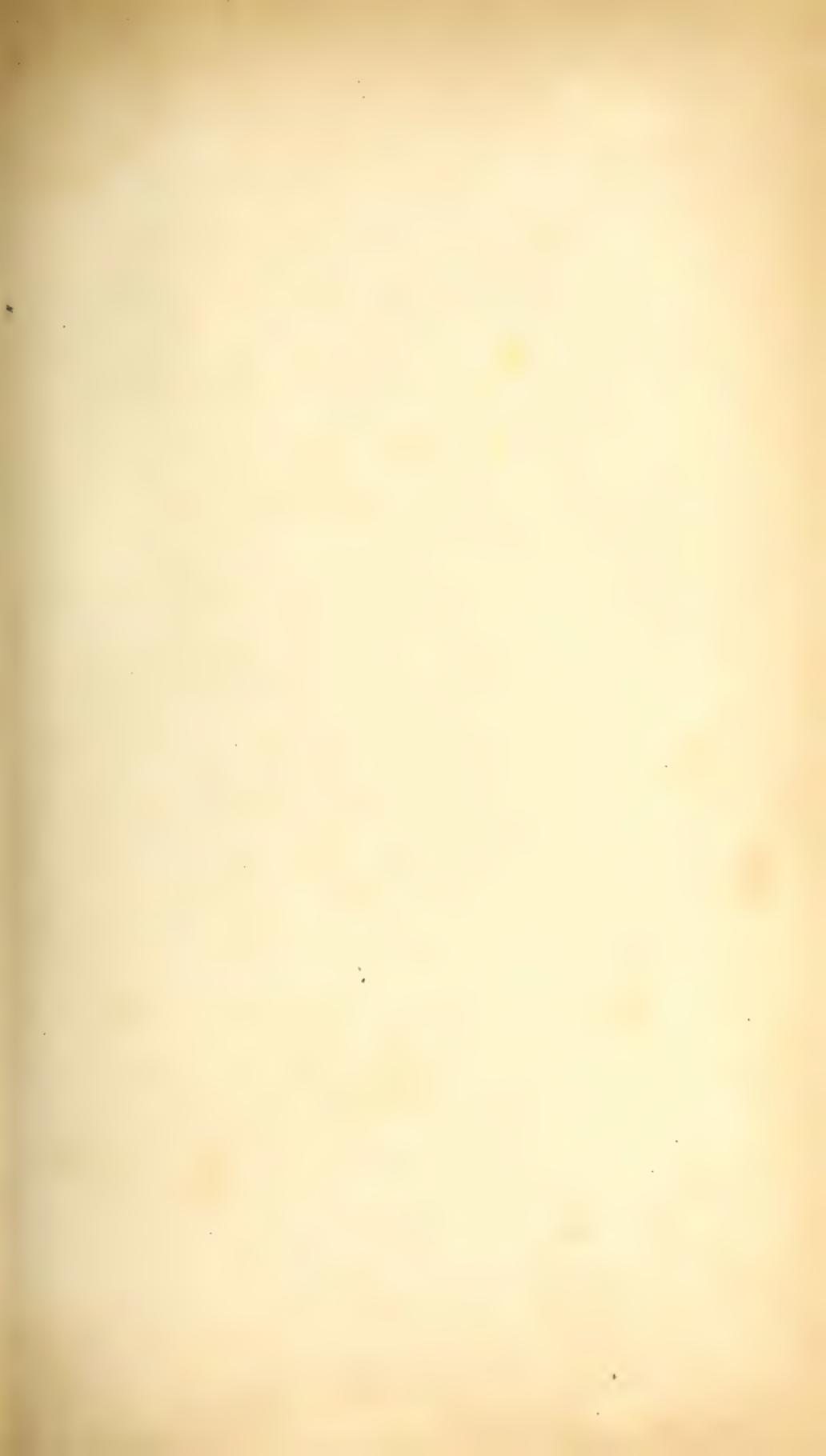
As we were returning, we saw a gaily-caparisoned horse and cabriolet, driven by a servant in fine livery. Presently the carriage stopped, and out tripped a very pretty lady, unveiled, and seated herself upon the low wall by the side of the river. Here she was joined by two gentlemen of her acquaintance, and as I passed her, I perceived she was smoking a cigar, a practice too common among ladies in this part of the world, and almost as much in fashion as flirting, which is universal.

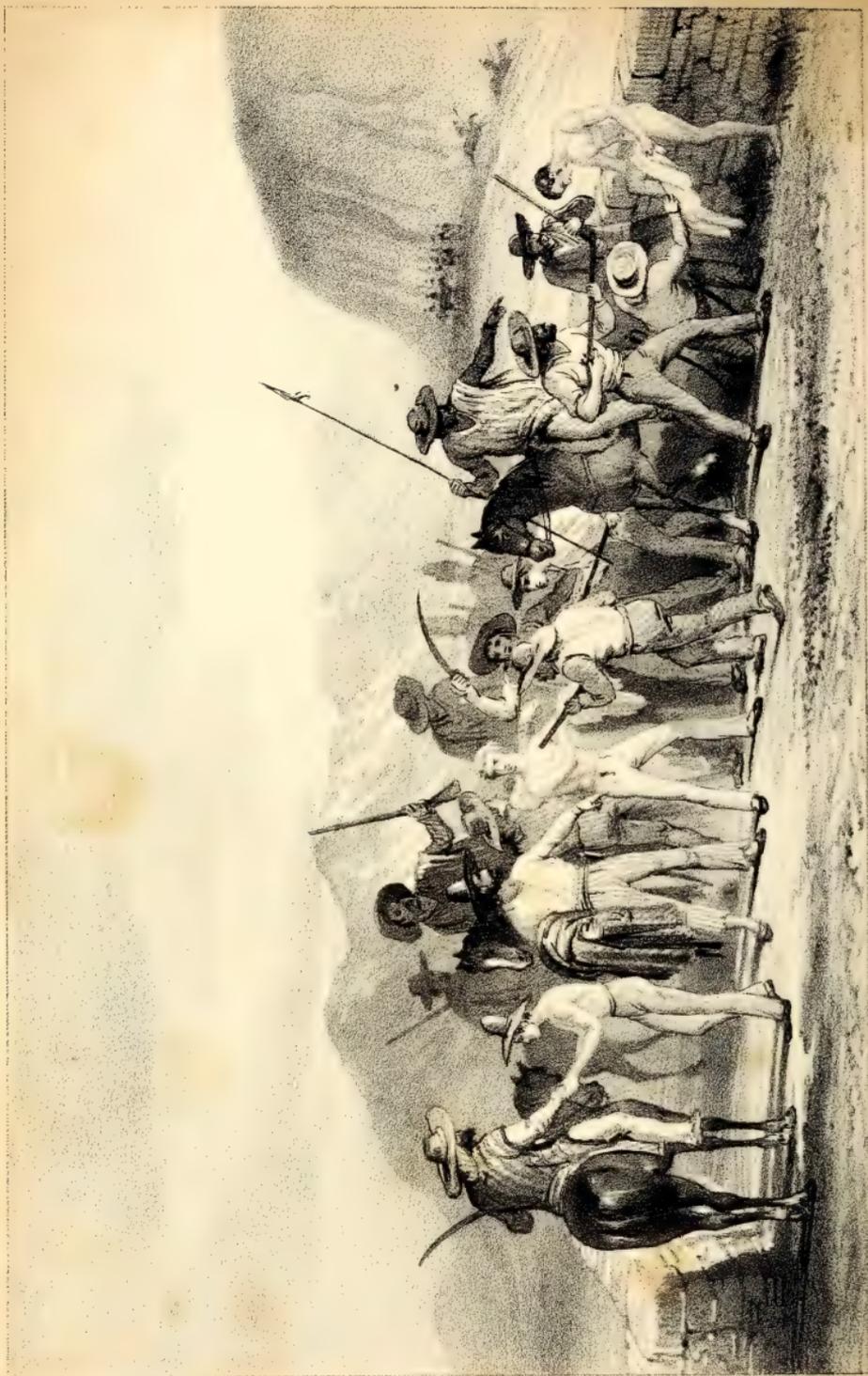
CHAPTER VI.

LIMA, CONTINUED.

Plunder and politics—A lucky escape—Baths—Melancholy state of the country—Perpetual fear of brigands—Obstacles to the journey—A queer cortége—Inconveniences of letter-carrying—Arrival on board the Blonde frigate—Naval hospitality—A visit to the fort—A self-elected President—Fatal mistake—Peruvian principle—Fears of revolution—Visit to an American frigate—Transfer to the Tyrian—Voyage to Payta.

MARCH 26.—This morning I was called down by the landlady into the patio, to see a sight. This was no other than the arrival of the Count de Sartige, a French attaché from Rio,





Day & High, Lith'rs to the Queen

The Consul General of H.B. Majesty in Peru, Lord Edward Chinton, and the Count de Sarrige attacked and stripped by the Monteneros

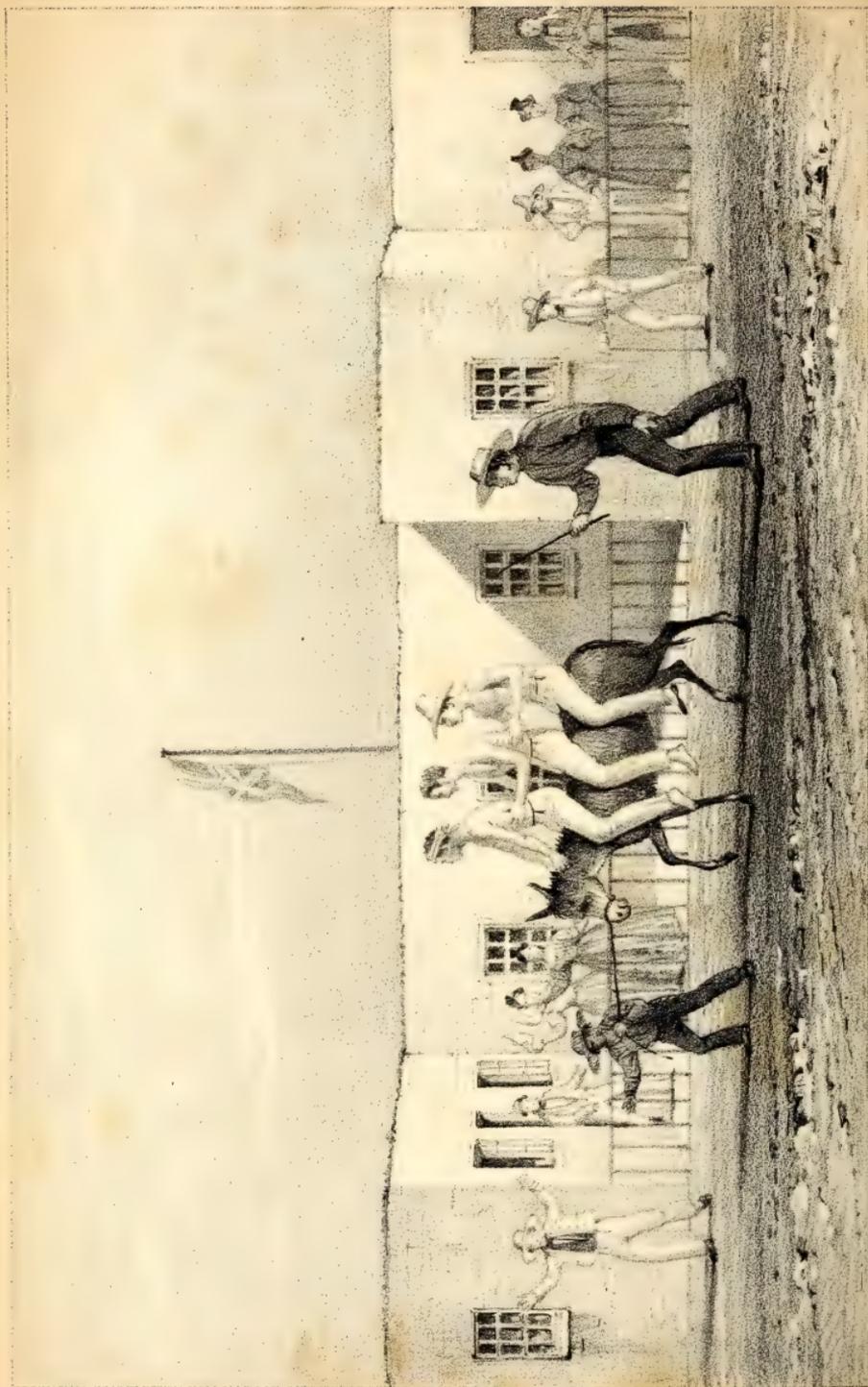
travelling for his amusement like myself, who had been to visit Chorillos, and Col. Wilson ; but whom I now beheld entering the gate of the hotel, in a very different condition from that in which he had departed from it. The day I left Chorillos Col. Wilson, Lord E. Clinton, and this gentleman, went out together to ride. They had the ill luck to take out the consul's own horses and saddles, and did not think of leaving their money behind them. At mid-day they encountered a band of at least fifty monteneros, from whom they fled at a gallop, but to no purpose. A detachment from the main body was sent in pursuit of them, and their retreat was speedily cut off. They were made to dismount immediately, and were well abused for attempting to escape.

“ Why did you gallop from us ? ” said one of them to Sartige.

“ Because,” he replied, “ we took you for robbers.”

“ Take *us* for robbers, indeed! We are the President’s troops. Come, give us your money and your clothes.” At the same time he presented his blunderbuss. Another actually snapped his gun three times in the consul’s face, but luckily produced no fire. In spite of all expostulation, these gentlemen were roughly stripped to the skin, and with great difficulty obtained, in exchange for their good hats, one of the shabby *sombreros* worn by the thieves; their trousers, one pair of shoes, and a handkerchief were restored to them. After this there was a warm debate among the brigands, whether it would not be better at once to murder them. During this very interesting discussion, the unhappy gentlemen forgot awhile their nakedness, and contrived to escape on foot.*

* The following expressions, used by the brigands at



The "Horse Race" in the "Queen".

W. H.

Lord Edward, having no shoes, staked his foot in a cane field; but they were not mo-

the time they were stripping their prisoners, offer an amusing mixture of plunder and politics.

	SPANISH.	ENGLISH.
1	<i>Robber</i> . Deme el reloj,	Give me your watch.
2	„ Somos defensores de las leyes,	We stand up for the laws.
3	„ Y el sombrero,	And the hat.
4	„ Venga la plata,	Out with your money.
5	„ Mate los,	Kill them.
6	„ Mate los,	Kill them.
7	„ Viva la patria,	Our country for ever.
8	„ Viva la libertad,	Liberty for ever.
9	„ Viva Obrigoso,	Obrigoso for ever.
10	„ Quitase los calzones,	Off with your trousers.
11	„ A ver esos zapatos,	Let us see these shoes.
12	„ Viva el Peru,	Peru for ever.
13	„ Viva la constitucion,	The constitution for ever.
	Que Gracia, ladrones!	Good Lord, robbers!
	No somos ladrones sino monteneros,	We are not robbers, but monteneros.

lested again, and on their approaching Chorillos they found an ass on the road, on which they all three mounted, and rode together into the village, much to the astonishment of the beholders. Having thus lost his horse and clothes, M. de Sartige appeared at the gate of the hotel at Lima on an ass, which he had ridden from Chorillos, dressed like a peasant without stockings, coat, or waistcoat, the picture of Sancho Panza, telling his misfortunes to his wife and daughter.*

I have reason to congratulate myself upon my luck in escaping from a share in this disaster; as I most assuredly should have formed

Nos han creido ladrones esos These scoundrels thought we
gringos, gúa que gracia! were robbers! A good
joke, indeed!

* I am indebted to Lord Edward Clinton for the annexed drawings, which are taken from a design of his own, as well as for the expressions used by the robbers.

one of the riding party, had I yielded to the kind invitation of Colonel Wilson to remain with him. But events of this kind, which are not uncommon here, give rise to serious reflection. Is this liberty? or is it only the road to it? Can civil liberty exist in the absence of such a power in the government as can afford effectual security to persons and property? What else is the object of social and political unions? Happy are those nations whose lot it is to enjoy both liberty and security. Rash and heedless must those ever be, who incur the risk of losing these where they are practically enjoyed, by seeking through change and revolution, the ideal perfection of their own fond theories.

There are excellent baths just out of Lima, under a hill, on the top of which is a cross. The water rushes down a neighbouring valley,

and, in its course towards the river, is intercepted by a succession of huts, which contain baths of a good size, at a convenient distance from the town. I walked one morning there, but the sun had heated me too much to make it safe to bathe, the water being very cold.

As there is no ship bound direct to Panama, I have agreed with a Spanish merchant for my passage to Payta, about one hundred and eighty leagues to the north. The schooner in which I am to sail is a Peruvian vessel, but commanded by an Englishman with an Indian crew. An embargo being placed on all ships of the country bound to a native port, she is to clear out under false papers for Valparaiso. I have determined, therefore, to quit Lima, and proceed to Payta, where I am told that communications with Panama are more frequent. There would be neither pleasure nor advantage

in remaining here any longer, in the present disastrous state of affairs. Communication between the country and the town is quite cut off by the brigands ; and the alarm and anxiety felt by all classes at Lima, makes a residence here, to a traveller, disagreeable and unsatisfactory. There is no society, no diversion of any kind, and half the shops are shut up from fear of being plundered. Nothing can equal the confusion and alarm which prevails. Sometimes the report is circulated that the brigands have entered the suburbs, and a general movement takes place among the town's people ; the booths are taken down, goods removed, and doors closed. Presently half a dozen Indian and mulatto lancers, in dirty white ponchos, gallop about the streets, being especially careful not to go where they may meet with the enemy. The coach has been robbed several times be-

tween Callao and Lima. The necessity for mounting Salaverry's troopers, has induced the authorities at Lima to lay their hands upon every horse they can find for this purpose; so that in escaping one party there is almost a certainty of falling into the hands of the other.

H. M. S. Blonde, 29th.

I am as well, I think, behind the guns of the Blonde, as imprisoned without defence at Lima; but I am not much nearer to Payta—which I hoped to have reached ere this.

On the morning of the 27th, having determined to go to Callao in the coach, I sent my baggage beforehand, and took my place; but I was surprised to see it come back, and was told that the coach had already started. No one would let me have a horse to ride down, on account of the order issued to seize on all

horses for mounting the troopers. I then posted off to the commandant of Lima, to get an order for passing mine without interruption. I found him just mounting his own horse and about to visit some posts in the town with two dragoons after him. He spoke to me civilly, but could give no order, he said, that would be sufficient for my purpose. Salaverry was several leagues off, and the injunction to seize all horses, unless countermanded by him, must be obeyed. He recommended me to take mules. I found the same difficulty in hiring mules, and was obliged finally to put up with three asses, which, towards the middle of the day, were driven into the yard of the hotel, and one of them loaded with my portmanteaus. As I made sure of being robbed by somebody or other, I got an order upon a merchant at Callao for such money as I had occasion for to take me to Payta.

I not only carried my purse empty, but covered my straw hat with a dirty old ragged one of the donkey driver's; and when I mounted my ass at Lima gate, without coat or waist-coat, equipped with nothing but a pack-saddle and a halter, I felt no alarm at exciting the rapacity of the monteneros.

I took leave of my fellow traveller, the doctor, not without great regret; for we had shared together all the fatigue and danger of a long journey, in perfect kindness and harmony. He, and Mr. Lang, a merchant, accompanied me to the end of the town, and by the latter gentleman I was intrusted with a letter, which he delivered, to be taken by me, or forwarded, if I did not go myself to Guayaquil. I put it into the breast of my shirt at the time; and I mention it here because it gave rise to some embarrassment before I got on board the Blonde. As I was jogging down the avenue of poplars

by which I had first entered the town, thinking it a very strange thing to be reduced to fly from Lima in disguise mounted on an ass, I espied the coach under a tree abandoned, not far from the walls. The horses had been seized, so I had lost nothing by transferring my property and person to the back of an ass. I was passed by a body of lancers going to Callao, who took no notice of me, and I met with no interruption until I arrived near the entrance of that town. There I encountered an English merchant of my acquaintance riding up to Lima. He informed me that the unfortunate letter alluded to above, which had fallen out of my shirt unperceived, had been picked up by the officer commanding the lancers, who had just told him that he should take it to the fort to be translated into Spanish, as it might contain political news. He added,

tell the gentleman if he calls at the fort, perhaps he will get it again. The merchant took upon himself to assure him that the letter was only one of recommendation; but he would not consent to restore it without its being first opened.

After getting my bill changed at Callao, I was proceeding to the vice-consul's house to get a signal hoisted for the Blonde to send a boat, when I met the captain of the port, a very intelligent man who had been of service to me when I first landed, and to him I related the story of the letter. He seemed to be struck at once with the immediate necessity for my leaving Callao, and getting off to the frigate; for he said that if the letter contained any opinion unfavourable to Salaverry, I should be shut up in the fort myself for being the bearer of it, and that he had just learned that the

schooner, the "Peru," in which I intended to embark that night, had been ordered on no account to leave her moorings under the guns of the fort: so that probably her real destination to Payta had been mentioned in the letter to Guayaquil. I lost no time after this in having the signal hoisted, and down I walked with my baggage to the pier, to wait the arrival of a boat. It was full half an hour before any boat left the ship's side, for the signal had not been perceived; but at last three shoved off, one of which was full of armed marines, and in another appeared the commodore and Colonel Wilson, who had left Chorillos on a visit to the Blonde.

The marines were intended to protect the property of an Englishman near Callao from the monteneros, and I had the satisfaction of seeing them marched off in their clean white

trousers, and red uniforms, presenting an agreeable contrast to the ragged soldiers surrounding the fort, who were staring with astonishment at their brightly-polished musket-locks and barrels.

Under the protection of the commodore and the consul I lost all anxiety about imprisonment in the fort; and, instead of escaping to the Blonde, we all went to spend the evening, and drink tea with an English merchant and his wife, living at Callao, who were friends of the commodore. With them we passed the remainder of the evening, and were afterwards rowed off to the frigate. Colonel Wilson confirmed M. de Sartige's account of the rencounter with the monteneros, and I found Lord Edward on board, still suffering from the lameness which was occasioned by the wound in his foot.

29th.—The Peru being prevented from sailing, and no other vessel bound to Payta, I am still unable to leave Callao ; but, with the exception of the danger of delaying my journey, on account of the setting in of the wet season on the isthmus, I have nothing to regret, for I cannot be more comfortable, nor receive greater hospitality and kindness any where, than as the guest of Captain Mason. Though the English and French squadrons have not recognised the usurper's blockades, which the North American commodore and consul-general have thought proper to do, an interchange of civilities has not been refused on either side ; and in proof of it, the commodore took me with him to-day, to visit Senora Salaverry and her daughters, the mother and sisters of the self-elected chief. They are living at the fort, where they received us very graciously. One of the daughters

played the guitar, and sung the "Tristes del Peru," favourite airs of some celebrity. We did not allude to politics; but it is said that Senora Salaverry is very uneasy about the prospects of the revolution. It is impossible that the struggle can terminate in any other way than by the return of the lawful president, unless the army should desert General Miller, who commands at a distance from the capital. The illegal exactions which have been repeatedly levied by Salaverry, to pay his recruits, and the savage character he is known to possess, have inspired the natives with nothing but fear and hatred; though he has issued edicts for lowering the duties on foreign commerce, and has thereby partly succeeded in gaining, from the body of foreign merchants, a favourable opinion of his cause, and they have too readily listened to his appeal to their temporary interests. I have

mentioned before, that Salaverry was sent to quell a mutiny at the fort by the president, before he revolted himself. This mutiny was attended with a melancholy circumstance. The mutineers expected Lafuente, a general in the Peruvian service, to espouse their cause, instead of which he sought refuge on board the Brandywine. The troops imagined that the ships of war had put him under restraint, and with this feeling, founded in error, they attacked the officers and crew of a boat of the English sloop of war *Satellite*, then at Callao, as it was proceeding to the vessel, with an English lady who was of the party. They fired upon them without provocation, and wounded Lieutenant Drummond in the leg so badly, that he was obliged to submit to an amputation of which he died. He was the son of Sir Gordon Drummond. Soon after this happened, Salaverry, who shot eighteen of

the mutineers, seduced the rest of the garrison to revolt against the government at Lima. So much for Peruvian principles.*

The fortress of Callao is extremely strong, and holds provisions for twelve months. It has several times happened that the accidental occupier has set himself up against the authorities of Lima, and dictated terms to the capital. It would be far better for the safety of Peru, and of commerce, if a European force held this place, to prevent its becoming the seat of rebellion, which occurs so frequently; or perhaps it would be better still to raze it to the ground.†

* This revolution has ended by the return of Obrigozo. General Miller took Salaverry near Arequipa, after the insurgents had been defeated by Santa Cruz. He was shot, together with some of his adherents. No sooner, however, had the civil contest terminated than a foreign war commenced, between this ill-fated country and the government of Chile, in which Buenos Ayres has also joined.

† Since the above was written the fort of Callao has

On returning on board the *Blonde*, the commodore mentioned to me that he had spoken with the captain of an English bark, called the *Tyrian*, bound to San Blas, in Mexico, who had almost agreed to set me on shore at Payta, which lies in his course. I am to have a final answer on this subject to-morrow. The *Tyrian* is a far better vessel than the *Peru*, and I shall be very fortunate if I can make this arrangement.

The harbour of Callao, protected against the prevalent winds by the island of San Lorenzo, is one of the best on the coast. There are, however, several points of the coast in the neighbourhood, which are equally accessible for landing boats, and where there is good anchorage for ships of war. If Lord Anson had known been dismantled, and on the ground suggested in the text.

of them he would not have been deterred from landing troops to take Lima, as he might have easily effected this object without coming within the range of the guns of the fortress. But of all the harbours on the coast of the Pacific, the river on which the city of Guayaquil is built seems the most eligible for maintaining an arsenal and dock-yards. The coast from Valparaiso to the Gulf of Guayaquil is, with scarcely any exception, a sandy desert, without wood; but at Guayaquil timber is near at hand, and of the very best quality in South America for ship-building.

The wood of the greatest celebrity for this purpose on account of its incorruptible nature, is called Guachapeli. According to Ulloa, a tree of this species, after it has been felled sixty years, will appear as fresh, if an incision is made in it with a hatchet, as if the sap had only just

ceased to work. There was a ship in his time built of this wood, which was called *El Viejo Christo*, to denote its antiquity. The name of the builder, and the period when it was built, had entirely passed away, although there were several shipbuilders on the spot then, whose memory reached back to eighty years. This vessel was at length shipwrecked; but at its last voyage the timbers were as good as on the day it was first built. There is a great variety of other woods, of more or less value for building both ships and houses on the Pacific coast, differing from each other in texture and durability; but they all possess one quality in common, which is that they can be used with as much efficiency in those climates when green and just cut down, as if they had undergone a long seasoning. They answer just as well when applied to those purposes without any preparation.

April 1, on board the Tyrian.—It was finally settled the next day, that I should embark the following night in the Tyrian, to be conveyed to Payta. The Tyrian is not to anchor there if she can help it; but the captain does not know the port, and he may be obliged to do so for the night. If the report that Salaverry has blockaded it be true, we may be prevented from entering the bay of Payta by his vessels of war, which consist of two small ill-manned ships. This risk I must, however, run, at all events. In the course of the morning I was taken, by Captain Mason, to visit the American commodore, on board the Brandywine. I was once before alongside of this frigate, at Yarmouth, in the Isle of Wight, when going to Naples in the Thetis, and I had then heard so much of her size and magnificence, that I was curious to see her more in

detail. I was certainly repaid for taking this trouble. She is a sixty-gun ship, carrying thirty-two pounders on her main and upper decks ; and is of great beam, length, and thickness. But what I did not like about her appearance was the great space between two of her masts, which does not improve her beauty when viewed from another vessel. Possibly this may be no defect of construction in a seaman's eye. The Americans are much fonder of brass than we are. There is a great deal of ornamental work of this sort, about the Brandywine, which must require many hands every day to polish it. To my surprise, between every two guns stood a brass spitting-pan, from which I conclude Yankee freedom is unconstitutionally restrained from the totality of the deck. The cabins of this vessel, and of most American ships, are made of maple wood, inlaid with

beautiful mahogany resplendent with varnish. After this interesting visit to the Brandywine, we visited the French man-of-war, to whose captain I had before been introduced. We found him seated in a little cabin, furnished like a museum, with shells, and geological specimens, and a number of pretty nicknacks, which will doubtless be transferred some day to the boudoir of his wife, whom he was obliged to leave at Marseilles, a fortnight after his marriage, in order to cross the ocean, on a three years' voyage. Such is a sailor's fate!

At ten o'clock the next night I left the Blonde, and went on board the little Tyrian, which was then getting up her anchor, and we were soon under sail for Payta, with a fair and fresh breeze.

I have been now nearly three days at sea, running down the coast with the trade, myself

and servant being the only passengers on board. My consolation in so solitary a voyage is to feel that every moment shortens the distance from home, and, at any rate I am infinitely better here, although alone, than in a little Indian schooner, crowded with cargo, and affording no room for passengers. I have no cause to regret the officious zeal of the lancer who picked up my letter. Luckily I have plenty of books, and am in the middle of *Don Quixote*, in Spanish, which all who have read it must agree repays the difficulty of exploring the obsolete but elegant language of its author. The weather is lovely, and the sun sets every evening with a brilliancy surpassing any thing ever witnessed in the climates of Europe.

My skipper is an honest Yorkshireman, a capital specimen of the old English sailor. goodnature without folly, simplicity without

ignorance, plainness without vulgarity, and an easy but resolute mind make a good companion for a long voyage. These qualities enter into the composition of the weather-beaten navigator of the stout little bark which is now riding like a cork over the long swell, and dashing up the spray from her bows. In the possession of such a craft and such a commander, I shall not repine greatly if we should find the Port of Payta blockaded. I should then be forced to prolong my trip in the "Tyrian" and steer with this hearty skipper a straight course to Mexico.

CHAPTER VII.

P A Y T A.

Arrival at Payta—Curiosity of the inhabitants for political news—Description of Payta—Its commerce—No rain for two years—Mode of receiving water and provisions—No insects—Relations of Payta with the United States, &c.—A tedious voyage—Bird-cage houses—The aboriginal race—Treaty with a whaler—Visit to a female politician and her daughters—Residence and family of the American consul—The environs of Payta—The Peruvian Indians—Their reformation under Manco Capac—Tribes near the Amazon—Earthquakes—Vegetable and mineral wealth of Peru—The paper-maker and paper-destroyer

PAYTA, April 4.—In spite of the captain's foreboding, he has landed me safe at Payta,

and the Tyrian was permitted to pursue her voyage to Mexico the moment I left her, without delay or molestation. We discovered the hill called the silla, or saddle, noted in Captain Hall's instructions, early in the day; but it fell calm, and I despaired of entering the port of Payta, to which this hill is a direction, until the day following. We were quite close to the land, and I had ample time to view this barren region with the telescope. Neither tree, nor shrub, nor grass, nor house, nor "human face divine," was visible. All the coast, for miles and miles, presents a similar appearance. Hillocks of sand, and undulating ground, backed by low hills without verdure or vegetation, form the only features of this dreary region. There are hardly any bays or inlets, and the Pacific rolls in heavily without interruption, breaking upon a long line of undeviating shore, in white foam-

ing waves, with a roaring noise. Towards mid-day the breeze caught us, and we sailed a long distance before the sun set. It was just at this hour that we approached our destination, near enough to observe a signal-post and flag, already hoisted on a hill, to give notice to Payta of our coming. We thought, on turning the headland near us, we should be in the bay where the town is built; and in order to save time, and get in cleverly without overshooting our mark, in a strong current, aided by a fresh breeze, we stood in close to a point of land, and were very nearly drifted on some rocks, which we had not perceived until we were close upon them.

When we had entered this bay, we expected to see the town of Payta; but, to our surprise, we saw nothing except the same barren shore all round us, without a sign of human habitation in any direction. Upon this, a sailor who had

been at Payta before, informed us that the ship must get round another headland, into another bay, before we could reach our port; and we accordingly made a little offing, to rectify our error. On rounding the next headland, we saw some ships at anchor, and it being then nearly dark, we could see the lights on shore. As we approached nearer, we observed two vessels of war at anchor, a corvette and brig, and from the latter a boat put off, and was soon alongside the Tyrian. A Peruvian officer came on board, and to him I communicated my wish to go ashore at once; as also the intention of our captain to proceed, if possible, on his voyage, without anchoring. He immediately offered the accommodation of his boat, to carry myself and luggage ashore, and I had left the Tyrian but a few minutes before she squared her yards, and set all sail with a fair wind for San Blas.

The officer begged my permission to take me on board the brig, that I might there give an account of the state of things at Lima. The interest excited by an arrival from thence was prodigious, and I could hardly satisfy their craving appetite for news. They had heard nothing for several weeks of the progress of the revolution, and had then no intention of joining Salaverry, the usurper. No vessel of war, in the service of the president, had yet declared for the new order of things, and the navy have determined to remain faithful to their former allegiance, in the hope of Obrigozo's return to power.*

* These vessels of war afterwards joined the revolutionary party, in spite of their previous boast of loyalty to the legitimate president, and signalised their new principles by an act of combined treachery and cruelty. They went to Arica, and sent a message to the authorities on shore, to express the willingness of the squadron to submit to

On arriving at the town from the brig, I found several foreign merchants anxiously waiting my landing, and, amongst them was Mr. Girton, of the United States, to whom the North American consul at Lima had given me a letter of introduction, and who pressed me with great kindness to be his guest. There is no British consul at Payta. We walked together to the house of Mr. Higginson, a gentleman who represents the interests of the United States. I was followed there by all the authorities of the place, who assembled at his house, eager to hear my story; which I was obliged to tell

the president, and return to their allegiance, which deceived Obrigozo's party so completely, that a deputation was sent to take formal possession of these ships, according to the plan proposed by the commanders. On the arrival of the deputation, instead of fulfilling the engagement, they seized the individuals composing it, and sent them to Callao, where they were shot.

over and over again, though I had a very unsatisfactory account to give, and could only give it in very indifferent Spanish. I was at last permitted to retire for the night, with Mr. Gir-don. The eagerness of these good people to learn the progress of Salaverry was very natural; for their property, if not their lives, and the comfort of their existence, are placed in peril by every new revolution.

April 7.—This village of Payta, for it can hardly be called a town, is of more importance than its wretched appearance seems to indicate. The bay in which it is built affords the only safe anchorage on this part of the coast. It serves as an outlet to the commerce of South America, from the north of Peru, and particularly from Piura, the first city built by Pizarro, when he conquered this province, a large inland town within thirty miles of Payta. In spite of

many disadvantages, its reputation, as a place of commerce, is considerable. Vessels put in here for provisions every day, and particularly North American whalers, with which it is now crowded. The latitude is $5^{\circ} 6' 0''$ south of the line, and therefore extremely hot. The Andes are out of sight of the coast, and cannot afford to Payta the shade of clouds, like the canopy which overspreads Lima. It has not rained here for two years, and there is no stream, or spring of fresh water, within six leagues of the place. Neither leaf nor blade of any sort grows near Payta. The provision and water used in the town are brought from the interior. Mules laden with water-barrels, vegetables, and meat, come in regularly, every morning, in sufficient abundance, and the price of the two latter is moderate. The animals are seldom allowed to taste water until they return to the river, which

is six leagues from the port, and they are generally driven back the same night. Neither reptile nor insect, with the exception of the mosquito and the common fly, is known in the neighbourhood. The dogs of the town have been known to migrate to the river, during the great heats, merely to drink. Water is of course a precious article, and it is the fashion for the natives to say, that it is better economy to drink wine.

The climate is not so oppressive as one would imagine from its vicinity to the equator. It is considered the best climate in Peru. The greatest defects are want of water, and a steril soil. The latter is a light-coloured sand, which reflects painfully the rays of the sun. I am told, however, that the town is remarkably healthy, to the great damage of a Scotch doctor established here, who has very little practice. There are two or three thriving

foreign merchants here, chiefly engaged in the cotton trade. Great quantities of this article, of an excellent quality, are exported from Payta to Great Britain; and this town is the depot now, as formerly, for the commerce of the interior of North Peru.*

Before the separation from Spain there was a great overland commerce from the Atlantic coast to Panama, on the Pacific; and the ships freighted with merchandise and gold, to and from Lima, always put into Payta for *water* and provisions. It was here also that the viceroys disembarked to proceed to Lima, which by land is a fourteen days' journey. Its wealth frequently tempted the rapacity of English navigators; and Payta was one of the places sacked and burnt by Lord Anson.

Before navigation was brought to its present

* The exports of Cotton to Europe from Payta, in 1835, exceeded 2,000,000 lbs.

state of perfection, the beating to windward from Payta and Panama to Lima and Valparaiso, was very difficult and tedious. The winds and currents near the coast are found to add much to the length of these passages; whereas, by sailing out to sea, to meet the wind more to the westward, the passage from Payta to Lima may be performed in fifteen or twenty days. There is a story mentioned in Ulloa's Travels, that the captain of a ship, bound from Payta to Lima, took his wife, just after their marriage, on that voyage; but that he could make so little progress to windward, and was obliged so often to enter intermediate ports for provisions, that his first child had learned to read before he arrived at Lima. There may be some exaggeration in this, but formerly a six months' passage from Panama to Lima was not at all uncommon. Now it is performed in five or six weeks, and sometimes less. Since

the independence of South America, there has been a very inconsiderable trade between the Pacific ports and Panama; but there is still enough to show how much shorter the communication is with Europe, by Panama, than by the voyage round Cape Horn. A hundred days from Liverpool to Lima is a good passage, and, of course, to Payta, five days more; but by the West Indies, and across the Isthmus, goods arrive in seven or eight weeks; and the news from London here is of a date two months later than I found it at Lima. Indeed, with steam-boats, the rapidity of communication would be so great, that it would never be worth a merchant's while to send his remittances, or bills, round the Horn, from any port in the Pacific Ocean.*

* Monsieur Roux, a French merchant, occupied only forty-six days in travelling from Payta to Liverpool *via* New York.

With the exception of a small number of Europeans, and of Spanish creoles, who maintain the trade, and form the society of the place, the population is Indian. Some of the most respectable houses are built of bamboo, or cane, interlaced with strips of hide, so slight that I hardly felt safe in walking heavily across a room. These cages, for they are nothing more, are often covered with a mud lining both inside and out, and then white-washed. The common Indian hut at Payta is generally a mere bird-cage, through which curiosity may pry into almost every domestic movement.

The Indians, as well as creoles generally, live to a very old age, preserving their faculties to the last. In the province of Caxamarca, which hardly contains seven thousand inhabitants, the longevity is remarkable. In 1792 eight persons were known to be from 114 to 147

years old; and in the same province, in the year 1765, a Spaniard died, whose age was 144 years, 7 months, and 5 days, leaving a direct posterity of 800 persons.

We are told that before the introduction of that religion of which Manco Capac was the author, the tribes of Peru were living like many other Indian nations, in a state of complete barbarism, depending for food upon the success of their hunting and fishing parties. The conquerors in battle tore their enemies to pieces, when made prisoners. Their religion was one of terror. They worshipped the most savage and hideous animals, as well as storms, lightning, precipices, and caverns; and frequently prostrated themselves at the feet of vast trees, or before burning volcanoes, which were tearing up the bowels of the earth.

Providence took pity upon a race so devoted

to the genius of evil, and sent the sage and virtuous Manco, with the fair Oella-huaco, his sister and spouse, to redeem them from these abject and disgraceful superstitions.

Whilst Manco taught them to plough, to sow, and to irrigate the fields, Oello instructed the female population to spin, to card wool, and to clothe themselves. To the gift of arts, these founders of a new civilized nation, added the gift of laws and religion. The worship of the sun, founded upon a principle of gratitude, was the soul of all their institutions. The altars erected to lions and tigers were destroyed, the chase abandoned, the earth cultivated, and Peru turned from a wilderness into a garden. I regret that my time, and the state of the country together, will prevent me from visiting the remains of the cities and palaces built by the Incas. Vestiges of the civilization

they introduced are to be seen at Cuzco, and Quito, and in many other places of less note. The Inca route from Quito to Cuzco was 500 leagues in length, and another was used of the same extent, nearer to the sea, in the low country, besides many other roads traversing the empire in all directions. These are described to be terraces of earth, forty feet broad, filling up the valleys, and making a level way. Along these roads were to be seen, at certain intervals, arsenals, hospices open at all times to travellers, fortresses, and temples.

The Indians who live beyond Peru, to the eastward of the Andes, though in some places they submitted to the Jesuits, were never thoroughly reclaimed, whilst the greater number of the tribes within the empire of Brazil, except a few on the banks of the river Amazon, are as savage as the day America was first discovered.

One of these tribes, called Omaguas, had a custom which, I am told, is not yet totally abolished, of squeezing the heads of their children between two boards, so as to flatten the forehead and hinder part of the head, rendering the face broader. The missionaries attributed to this operation the great weakness of intellect which was general among this nation. All these tribes live under caciques. Their religion is conformable to their imperfect civilization. They represent the Deity under the form of an old man, whom they call father, without consecrating to him however, temples, or altars. The earthquakes, according to their notion, arise from his presence upon the earth, and the vibrations are the footsteps of the irritated God, which shake the mountains. As soon as an earthquake occurs, they come out of their huts singing,

dancing, and clapping their hands, crying out, “ Here we are!—here we are !” Many tribes adore the moon ; and all of them believe in a bad as well as good principle,—a sort of devil which resides on the earth to do them as much mischief as he can. The tribes established near Maynas, upon the river Amazon, believe in a future state, where the soul will live under the human form. They desire to be buried with a hatchet, and complete set of arms, that they may enter heaven victorious and triumphant, along the milky way, where their ancestors await them with abundance of food ready prepared.

The Indians of the Ucayal and Huallaga receive from the tribes inhabiting the Cordilleras a number of these hatchets, which are very much esteemed by them, as the following anecdote will show : One came to the Jesuit

Richter, to offer him his son in exchange for a hatchet. The Jesuit remonstrated at this want of paternal love. The savage replied, " I love my children; but I can have as many more as I please; whilst it is difficult for me to procure a hatchet. Besides, my son can only belong to me for a limited time; but the hatchet will be a happiness to me for ever."

The whole population of Peru and Bolivia is generally stated now at nearly 3,000,000. The converted Indians, formerly the most, are now the least numerous part of it. They are still a distinct race, and, although diminished in numbers, they form a great part of the agricultural population, and make good soldiers. They are of a very different character from the Araucanian and Pampas tribes. Rendered timid, servile, and disingenuous by the tyranny of the old Spaniards, they were for a long time with-

out the spirit or courage to break from a yoke to which they had so long submitted, and for the memory of which they retain now a just and bitter detestation. It will require years to sooth the feelings of horror with which they feared and hated their old masters; and, in truth, they suffered from their cruel oppressors misery enough to annihilate every other sentiment but that of revenge, which the revolutions, so frequently interrupting the march of civilization, and weakening the governments, may enable them at some time to wreak upon the present creole inhabitants of Peru.

The cruel and infamous conduct of those in authority over the unfortunate Indians, however much it was deplored by the kings of Spain, and the Spanish nation, was at no time until the independence either repressed or interrupted. The several laws and edicts

emanating from the throne, for this humane purpose, became a dead letter upon their arrival in the colonies; or only seemed to increase the oppressive tyranny of those whose infernal proceedings it was both the duty and the desire of the sovereign to punish and prevent.

The system of taxation, known by the name of *los repartimientos*, was established in its worst form, almost in every district, and the cruelty of it was insufferable. The corregidores appointed from Spain, with scarcely any salary, had a direct interest in this oppression. They were permitted to monopolize the sale, to the Indians, of all the necessaries and conveniences of life. These were bought, no matter at how exorbitant a price, from the stores at Lima, or other principal towns, and carried with the corregidor, in his circuit of visitation, to the vil-

lages of the district under his jurisdiction. It was obligatory, on the part of the Indians, to receive them at the discretion only of the corregidor himself. It was not necessary that they should really require them, and it was in vain to urge that articles pressed upon them were of no manner of use; that razors, for example, were needless for people without beards; and that the Indian women wanted no ornamental combs to braid up their long hair, which they allowed to flow naturally down their backs.

Within a stipulated time, varying with the caprice or avarice of the corregidores, the population was compelled to do a sufficient quantity of work to pay him his own price for the goods, and a tax for the king. On many occasions they were so utterly unable to satisfy these extortionate demands on their strength and resources, that they sent deputations to the

viceroys, in order that their injuries might receive commiseration and redress; but the corregidor always managed to be beforehand with them, and put in his own justification in such a way as to terminate the dispute, by obtaining an order from the government to chastise the Indians for rebellious conduct. In one province, where this system had not hitherto been established, a corregidor more avaricious and bold than his predecessors, determined upon instituting the repartimiento. For this purpose, he planned and executed the following stratagem:—He paid court to a good many Spanish gentlemen, in the habit of passing through his jurisdiction, and having detained them in his house, on pretence of enjoying their society, he took this opportunity to convoke the principal caciques in his neighbourhood, to pay their accustomed tribute; stating

to them, that every indulgence should be granted, in order to lessen the burden of those who were incapable of bearing the charge. He then informed his Spanish guests that he had received notice that some Indian caciques, and their followers, were in open rebellion, and had sworn to murder all the Spaniards they could meet; that they were marching on his house in a body, and that it was necessary for the safety of the Spaniards, that they should assist him in defending it. Arms were given to them, and they were told to lie in concealment until their services were required. The Indians, full of hope and innocence, assembled as they had been directed, when, upon a preconcerted signal from the corregidor, the armed gentry rushed upon these defenceless people, killed some, and took the rest prisoners. They were then accused of rebellion, sent in chains

to Lima, and were seen afterwards at work in the quarries at the island of San Lorenzo, expiating a crime of which they were totally unconscious. Overawed by this violence, and having lost their natural protectors, the Indians submitted to the repartimiento.

The system became at last so intolerable, that in the year 1780 the Indians, ground down to the utmost limit of suffering, had at last the courage to rebel. Tupac Amaru was their leader, and they began by murdering the corregidores, and other Spaniards, wherever they could do so. In order to quell the revolt, the Peruvian troops united with those of Buenos Ayres. The whole country became a theatre of bloodshed and civil war, vengeance and cruelty; until, after three years of warfare, Tupac was taken and condemned to death. This unhappy chief was dragged to the place of execution, and there, before his eyes, his

wife and children were cruelly murdered. His tongue was then plucked from the roots, and each of his arms and legs being fastened to a horse, he was torn into four quarters.

The *mita* was an institution no less violent in its nature, though limited to the districts of Potosi. By this law, each able-bodied male was obliged to work for a year in the mines; and in like manner, the females at the farms, to obtain a stipulated profit for their masters, within that period, over and above their own scanty subsistence; but, as very frequently, from loss of strength, and physical incapacity, the necessary sum could not be worked out in time, they became indebted to their masters, and worked on as slaves, in order to liquidate the debt. This debt as often increased as diminished, and they then remained absolute slaves for the rest of their lives; and, if they died, their wives and children were seized upon to go on

with the task, which they had been unable to accomplish. Their food, all this time, was of the worst description, particularly in the manufactories, where they were locked up to work from morning to night, and whipped severely if the allotted and daily task was left undone, or negligently performed. In short, a more revolting picture of human depravity and misery is scarcely to be found in the history of tyranny and oppression.

The consequence of all this was, that, of those sentenced to this labour, which no constitution could stand uninjured, scarcely a tenth part survived to return to their habitations. At the conquest, the Indian population of Peru was reckoned at from five to six millions; and, by a census taken in 1796, by the order of the then viceroy, the returns amounted only to 608,899. Since that period until the emancipation, the

population of Indians continued to diminish, though other castes sensibly increased.*

8th.—Every body swings here in grass hammocks; I use one in the piazza of Mr. Gir-don's house, looking on the sea; and what can be done better with the thermometer at 80° in the shade, than doze half the day through? I receive the utmost attention from my host, who does all in his power to make my residence at Payta agreeable to me; and if his great kindness could prevail upon me to prolong my stay, I have no want of that inducement. My attempts to depart have hitherto proved fruitless. I offered a good

* I am indebted for many of these particulars respecting the Indians to the "Noticias Secretas," a report of the celebrated Ulloa to the Spanish government, which has been but recently published in Spanish, and of which, I believe, no translation has appeared in English.

many dollars to a North American whaler, if he would take me in his vessel to Panama; but he proposed a condition for following any whales he might find on the passage; and as they are very common on the coast, I could not consent to join him in the chase, with any prospect of reaching that unhealthy climate in time to escape the rains.

I visited yesterday the sister of the President of El Ecuador and her daughters, who, in consequence of the troubles with which that state is suffering, have come here to await in security better times. This family, one of the best in Guayaquil, was visited by Captain Hall, and I found the lady, as he did, seated in her hammock, swinging herself. She has considerable talent, and spoke on politics with great energy of manner, seeming to disapprove much of her brother's policy. Her daughters are pretty.

and musical, and were dressed in the Guayaquil fashion, with long dark hair, unbraided, and falling down naturally behind.

9th.—As soon as ever it is light I rise ; for a musquito-haunted bed offers no inducement to lie long ; and, after dragging out a few hours on the sandy shore of Payta, I have recourse to the hammock until the breakfast hour at eleven o'clock, which is unreasonably late, considering that the dinner hour is five. I occasionally bathe, but Mr. Girton considers it dangerous, except at high tide, on account of a remarkable fish found in the shallow water on the sand, which, if trodden upon, turns up its sharp-pointed and poisonous tail, and pierces the foot, making a wound very difficult to heal. This house is close to a signal-post belonging to the port captain, and in sight of the one on the hill, at the entrance formerly alluded to. Long

before vessels have turned the point, the signal hoisted on the farthest flagstaff, is answered by the signal-post nearer. A signal card, explaining the meaning of all the different-coloured flags, is nailed up in the piazza, to which I constantly refer, with the hope of learning the arrival of some ship which may be bound to Panama. Not less than five or six vessels enter Payta every day; but most of them are whalers.

Besides spying at the signals through my glass, I have another mode of passing the time, when not reading or asleep in the hammock, which is to watch some birds called *guanós*, common here and along the coast. They resemble the sea-gull, but their way of fishing resembles nothing I ever saw before. They fly up and gather themselves together in a circle at a great height, and after sundry revolutions in the air, they close their wings, and fall like stones, headlong down into the sea. Having

disappeared for some time under water, they rise up again and continue to repeat the same manœuvre for the whole morning. The quantity of manure produced by these birds is incredible. The adjacent land was formerly enriched by ship-loads of it. Forty to fifty vessels are still employed in supplying the valleys of Peru with this manure.

In the evening I generally walk over to Mr. Higginson's, the American Consul, whose wife and daughters have just arrived from Lima. He is an English merchant, though he derives his official authority of consul from the United States. The family sit in a patio, covered with an awning, a common practice throughout Spanish America. The scene which this patio presents is somewhat singular. One portion of it is occupied by bales of cotton, in another are to be seen two large Gallipagos tortoises, on one of which I have stood whilst he moved

on, apparently unconscious of my weight. His size is enormous. Pigeons, goats, dogs, turkeys, men with white jackets and white leather shoes, compose the motley group. The most picturesque and attractive object is the consul's daughter, Mariquita. She was born at Valparaiso, and can scarcely lisp English; but her bright eyes are likely to excite a great deal of eloquence in others before she is able to speak much more fluently herself.

The aspect of the country near Payta is one arid and dreary waste, without any attractions unless for the geologist, who happily finds amusement in the rudest works of nature. I have sauntered about the neighbourhood, which presents at every step the appearance of ground formed by volcanic irruptions. Hillocks of sand, rocks, and large basin-like craters in deep valleys, are to be seen in every direction. Glens which were evidently once watercourses

to the sea, are also very frequent. There are plainly enough, the marks of water having once flowed over the bed of these channels, now perfectly dry; but no doubt some very ancient revolution of nature must have altered the direction or dried up the source of these torrents; as there is no tradition whatever, of any water having been ever seen or heard of nearer than eighteen miles from the place. The frequency of earthquakes indeed, renders it very probable that the course of streams and rivers have been turned from Payta by some violent motion and change of level. Such events have happened in other places. The earthquakes and volcano of Guana Putena, induced the inhabitants of Arequipa to change the situation of their town. The houses of Lima have often been demolished, and the present site of Callao is farther inland than the old town, which was destroyed in 1747 in a terrible earthquake.

Never was destruction more complete. Of three thousand inhabitants, only one lived to tell the tale, who escaped by a most extraordinary hazard. The man was protected in a bastion of the fortress, looking upon the sea. He observed from this situation the inhabitants rush out of their houses, in the greatest terror and confusion, and before they had time to escape to a safer place, the sea which had retired previously, returned with great violence, and overwhelmed with its waves every inhabitant of the port but himself.

I sometimes go into the market-place in the town, to see the Indians assemble there, selling fruit and vegetables. The women are all short, but delicately formed, with beautiful hands and feet, and very fine black straight hair, braided into plaits, and falling over their shoulders. They wear large Guayaquil grass hats, and a

black cloth poncho reaching almost to the feet. The children all go naked. I saw a negro child and her mother, who would be shown in London as curiosities. The child has a jet black skin, and very light blue eyes. The mother has one black and one blue eye.

All sorts of tropical fruits are sold here, and the *cherimoya* in perfection, which resembles a composition of nectarines, strawberries, and cream.

Independently of its tropical climate, which gives to Peru almost all the vegetable productions of the East and West Indies, the height of the mountains causes fruit and plants of all other latitudes to flourish within the limits of this state. Add to this its mineral wealth, and there does not exist a country more favoured by nature than that of Peru. Whilst Mexico is still obliged to send to Europe for mercury, Peru

produced it naturally at Huanca-velica.* Quick-silver was discovered in Peru by the Spaniards in 1567. Red lead, or vermilion was used by the Peruvians for their paintings. There is scarcely a river in which gold is not to be found, and the celebrated mountain of Potosi still contains inexhaustible wealth in silver. The gums and drugs, and precious woods with which the country abounds, would not repay the old Spaniards for exportation, on account of the expense of navigation, combined with the difficulties of internal communication arising from want of roads. But the fine wool of the Vicuna sheep brought a high price in the Spanish market, and a great deal was sent to Spain on the king's account. The most approved sort of Peruvian bark is found in the valleys of Hualaga in Bolivia, and of Loxa in the north of Peru.

* These mines, from the year 1570 to 1789, produced annually nearly 5000 quintals or pounds weight.

From want of population, and a generally bad system of government, agriculture languished under the old Spanish regime ; but since the emancipation from Spain, notwithstanding the anarchy which has so frequently impeded the prosperity of the country, both agriculture and commerce have rapidly increased.

Among the most singular productions of these countries which are so little known, is the insect called by the Spaniards Sustillo. It has been seen near the town of Huanico, in the valley of Pampantico, and is said to resemble our silkworm. It is found only upon the tree called Pacae, described in the "Flora Peruviana," as *Mimosa Inga*. The Indians eat them, destroying great quantities. The Sustillo spins a web of the consistency of Chinese paper, and remains under his delicate covering during the metamorphosis from chrysalis into butterfly. It attaches itself in vertical and horizontal

lines to the inferior edge of this web, so as to form a mass resembling a cube in shape, and is thus enveloped altogether in the covering which it has spun for its own protection, until the change is completed. Whereupon it detaches itself from this veil which, however, still continues to hang to the tree, and becoming whitened by the sun, floats in the wind like a flag. The naturalist, Antonio Pineda, sent a piece of this paper to Madrid, and the jesuit Calancha possessed a specimen on which he wrote a letter.*

* There is also a great paper destroyer as well as paper maker in this country, in the shape of an ant called by the Spaniards *el comejen*. Reams of paper have been eaten through by this ant in an incredibly short time, so as to make it perfectly useless. A story is related of some reams of paper having been sent out from Spain, which never reaching the hands to which they were destined, caused a correspondence between the head of the Customs and the government in Europe. The statement

made by this officer of the delinquency of the *comejen*, induced the government, who thought it some human savage, to send immediate and peremptory orders for its arrest and trial for the imputed offence.

CHAPTER VIII.

VOYAGE TO PANAMA.

Agreement with an American captain—Temple's Travels in Peru — The gauchos of Tucuman — Cheap living — Rain after two years' drought—Curious appearance of the shore—Voyage to the Pearl Islands—A calm—An English whaler—News from Otaheite and the Galápagos Islands—Amusements at sea—Arrival at the Isla del Rey—The Pearl Islands—Right of pearl-fishery vested in Rundell and Bridge—Failure of the speculation — An Indian village — Escape from the Sharks—Arrival at Panama.

APRIL 12th.—¹⁸³⁵I am not sorry to have failed in persuading an Indian to navigate me in his boat to Panama, across the line, in a heavy swell, and under a vertical sun; for Captain

Mott, of the United States ship, the Crawford, has agreed to land me at the Pearl Islands, fifty miles from Panama. On board this vessel I shall be very much at my ease. The captain is going to Mazatlan, in Mexico, to be vice-consul at that port, and I find him in every respect, superior in education and manners to most of his class.

I have read almost all of Mr. Girton's books, and begin to be excessively tired of lounging about the shore without any object, or any companion; so that the embarkation for Panama will be a delightful change. I have been much interested by the perusal of Temple's Travels in Peru, from Buenos Ayres, which are well worth reading. His description of Tucuman, and the gauchos of that province, would apply equally well to Mendoza, or Buenos Ayres. He says if a Tucuman possesses a

horse, a knife, a lasso, and a guitar, which they all seem to delight in, he considers himself among the independent sons of earth, and beyond the caprices of fortune. As for his appetite, that costs him neither pains nor trouble to gratify; a piece of mutton or beef is so cheap as to be had for almost nothing, if not of the first quality; and I may add that, as for mutton, there is now an ancient decree in the archives of Buenos Ayres, emanating from the King of Spain, by which the gauchos are forbidden to drive flocks of sheep *alive* into the brick-kilns for fuel, and are enjoined to kill them first for this purpose. What more need be said for the cheapness of mutton?*

14th.—Last night I was awakened by every description of noise in the streets, from the piazzas, and on the tops of the houses. This

* The little boys at Buenos Ayres not only eat mutton but ride upon sheep.

disturbance was caused by a shower of rain. Wonderful to relate, after two years' drought, the rain actually fell for at least three hours ! I was in a hammock, under an open piazza, exposed to the air. From this I was quickly obliged to retreat to an iron bedstead within the house. But of the many persons of both sexes who slept on the tops of their houses ; some like spectres in winding-sheets, were seen gliding about their bedroom windows, through which they vanished. Others, half naked, stood wondering what to do. Every creature, man, dog, duck, and mule, was uttering some inarticulate sound, generally indicating both surprise and pleasure. This morning the sand, before light-coloured, has assumed a brown hue, and the air is quite cool.

The beach, for a long way up, is covered with a cake of saltpetre. The soil is deeply impregnated with salt, and when the moon

shines brightly, exhibits a whiteness like frost, for which it might well be mistaken if the sensible heat corresponded with the appearance of the surface.

19th, on board the *Crawford*, lat. 3° N.—At last I am off again. Captain Mott half repented at first having offered to take me to the Pearl Islands, even for the large sum of two hundred and forty dollars; and if it had not been for the persuasions of the fair Mariquita, whom I enlisted in my cause, I might still be burning my skin, and wasting my time and substance in the Indian oven of Payta. We are now becalmed, and in the worst part of the world, three degrees north of the line. A heavy oily swell, a gloomy sky, spongy clouds, the ship creaking, sails flapping, and all hands longing for a change. Then the drowsiness caused by this temperature is quite overpowering. I am sure a week of probation like this would

injure the strongest constitution; such is the debility and loss of energy which it occasions.

Two days ago we saw an English whaler, which bore down to speak with us. We observed two men at the mast-head, looking out for whales, and at her sides were her long and tapering whaling-boats, presenting the same sort of contrast to the heavy barge or bumboat that a high-bred racer does to a cart-horse. The captain came aboard of us in one of them. It seemed to skim over the high swell like a flying-fish, and reached us in half the time a common ship's boat would have done. The vessel was called the Stratford. She had been thirty-two months at sea, and yet was only a third part full of oil. I gave the captain a bottle of brandy, as he declared that he had been without any for some time. He had touched last at Otaheite, which he described as an excellent place for

obtaining ships' provisions. He also gave a favourable account of the Galápagos Islands, two of which have lately been colonized from Guayaquil. We have seen one other vessel, heavily laden, but though we attempted to approach her, she did not approve of a meeting, probably thinking our appearance something piratical, and her prudent skipper bore away, under a press of sail.

I find it less difficult to pass the time agreeably here than in the Tyrian. The captain is musical, plays at chess, has a large collection of novels and travels, and is both an entertaining and cheerful messmate.

Panama, April 30.—I had nearly got through all the novels, and all my stock of patience, when, after five days' calm, the Crawford once more rushed through the sea, distanced the heavy clouds and lowering atmosphere, and was no longer a Pilgrim, chained to the heavy

Slough of Despond. We made the land first on the main, in the Gulf of Panama to leeward of the Pearls, which the next day we approached early in the morning, steering for the settlement on the largest of them, called Isla del Rey. We sent on shore to get information about the means of accomplishing my expedition of fifty miles further to the city of Panama, and I prepared myself to take leave of the Crawford, and go on shore among the negro pearl-divers. The vessel was insured only for a direct voyage to Mazatlan, and could not safely deviate further from her course, therefore the captain positively refused to take me a mile beyond the Pearls. On the return, however, of the boat sent ashore, a native boatman came off in her, who said that no boat was ready to start that day from the island, and that I might probably be two days on the voyage from the Pearls to Panama in an island boat. I felt

little disposed to be turned adrift on an island without a single European, or Spanish creole to whom I could have recourse, with the probability of being delayed there by foul winds, or the want of a conveyance, for several days. At last, Captain Mott, partly from good-nature, and partly in consideration of a further sum, was prevailed upon to take me into the bay of Panama, and set me on shore at a little island, called Tobogo, which is nine miles from the city. I therefore kept the mulatto boatman for a pilot, and we set all sail for Tobogo, in the Crawford. I had no reason to repent this arrangement, for not ten minutes after, a squall, the approach of which we had foreseen, came on so violently, and was followed by such a fresh breeze, that the pilot declared no *canoa de las Perlas* could have ventured that day to sea. As for the Crawford, she

took in her starboard studding-sails, reefed her topsails, and dashed through the waves at eleven knots with a fair wind. We passed along the group of the Pearl Islands, coasting them on our larboard side. The loveliness of these bright and verdant jewels of the ocean, rising up in the midst of the blue gulf of Panama, renders their name of *Las Perlas* not inappropriate to their beauty. Here and there a negro hut, surrounded by coconut trees, peeps out of the thickly-hanging wood, with the white smoke curling above it, contrasting, in an agreeable manner, with the deep blue sky and the dark foliage out of which it seems to ascend. Pearl-diving is still carried on, but no pecuniary tribute is demanded by New Granada, as formerly by Old Spain, for the trade. Messrs. Rundell and Bridge purchased the right to monopolize this trade, and sent out

a diving-bell; but there was not a sufficiency of pearls to render the scheme worth pursuing, and it has been again abandoned to the natives, who sell what they find to the merchants of Panama, for the use of the native women, few being exported to Europe.

The wind failed us as we approached the high land of Tobogo, and it was midnight before we cast anchor, under the mountainous shore, apparently so near as to impend over the deck of the *Crawford*.

Previous to our arrival at the island, the land-breeze had commenced, so as to oblige us to make many tacks before we could weather a little island between our position and Tobogo. The night was dark, and I was leaning over the side of the vessel, in conversation with the captain, when on a sudden we both observed, close under the ship's side, as she sailed

through the water, a large white object near the surface, looking exactly like a rock. Having no charts of the bay, and depending only upon the pilot, the captain was exceedingly alarmed for the safety of the Crawford, as he imagined, like myself, that we had got among reefs. The pilot was on the other side of the deck, and we shouted out to him our fears. Upon describing what we had seen, he said that it was no rock, but a large fish, called *manta*,* which however he said might easily be mistaken for a rock at night. These fish are very common on this coast, and are terrible enemies to the pearl divers, on whom they have been known to fall with all their weight,

* Upon consulting Ulloa, I find that he gives a description of this fish. He states that its muscular power is very great, and that it is able to roll itself round any animal, and crush it to pieces by its force.

whilst searching for pearls, and crush them to death. To defend themselves the divers are provided with a knife, with which they rush at the manta, and also at the shark, by which they are more frequently attacked, and thus drive them away, but numbers lose their lives in this dangerous pursuit of ornaments for the coquettes of Panama.

In the morning, when I came on deck, I was delighted with the appearance of Tobogo. The village is composed of bamboo huts, in the Indian fashion, surrounded by cocoa-nut trees, and built against the side of the mountain, the whole of which is covered up to the top with the most luxuriant wood. I went ashore with the captain. On a close inspection of the huts, I found them thatched with grass, and the apex of the roof of each, covered with a row of gourds, cut in two, like semicircular tiles, to keep off the rain. Behind this village are maize-

grounds, and garden cultivation for every sort of tropical fruit and vegetable, with which the island chiefly supplies the market of Panama.

The residents of Panama, both creole and European, are constantly crossing over to Tobago in canoes, to pass a few days, and enjoy cooler breezes from the open sea. We visited the alcalde, who was very polite, and walked with us down to the beach to assist in choosing a good canoe for my trip to the city. This was a hollow tree, two feet and a half wide, and about the same depth, long enough for four rowers, with no ballast but my heavy portmanteaus, and so unsteady that it would have been madness to stand up, or lean on one side, as the frail craft would have been bottom upwards in an instant. My servant and I stowed ourselves between the luggage, as low as we could sit; and thus we started from the side of the Crawford, which was getting under way

to pursue her voyage. I was not much at ease in this sort of conveyance, and my prejudice against it was not diminished by having seen how easily another of the same kind, which a boy had paddled alongside in the morning, was accidentally upset by a sailor jumping into it to buy fruit. All the cargo, with the buyer and seller, were precipitated into the water; but the sailor got astride of the canoe which had turned completely over, and dragged the boy on to the opposite end; and there they sat, the boy crying for fear of the sharks, and the sailor laughing at the boy, until the Crawford's boat picked them up.

It was a dead calm, but a long heavy swell accompanied us all the nine miles. The least vagary would have capsized the boat, and we should have been devoured for breakfast by a

host of sharks, whose fins I saw protruding above water all around us. The appearance of this danger, made me adhere to the perpendicular like a statue. As for the rowers, however accustomed to the passage, they seemed any thing but skilful; for instead of pulling together, every man took delight in paddling out of time, and keeping the canoe in a constant state of wabbling; making her describe so serpentine a course, that I several times begged to know if they really supposed I wished to return to the Pearl Islands, instead of being taken to Panama. At last, by the blessing of Providence, we arrived under the walls of the city, and I was stranded on the shore, too glad to escape any how from the sharks, to care for being wet to the skin.

I was now landed at Panama, where the

distance in a direct line across the narrowest part of the isthmus from sea to sea, does not exceed thirty-four statute miles.*

* I am informed that Mr. M'Queen, a gentleman who has turned his attention for a long time to geography, makes the distance from Point San Blas in the Pacific to the bay of Mandinga in the Atlantic, only twenty statute miles, but upon what authority he grounds his assertion I am unable to state.

CHAPTER IX.

Description of Panama and environs—The consul, Mr. Russell—Primitive fare—Further description of Panama—Its trade and inhabitants—The native females and their costume—Decadence of the city—Bathing—Tide—Commencement of the rainy season—Ague—Old Panama, built by Pizarro—Profusion and splendour of the trees and plants—Birds—English cemetery—Uncomfortable Anticipations—Negro dancing and music—Turning night into day—Prevalence of religious ceremonies—The rainy season sets in.—Volcano of Cosiguina.

THE position of Panama is in lat. $8^{\circ} 57'$ long. $79^{\circ} 30'$ W. of Greenwich. I have

seen nothing, except Rio Harbour, equal in beauty to the situation of this Port. The city, which is walled, and has ramparts all round it, stands upon a tongue of land, washed on both sides by the Pacific, and from its numerous churches, stone houses with tiled roofs, and old architectural convents, with trees growing in the midst of some that are in ruins, it presents towards the sea, a very picturesque, and agreeable view. It is situated at the base of a range of soft green, undulating hills, which are covered with tropical woods, and form the foreground to a higher class of mountains, stretching like a barrier between the two oceans.

The highest mountains, however, on the isthmus are never so lofty, as to be destitute of foliage, even to their summits.

The immediate neighbourhood of Panama is

laid out in gardens, pasturage, and orchards, and there are a few villas which give it a polished air, and contrast prettily with the solemn grandeur of the forests beyond. These stretch entirely across the isthmus, in an unbroken mass, except at intervals, where the axe of the negro, has here and there cleared a space sufficient for the rude hut of some solitary family, whose habitation interrupts the uniformity of the sylvan scene.

When I landed I went at once to the house of Mr. Russell, the vice-consul. He was unable to accommodate me with a bed, but very kindly procured a large apartment for me in a street not very far from his residence, where I am tolerably lodged, but breakfast and dine every day with him. He performs the rights of hospitality as well as the opportunities of the place will permit. The culinary art, however, is

so little known, or perhaps so much despised in this city, where there are not five resident Europeans, and the markets, moreover, so scantily supplied, that I must say I never fared worse in my life. It is some compensation, therefore, for the excessive heat, that it has a decided influence in diminishing the appetite, and in making easy of practice the virtues of temperance, and sometimes of abstinence, which are rendered so eminently useful by other causes.

May 15th.—Although the man-of-war from Jamaica ought to come to Chagres every month, it is nearly two since she has been due, and I am a prisoner until her arrival. On landing the mail she goes down the coast to San Juan, a river and settlement further to the north-west, and returns in eleven days to

take on board the letters and despatches from the Pacific and Panama, with which she then sails direct for Port Royal, in Jamaica. It is therefore my intention to set out, when the courier is ready to depart with the letters.

I have dined with the Governor Hurtado, who was Columbian minister in London, and negotiated the treaty for the loan; by speculating in which so many people have suffered.

I have had time to wander over the town, and visit, on foot and horseback, the environs. The ramparts form a pleasant walk, and command a view of the bay, which is shut out partially from the ocean by a series of islands, of which Tobogo is the most distant. Whichever way one turns new beauties present themselves. The picturesque town at the foot of the hills, the little bays lined with

cocoa-nut groves, the distant mountains and forests, and the blue ocean rolling its white surf high up on the rocky shore; all conspire to render this scene one of the grandest and loveliest in the world. Then the foliage is so rich and the verdure so universal, from the moisture of the climate, that green Ireland itself is not so green.

The city is not large, but there are more specimens in it of architectural beauty than in any other I have seen in South America. The convent, in the Plaza, is ornamented by handsome pillars with Corinthian capitals, and in one of the half-ruined monasteries I was taken to see a high and graceful elliptical arch, forty-five feet in span. As a fortress, the town is ill placed; for though the walls are of very solid structure, it is commanded entirely by an accessible hill near it,

on which an enemy might plant his cannon and destroy the city. The natives, if they desire to defend the place on the land-side, ought to build a strong fort upon the summit of this hill.

With the exception of Mr. Ferraud, consul of the United States, the English vice-consul, Mr. Russell, and Mr. Lewis, who represents a Jamaica mercantile house, there are no other European residents of any consequence at Panama. All the natives, except some of those employed by the government, are shopkeepers, and I rather think the governor himself is engaged in trade.

North America, Europe, and the West Indies, supply the Isthmus with foreign goods, some few of which are still re-exported from Panama as formerly, to the various ports in the Pacific. They reach the village of Cruces by boats up the river Chagres, and from thence twenty-one miles of the very worst road

that can well be imagined brings them, on mules' backs, to Panama. The population is chiefly mulatto, though there are some white Spanish creoles. The women, particularly the brown ladies, are very handsome, and they wear a pretty costume. The fashionable and richer class, dress with great taste when they go to mass, and are to be seen early in the morning in all the pride of embroidered silk stockings and satin shoes, moving gently along the shady side of the street towards the cathedral, followed by black female servants in white dresses and turbans, who carry carpets for them to kneel on.

Panama does not contain half the population now which flourished within its walls in its days of dependance and prosperity. The rank grass which grows in the streets, its ruined convents, and neglected walls, impress at once upon the

traveller the conviction that it has seen better days; there is, indeed, enough pasturage in the Plaza, and in other places within the walls, for mules and horses to be regularly turned loose to graze, as in a Savannah.

Sharks are so numerous on the coast that it is impossible to bathe in the sea; but another and more secure mode of bathing in some measure compensates for the want of this luxury, and procures at least a respite for a few minutes, from the intense heat and languor of the climate. Every house is supplied with large earthen jars full of fresh water; these are sometimes placed in a yard, or under a shed in a garden; where persons who wish to cool themselves may undress, and taking the water with calabashes from these jars, pour it over their naked bodies as effectually as in a shower-bath.

The tide is very regular here. The mean actual rise and fall two days after full moon is 21.22 feet, though between the greatest elevation and depression from occasional tides, there is a difference of 27.44 feet. It was formerly supposed that the Pacific ocean was of higher elevation than the Atlantic; a notion which is, I think, incompatible with the laws of hydrostatics. The narrow channel into which the ocean is forced up the gulf of Panama, produces in that place an apparently higher and lower tide than at Chagres and Portobello on the opposite shore, which present a bold open coast to the sea. Humboldt and Lloyd have both corrected this mistake. If similar situations were subjected to observation on both coasts, there is no reason to doubt, that in respect of the rise and fall of the tide no difference would be found.

I have been here three weeks, and still there

is no news of the man-of-war. The rainy season is commencing, but this town still continues healthy. I have seen only one instance of fever and ague. This was the case of a poor French sailor who was put ashore from a merchantman some months ago; I was struck with his emaciated appearance, lying on a miserable mat in a house in which a charitable native afforded him a refuge. I gave him some clothes and quinine. For the former he was particularly grateful, for though the glass was at 90 degrees, he complained bitterly of the cold, and suffered from the usual symptoms of this complaint.

20th.—I have been frequently out riding with the consul at an early hour, before the sun has much power. After passing the gardens near the city, we enter thick woods by narrow wet paths. The underwood is quite impenetrable even to the air, and the want of circula-

tion, together with the numerous decayed plants and shrubs, infect the atmosphere with bad and putrid smells. All this would cease, if the country were cleared of wood, and more inhabited. Old Panama, built by Pizarro, is further up the coast; but the situation being thought not so eligible, it was afterwards abandoned for that of the present city, which took the same name.

The gate out of the town, on the land-side, opens to a suburb of some extent, where there is a good church and a plaza, and also a market for fruit and vegetables. The road thence winds along the eastern shore, from which it is separated by negro huts, and a long grove of palm and cocoa-nut trees, which terminate in extensive prairies, or meadows, stretching beyond the peninsula, and forming the foreground to the high forests, and the mountains which divide the isthmus longitudinally.

The variety of trees, shrubs, and vegetation of every sort, baffles description. Very few, comparatively, of these productions, have been noticed by the natives, who have not even distinguished them by separate names; and the profusion of extraordinary plants with which this soil is teeming, vying with each other in magnificence, beauty, and colour, I should think must still present an unexplored field to the researches of the naturalist. I lament that my botanical science is too limited to take advantage of the opportunity.

I have several times walked to the house of a Spaniard, near the town, to see his garden, which abounds with tropical plants and fruits. From him I have procured some valuable seeds, which I intend to take to England. He also has some birds clothed in magnificent blue plumage, which sing indifferently; but here the gathered tribe, in size, colour, and species, is

so varied, that it would require much time and study to give any adequate account of them.

On a romantic spot near the garden, is the British Cemetery, a small square, walled in, and shaded by large trees. The late English consul built it, and was the last to occupy the vault beneath, over which a stone slab is erected to his memory. On each side of him there is a tomb, the one covering the remains of Mr. Childers, the other those of Mr. le Mesurier, two attachés who came with Mr. Dawkins to the Congress assembled at Panama. About three weeks after their arrival, they fell ill of the fever, and died. In fact, the climate in certain seasons has been fatal to many persons of the firmest constitution. As I read the inscription, I felt no pleasant sensation in contemplating that I might make the fourth Englishman in this cemetery, and if detained

much longer in so unhealthy a place, I may have no better hope, than like them to be "by strangers honoured, and by strangers mourned."

24th.—I am often kept awake half the night by the incessant uproar of mulatto and negro dancers, in a neighbouring cabaret. I can hear the house shake as they move, *not* "on the light fantastic toe," to the monotonous sound of a cracked guitar, and a whistling flagelet. These are accompanied moreover by the rattling of a gourd half full of stones, another very favourite source of music *in concerto* at Panama. Add to this, screams of delight, and high jumps for joy, which tell prodigiously on the floor of the room, and make a *tout ensemble* of noises, quite overpowering. This amusement goes on with scarcely any interval, from eleven at night until four in the morning.

Every body, and every thing comes to life here at night. The burning heat of the day induces the whole population to shut their windows, and loll at their ease, half, or quite asleep, in their hammocks ; but when the sun sets, and the moon is up, the whole town is in agitation. Buying and selling, gossiping and promenading, are all carried on with as much eagerness as the languor of the climate will permit.

Besides mosquitos and scorpions, which last I have found crawling up the wall of my bedroom, and various other insects and reptiles which haunt the night, there are additional nuisances almost as bad, though of a very different character. At least four nights out of the seven, I am indulged with a superstitious if not idolatrous ceremony, performed in every street, and of course under my window. This consists of a numerous *cortège*

of surpliced brethren, who parade the streets in a long and noisy procession, bearing on their heads a gorgeous image of the virgin, under a canopy. At intervals they stop and raise a dismal dirge, with voices that are only remarkable for their harshness, and their skill in dissolving all the charms of sleep. This continues for several hours. When the procession halts, a collection of alms is exacted from the pious, which is spent in adorning the virgin with new dresses, if not pocketed by her professed votaries. Mummeries disgraceful to Christianity occur in these countries so frequently, that they appear to occupy the greater part of every body's time and attention. Last night, Judas Iscariot went off delightfully in crackers, after having been first hanged in the principal street, surrounded by a crowd of noisy negroes, and screaming children, who rejoiced exceedingly

in the "penal fire" by which the traitor was consumed.

These ludicrous ceremonies are not wanting also at Payta. On Palm Sunday, an image representing our Saviour with a long head of hair streaming over a red and gold garment, was promenaded through the town, and into the churches on a donkey. Two priests supported the wooden figure on either side, which was made to hold a nosegay in one hand, and thus it travelled along, reeling unsteadily from side to side, quite incapable, I should imagine, of inspiring any religious respect. All the Indians and inhabitants of both sexes in Payta, walked in this procession, full of mirth and merriment, and evidently more engaged in admiring each other than interested in this pious absurdity. Here the music of the street cho-

risters, which continues occasionally until two and three in the morning, is soon followed by a peal of bells from the cathedral and from every other church, to tell the world it is time to go to matins; so that repose at Panama can only be obtained during the middle of the day, when the silence is so great that a whisper in the streets might be heard.

Among other topics of conversation here, the extraordinary phenomenon of the volcano which burst out at Cosiguïna, in the province of Nicaragua, in lat. $12^{\circ} 57'$ north, long. $87^{\circ} 37'$ west, at a spot not less than 800 miles from Jamaica, is a source of great interest. The effect was felt at various places so distant from it, that unless positively authenticated, the account would appear too miraculous to be believed. The ashes from this

volcano fell at Spanish Town,* in Jamaica. The decks of the Rhadamanthus steamer were swept several times to clear them away in the harbour at Port Royal, where they fell in profusion; a noise, like that of artillery, was heard at Portobello, Old Providence, Jacmél in St. Domingo, and, I am informed, that the explosion was heard not only here, but even in the very centre of Columbia. At Portobello and Old Providence, boats were sent out to discover a ship supposed to be firing guns in distress.

At Jamaica the trade-wind is directly in the teeth of the arrival of ashes from America, therefore an upper current, which is generally supposed to exist, must have blown them to

* The Marquis of Sligo informed me that some of this dust had been observed in the garden of the Government-house, for the arrival of which, at the time, he was unable to account.

that island. By an official report, made to the governor of Nicaragua, Matagalpa in Segovia was thirty-six hours in total darkness, and the vegetation would have been entirely destroyed from the ashes, if torrents of rain had not succeeded this wonderful convulsion of the earth.*

* N. B. The eruption of Cosiguina took place between the 17th and 23d of January, 1835, beginning on the 17th, and continuing, according to some accounts, till the 26th. Port Royal is 670 geographical, or about 800 statute miles from the volcano, but the clouds of dust were seen, and pumice-stone found floating by his Majesty's ship Conway, in the Pacific, in lat. 7° north, long. 105° west, at 1100 geographical miles from Cosiguina!—See *Journal R. G. S.*, vol. v., p. 390.

Since the above was written, I have received a more detailed account of this volcano in a letter from Lieutenant Barrie of her Majesty's ship President, from which I have extracted the following particulars: "At Jacmé and Port-au-Prince similar sounds were heard at the same time, and similar reports were current as to the cause. Nothing further was heard of the matter until the Thun-

The effects of a similar phenomenon were observed about a century ago below Cape der's arrival (a surveying vessel in which Lieutenant Barrie was sailing at the time) at Old Providence, on the 5th of April, when Mr. Robinson informed us that he was, on the 23d of January, at Boca del Toro in company with Mr. Shepherd. That they were suddenly startled at hearing what appeared to be a succession of broadsides from a vessel or vessels of war at sea. That some *turtlers* engaged in their occupation outside, were astonished at the circumstance, and that they saw at the same time flashes of fire in the direction of Cartago. He also informed us, that the crew of the sloop General St. André, at anchor off Man-of-War Kays were greatly alarmed, when at noon the deck was covered with dust, and it became so dark as to require a candle in the cabin. At Old Providence, the negroes fled in terror from the fields. At that island it was attributed to an extraordinary eruption of the volcano at Cartago, but on our arrival at St. Juan de Nicaragua, on the 23d of May, we ascertained that one had burst out at Cosiguina, and obtained the following information respecting it from an intelligent person who was in Granada at the time. "About midnight, the 22d of January, a shock of an earthquake was felt, accompanied with sounds like discharges of artillery. At five o'clock next morning,

St. Antonio, south of Buenos Ayres, where the ashes fell which had been thrown up from a the sky became overcast and gloomy, which increased until noon, when it was totally and fearfully dark, and a heavy fall of black dust began and continued for three days. The churches were opened, and all the forms gone through enjoined by the Catholic religion, to mitigate the wrath of Heaven, such as processions, confessions, and penances, with the aid of all the saints in the calendar. At the village of Muy Muy, eighteen leagues north-west of Granada, the dust covered the ground to the depth of eighteen inches. It was afterwards washed away by a very heavy rain.

“ A leopard seeking the protection of man in the midst of this convulsion, was killed in the street.

“ On this subject, the governor of Nicaragua, wrote as follows :—‘ By the mail, which left this city on the 23d of January, I would have acquainted you with the phenomenon of the bursting out of the volcano of Cosiguina, but I thought it advisable to wait for accounts from the villages and places adjacent, to enable me to furnish you with the details of the appearances and effects for the information of the confederation. Early in the morning the inhabitants of the village of Masaya, heard a noise in the north-east like thunder, and saw a stream of fire

volcano beyond Mendoza, possibly from Acon-cagua, which is in that direction.*

ascend into the air. This was also seen at Old Village, and throughout Nicaragua. In this capital the explosions were seen to burst with tremendous force the whole of the 23d, and until eleven o'clock next day ; filling the air with dust which shut out the orb of day, leaving the terrified people in darkness, the like of which had never before been seen or heard of. They ran in crowds to the church dedicated to Jesus Christ, as guardian of the city, in the full persuasion that the end of time was rapidly approaching. The bells of the churches were tolled, the troops assembled and fired volleys of artillery and musketry, and to this was added the voices of the people, chanting hymns, in the hope of dispelling the cloud in which they were enveloped, but without effect. It was *night* for thirty-six hours. The ashes fell so thick as to destroy the pastures, and the cattle on many extensive *pens* are entirely lost, but fortunately none of the people have perished."

* See Falkner's Travels, p. 51, for a fact which has been considered impossible. The Cosiguina earthquake, however, proves the contrary.

CHAPTER X.

Suggestions relative to Panama—Railroads on the Isthmus, and steam on the Pacific—Arrival of a sloop of war, and prospect of leaving Panama—Dangers of the wet season—Departure from Panama—Road to the Chagres—The village of Cruces—Practicability of uniting the Pacific and the Atlantic.

MAY 17th.—There is no news of the man-of-war, and I believe I shall have to remain here during a part of the unhealthy season, which has begun. It pours with rain five or six hours in the day, and the thunder and lightning are awful. The roads are now too wet to make riding agreeable, for the soil about Panama is a

rich, loamy, soft, red clay. I have, notwithstanding, ventured forth in the mud, before the commencement of the rain, which generally begins at eleven o'clock. The last day I did this, I encountered a large tiger-cat at the entrance of the suburbs, in pursuit of two fowls which had got into the jungle. A woman at a cottage close to the spot, said the fowls were hers, and that the tiger-cat had thought proper to hunt them several times before.

The dress of the market-people is very simple. Both men and women have often nothing on but a shirt; and to-day I met a man outside the town, without any other covering than a hat, *y nada mas*.

By the last arrangement affecting this country, it forms the north-west boundary of New Granada, commonly called Columbia; but

which has taken the former name since its separation from Venezuela. The seat of government is Bogotá, which has direct communication, by land and inland navigation, with only three of its seaports, one at Carthagena, on the Atlantic, another at Santa Martha, and the third at Choco, on the Pacific coast. The river Magdalena empties itself into the Atlantic at Carthagena, and it is a two months expedition from its mouth, up the stream, into the interior. After leaving the river a land journey still remains, in order to arrive at Bogotá. This is the usual road, but a shorter communication is found from the town of Buena Ventura, on the Pacific, in the bay of Choco,* from

* There are two bays of Choco, one at the southern end of the Gulf of Darien in the Atlantic, the other in latitude $3\frac{1}{2}^{\circ}$ N. on the Pacific.

whence a scrambling journey is made through forests and thickets, by the most difficult mountain-paths, up to Bogotá. There is also another road from Guayaquil by Quito. This last country was formerly part of Columbia, but it has now become a separate state like Venezuela, and is called from its vicinity to the line, El Ecuador, and forms the southern boundary of New Granada. The isthmus of Panama extends east and west, and after passing the western frontier, enters the states of Central America, which embrace all the intervening country between the isthmus and Mexico.

Although trade has languished at Panama since the revolution, the greater part of the natives of the isthmus, are still engaged in foreign commerce. Some are anxious for a railroad to Portobello, others for a canal from the Pacific into the river Chagres, and all desire

that some means or other should be discovered for restoring the prosperity of this neglected region. But the poverty of the Columbian government, its distant inland position at Bogotá, and the weakness with which the president maintains a nominal dominion over this province, so remote from the seat of authority, have rendered every scheme hitherto impracticable.

One cannot exactly define the ground upon which all the separate districts of a province that has revolted from the mother country are bound to adhere, either to each other, or to the authority of any city or state that calls itself the head. The division which has already taken place, of one province into several independent governments, would be a sufficient precedent to justify the secession of the district comprising the Isthmus from the authority of any other American state; more especially if

that state should refuse to promote an object which combines the advantage of the Isthmus with the general interests of trade throughout the world. It must reflect the highest honour and credit upon any maritime state, if, by the aid of resources which New Granada has not at its command, advantage could be taken of the extraordinary and favourable geographical position of the isthmus for establishing a great and easy highway for the commercial activity of nations.

If Mr. Wheelwright should be able to accomplish the plan which he is about to lay before the public, for the introduction of steam navigation in the Pacific, along a line of coast abounding at various points with coal and wood, it will become evident, that in combination with that object, canals and railroads, for the transit of merchandise from one ocean to the other, must produce an incalculable saving in time and distance.

The duty upon the transit of goods by these communications would not equal the premiums of insurance paid for the navigation round Cape Horn. By such means an invariably easy and certain passage would be effected, in some instances in a third, and in others one-half less time than is now employed in a circuitous voyage to China, Japan, New South Wales, and the islands of the Pacific.

If my own, perhaps too superficial, views of this matter do not deceive me, schemes of this nature which have for their object the improved facility of commerce and the common advantage of every region in the globe, might be, at least, as worthy of the ambition of British statesmen as some of those topics, both foreign and domestic, which have of late engaged the attention of Parliament.

May 20th.—H. M. sloop of war Gannet has at last touched at Chagres, bringing letters and papers from Europe.—According to an ar-

rangement which has been adopted within a few years, the vessel, which generally arrives once a month at Chagres, delivers a mail at that town, and sails immediately for San Juan de Nicaragua for the same object, from whence she returns again within ten days to Chagres, in order to receive the correspondence and specie, if any, forwarded from Panama to meet the vessel at the mouth of the river. It may easily be imagined that I am not a little rejoiced at the thoughts of escaping from hence in a few days, at the commencement of a period when a residence any where on the isthmus is a great trial to the constitution. Panama, however, has the reputation of being a healthier residence than most of the other habitable places on either coast. I am told, that to be delayed at Chagres, when the rains have regularly set in, is in the highest degree dangerous. That sometimes a few hours have been enough to add a fresh victim to the numerous list of those who have

hastened their death by visiting that place at the dreaded season.

The unhealthy state of the atmosphere, when the rains set in, is ascribed to the impenetrable masses of wood and jungle, which cover the whole isthmus from one ocean to the other. No doubt, colonization and clearing would, at length, afford a remedy as in other parts of America, where similar causes have produced the best effects. The greater salubrity of Panama, about which partial clearings have taken place, justifies this opinion; for formerly it is said to have been, like Portobello and Chagres, the grave of Europeans.

KINGSTON, JAMAICA, June 9th.—Now that I have been safely landed in a British colony, I can turn my reflections with more satisfaction on the country I have just quitted, than when they were mingled with an apprehension of danger from prolonging my residence there. I shall, therefore, wing an imaginary flight to

Panama, in order to travel more leisurely over the ground in conscious safety.

I left Panama at a later hour in the day than I intended. The vice-consul had been so good as to volunteer his company as far as Cruces, and as he was not ready at the time appointed, the sun was becoming intolerable before we set out. By losing so much time I felt convinced that we should have to encounter torrents of rain before our arrival at the river Chagres. In fact, the rainy season having thoroughly set in within the last few days of my detention at Panama, there was no longer any chance of escaping a soaking after twelve p.m., except under a roof. A further impediment to starting arose from the drunkenness of the muleteer, which rendered him almost incapable of loading the baggage-mules. Mr. Russell appeared in the street upon a miserable hack, and I descended from my apartment to mount another which I thought I was almost as able to carry myself as he was to bear my

weight. In this opinion, however, I did him injustice; for the execrable road to Cruces afforded me too much opportunity of proving the extraordinary activity and patience of this little undersized animal.

The shopkeepers in the street where I lodged had been for a long time watching our preparations through the smoke of their cigars, and I thought I could almost calculate the time of day by the length of their faces. These were becoming evidently more serious and sleepy. The little excitement which the commencement of my departure had occasioned was subsiding. Perhaps many of them thought me rather unreasonable to vary the daylight monotony of Panama at a time when most people, taking refuge within doors, muse away the sunny hours, in smoking cigars, or doze them away in a hammock, unless they happen to prefer drinking gin-and-bitters.

On entering the suburbs, one mule staggered so much, from his inability to carry the

load, that I peremptorily refused to advance a step further until the muleteer contrived to hire another. The mules and horses, which are so proverbially good in other latitudes in South America, appear at this place most degenerate. The mules are not larger than asses, and the horses are miserable scraggy-looking little *weeds*, of the worst shape, and in general as lazy as the natives who ride them.

The guide, who was on foot, was now becoming a little more sober, and increased his own pace as well as that of the mules which he belaboured perpetually with a stick. Having crossed the Savannahs, which extend for about two leagues out of Panama, we entered the forest of wood among the hills. By this time the clouds, which had gathered thickly above us, portending a storm, began to pour down over our heads in a mighty torrent. In spite of the thick foliage, we were soon completely drenched to the skin. The guide here abandoned his shirt, to keep it dry by thrusting

it among the baggage, and exposed his naked body to the flood. I must admit, however, that he had on a broad-brimmed hat, which served the double purpose of an umbrella and a drinking cup, to which latter use he applied it each time we crossed a stream.

The road, if so rough a track can be dignified with that name, is certainly unique. The distance to Cruces is but twenty-one miles, and there being at present no other communication between Panama and the Chagres, one might reasonably expect that, for so short a journey, it would be kept in something like decent repair. But such is far from being the case.

It was paved years ago by the Spaniards, since which it has been entirely abandoned to its fate, whilst the rains combined with a constant use of it, without repair, have worked numerous holes between the stones, so deep that for several miles at each step our horses were plunging up to their knees. Habit has

enabled these animals to arrive in safety at the end of the journey, but not before the strength of the traveller is exhausted by fatigue. They manage in general neither to injure themselves, or their burdens; but they can only accomplish the task by great care and patience. In some places the path is so narrow, as well as deep, that there is scarcely room for the rider to sit on his horse astride; his legs are exposed to be crushed by the rocks on either side; and in others we ascended or descended flights of rough steps, formed by an uneven pavement of natural rocks, which it would puzzle any body, unaccustomed to the business, to find his way up and down even on foot, without a tumble. And all this through a thick mass of wood which, scarcely admitting light enough to make the track visible, increases the danger.

Here and there some space has been cleared by negro settlers, and a hut or two, surrounded by cultivated ground, is to be seen, where

children, pigs, and poultry, all talking together their respective languages, break the silence of the woods. The hills over which the road passes are not very high, but a new road ought to be constructed, following the winding of the valleys. This climbing, however, cannot be wondered at, for the old prejudice in favour of carrying a road over the top of a hill instead of round it, is only lately abandoned in more civilized countries.

As the sun was setting, we emerged from the shelter of the trees, and rode for a short distance over some cleared ground, which brought us directly to the banks of the Chagres; on which the village called Cruces is built. We went directly to the house of Senor Gazo, to whom I had a letter of introduction. He accommodated us as well as he could, which was but indifferently, during our stay at this village. I was as much tired with this journey of twenty-one miles, as if it had been a hundred across the Pampas. We had com-

menced it at twelve o'clock, and did not arrive till eight.

The Gannet was not to return the next day to Chagres, but was expected the day after; I therefore determined to remain at Cruces another night, to avoid a delay more dangerous elsewhere. The situation of Cruces is high, and comparatively healthy. In fact, I believe it has always had the reputation of being a safer climate than Panama.

The next morning, having made up my mind to be melted, for the heat was most oppressive, I sallied forth in the sun to ramble over the village, in search of a boat to descend the river the following day. I hired a large one without difficulty, as they were to be had of all sorts and sizes. On my return I descended from Senor Gazo's house to the river. "*Quiere usted banar?*" (Do you wish to bathe?) said a little boy, pointing to a hole where the water was eddying under the bank. I was actually broiling, so, in spite of

the alligators, I undressed and jumped in. The boy assured me that they hardly ever came up so high as Cruces ; though he showed me a place lower down, where he said a man who was imprudently swimming across the Chagres, lost his leg by a bite from one of these voracious monsters. They haunt the fresh waters of the isthmus, and indeed all the rivers on the Pacific side of South America, within the tropics, abound with them. I was informed at Panama, that, in one of these rivers, an alligator of enormous size, had attacked and upset a canoe ; that they had been known to watch their prey from the banks, and as the canoe moved through the stream, to plunge in after it and seize the body of the rower.

I had settled to go down the Chagres as early as possible the following morning, and with the determination of not fatiguing myself any more, but of retiring to rest in good time, I returned to the house for the remainder of the evening.

I spent much of the time in discoursing with

my host, upon the eternal topic of canals and railroads. This is a subject of the deepest interest to the people of the isthmus. The variety of schemes which have been projected, without one step towards execution, might well have destroyed all hope; but so intimate is their conviction of the practicability of such enterprises, from their knowledge of the local facilities, that they are prone to seize upon every opportunity of discoursing on the subject, and imparting information upon it. Most of the natives are engaged in commercial traffic through the country, and notwithstanding their natural languor, and the constitutional indolence inseparable from the climate, they are fully alive to the immense benefit of realizing some one of the various schemes which have been so often suggested.

Senor Gazo has lived on the spot many years, and was enabled, from his local knowledge, to confirm very satisfactorily to me the facts stated by Humboldt in his narrative, by Lloyd,

and by various other writers, on the possibility of making canals and railroads at various places.

As I have had several opportunities of hearing these topics discussed by people resident in South America during my visit to that country, and have been able to compare the information I have received from them with that contained in Humboldt's interesting narrative, whose judgment certainly is more to be relied upon than that of any other writer, I shall add here a few memoranda on this most interesting subject. I am aware that I have it in my power to throw but little new light upon a question which has been considered by several writers; but as I was on the spot, and my attention was much awakened to it, I may be excused for offering some remarks upon the practicability of one or more of these projects for uniting the two great oceans.

There are five plans altogether, any one of which is possible, and each of which presents more or less of positive advantage, for uniting

the Pacific and Atlantic by canals of communication. It is needless to observe, as a *mezzo termine*, of less though still of immense importance, that the construction of commonly good roads and the mere improvement of old ones already in use, would decidedly increase the commercial prosperity of this region, and of Central America, in which benefit other nations would participate. But taking it for granted that the natives of those countries possess sufficient science, can command cheap labour, and have abundant materials if they desire to make roads, without the aid of foreign assistance, it will, I think, be more useful to draw the attention of Europe to some undertaking for joining the two seas by a water communication.

The position of all the points that are supposed to be practicable is confined to the countries which are situated between the 5th and 18th degrees of north latitude, in the several states of Mexico, Nicaragua, Panama, and Choco. I propose to consider each of these in

succession, beginning with the most northerly, the isthmus of

TEHUANTEPEC.*

This would unite the gulf of Mexico to the gulf of Tehuantepec in the Pacific, by a canal made to join the sources of the Chimilapa with those of the Rio del Passo, which empties itself into the Guasualco.

If this scheme were realized, it has been calculated that the navigation from Philadelphia to Nootka Sound and the mouth of the Columbia river, which by Cape Horn is now 5000 leagues, would be reduced to 3000 only; but Humboldt thinks the breadth of the isthmus, which at this point is 38 leagues, added to the windings and rapids in the rivers, would render this undertaking very difficult of completion. It is utterly out of the question to make it under any cir-

* I have thought it interesting to illustrate the memoranda I made on the spot by a general map of South America, annexed to the First Volume, and by a reduced map of a survey of the Isthmus of Panama, published by Mr. Lloyd, annexed to vol. ii.

cumstances navigable for large vessels. A boat canal of communication, aided by rivers, would undoubtedly render the internal prosperity of a country, where the distance from sea to sea is 115 geographical miles, infinitely greater than it is at present; but the realization of this project is more important to the state of Mexico than to the general interests of the commercial world. The canal to join the Chimilapa with the Rio del Passo would be about 16,000 toises in length. This is not the favourite project in South America as far as my observation goes.

The second and third are both in Central America, and in the province of

NICARAGUA.

Each of these lines would produce much more important results, combining all the advantages necessarily accruing to a number of inland towns directly in the course of the navigation, with the invaluable and extraordinary benefit to commerce in general, from the

junction of the Atlantic and Pacific by a canal for large ships.

The first of these projects is to connect the port of Réalejo, on the Pacific, with the lake of Léon. This distance is fourteen leagues over a completely level territory. A good road has been long used from Guatemala, which passes over this flat to the town of Léon, and from thence through the town of Granada to that of Nicaragua, not far from the lake, upon which there is a communication by water to the town of St. Juan, by means of a river of the same name flowing into the Atlantic. The harbour of Réalejo is capable of holding vessels of any size: the ship I sailed in from Valparaiso was bound to that port; and line-of-battle ships might anchor there with safety.

The lake of Léon is about thirty-five miles long and fifteen broad in its widest part. All the best Spanish maps represent it as connected with the lake of Nicaragua by a river

and the Spaniards were most likely to be well-informed on the subject; but whether these lakes are connected by a river or not—and one traveller, Orlando Roberts, confidently asserts that they are not—it is agreed that the distance between the lake of Léon, and the lake of Nicaragua, is but short and not impracticable for a canal.*

The lake of Nicaragua is 123 miles in length, and forty in breadth in most places. The depth is sufficient already for brigs of fourteen guns. The Spaniards had one of these and several gun-boats upon it, and an English merchant has

* It is singular that no very authentic information has been *published* on the geography of this interior part of Central America. A Costa Rica merchant informed the captain of the *Ariadne* in 1833, that the two lakes are joined by a river, but not a navigable one, as there is a fall quite across it at one point. This river of course flows into the Nicaragua, which empties its waters by the St. Juan into the Atlantic. The Geographical Society will, I trust, soon clear up all uncertainty on these points. The whole distance from sea to sea, from Réalejo to St. Juan de Nicaragua, is 240 geographical miles.

now there a schooner of forty tons engaged in commerce.

The lake Nicaragua, therefore, must be deep enough for vessels of great tonnage. That of Léon is also said to be fit for ships of large burden; and, as it is of higher elevation above the Pacific than the Nicaragua, it would serve as an upper basin for the supply of any quantity of water required to feed a canal of large dimensions carried from the head of the lake into the bay of Réalejo, more especially if the flow of water from the Léon into the Nicaragua was regulated by locks and sluices. It is, besides, affirmed that a navigable river, called Tosta, flows only twelve miles from the lake of Léon into the Pacific. This fact is to be found mentioned in the history of Guatemala given in the "Modern Traveller." I have seen no map describing it by name. Its existence would, doubtless, augment the facilities of a junction between the lakes and the ocean. It would be an expensive, but not an impracticable

operation, to overcome the falls of the river San Juan de Nicaragua; but, notwithstanding these falls, vessels of two tons navigate this river, from the town of Granada, on the lake Nicaragua, to San Juan.

The junction between the two lakes must be effected by a canal. The distance, as stated in the "Modern Traveller," is twenty miles between the lakes.

If this magnificent plan be practicable, of which there seems little doubt, the importance of the result would fully compensate all pecuniary loss in the completion of it.

The next of these two lines commences at the same point on the Atlantic coast, namely, St. Juan, but shortens considerably the distance to the Pacific, by passing through a space of 29,880 English yards, or fifteen geographical miles, between the lake of Nicaragua and the gulf of

PAPAGAYO.

A Spanish MS. in the archives at Guatemala, states that Don Manuel Galisteo surveyed this

position in the year 1781 ; the surface of the lake of Nicaragua was found to be 133 feet $11\frac{1}{2}$ inches above the sea, fifteen fathoms deep, and its bottom forty-six feet above the Pacific. The greatest actual height of any part of the land is nineteen feet above the ~~sea~~ ^{Lake}. I have heard it called a level country ; but Humboldt says, upon hearsay, there are hills in the narrowest part of this isthmus. Probably these are rendered of less importance by some transversal valley.*

The progress made in the art of engineering would, doubtless, render this undertaking more speedy, less expensive, and certainly of far greater use than that of the Caledonian canal ;

* Another communication is stated, in the Modern Traveller, to be practicable from the town of Tipitapa on the southern shore of the lake Léon, to a river called San Juan, falling into the Pacific in the bay of Papagayo, and navigable for eighteen miles, for large vessels, from its mouth ; the distance between the lake Léon and the river San Juan where the canal would be formed, is only twelve miles.

It is said that the government of Central America have determined upon this line for cutting a canal.

and it would unite the two seas in so complete a manner as to render disembarkation on either coast unnecessary.

I now come to the fourth project, which is through the

ISTHMUS OF PANAMA.

For a ship canal this would never answer; but it presents great facilities for effecting the transfer of merchandise by a river and canal sufficiently deep for steam-boats, at a comparatively trifling expense, between the two seas.

In the rainy season the Chagres would be navigable for steam-boats up to Cruces. To render it, however, always navigable up to its junction with the Obispo, below Cruces, it would only be necessary to erect a few weirs at certain places.

Lloyd seems to have turned his attention more to the practicability of a railroad along the level country between the mouth of the Trinidad and the town or river of Chorrera; and no doubt a railroad from thence, or from

Portobello, to Panama, would be very beneficial ; but Senor Gazo is of opinion, with many other persons, that by deepening the Obispo, and the Mandinga which flows into it, and then connecting these rivers by a canal with the Rio Grande, at the point whence it is navigable to the Pacific, into which it falls within two miles of Panama, the desired object would be more practicable than Mr. Lloyd supposed. The distance from the Chagres, at the point where the Obispo enters it, to the Rio Grande, is twelve miles, and the Obispo at its junction with the Mandinga, or nearly at that part, approaches to within four miles and a half of the Rio Grande. The interval between these two last rivers presents no obstacle of any importance, and is nearly flat. The broken course of the Obispo would be remedied by letting in other streams which are said to be near it, and also by assisting the navigation with locks. At least this is the information I have received, and if it be correct the success of such an undertaking at this part

of the isthmus might be realized, even if no other more eligible line should be discovered.

The difference of level between Cruces and the Atlantic is from 210 to 220 feet.* The highest part of the ridge, over which the road passes from Cruces to the Pacific, is about 500 feet above the level of the sea. From a hill above Cruces, distant four or five miles from the village, both oceans are visible. Possibly this eminence may be the one from whence Nunez de Balboa first beheld the South Sea. The Isthmus of Panama, from sea to sea, in a direct line, is twenty-nine geographical, or thirty-four statute, miles. In some places it is said to be even less.

The road between Panama and Cruces is so bad and so difficult that it is hardly worth repair. It would be more expedient to make a new road lower down in the valleys, which is practicable, or from near the junction of the Trinidad with the Chagres. Lloyd proposed two lines from thence for the construction of a railroad. One to Chorrera, a town on the river of that name, distant twenty miles from

* Vide note at the end of this chapter.

the Chagres. Or from the same point to Panama, without proceeding to Chorrera at all, which would make the whole length of the railway twenty-eight miles.

The mouth of the Chorrera is ten statute miles from Panama, and that river is both deeper and navigable for a greater distance than the Rio Grande; but the Rio Grande is navigable for vessels of small tonnage, I am informed, to the point of its junction with the river Hondo. There is sufficient water over the bar at its entrance into the sea at high tide, and good anchorage within. It would probably be necessary to bring a canal from the Obispo or Mandinga, to the point where the Rio Grande and Hondo join. By this means the canal would not exceed seven miles in length from the Mandinga to the Rio Grande, and would be less than ten if the junction was formed from the Obispo nearer the Chagres to the same point of the Rio Grande: probably the last operation would be the most eligible of any. Engineers, however, ought to be employed to survey more accurately the various

localities all along the isthmus, in order to decide upon the best place and the best plan for carrying a design of this nature into effect. An agreement should then be made with the State of New Granada, to grant to European capitalists every facility for the purpose. It is surely time that the practicability of such an enterprise and the immense advantage which would accrue to that state as well as to the whole commercial world from its accomplishment, should no longer be considered as mere matters of doubt and conjecture.* Colonel Biddle has obtained from the government of Bogota, a formal instrument, for the purpose of raising foreign capital to be applied in making a road across the isthmus. But the terms of this agreement do not offer sufficient guarantees to tempt speculators to embark their capital in

* In order to save time and expense, Humbolt recommends that surveyors and engineers should be sent to all the different points projected. They might go out in the same vessel, with their instructions, and return together after the operation of surveying each point has been completed. The comparison of them all together, will alone lead to a correct judgment upon the merits of each.

this undertaking. A more explicit understanding would be necessary to prevent interruption, and the object is surely of sufficient magnitude and importance to justify, if not to call upon the British or any other powerful government to sanction and encourage by the stipulations of a more solemn treaty, the construction of a canal, or even a road.*

To ensure its success, however, the State of New Granada should be bound by a most specific obligation, from which it ought to be impossible for her to recede, without sacrificing

* I have lately seen a letter from Mr. Ferraud, the North American consul at Panama, to Mr. Wheelwright, in which he says, that the distance from the Chagres to the Rio Grande is "about twelve miles;" that labourers are plenty in the country: a thousand may be obtained at about two dollars per week; that wood, limestone, and all materials for the completion of a canal are to be found on the spot; and that the country is nearly level. By Lloyd's map, which I have added, on a reduced but accurate scale, the shortest distance from the Mandinga to one source of the Rio Grande is only four statute miles and a half, and from the Obispo to the junction of the Hondo and Rio Grande, the distance measured by compass is seven statute miles.

her frail and fruitless dominion over the Isthmus of Panama, to some more efficient power.* Such an alternative might become necessary to secure for the general interests of mankind, a free and universal enjoyment of what would then indeed become the great highway of

* A pamphlet has recently appeared in the form of a letter, to Lord William Bentinck, by Mr. Fairbairn, inviting the commercial intelligence of Europe to consider the advantage of a steam communication with India, across the Pacific, from the western coast of Mexico.

For this purpose, he recommends that a good road should be made from Vera Cruz, through the whole country of Mexico to the Pacific Ocean, a distance of not less than six hundred miles. His arguments go to prove that by the realization of such a scheme, an immense saving would be effected in money, time, and distance. The author enters into the consideration of his favourite project with an enthusiasm which seems to have blinded him entirely to the very superior facility presented for establishing this communication by the isthmus. There are only thirty-four statute miles from Panama to the Atlantic altogether in a direct line, and there are now only twenty-one miles of land carriage. Nor is the isthmus, like the roads across Mexico, infested with robbers. The arguments of Mr. Fairbairn, if justly applied to the vast enterprise which he recommends of a road of six hundred miles over a mountainous country, must be conclusive of the advantage and facility of the operation through the isthmus.

commerce. Could any other nation blame England for acquiring by the terms of such a treaty the possession of a narrow neck of land, for the sole purpose of rendering its extraordinary position beneficial to the world? Could Russia, whilst carrying on a war against the innocent Circassians, to advance her frontiers to the east? Could France who, under colour of resenting a national insult to her consular representative, is pushing her conquest in Morocco, and will, probably in the end, be appeased with nothing short of the dominion of all that vast territory, lying between the Pillars of Hercules and the confines of Egypt.

North America is too wise to object to the completion of a design, no matter by what nation, which holds out to her a boundless prospect of future wealth. The people of the isthmus would rejoice with all their hearts in acknowledging so beneficent a sovereign, and New Granada might, in the end, be reconciled to the sacrifice of a small portion of distant and useless territory, for an object which could in

no respect impair her military strength, whilst it exalted her to an enviable position among commercial nations.

The making of *small* canals, railways, or better roads in other regions of America would be of the greatest importance to the states through which they would be carried, without, however, producing so immediate and direct an influence upon the general interests of mankind; but communications even of this limited nature, if carried into operation in the Isthmus of Panama, must, from the peculiar position of that territory, effect the happiest consequences to all nations engaged in trade.

Geographically, it would be nearly the shortest possible route from Europe, North America, a great part of Asia, as well as from Africa, to every port on the western coast of the New World. The want of junction, therefore, by means of a larger canal fit for ships, would be in a great degree compensated by an immense saving in time by the greater certainty of good and safe passages in a voyage from Panama to Canton, Australia, and every

port and island in the Pacific Ocean, notwithstanding the necessity for disembarkation and transshipment.

It is more interesting, however, to contemplate the great but most desirable revolution that would take place in the relations of the trading communities of the globe, if the attention of mankind could be seriously and effectually turned to the accomplishment of a canal of large dimensions, capable of holding vessels of deep draught, and uniting at once the two seas. And that this is practicable at another place besides the projected one of a junction from the lake of Nicaragua, will appear upon consideration of the fifth and last position which remains to be examined, in the

ISTHMUS OF CUPICA.

This isthmus is also situated in the gulf of Panama, to the eastward, in about lat. $6^{\circ} 40'$ long. $77^{\circ} 45'$.* Humboldt did not visit this spot in person, but he may be depended upon for general accuracy on any geographical question,

* Vide Arrowsmith's last map.

as his published information appears generally to have been derived from authentic sources. He was of opinion that Cupica bay merited the serious attention of men of science from the great facilities it presented for solving the problem of a ship-canal.

The scheme is, simply to connect Cupica bay in the Pacific with a river flowing into the Atlantic, by forming a canal across the interval which is ascertained to be a perfect level.

The course* of the river Naipi, previous to its confluence with the Atrato, intersects this level country within five leagues of the bay of Cupica. The Atrato flows through the province of Choco, in which it takes its origin, and reaches the Atlantic at the southern end of the gulf of Darien in the bay of Choco.

Higher up to the south, in the same province, the river San Juan de Chirambira, which flows into the Pacific, was united some years ago to the river Atrato by the canal of Raspadura, cut through a ravine of the same

* Vide map of the course of these rivers, in vol. i.

name. Humboldt says he was the first person who brought intelligence to Europe of its existence; but he must be mistaken, for he adds, that the curate of Novita caused this channel to be dug by the Indians of his parish in the year 1770, and I should imagine so extraordinary a fact could hardly have escaped the notice of the government of Madrid. This canal was formed in a ravine periodically subject to natural inundations, which facilitated the inland navigation between the rivers Atrato and St. Juan, for seventy-five leagues. Considerable quantities of cocoa were conveyed by this route to Cartagena from the Pacific coast in small boats; and by uniting to it the streams known by the names of Cano de las Animas, Cano del Calichi, and Aguas Claras, the Raspadura might be easily enlarged.* But to return to the bay of Cupica. An erroneous notion generally prevailed among geographers, of the continued ridge of the Andes in this part of America, and of the absence of any transversal valley inter-

* Vide Humboldt, vol. vi., p. 260.

rupting the central chain of mountains. Humboldt ascertained that "not even a ridge of partition or any sensible demarcation exists between the bay of Cupica on the coast of the South Sea and the river Naipi (or Naipipi), which empties itself into the Atrato fifteen leagues above the embouchure of the latter river into the Atlantic. In fact, "in the Choco del Norte the mountains lower to such a degree that between the gulf of Cupica and the Rio Naipi, they disappear altogether." A confirmation of which was made to Humboldt by a merchant of Carthagena, deeply interested in the statistics of New Granada, Don Ignacio Pombo, who wrote to him in the month of February, 1803, as follows :

"I have never ceased to take information respecting the Isthmus of Cupica. There are only from five to six leagues from that port to the embarcardere of Rio Naipi, and the whole territory is a perfect level (*tereno enteramente llano*)."

The communication I have had with different persons who have collected information upon

this isthmus, leave me in no doubt whatever that the above account is correct. Nothing is now wanted but to ascertain with precision the distance from the mouth of the Atrato to the point where it is joined by the Naipi, the capacities of these rivers, and their relative position to the bay of Cupica.*

* Since my return to England, I met at the Geographical Society in Waterloo Place, a gentleman of the name of Watts, who was for ten years British vice-consul at Carthagen. He delivered to the secretary of the society a written statement on the subject of the bay of Cupica, and practicability of a canal at that point. This statement, as well as the conversation I held with him, confirms the opinion I had formed when on the isthmus, of the facility with which a canal might be made, by joining the Naipi to the South Sea. He said he was well acquainted with a gentleman who had an estate on the Naipi, and who was in the habit of traversing the isthmus to the bay of Cupica. He stated the distance between the bay and the river to be only twelve miles, and the rise being gradual, and in the whole but 150 feet, it may be considered, for all practicable purposes, a perfect level caused by a transversal valley or natural gap in the Andes, as if nature had intended herself, that the junction of the two seas should occur at this spot. Mr. Watts stated that the Indians were in the habit of carrying their canoes from the bay of Cupica to the Naipi, a fact

I hope that the time is not far distant when some one if not several of these projects will be accomplished; a monument to the nation, or to the individuals who shall undertake it,

“Ære perennius regalique situ
Pyramidum altius.”

I may be excused for taking, perhaps, a personal interest in its success, as many years ago, Sir James Campbell, an ancestor of mine, with a view to this object of cutting a canal through the isthmus, attempted to establish a colony there by means of a company formed under the auspices of King James I., but he

which proves the natural facility of crossing the intervening space; besides which, it is well known that Captain Illingsworth, of the Chilean frigate, “The Rose,” having once occasion to send despatches to the governor of Choco at Quibdo, from the bay of Cupica, caused a boat capable of containing fifteen men to be drawn across this interval, and launched into the Naipi. He further stated that Senor Contin, the owner of the estate on the Naipi, described to him the bay of Cupica to be large, deep, and sheltered. The Pacific, from the confluence of the Naipi with the Atrato, is forty miles. The Naipi has twelve feet of water, and would therefore be as navigable as the Atrato for steam-boats, and the bay of Choco in the Atlantic is also deep and sheltered.

was obliged to abandon his design in consequence of the difficulties he encountered from the Spanish government, and the want of support from his own.

I have thrown these remarks together with a view to preserve my recollection of the information I have collected upon this interesting subject. Had I been aware of the length of time I was to be detained at Panama for the arrival of the packet, instead of expecting it daily, I should have made it a point to visit, if possible, in person, some of the places I have been describing, and to have verified by my own observation and experience, the facts which I have gathered in a great measure from the information of others, and the authorities which I have been able to consult.

I now proceed to the continuation of my narrative.

Except in point of cleanliness, my fare was no better at Cruces than on the Pampas. The house was like a great unfurnished barn, with a mud floor, and as the only bed was occupied by Senor Gazo, who is an invalid, the vice-consul and myself were not magnificently

lodged, nor can I say a very tough fowl without any sauce was better than dried beef and water.

Not willing to be unnecessarily annoyed by the crawling insects and creeping animals which haunt tropical residences, I stretched my blankets on two broad planks raised upon a couple of broken down chairs, where they were not very easily maintained. The heat at night was tempered by the land-breeze, which I should imagine is more agreeable at Cruces to the sensation than to the health of the sleeper; for it necessarily blows over endless woods impregnated with putrescent odours of decayed vegetation and swampy marshes.

The door and windows of the house were open to the invasion of any inhabitant of the isthmus, whether man, beast, or bird; but, with the exception of an occasional howl or croak, I should not have complained of any disturbance on my rickety couch, had not an odious bat, ever and anon, fluttered his enormous wings in my face, till a cat on the alert, which was actively engaged in chasing the intruder, at length secured him in her clutches, and rescued me from further alarms.

LEVEL OF THE ATLANTIC AND PACIFIC OCEANS.

I have obtained from the philosophical transactions of the Royal Society, the following particulars resulting from Mr. Lloyd's survey of the Isthmus of Panama.

“The rise and fall of the tide at Chagres, at the close of the dry season is 1.16 foot, and no difference was observed during the rainy season. High water mark being always the same.

High water mark at Chagres and Panama are at the same time, viz : 3h. 20m. at full and change. High water mark at Panama is 13.35 above that of Chagres. Half the rise and fall of spring tides is at Panama 10.61 feet, and at Chagres 0.58 of a foot ; assuming half the rise and fall above the low water of spring tides, to be the respective mean levels ; the mean height of the Pacific at Panama, is 3.52 feet above that of the Atlantic at Chagres.

At high water, the Pacific is raised at mean tides 10.61 feet, and the Atlantic 0.58 of a foot, above their respective mean levels ; the Pacific is, therefore, highest at such times by $(10.61 - 0.58 + 3.52 =)$ 13.55 feet. At low water, both seas are the same quantities below the respective mean levels ; and therefore, at such times, the Pacific is lower than the Atlantic by $(10.61 - 0.58 - 3.52 =)$ 6.51 feet.

In every twelve hours, therefore, and commencing with high tides, the level of the Pacific is first several feet higher than that of the Atlantic ; it becomes then of the same height, and at low tide is several feet lower : again, as the tide rises the two seas are of the same height, and finally at high tide the Pacific is again the same number of feet above the Atlantic as at first.”

It is to be observed, that the bay of Panama, from its peculiar form and position, gives occasion to a greater flow and corresponding ebb of the tide, than take place on the shores of the Pacific, which are open to sea, as Chagres is to the Atlantic.

CHAPTER XI.

Descent to Chagres—Voyage to Port Royal, Jamaica
—Closing scenes of the author's travels—Quick pas-
sage to St. Thomas by steam—Arrival off Falmouth.

I WAS up at daylight the next morning, to embark in the canoe for Chagres. The consul, Mr. Russell,* then took leave of me, being

* The civility and attention which was shown to me by Mr. Russell, during my detention at Panama, makes me desirous of rendering every justice to the character of this gentleman. Until lately he was detained in prison, and received gross ill-treatment from the government of Bogota, who accused him of assaulting, with the attempt to murder, a native of the isthmus, by whom Mr. Russell was attacked and nearly murdered in the streets of Panama. The vice-consul was accused of drunkenness, and said to have committed this outrage under the influence of wine, without any provocation. Now, the fact is, that, in consequence of his being employed to obtain the repayment of a debt owed by the person who assaulted him, to

anxious to return to Panama, and, as soon as I had lost sight of his mule in the forest, I left

the late consul, M'Gregor, he had several times been grossly insulted by him. He not only refused to refund the sum, but declared his intention of taking his revenge upon Mr. Russell, for accusing him of embezzlement, of which, in point of fact, the man was guilty. Mr. Russell frequently pointed out this individual to me in the street, adding, on one occasion, that before my arrival, as he was walking at night, this person purposely took the wall of him and knocked him almost down into the middle of the kennel. The vice-consul, I think injudiciously, suffered this insult to pass with impunity, merely mentioning it to some few of his acquaintance who were aware that he did not consider his life free from danger. He told me that he never dared to walk the streets at night, unarmed, from apprehension of outrage. As I was walking with the consul once, I had the opportunity of noticing this man scowl upon him in such a way as to induce me to think that had I not been with him, it was not improbable that he would have been assaulted. I was therefore not much astonished to receive a letter from Mr. Russell last year, saying, that the individual he had pointed out to me had attacked him one night as he was walking home; that as he carried a weapon of defence, he had the ill-luck to wound the man slightly with it, during the struggle, when another person, a friend of the consul's enemy, mixed himself up in the affray, and cut open the temporal artery of Mr. Russell with a knife, causing him to bleed nearly to death on the spot. He was then handcuffed, dragged by the police

the doorway of Senor Gazo's house to look after the boatmen, who, from the usual dilatory movements and indolent habits of the natives, were not ready to start at the time appointed. At last, my impatience induced me to have all the baggage placed in the canoe, and to take my own seat there, in order, that when they saw me sitting in solitary impatience, they might become the more sensible of my just right to grumble at their want of punctuality. The whole party soon afterwards appeared,

to his own house, accused of murder, and expected to be taken to a common prison for malefactors, as soon as his wounds were well enough to permit him to be removed.

The subsequent details of this proceeding are now facts of public notoriety. In case of the government of Granada refusing to deliver the vice-consul of his British Majesty from prison, pay to him a thousand pounds, and to make the British government an ample apology for an outrage sanctioned by the authorities of the place, the ports on both sides of the isthmus were to be blockaded, and further measures were to follow if necessary. After refusing for a time to comply with the just demands of this country, the government of Bogota yielded the point, and fulfilled the conditions required of them just in time to save the isthmus from a better government.

bringing with them two soldiers, who were going down to the fort at Chagres, and who took their passage in the fore part of the canoe without asking my leave, but I made no objection to their company down the stream, as I should certainly have done had the voyage been in the contrary direction. The canoe, which I had selected with care and consideration, full of the unpleasant recollections of the one that brought me from Tobogo, was both broader and longer than the former, and had an awning of slight cane covered with plantain leaves, in such a way as to keep off both sun and rain. The latter had caused the stream to be unusually swollen and muddy, and rowed by four strong mulattoes, who perfectly understood the art of pulling together, the progress of the canoe was too rapid to allow a very minute examination of the scene through which I was passing. There was scarcely room to stand up between the awning and steersman, to view the banks of the river, and I yielded to the advice of the steersman, and a caution given to me before by Mr. Russell, to abstain from perching

myself on the top of the awning of the canoe. Captain Foster, of H. M. S. Chanticleer, a most promising officer, lost his life, by thus attempting to obtain a better position for observing the scenery of the river. He was returning with some of his officers from Cruces to rejoin the Chanticleer at Chagres, after being engaged in making some valuable observations connected with his profession. As the canoe was proceeding down the river, he could not resist getting outside this covering in spite of the persuasions of his friends. The boat tilted, and he fell into the river, and was drowned. The disconsolate officers returned to the ship with the melancholy news; and it was not until several days after, that the body of this unfortunate gentleman was found, floating on the surface of the Chagres. His remains were immediately interred on the bank.

We passed the point of junction of the river Trinidad with the Chagres at about thirty miles from the sea, and about twenty miles further brought me to the junction of the Chagres and Gatun, on the right bank of the

Chagres. The Trinidad and Gatun are both fine rivers, like the Chagres. Beyond this point, on the same side, is the isthmus through which Lloyd recommended that a canal for ships should be constructed for the purpose of connecting Limon or Navy Bay, in the Atlantic, with the Chagres, in order to render practicable the navigation of deeper vessels into the Chagres as high up as the mouth of the Trinidad.

This plan would, no doubt, be of advantage; but the depth of water, at all times of the tide and at all seasons, over the bar at the mouth of the Chagres, is sufficient for steam-boats and for large schooners, without the assistance of a canal from Limon Bay.

From Cruces to Chagres, a distance of forty-five miles, by water, the river is seldom broader than the Arno at Florence, and often much narrower; but it was certainly deep enough when I came down, after the rains, for steamers all the way to Cruces. The banks are covered with impenetrable thickets. Lofty forest-trees rise above these, and extend up the mountains beyond, form-

ing a mass of hanging wood. There are several villages, and at intervals there are collections of cane huts, or a single hut, with an acre or two of cleared ground, where the grass grows around it, with gardens of bananas, plantains, and maize. I saw only one alligator, which was asleep on the muddy bank like a log of wood. The steersman told me that in the dry season they were numerous, and were to be seen swimming under the clear water. To use his Spanish expression, at that time of year "*no faltan*," there is no lack of them.

Birds of every description, known to the climate, both land and water tribes, are here very interesting, and the canoemen assured me that monkeys, tigers, and lions, were often to be seen at particular periods of the year, when they approached the banks of the river to drink.

Ulloa, who has written more minutely than any modern author on South America, describes in his travels, the way in which the monkeys transfer themselves from one bank of the river to another. They attach themselves to one of

the high branches of a tree near the margin of the river, forming a line, by holding each the one above him by the tail. When their number is sufficient to extend across the river to the trees on the opposite bank, they begin to swing, and continue till the monkey at the end of the line lays hold of the branch of a tree on the other side with his tail and hind feet; then the monkey, who was grasping the first bough, instantly lets go his hold, and the whole file is swung over to the bank they desire to reach.

The only impediment at the time of my voyage, to the navigation, arose from the decayed trees, which having fallen into the river, had sunk, one end in the mud, whilst the other projected, a circumstance which likewise interrupts the safe navigation of the Mississippi. The ragged stump just above or beneath the surface in a rapid stream, is exceedingly dangerous to boats unskilfully managed; but the men who rowed me seemed perfectly conversant with the art of avoiding them, and we steered in and out, and cleared this danger

without accident, though going full six miles an hour.*

It began as usual to rain as the day declined ; when, upon suddenly rounding a little headland, the Castle of Chagres, with its flag, appeared in view ; under which, on the margin of a bay, was also visible a long line of low houses built close to the river, and backed by trees and marshy ground. There were two schooners at anchor within a stone's throw of the houses. One American, the other English ;

* The Jamaica Steam Navigation Company have recently sent three steamers to the West Indies, to be employed mainly between Kingston and New Granada. A most important advantage will thus be gained in communicating with the Isthmus of Panama, as steamers can navigate the river Chagres as far as the mouth of the Trinidad, without meeting with the slightest obstruction. Nothing but a commonly good road would be requisite from this point of disembarkation in the Chagres to Panama, to enable the land communication to be completed in three or four hours. Sailing vessels cannot ascend the Chagres on account of the strong current and the serpentine channel of the river, independently of the want of water in the dry season. In the rainy season they might be towed by steamers beyond or into the river Trinidad.

and there was just light enough to see that the blue Atlantic was breaking on the two points of land at the mouth of the river. The actual time I occupied in crossing the Isthmus from the Pacific to the Atlantic, deducting the delay at Cruces, was seventeen hours, eight hours from Panama to Cruces, and nine from Cruces to Chagres.

On landing I made inquiries for a custom-house officer to pass my baggage, as I was desirous, if possible, of availing myself of the light to get up to the fort where the miasma is less fatal than below, and I had procured a letter to the governor for this especial purpose. After a rare hunt to find the officer, I returned in despair to the canoe with the intention of pushing off immediately on board one of the schooners for the night, but the boatmen had all disappeared. This was because it had very naturally occurred to them, having nothing else to do, that they might as well go in search of a little gin to mix with the rain which now fell in torrents. I had no umbrella, so I stood for some time, at the edge of the water, with

the rain trickling down my back, listening to the large drops pattering in quick succession from the eaves of the houses, and keeping up a rattling fusillade on the awning of the canoe. What was to be done? It was now quite dark. I felt a creeping sensation all over me of fever ague, from which a wetting to the skin would not defend me the better by a night passed in the open air. I was just making up my mind never to come to Chagres any more, if I once got out of it alive, when the splash of an oar made me turn round and I perceived the captain of the English schooner rowing ashore in his boat. I hailed him immediately, and requested permission to pass the night in his vessel, to which he kindly consented. When landed he conducted me to the house of the alcalde, who went out himself to make search for the custom-house officer, who was at last found, and I obtained the necessary permission to take off the baggage to the schooner.

The Gannet was not arrived, but I learned that she would probably come the next day. I

had given up all idea of sleeping at the fort, and after entering various shops where the captain had acquaintances, and refusing as often to accept the gin-and-bitters which it is the custom here for every body to take, with the view, or at least the pretence, of keeping away the fever, we went off to the schooner. This vessel had arrived from Jamaica, where she was built, and was to sail again in a day or two for Port Royal. Small and uncomfortable as she was, I was at least sure of escaping in her from Chagres, if other means of transport failed. The next day, however, on getting up, after sleeping in a mahogany berth, full of cockroaches, and as hot as an oven, I espied a white foretopgallant sail, just peeping above the horizon. It was some time before the captain of the schooner would believe that I had seen a sail with my naked eye; for he had swept the sea with his glass very attentively, and could perceive nothing, but after waiting a little longer, every sailor on the deck of the schooner confirmed the fact of a vessel being in sight, and by degrees she became so distinct as

to enable them to discern, not only that she was a three-masted vessel, but that she had all the appearance of H. M. sloop of war, Gannet.

After breakfast I went on shore, and walked up to the fort. This stands out boldly towards the sea, forming an excellent defence to the entrance of the river, and is a considerable height above the miserable huts, for they can hardly be called houses, of Chagres. Pale, aguish looking faces met me in this ramble, and I think I never felt so oppressive a climate. Behind the fort, the view is carried over low swampy ground, overgrown with aquatic plants, thence up the winding river, and to the woody hills rising above it.

As I was talking to the commandant of the fort, whom I met upon the ramparts, the Gannet dropped her anchor at a quarter of a mile from the entrance of the river, just where a long brown muddy line of demarcation indicates the separation of the waters of the Chagres from the blue waves of the Caribbean sea. I saw her boats getting ready, and hastened down to the river again, to present myself to

the officers who came ashore. Soon after, Captain Maxwell arrived in his gig, and very kindly offered me a passage and a berth in the Gannet to Jamaica.

We sailed in the evening, but were becalmed soon after, and remained until the following day in sight of the coast near Portobello, which I could distinguish with a glass. The trade-wind blows so constantly, and the current is in consequence so strong towards the Gulf of Mexico, that we were forced almost to make Carthagena before we stretched across. It then blew fresh for five days, and our progress was rapid and direct, having only to tack once to avoid the Pedro shoals, which are exactly in the very worst position for the navigation to Jamaica, from Chagres and Carthagena.

I had been so accustomed to quiet waters, that I suffered as usual from sea-sickness during this rough trip, but, on the sixth day we laid to in the evening, under the high coast of Jamaica. The mountains, which we had seen the day before seventy miles distant, present, on approaching the coast, a fine outline to the

eye, particularly a broken ridge to the eastward, called the "Yellows."

The next morning early I found the Gannet just passing the point at Port Royal, and she anchored, immediately after, opposite the town. The island here produces a favourable impression from the sea. The entrance of the harbour of Kingston has an imposing effect. Green fields and plantations extend up the hills, interspersed with white villas, which, however, exhibit a scene that does not strike the traveller as tropical. It rather reminded me of the wealth and civilization of Europe.

In going ashore with Captain Maxwell in his boat, the trade-wind blew so violently and in such sharp gusts that we were obliged to lower the sail, and were wet through with the spray. It always blows thus, except in the hurricane months, in Port Royal, after eleven a. m., and a fiery breeze it is. To be capsized in Kingston or Port Royal harbour, would probably be fatal to the best swimmer, as he would be no better match for the sharks which abound there, than the worst.

I am not much struck with the beauty of the city of Kingston. It is full of sand and dust, and looks like the skins of the dark portion of its inhabitants, dried up and dingy. It is, however, the largest and most important town in Jamaica. I sleep here to-night at a very noisy hotel, and to-morrow proceed to Spanish Town.

Port Royal, June 28th. *L'homme propose Dieu dispose.*—I am still a prisoner within the tropics, and the delay has been marked by severe illness, but I must take up the thread of my story where I left off. The morning after my arrival in Jamaica, I hired a carriage, and went by a capital road to Spanish Town, which is distant twelve miles from Kingston. By the way, I breakfasted at a place called the Ferry, first bathing in a clear stream in the garden of the inn, which was not very prudent in the heat of the day, and probably caused my illness.

I remained but a day at Spanish Town, to dine with Lord and Lady Sligo. In consequence of a letter which had been sent to me under cover to his lordship, pressing my return

home, I declined a most agreeable invitation from the governor, to accompany his family to their mountain villa, and giving up all thoughts of seeing more of Jamaica, I hastened back to Kingston. The very next day I was to sail in the steam-packet to St. Thomas's, meaning there to meet the Falmouth Packet. It was arranged, that when I ordered a signal to be made from the top of the library at Kingston, where there is a signal-staff and flags for the purpose, the Gannet should send me one of her boats, to take me down to Port Royal. As my ill luck would have it, the signal was not attended to. I waited, but waited in vain. At last my impatience would wait no longer, and I hurried out with my baggage to the shore to hire a Kingston boat. I embarked in one manned by four negroes, and a very black steersman, with serious forebodings; but my ill-humour was somewhat disarmed by the oddity of the sable gentleman who occupied the steerage; whenever I attempted to exclaim against the indolence of the crew, he stood up on his legs, and made his dark friends a regular speech expressive of his

own as well as my dissatisfaction at risking the loss of a passage in the steamer by unnecessary delays. In the real or affected agitation of his eloquence, he abandoned the command of the rudder, and if we made any progress at all it was back to Kingston. "Dere now, you all set of ugly black rogue who eber see such rowing.—Vat, massa, tink all dis time you no row boat better?—Ee tink you jist vat I tink you ebery one of you dam ugly black rogue. I wish I come near enough you Cæsar to fum fum, you row shocking, sir." For my part, I certainly felt inclined to fum fum Cæsar, when upon arriving at Port Royal, I found that the steamer had left the harbour a good half hour. It was very provoking, and there was no remedy; so I had nothing to do but moralize upon the disappointments of life, and think of the odd mixture of mirth and melancholy that varied the physiognomy of the black gentlemen whom I now desired to row me and my baggage alongside the Gannet. There is in the negro character so queer a compound of archness, simplicity, and vanity, that

one may find something to be amused with, even in the disappointment occasioned by their laziness and absurdity. They affected great distress at the failure of their engagement, but their joy was quite *unaffected* when I paid them for their useless service, not in bad words, but good dollars, upon which, a bystander might have thought from their countenances and manner that they had conferred an important favour on me.

Once more throwing myself on Captain Maxwell's hospitality for a day or two, I resolved to be off in the first vessel that sailed to England or New York: but the day after I reached Port Royal, and got on board the *Gannet*, my servant was laid in his hammock with a fever, and before he was out of danger I fell ill myself. For a few hours, although treated most skilfully by two surgeons of the sloop, they were not without considerable apprehension of the result. The complaint had the character of a violent bilious attack, which might have turned to regular yellow fever, so prevalent in Jamaica at this period, but by the blessing

of Providence, after ten days of great prostration of strength, I recovered sufficiently to leave the ship and hire a lodging looking into the artillery barracks.

The Gannet has sailed to Carthagena, and I am waiting now for a passage in the Dee steamer to the island of St. Thomas, from whence the packet sails every fortnight to Falmouth. In the mean time my convalescence is making some progress; the solitude, however, of my abode is painfully interrupted. Frequent funerals with solemn steps and slow, march mournfully by conveying the soldier to an unhonoured grave. This prospect is certainly not calculated to engender buoyant hopes, but I am luckily never "over exquisite to cast the fashion of uncertain evils," finding consolation in Sancho Panza's proverb—"La buena esperanza vale mas que ruin posesion."—"Good hope is worth more than bad possession."

St. Thomas, July 16th.—A sailing vessel is often six weeks in beating to windward of St. Domingo from Port Royal. In the Dee

steamer, on the contrary, running away from Jamaica and the yellow fever, I arrived at St. Thomas's, a distance of seven hundred miles, in the space of seven days, during the greater part of which time it blew half a gale of wind right in our teeth. Steam for ever! Notwithstanding that the packet overstaid her time, when we reached St. Thomas's, she was gone. Here then I am destined to experience another delay and disappointment. A special magistrate from Jamaica, who was a passenger in the *Dee*, and is bound like myself to England, has taken with me a very convenient lodging, and we have passed our time as well, that is to say, as idly as possible. However much we may differ in other respects, we both agree in one, which is, that in a tropical climate, the best thing to do is to do nothing, and therefore the "*dolce far niente*" has become the most seductive of all our occupations; and, in fact, I am not yet well enough to do more.

The Danish town of St. Thomas is a pretty little bustling seaport, and in consequence of

ST. THOMAS'S.

its having obtained from the government of Copenhagen its rank of a free city, the place is exceedingly prosperous, and has been made a great depot of commerce. From hence the other islands and the mainland are frequently supplied with merchandise at a moderate price.

The trade is chiefly in English hands. The houses are of stone, and well built. The street, for there is but one principal street, is broad and well paved, with a convenient trottoir for foot passengers, and the general appearance of the place, whether viewed from the land-locked bay, filled with ships, or from the high and steep hills behind, is calculated to produce a very pleasing impression.

August 15th, off Falmouth.—I remained a fortnight at St. Thomas's, chiefly employed in reading old newspapers.

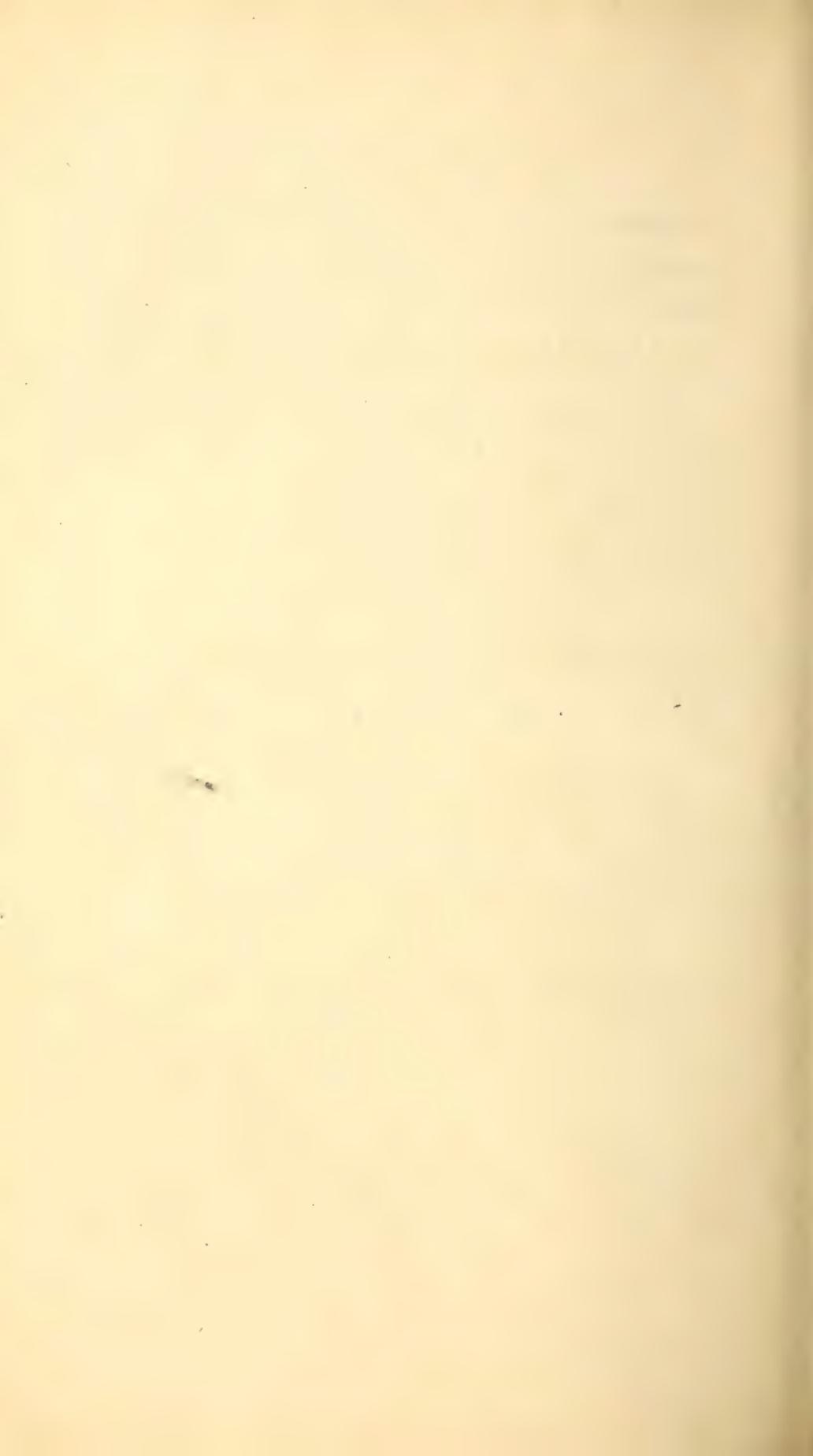
I then embarked in the government packet, "Sheldrake," and after a good passage of twenty-eight days, without making any land, until the 14th of August, we came in sight of England.

During the voyage my health has been gradually improving, and I feel that I want nothing

to make my convalescence complete, but the sight of unchanged friends, and a good dose of British air without fog, but fog or not,

“ England with all thy faults I love thee still,”
and

“ Where'er I roam, whatever realms to see,
My heart untravelled, fondly turns to thee.”



PANAMA AND THE PACIFIC.

A MEMORANDUM

SENT TO THE FOREIGN OFFICE, BY THE AUTHOR, SOON AFTER HIS
ARRIVAL IN ENGLAND,

ON

THE ADVANTAGE OF USING THE ISTHMUS OF
PANAMA

AS A MORE RAPID MEANS OF
COMMUNICATION BETWEEN EUROPE AND THE
PORTS OF THE PACIFIC OCEAN:

TO WHICH IS ANNEXED

MR. WHEELWRIGHT'S
STATEMENTS AND PLANS

FOR REALIZING THE SAME OBJECT.

PANAMA AND THE PACIFIC.

IN passing within the last few months down the coast of South America, on the Pacific side, from Valparaiso, through Lima to Payta, in the neighbourhood of Guayaquil, and to Panama, and from thence to the Atlantic Ocean across the Isthmus of Darien, I had occasion to observe the truth of representations frequently made to me, by British merchants in those settlements; how much shorter, and more certain might be the communication of intelligence from those places to England by that route, than by the passage round Cape Horn. That passage in merchant vessels to and from England direct, averages

	DAYS.
For Valparaiso	100
.. Lima	110
.. Guayaquil	120

a length of time, which is not only inconvenient for commercial objects, but which in some degree, cuts off the British settler from cor-

respondence with his friends and family, and unnecessarily prolongs the period of receiving such intelligence as the British consuls in those quarters, may find it expedient to convey to the government. Whereas the passage by Panama might, with ease, be effected in the following periods :

	DAYS.
From Valparaiso	62
„ Lima	51
„ Guayaquil	46

as the following details will show :

From Valparaiso to Lima	11
„ Lima to Payta or Guayaquil	5
„ Payta to Panama	10
Across the Isthmus	1
Thence to England, touching at one of the Windward Islands	35

—
Making in the whole 62*

Taking Lima as a central position, by this calculation, it appears that the difference of time in conveying correspondence from the western coast of South America to England, may be thus stated :

* This is unnecessarily long. The journey, by way of the isthmus, has been accomplished from Lima to Liverpool in 46 days.

	DAYS.
From Lima by Cape Horn . .	110
„ „ Panama . . .	51

Difference of time in favour of
the route by the West Indies 59

The passage from Panama to Chagres is perfectly easy, being only twenty-one miles by land, and the remainder by a river, safe and navigable for boats and canoes. This was the route by which the several towns and provinces on the Pacific Ocean made their communications with Europe, before the separation of the Colonies from Spain; but the frequent revolutions which have taken place in South America, and the consequent poverty and want of enterprise in the Spanish part of the population, seem to have put a stop to the regular and periodical communications between these places, which were formerly established by public authority.

This communication might be very easily effected by the addition of a few small fast-sailing vessels of war, or steamers, which should make periodical visits to the towns I have mentioned.

The advantage of a direct communication between Panama and the West Indies, has already been felt and obtained by the practice

of the admiral on the West India station, who is accustomed to despatch a sailing vessel of war, at stated periods, to Chagres, in order to bring official and other correspondence, as well as specie, from the Pacific coast of South America.*

I am the more induced to make these representations from a conversation I had with Commodore Mason, in which he expressed his concern, that he had not adequate force under his controul, to give protection to British commerce on the South American shore of the Pacific, and his confidence in the opinion, which has been much confirmed by my own observation, as well as by the report of others, more competent than myself, that such commerce has a tendency to increase if duly protected; and that if vessels of war were more frequently enabled to visit the various ports on the coast from Valparaiso to Panama, better security would be afforded to the British merchants against the revolutions, to

* Why should not telegraphic communications be established between Chagres and Panama? It would facilitate the means of uniting the services of the naval squadrons on the Jamaica and South Pacific station under one control. The Commodore at Lima was at the time of my visit to the Blonde, under the orders of the admiral in Brazil.

which the property of all persons resident on those shores is so often exposed, from the feebleness of the governments and the successive changes, which are the consequence of that weakness.

The establishment of steam-boats would render the return of correspondence, against the prevailing southerly winds, of equal rapidity. The trade-winds are not violent in that sea, and men-of-war, in particular, have generally made passages down the coast with great despatch; however, the introduction of steam navigation in the West Indies, having already shown that merchant sailing vessels are disposed to carry sufficient coal in ballast, for the supply of fuel; it is equally obvious that the same facilities might be afforded to carry out coal to the Pacific coast, until such time as, from its raised value and the increased demand for it, the inhabitants of those regions may think it worth their while to work the veins of coal,* which are well

* With regard to the coal at Conception, the quality is described by Mr. Mason of H. M. S. Seringapatam, as good when not taken from too near the surface. The same coal was used for several months on board H. M. S. Blossom, and Mr. Wheelwright exhibited, in the presence of several of the ministers of Chile the process of turning it into coke which he found practicable.

On the subject of the coal at Guacho and Talcahuana,

known to exist at various places on the western coast.

I have thought it my duty to submit these observations to His Majesty's Secretary of State for Foreign Affairs, in case he should think them of sufficient importance to deserve attention.

P. CAMPBELL SCARLETT.

Sept. 5th, 1835.

London.

Statements and Suggestions by William Wheelwright, Esq.

THE subject of steam navigation to India has long occupied the attention of the British government, the British public, and the Indian community; and the influence of British legislation has finally given it that aid which was necessary to secure its establishment. The

the following remarks are extracted from a letter addressed to me lately by the Earl of Dundonald, "I did not personally see the coal near Guacho, but my secretary, Mr. Bennel Stevenson, who published a book about South America, told me he saw it."

"There is *plenty of coal* at Talcahuana, in the province of Concepcion, and if steam-boats are to run on that coast grant should be obtained thereof from the Government."

moment, therefore, seems favourable for calling attention to a similar project for the Western hemisphere, embracing regions beyond the Andes, equal in geographical extent to those of the East, and, if not combining the same character and degree of interest, nevertheless intimately connected with the commerce and trade of Great Britain, and the security and advancement of her colonies.

The establishment of steam navigation along the southern shores of the Pacific Ocean, in connexion with the passage of the Isthmus of Panama to the Atlantic, has created much interest, since the trade of the countries whose shores are washed by that sea has been thrown open; and, as commerce and intercourse have increased, a still greater interest has been manifested. Difficulties and obstacles which were formerly considered insuperable, have now been removed, and great encouragements have been given to the endeavour to secure the accomplishment of an object so desirable. The decrees of the governments of Chile, Peru, and Bolivia, for the promotion of steam navigation on their shores, evince an earnestness of purpose and a force of discernment only equalled by the liberal and enlightened policy which dictated them.

The immense extent of the advantages, which must arise from the establishment of this com-

munication, would hardly be credited, were they not attested by the reports of the committees appointed to examine the subject, at the suggestion of his late Majesty's government, and by a host of witnesses, whose intelligence and veracity cannot be doubted.

When it is proved that the present usual route round Cape Horn embraces a distance of more than 12,000 miles, which will be reduced to little more than four thousand ; that a voyage of about forty days will supersede one of nearly four months ; that a communication along the coasts of Chile and Peru, in many instances, will be successfully accomplished in forty or fifty hours, which now requires twenty days or a month, surely it will be admitted that great and important objects will be attained by the change.

The relation in which Great Britain stands towards those countries coming within the influence of the proposed operations, cannot be viewed with indifference. Millions and millions of British capital have been embarked in the cause of these new states, for which no return has been made: on the contrary, an accumulating interest has swelled the amount to an almost incredible sum. The clamours of the bondholders are loud and repeated, and appeals to government are making, to sustain their demands on the justice of those countries. In the

mean time civil war and dissension have continued their desolating career, and a complete prostration of public credit has been the consequence.

The causes which have led to the present disastrous state of affairs, may be attributed mainly to the unfortunate system of government adopted by Spain for her colonies, and the baneful influence of war, which has created a military spirit, unchecked by any moral restraint. Each chief has been ambitious of power; extensive and thinly-populated territories have favoured revolutionary demagogues, whose designs have been too often matured by the total absence of means for prompt communication, and thus these countries have been kept in a state of political distraction and insecurity, at total variance with their wellbeing and prosperity, and the stores of immense wealth with which nature has so abundantly endowed them, have remained unproductive.*

* In consequence of the scantiness of population in South America, the governments of the three states of Chile, Bolivia, and Peru, have severally encouraged the settlement of foreigners in their respective territories. Decrees, for this object, have been officially published, offering them every protection and facility. The present population of Chile and Peru has before been stated. That of Columbia, now divided into three separate states, may be thus generally described :

No scheme can possibly be devised so effectually to correct these evils, and to bring about a better order of things, as the establishment of a close and constant communication by steam; which is the more essential from the almost total absence of locomotive means by land, and the long and tedious navigation by sea. By such an establishment the executive authorities of these states will become invigorated, and acquire an impetus and moral strength to which they have hitherto been strangers; the seeds of revolution will not have time to take root; their mineral and agricultural wealth will be developed, and their revenues increased; the spirit of social and commercial intercourse, so intimately connected with the moral and political advancement of nations, will be infused; the interests of society will be better understood and strengthened by the interchange which will be produced, and their prostrate credit soon be restored.

In connexion with this highly interesting subject, there are other most important interests to be advanced and promoted. The British trade on those coasts has already assumed a

New Granada	.	.	1,600,000
Venezuela	.	.	800,000
Ecuador	.	.	800,000

The population embraced within the limits of the proposed steam communication exceeds 4,000,000.

character and importance which justify and demand the fostering care and protection of government. The communication proposed cannot fail to add to its facilities and security, to an extent scarcely paralleled in the annals of commercial intercourse. The reduction of the period of communication between Great Britain and the shores of the Pacific, from nearly four months to about forty days, must afford to the merchant and manufacturer the incalculable benefit of that constant and frequent advice, which will enable them to regulate their shipments according to the demands of foreign markets. Moreover, the proceeds of their goods will be available three or four months earlier than they now are; their agents will be able to take advantage of changes in markets, embracing an extent of coast of more than three thousand miles, without incurring the present risks or delay; an increased demand for British manufactures will be produced; greater security to person and property will be enjoyed, and her Majesty's squadron, stationed in those seas, will be rendered infinitely more efficient for every purpose.

That these beneficial objects are worthy the care of the British government, and that they may, with little comparative expense or trouble, be realized, no one who has examined the sub-

ject with care and the attention it deserves, can possibly doubt. The reports of the British consuls and of British subjects residing on the shores of the Pacific, sufficiently attest the vast importance of the object, as well as the perfect facility with which it may be accomplished. Can it then be doubted, that the British nation and government will be eager to participate with individuals in zeal for its promotion, and in the honour of its success ?

The motives already urged in support of the proposition, are doubtless sufficient to sustain its importance ; but, in rendering the aid required for its establishment, its relation to other interests must also be considered, as well as its influence on the more remote sections of the British empire.

The island of Jamaica,* placed in a geographical position, which, by means of the proposed arrangements, will make her the keystone of the Pacific, will be enabled to resume her formerly lucrative trade with those countries, and become a depot of supplies, her drooping commerce will receive a new impulse, and her prosperity be greatly promoted.

* In illustration of these observations, vide map annexed, for the purpose of giving the intended routes and distances for steam-boats, and the relative position of countries.

In connexion with this highly desirable object, there are other interests to be considered as forming a new link in the connecting chain of the British empire. Perhaps, at the first glance, it may be considered as taking too wide a range, and assuming a position too speculative, to insist that the interesting and important colony of Australia will be embraced within the limits of the proposed communication, which a reference to the map clearly demonstrates; by this route, the rough and turbulent seas of the southern regions will be exchanged for the gentle breezes of the Pacific. A little more than a month would enable the passenger from Australia* to reach the coasts of Peru or Chile, one or two weeks more to embark on the Atlantic, and that, with the aid of steam from Jamaica to England, the voyage could be successfully accomplished within the period of sixty or seventy days, thus relieving the passenger from a long, tedious and dangerous navigation, diversifying the voyage, and combining safety and despatch with the pleasure

* The intercourse between Australia and the west coast of America, is rapidly increasing; and when the establishment of steam navigation along the coast of Chile and Peru is realized, the passenger from Australia will be enabled to transfer himself to the steamers and continue his voyage to Panama and England.

and gratification of viewing new countries and enjoying new scenes.

Will it be urged that mankind are so much the slaves of custom, that they will not be induced to change their course to smoother seas and a more expeditious route? that those who have the means of availing themselves of the advantages proposed, will not accept them because they have been accustomed to another beaten track? that the facilities for correspondence will not be improved when so much time can be gained? We live in an age which renders a reply to these questions unnecessary. This is no picture of fancy; it is founded on sound calculations, and correct geographical data, and is fully entitled to the consideration of her Majesty's government, the British public, and every one interested in the rising colony of Australia.

If India has such high claims on England for the establishment of steam navigation (which she undoubtedly has) notwithstanding the innumerable obstacles to be overcome, and the enormous expense required to effect it, surely the western colonies of her Majesty's empire have some claim to a share of government patronage, particularly when scarcely any obstacle is to be encountered, and the outlay required will doubtless yield a reward for the investment.

Does the extent of the undertaking excite surprise or alarm? Let the plan be examined, and the geographical position of the connecting links be subjected to rigid scrutiny. Why should not England be the pioneer in a work which promises so much good to the most distant regions of her empire, and which takes in its train other colonies and other interests, forming a part of herself, and having equal demands on her for support and protection?

Hitherto the examination has been confined to the immediate results which may be expected from the establishment proposed, but the perspective points to other regions which will eventually be brought within its influence. The western coast of North America must participate largely in its benefits. Western Mexico, destined probably to form a separate state or states, will send the produce of her rich mines to that point which nature has so provided as the high road of communication with Europe. California, at present almost isolated from the civilized world, will also enjoy its renovating influence. The rich furs of North-western America will find a new channel for their transit to the great emporium of Europe; and even the distant regions of Kamtschatka will not be excluded from its benefits.

The islands of the west, forming a chain of groups extending almost to the shores of China, where nature has lavished all her bounties, will feel the invigorating influence of being brought within the reach of civilization, and receiving the fostering protection they so much required. It is only the bringing of these islands within the influence of a more healthy moral atmosphere that can check the growing evils under which the unfortunate islanders are suffering, and secure to them the sanctity of their homes and the privileges which nature has bestowed on them. In thus exercising that benevolence which has ever characterized the British nation, the advancement of trade and commerce may also be promoted, and these widely-extended islands, containing millions of our fellow-creatures, be brought within the sphere of civilization.

If it should be supposed that the importance of the objects here contemplated may have been magnified by an irrepressible anxiety to promote its establishment, an impartial examination of all the statements is earnestly solicited. The subject is fully submitted to the ordeal of public scrutiny.

London, July 31, 1837.

A GENERAL PLAN
OF
THE INTENDED OPERATIONS
OF THE
PACIFIC STEAM NAVIGATION COMPANY:
WITH REMARKS
ON
THE PASSAGE OF THE ISTHMUS OF PANAMA,
THE TRADE OF THE PACIFIC, &c.

A GENERAL PLAN, &c.

The Object of the Company.

THE object of the company is to establish steam navigation on the coast of the Pacific Ocean, from Valparaiso to the Isthmus of Darien, embracing all the principal commercial ports in Chile, Bolivia, North and South Peru, Equator and New Granada, and to open a communication by this route to Europe and North America.

When this plan shall have been realized and in successful operation, it is intended to extend steam navigation to central America and the coast of Mexico.

As a commencement to the meditated proceedings, it is proposed to place two steamers to ply between Valparaiso and Lima, and one between Lima and Panama, touching at such of the intermediate ports as may hereafter be deemed expedient; and each steamer to perform a round monthly voyage, that is, leaving and returning to her port of departure once a month. When the steamers are established

and their success ascertained, their number will be augmented as the increase of intercourse may render it expedient.

Facilities for Steam Navigation in the Pacific Ocean.

Perhaps in no part of the world is there to be found a field for steam operations, which offers so many advantages as the South Pacific Ocean: a mild and smooth sea, uninterrupted by storms or tempests; a bold and clear coast, free from shoals and dangerous reefs; an abundance of good harbours, accessible at all times and seasons, and the climates of those regions are for the most part temperate and healthy. These remarks are applicable to nearly the whole extent of coast from Chile to Panama: it may be observed, however, in respect to Chile, that the south winds are strong; but within a league of the coast, they do not blow more than eight hours out of the twenty-four. The remainder of the day is nearly or quite calm. In the winter season there are strong north winds occasionally, in the latitude of Valparaiso, but they seldom last more than twelve or twenty-four hours; indeed there are no winds to interrupt the operations of steamers. The ports of deposit are safe and secure,

and can be rendered equidistant one from the other, and increased or diminished as circumstances may require. Guayaquil affords ample facilities for repairing vessels, with an abundance of good timber, and capital workmen.

*Observations on the Decrees passed by Peru,
Chile and Bolivia.*

The governments of Peru, Chile, and Bolivia, have evinced a spirit of liberality for the attainment of an object so desirable as steam navigation on their respective coasts, by granting an exclusive privilege to the projector for a term of ten years, a release from all port charges (with the exception of a mere nominal one as it regards Chile) which would, under the recent system, have amounted to more than 20,000*l.* annually; a free use of hulks for the deposit of coals; a release from port charges in Peru, to vessels arriving with cargoes of coal, and a general obligation to facilitate, by every means, the operations of the steamers.

Class of Steamers required.

Small steamers of two hundred and fifty tons were originally proposed as the best adapted to present purposes; but the great advantages which larger steamers offered, and the general expenses of both being compared, a decided

preference was given to the latter. A large steamer can carry more coals in proportion to her consumption than a smaller; and although, in the larger steamer, the *daily* consumption is greater, the increase of speed renders the consumption on a sea voyage pretty nearly equal; for the small steamer is impeded by the slightest motion of the sea, when the larger is scarcely affected. Although there may be more room than necessary at first on board a large steamer, as communication increases by the facilities given to intercourse, there would be afterwards hardly sufficient. The expenses for working a steamer of two hundred and fifty tons, and one of five hundred tons, are nearly the same; the difference being trifling, particularly when compared to the great advantages afforded by the larger steamer.

Coal or Fuel, and the means of obtaining it.

Coal exists in various parts of the coast of Chile, in great abundance, and will afford an ample supply for steam operations in the Pacific, at a very moderate price. Extensive veins have been discovered in the island of Chiloe, at Valdivia, and in the bay of Talca-

huana;* several recent discoveries have also been made in Peru. It is found in the valley of Tambo, near Islay; in the island of San Lorenzo, which forms the harbour of Callao, and also on the coast to the north of Lima.

Payta can furnish excellent wood from the interior, if required, at a very cheap rate, and, the whole coast from Guayaquil to Panama is thickly wooded.

Until within a few years, the product of European shipments to the west coast was remitted in dollars and bullion, consequently vessels were either obliged to return in ballast, or proceed to India, or the Brazils, for a homeward freight, but such has been the development of the resources of that country, that the tonnage which supplies the imports is not now sufficient to extract the exports, consequently homeward freights have advanced, whilst outward freights have declined to such an extent, that if necessary, a large supply of coals could be furnished from England at a very cheap rate.

* We have the testimony of Lord Cochrane, now Earl of Dundonald, that this coal is well adapted for steam, to which purpose he applied it during his command of the Chile squadron in the Pacific.

Perhaps, however, the most convenient and economical mode of obtaining coal, would be from Australia, many large ships proceed from thence to the west coast in search of homeward freight, and coal might be substituted for ballast at a very small freight, and, as the price of coals in Australia is exceedingly moderate, some thousands of tons might be obtained; thus equally benefiting the commerce of Australia, and facilitating the views of the company.

Deposits for Coal.

One of the greatest difficulties in the establishment of steam navigation on the coasts of the Pacific, has been overcome by adopting hulks for the deposit of coals: the immense expense of landing, storing, and re-shipping, are thus obviated and custom-house impediments, which are known only to those who have resided on this coast, are avoided; for, whatever facilities the governments might have proffered, had this embarrassment continued, it would have been an insuperable objection to prompt action and despatch; moreover, this arrangement gives a degree of independence to the operations of the company, as the principal element is afloat. For the execution of the plan proposed, deposit hulks will be necessary in Val-

paraiso, Arica, Callao, and Payta or Guayaquil, each capable of receiving from four hundred to five hundred tons : these vessels could be procured on the coast at a very small expense, and made convenient for the reception and discharge of coal, heavy moorings would be necessary in Valparaiso ; but in the other ports any common ground tackle would answer. These hulks would also act as piers for the steamers, and as deposits for extra machinery, provisions, &c. ; also, for goods destined to be shipped on board the steamers, which could be cleared out on board the hulks, and thereby avoid the delay necessarily involved in the routine of custom-house regulations. Vessels bringing coals would also have the advantage of much greater despatch (as lighters or launches would not be required), by hauling alongside the hulks, and discharging without suffering any interruption. The revenue laws will require the deposit of the keys of the hulks in the respective custom-houses, and the attendance of an officer on the receipt or delivery of any goods, The expenses of these hulks may be defrayed by the charge of one or two rials per package, for goods deposited.

There will be no immediate necessity of making a coal deposit in Panama. At present,

the shipments from the south coast to Panama, are confined to specie; therefore, a sufficient quantity of coal could be taken on board the steamer at Payta and Guayaquil, for the return voyage.

Periods of Sailing, and General Arrangements of Voyages.

It is quite impossible, at present, to lay down any fixed rule for the minor operations of the steamers, as they must always be subject to the improvements which time and experience may suggest. But as some general plan is necessary, it is proposed that the two steamers intended to ply between Valparaiso and Lima, should sail simultaneously from each of those places, on the first of every month, touching at such of the intermediate ports as may be found necessary; each performing a round monthly voyage, and thereby establishing a communication every fifteen days, between those ports. The steamer which is intended to ply between Lima and Panama, should leave the former port about the 10th of each month, which would enable her to take the mail and passengers that left Valparaiso on the first, and, returning, reach Lima on the 1st of the following month. By this arrangement, each steamer will require about fifteen

days' steaming per month, a duty which, considering the calm state of that sea and the consequent slight wear and tear, cannot be considered too great, and admits of ample time to keep the machinery in order, take in coals, and make such repairs as may be necessary.

Engineer Department.

There is, perhaps, more importance to be attached to this department than to any other comprehended in the arrangements, and the success of the enterprise will be influenced in a great measure on the selection of the engineers, who must be sober, experienced men. To secure their services, they must be liberally paid; and it may be prudent to exact bonds for the faithful performance of their contracts, and to retain in hand a large moiety of their wages, as a guarantee for their good conduct. The firemen should also, in the first instance, be procured in England: in a short time, however, the natives may be made perfectly efficient for this duty. A forge on board would also be necessary.

Engines and Boilers.

Each steamer should be provided with two low-pressure engines, in preference to one, as in case of accident to one, the other would enable

the steamer to reach her destination: moreover, there is danger in a sea-way of a single engine hanging on the centre. It would also be desirable, that the engines should be worked on the expansive principle, so that twenty or thirty horse-power should always be held in reserve; the engines will thereby be relieved from straining, and, when great exertions become necessary, the means are at hand. The calibre of all the engines should be the same, and such duplicates furnished as may be necessary.

Fiscal Arrangements.

It will require both labour and experience to establish a well-digested code of regulations for this department; the statements, as laid down in Schedule B,* together with the rates of freight, as stated in Table C, were made for the object of showing the practicability of sustaining the proposed establishment of steam navigation, and not with a view of fixing any arbitrary rule: the policy and propriety of the proposed reductions will doubtless be obvious to all; but in the future arrangements, it will be necessary not only to consult time and distance, but also certain circumstances of a peculiar character, on various parts of the coast, which should

* Vide tabular statement annexed.

have a great influence in the adjustment of this matter.

Mail Department.

The first introduction of steam navigation to these countries, will not only be a difficult, but an expensive operation ; therefore, every branch connected with commerce, should be made tributary to its support. The influence of steam navigation on this department, by establishing a regular and rapid intercourse, will be of primary importance to every state within its limits. To commerce the benefits will be incalculable ; and, in a moral and political point of view, it is of the highest interest. A low tariff of postages in every country is very desirable, and all who are conversant with South American habits and customs, will admit that here it is indispensable. Under this system, the increase of correspondence will be immense, and the pecuniary result will far exceed the estimates. Moreover, it facilitates the views of the company, as it will increase social intercourse. The governments of the several states interested, will be ready to adopt the most liberal measures to sustain this object, and will enter into a speedy co-operation to effect it. The plan suggested is also the only one which would secure all the correspondence to the mail.

Insurance.

This is another ramification which may also contribute to the interests of the company. The want of means to effect insurance, is perhaps one of the greatest evils to which the local commerce of this country is exposed. There are no establishments of this nature on the west coast; and in small communities, it is difficult to find either the individuals or capital requisite; moreover, large sums are shipped on board a single vessel; therefore the principle of under-writing is lost; for a judicious under-writer first seeks good risks, and then has them as widely divided as possible. This evil may be partially remedied, by having policies opened to an extent sufficient to cover all property which may be shipped on board the steamers; and any individual requiring insurance, would merely declare the amount to the agent, and pay his premium. How far this plan could be connected with the views of the company, is a matter of question; but even if it were undertaken by a body of individuals, its influence would be highly beneficial, as the facility of effecting insurance would always be an incitement to shippers to give the preference to steamers.

Under the system pursued at present in the Pacific, the foreign merchant is the under-writer, inasmuch as, were a heavy loss sustained, nine times out of ten it would fall on the vender of the goods; therefore the establishment proposed, would be productive of immense benefit to the foreign community, of great utility to native enterprise, and aid in bringing commercial pursuits under a better system than is practicable at present. The risks in the navigation of the Pacific, are limited; but it is sufficient that losses do occur, that shippers should have the benefit of improving the advantages and security afforded by insurance.

The Isthmus of Panama.

For the information of those who are unacquainted with the localities of Panama, and the difficulties and facilities to be met with in the transit of the isthmus, the following remarks may be useful. The seasons are distinguished by rainy season and dry season. From June to November constitutes the former, and November to June the latter. During the rainy season, the journey from the Pacific to the Atlantic, can be performed in two days; while in the dry season twenty-four hours only are necessary: from the Atlantic to the Pacific, during

the rainy season, three days are required ; and in the dry season it can be accomplished in two days. This difference is owing to the swelling of the river produced by rains. The journey from Panama to Cruces is performed on mules, being a distance of twenty-one miles, over a bad road. In Cruces, there are canoes of all sizes always in readiness, in which passengers embark and descend the river to Chagres, the seaport of the Isthmus, where they re-embark on board of the first vessel which suits their convenience.* The transit of the isthmus during the dry season is neither inconvenient nor unpleasant ; the canoes are covered : provisions, fruits, &c. are abundant along the banks of the river ; the temperature, though warm, is perfectly healthy, and there is always personal security. During the rains you are subject to great exposure and consequent illness ; but, were a good road once opened, and a steamer on the river, there would be no danger at any season, and the journey from sea to sea could be accomplished in eight or nine hours, without the slightest inconvenience.

* Steam-vessels not drawing more than twelve feet of water, can navigate the Chagres to the junction of the river Trinidad, at all times and seasons. The question is, whether in the dry season a light steamer could reach Cruces. At some part of the year it certainly might, without deepening the channel artificially.

Sending out Steamers to the Pacific Ocean.

Several plans have been suggested for the navigation of steamers to the Pacific Ocean, all having their peculiar advantages and disadvantages; but the least difficult, and perhaps the most secure, is the exclusive use of sails without the aid of steam. This plan is also the most economical: the wear and tear and straining of the engines, is thus avoided, and the liabilities to the ordinary contingencies of risk are diminished. A long and steady strain on the engines has doubtless a very injurious effect, and the boilers, from continued heat must also suffer seriously; all those difficulties are avoided by the use of sails, and the voyage, if not performed so quick, will be probably more secure. The navigation of the Straits of Magellan could be effected with much more ease and despatch by steam, and probably with less risk; nevertheless, by using care and caution and improving favourable opportunities, the navigation could be effected by sails without any apprehension, and there is scarcely a doubt, that, by this arrangement, the voyage could be performed from England to the coast of Chile in about four months.

Another plan proposed, is navigating by steam to the Pacific, under the following arrangements :

Taking Falmouth as a starting-point, it would be necessary to steam from thence to the latitude 27° north, and the longitude of 19° west, or thereabouts, to meet the trade-winds, which is a distance of thirteen hundred and fifty miles, and could be accomplished in about eight days, at the rate of seven miles per hour. The paddles, or such a part of them as may be deemed necessary, could then be unshipped, the wheels lashed, and the navigation with sails continued to the latitude of 23° south, and longitude 33° west, which is the usual point of termination to the southern trades, and is a distance of three thousand one hundred and thirty miles, which, at six miles per hour, could be effected in twenty-one days : from thence to Montevideo, steaming should be resumed, the distance being fourteen hundred and forty miles, which, at the rate of eight miles per hour (the steamers being now light) would require about eight days.

After reaching Montevideo, where the colliers have been ordered to stop and await the arrival of the steamers, a relay of coals could

be taken on board, and after remaining seven days, for the purpose of recruiting and putting the engines in order, take their departure for the Pacific, under steam, keeping near the coast of Patagonia, to the entrance of the Straits of Magellan. The distance from Montevideo to Valparaiso, is two thousand six hundred and eighty miles, which, at an average of seven and a half miles per hour, would be accomplished in fifteen days. As the quantity of coal required to steam this distance might be short, it would be advisable to stop at Port Famine in the Straits of Magellan, which is an excellent harbour, abounding in wood and water, and there receive such a quantity of the former as the spare room on board could accommodate, and resume the course for Valparaiso; and as the prevalent winds are from south-west, a few days only would probably be required to reach their destination. Should the weather prove rough and boisterous, with the wind blowing from the west, the passage by Sir John Norborough's Islands might be taken down through the Archipelago, as far as Tres Montes, or any other passage seaward.

The following would be the result of the voyage :

FROM ENGLAND TO THE PACIFIC. 317

	Miles.	Days.
From Falmouth to $\begin{smallmatrix} 27^{\circ} \text{ N.} \\ 19^{\circ} \text{ W.} \end{smallmatrix}$	1350	8
„ $\begin{smallmatrix} 27^{\circ} \text{ N.} \\ 19^{\circ} \text{ W.} \end{smallmatrix}$ to $\begin{smallmatrix} 23^{\circ} \text{ S.} \\ 33^{\circ} \text{ W.} \end{smallmatrix}$	3130	21
„ $\begin{smallmatrix} 23^{\circ} \text{ S.} \\ 33^{\circ} \text{ W.} \end{smallmatrix}$ to Montevideo	1440	8
„ Montev. to Valparaiso	2680	15
Detention in Montevideo		7
„ Port Famine		3
	— — —	— —
Whole distance and time	8600	62

Hence, it would require thirty-one days' steaming; and, at an estimate of eleven tons of Llanely coal per twenty-four hours, the whole quantity required would be three hundred and forty-one tons, one-half of which would be received on board in England, and the other half in the Rio Plata. It is presumed that steamers of the size named would be fully equal to receive this quantity, over and above spare machinery, provisions, and water. Should it be thought that the passage from England to the Rio Plata would be too long, one or two colliers could be ordered to stop at the Cape de Verd Islands, which could be done without much delay or expense, as they lie in the direct route of the steamers.

Statistics of Trade, and the favourable Influence of Steam Navigation.

It is only since the dynasty of Spain ceased to exist in South America, that the shores of the Pacific have been thrown open to foreign commerce; and when it is considered how much these countries have suffered, from continued revolutionary convulsions, the rapid advance of commerce and trade is somewhat extraordinary. The following statement of imports, is from the best data which could be obtained:

	Dollars.
British	10,000,000
North America	2,500,000
French	1,500,000
Peninsular	1,000,000
Germany, and other places on the continent	} 1,250,000
China, Bengal, and Manilla .	750,000
Brazil and Buenos Ayres .	300,000
	<hr/>
Total	17,300,000
Of which there is consumed in	
Chile	4,500,000
Peru and Bolivia	7,500,000
Equador and New Granada .	1,500,000
Central America	1,000,000
Mexico and California	2,800,000
	<hr/>
Total	17,300,000

The whale fishery of the Pacific, may be estimated as follows :

	Dollars.
North American	12,500,000
British	5,000,000
French	3,000,000
	<hr/>
Total	20,500,000

The whole interest involved, including the Pacific whale fishery, amounts to nearly forty millions of dollars.

The beneficial influence of steam navigation along the shores of the Pacific, and the opening a communication with Europe and North America, *via* Panama, are subjects of deep interest, not only to those engaged in commerce with the Pacific, but also to the whole commercial world. The present state of communication is long and tedious—between Peru and Great Britain, it may be averaged at about four months; while, by the proposed route, it will be reduced to little more than one-third of that period, viz.,

	Days.
Lima to Panama	6
Pacific to Atlantic	1
Isthmus to Jamaica, by steam	3
Jamaica to England	36
	<hr/>
Total number of days	46

By substituting steam navigation between Jamaica and England, the voyage from Great Britain to Peru, could be performed in little more than a month.

The security which will be given to commerce by this prompt communication; the facilities afforded to merchants in realizing the proceeds of their shipments; the consequent increase of trade; the regularity of advices along the shores of the Pacific, so desirable for British commerce; are points of universal interest. To the squadrons stationed in those seas, an immense advantage will also be gained by the facility of communication and the increased efficiency of their operations. The moral influence to be effected will tend to strengthen and sustain the governments of the respective states against the usurpation of revolutionary demagogues.

DOCUMENTS
RELATING TO
STEAM NAVIGATION
IN THE
PACIFIC.

MEMORANDUM.

Lima, June 18th, 1836.

THE attention of the British merchants and residents in Peru is, hereby, requested to the annexed copies of despatches upon the subject of opening, through Panama, a direct communication between Great Britain and the Western coast of South America.

It will be collected from these despatches that H. M. government has every disposition to afford facilities for carrying this object into effect; but it must be manifest that, without the active co-operation of the parties, who would more immediately benefit by the proposed arrangement, it cannot easily be realized.

The British merchants and residents in Peru, are therefore hereby invited, for their own sakes, to furnish this Consulate General with every information in their power respecting the probable utility, practicability, and the most convenient and least expensive method of effecting a periodical intercourse between the

several ports of the Pacific and Panama, specifying at the same time the estimated expenses attendant upon any plans suggested by them, and how it is proposed they should be defrayed, and as nearly as can be ascertained, an average estimate of the amount of correspondence which may be expected to pass through this channel.

Gentlemen willing to supply any information whatever on this subject, would render it more available and interesting by forwarding it, in writing to this Consulate General, as early as may be convenient to them.

After a reasonable time has been allowed for the consideration of this subject, in all its bearings, it is proposed to convene a public meeting, in order to secure an unreserved discussion upon the merits of the several plans suggested, and thereby to collect, in a fuller and more satisfactory manner, the general sense of the parties interested in the establishment of a direct communication between Great Britain and the western coast of South America, respecting the most advisable plan to be adopted to secure that object.

The benefits of a direct intercourse between the several ports of the Pacific and Panama, and from thence to Jamaica, not being confined to British subjects alone, this Consulate Gene-

ral would thankfully receive from foreigners any suggestions or information respecting the above points which they may be kind enough to afford to it.

BELFORD HINTON WILSON,
CONSUL GENERAL.

To the British Merchants and Residents
at Lima and Callao.

Communications upon the foregoing subjects have been entered into with H. M. Consul General in Chile, with the Commodore commanding H. M. Naval Forces in the Pacific, with H. M. Consuls at Guayaquil and Islay, and with the British Merchants at Arica and Payta.

MINUTES of the proceedings of the British Merchants and Residents at Lima and Callao, at a Public Meeting, held in Lima, at H. M. Consulate General, on the 12th of August, 1836.

At a public meeting of British merchants and residents at Lima and Callao, held at H. M. Consulate General, on the 12th day of August, 1836 (His Majesty's Consul General in the

chair) to take into consideration the subject of opening a direct communication between Great Britain and the western coast of South America, by way of Panama, it was unanimously agreed :

1st. That the successful accomplishment of such an object would be of the highest importance to British commercial interests on the west coast of South America, from its affording additional securities and facilities to British industry and enterprise, by bringing them in closer and more frequent connexion with the several ports of the Pacific coast, thereby stimulating the industry of its inhabitants, and, consequently, fomenting and enlarging their future means of commercial intercourse with Great Britain.

2d. That, duly appreciating the consideration already given by His Majesty's government to this object, and the formal announcement of its favourable disposition to afford facilities for carrying it into effect, the meeting gladly avails itself of this opportunity to express its respectful gratitude, for such an unequivocal proof of the anxiety of His Majesty's government to promote, by every proper means, the commercial interests of Great Britain, on the western coast of South America.

3d. That, with a view of furthering this ob-

ject, a committee be named by the present meeting, to examine into, and report upon, the expediency and practicability of any project, for establishing a periodical intercourse between the several ports of the Pacific and Panama, which may be submitted to their consideration; or to suggest and prepare a project by which this object can be best effected, specifying at the same time the estimated expenses attendant upon any plans suggested by them, how it is proposed that they should be defrayed, and, as nearly as can be ascertained, an average estimate of the amount of correspondence which may be expected to pass through this channel.

4th. That this report be presented to another General Meeting of British merchants and residents to be expressly convened by His Majesty's Consul General for that purpose.

Belford Hinton Wilson, Consul General, and Chairman.

William Hodgson.—J. Sutherland.—William Duff.—William Reid.—C. R. Pflucker.—Samuel Lang.—H. Kendall.—J. Farmer.—Frederick Pfeiffer.—John Maclean.—Valentine Smith.—J. Thomas.—Christopher Briggs.—George Parker.—C. F. Bergmann.—George T. Sealy.—Charles Higginson. — William Maclean. — Thomas Young.

Report of the Committee, appointed by a public meeting of British Merchants and Residents at Lima and Callao, to inquire into the expediency and practicability of establishing a periodical intercourse between Great Britain and the Western Coast of South America, via Panama.

THE Committee appointed by the British merchants, at a public meeting held on the 12th ult., at his Majesty's Consulate General, "to examine into, and report upon, the expediency and practicability of any project, for the establishment of a periodical intercourse between the several ports of the Pacific and Panama, that might be submitted to their consideration," have now the honour of presenting the following report as the result of their deliberate and unanimous opinion.

The total impracticability of establishing, at the sole or joint expense of native, British, or foreign residents on the Pacific coast, a line of packets between the several ports of that coast and Panama, having for its principal object a periodical conveyance of letters, at once presented itself to the committee, on account of the very inadequate income to be

derived from the postage of letters, compared with the heavy expenses necessarily attending such an establishment. The insufficiency of sailing vessels for the proposed object, also suggested itself to the committee; as it was manifest, on considering the general prevalence of southerly winds, currents and calms, and the delays necessarily attending the delivery of an English mail-bag at each of the principal ports between Panama and Valparaiso, that little, if any, time could be saved in the transmission of European letters by the substitution of such a mode of conveyance for the usual one round Cape Horn.

The attention of the committee was therefore directed to the possibility of establishing steam navigation in the Pacific; but, although a public notice, inviting the presentation of projects on the subject of the proposed packet communication was circulated by his Majesty's Consulate General on the 18th of June last, only one had been sent in, namely, that of Mr. William Wheelwright.

Exclusive privileges having been already conceded to this project, by the governments of Chile, Bolivia, and Peru, no attempt to establish steam navigation along these coasts could be made until the expiration of the term of ten

years, for which they had been granted: consequently it became incumbent on the committee, in discussing the means of securing the establishment of the projected periodical mails, to ascertain the views of Mr. Wheelwright, and his willingness to render his project available for that object. This gentleman having therefore been applied to on the subject, formally pledged himself to recommend to the projected "Pacific Steam Navigation Company" the introduction of an article into its constitution, binding it to convey all letters addressed to and by British subjects from any one point to any other within the limits of the navigation of the company, at the rate of one rial, or sixpence, for each single letter; two rials, or one shilling, for every double letter; four rials, or two shillings per ounce weight, for packets of letters; and newspapers, of all countries, at one rial, or sixpence per pound weight,—provided that a corresponding liberality be evinced by his Majesty's Postmaster General, on establishing the rate of postage by his Majesty's packet to Chagres: the mode of making up and the delivery of the mails to be arranged with his Majesty's Consuls respectively, at the several ports of their residence, so soon after the steamers are in operation as the concurrence of the se-

veral South American governments may be obtained.

This proposal appearing to the committee to be extremely fair and moderate, they recommend its consideration and adoption to his Majesty's government.

Considering, therefore, that Mr. Wheelwright's project offered the only fair prospect of securing the object of the committee's inquiry, namely, the possibility of establishing a periodical intercourse between the several ports of the Pacific and Panama, with a view more particularly to the conveyance of letters, by that route, to and from Europe, it was deemed proper carefully to examine the practicability and expediency of the means, by which Mr. Wheelwright proposed to effect that object; and the following is the result of their deliberations, on the principal points connected therewith, formed after entering into the fullest examination of the data on which Mr. Wheelwright has founded his calculations.

1. That three steam vessels, the number with which Mr. Wheelwright proposes to commence the undertaking, having duplicates of all parts of their engines and gear subject to become deteriorated, would be sufficient, at the outset, for its ordinary exigencies; but, considering the

wide distance of space and time between the Pacific coast and European resources, they think it proper to recommend that a fourth be added, by way of reserve, in case of accidents.

2. That as the original cost of the vessels, and the expenses attending them until their arrival in the Pacific, can be best calculated in England, where it is proposed to build them, the committee only examined into the accuracy of the estimates of the income and expenditure of the undertaking, on the assumption of the steamers having arrived in the Pacific, and being in full operation.

3. That the estimate of expenses attending the navigation of each of the steamers, as per schedule A, annexed, is fairly calculated, taking into consideration the local and other circumstances and peculiarities of the Pacific coast.

4. That the rate of charges, specified under the several heads of schedule B, annexed, is extremely moderate, compared with the existing charges, and well calculated, therefore, to encourage and increase the intercourse by steam between the different ports of the Pacific.

5. That the estimated number of passengers and letters, and quantity of freight likely to be conveyed by this quick and economical means of conveyance, as detailed in Schedule C, do

not appear to the committee to be exaggerated, when the steam navigation of these coasts shall have come into regular and full operation; or, at all events, within two years from the date of its establishment; consequently, the calculations (proved to the satisfaction of the committee) fully establish, that the revenue will be sufficient to pay the annual charges for its maintenance, and still afford profit to the proposed company.

The committee have abstained from commenting upon the almost incalculable advantages and benefits, likely to accrue, to all interests in any wise connected with the countries bounded by the Pacific Ocean, from the successful establishment of the projected periodical intercourse with Europe via Panama; because its vast importance and expediency were so fully recognised and admitted by the first article of the resolutions, agreed upon at the general meeting of the British merchants and residents at Lima and Callao, prefixed to this report.

The committee also deem it their duty,—after a dispassionate review of the immense exertions and expenses incurred by the projector, Mr. Wheelwright, in procuring the privileges obtained in favour of his proposed undertaking, from the several governments of Chile

Bolivia, and Peru, and the great value of those services and privileges to the success of the enterprise,—to recommend their importance to the consideration of the projected company in any estimate, which it may think proper to form, with a view to their remuneration; and, bearing in mind the unceasing mental and physical exertions required for an efficient superintendence of the interests of the company, in their practical management on these coasts, to suggest that a sum, of not less than five per cent. on all receipts, be allowed to the principal managing agent, as remuneration for such superintendence.

In conclusion, the committee have to remark, that, considering the intimate connexion existing between the whole trade of the Pacific coast and Callao, and the central situation of that port, they could not, consistently with a proper consideration of the subject submitted to their investigation, have limited their inquiries to the practicability of any project for the establishment of a periodical intercourse only between the ports of Peru and Panama; they were therefore constrained to embrace, in their inquiries respecting the eligibility of the project presented to them, the question of its practicability and adaptation to all the

principal ports from Valparaiso to the Isthmus.

Lima, 5th September, 1836.

Belford Hinton Wilson, *Chairman.*

William Duff,—Charles R. Pflucker,—Samuel Lang,—John Thomas,—*Committee.*

At a public meeting of his Britannic Majesty's subjects residing at Lima and Callao, held at his Majesty's Consulate General, in Lima, on the 7th day of September, 1836, convened pursuant to a resolution of a former meeting, held on the 12th day of August last, to take into consideration the report of the committee then appointed to inquire into the practicability of establishing a periodical intercourse between the several ports of the Pacific and Panama—

It was unanimously agreed, after a careful examination of the report and the tables annexed thereto, as well as of the data upon which they were founded, “to approve of and adopt the said report, as expressive of the unanimous sentiments and opinions of the meeting.”

2. That the meeting recommend that the report, with the explanatory tables, be printed in English and Spanish, for circulation amongst all persons likely to be benefited by the pro-

jected undertaking, with a view of more fully elucidating the subject and of collecting their opinions thereon.

Belford Hinton Wilson, *Chairman*.

H. Witt.—R. R. Calvert.—Samuel Lang.—
William Duff.—George T. Sealy.—George
Parker.—J. W. Leadley.—William Reid.—
W. Hodgson.—J. Sutherland.—J. S. Platt.
—Valentine Smith.—Henry Kendall.—
Frederick Pfeiffer.—C. F. Bergmann.

PROCEEDINGS OF A MEETING IN CHILE.

At a meeting held this day, convened by H. B. M. Consul General, at the Consulate, in order to receive the report of a commission which had been previously named for the purpose of examining into the practicability and means of establishing a steam communication between the ports and places on the coast of the Pacific, from Valparaiso to Panama, and the estimates presented by Mr. William Wheelwright, and giving any other information they might consider useful, connected with this object, and report their opinion thereon—

THEY HAVE REPORTED AS FOLLOWS:

1st. That they are unanimously of opinion that the estimates presented as per Schedules

A, B, C, and their accompanying statements are formed from the most correct obtainable data, and that their general result is fair and equitable and may be safely relied upon.

2d. That the establishing of steam-boats on this coast will not only be attended with great benefit to the trade generally, but also in our opinion with considerable profit to the stockholders.

3d. That the want of capital and experience in such undertakings in these countries would render it difficult to procure a sufficient number of subscribers.

4th. That the privileges granted to Mr. Wheelwright by the different Governments in South America have been conceded on the understanding that the natives of the respective countries would be invited to participate in the enterprise.

5th. That the company should be formed either in the United States of America or in Europe, and that a sufficient sum must be raised to carry the project into full execution. The Constitution of the Company should then be transmitted to the different States on this coast to such agents as the Directors may name, with instructions to advertise in the public papers for a given time for subscribers; the money

received for the share so taken, if not required for the immediate purposes of the Company, may be proportionally divided among the shareholders, so that all may be placed on the same footing. By this means no delay will take place in the formation of the Company and the engagement of Mr. Wheelwright as far as regards the inhabitants of the South American States will be fulfilled.

Valparaiso, Nov. 8th, 1836.

(Signed) Frederick Boardman. — George Lyon.—B. Fernandez Magueira.—Robert Edward Alison. — Sebastian Lezica. — Henry Chauncey.—G. L. Davy.

The undersigned, having carefully examined and discussed the recommendations of the Committee, are unanimously of their opinion, and agree that an authenticated copy of the proceedings be furnished to Mr. Wheelwright, with our thanks for his exertions in an enterprise which we consider will be attended with great advantages to British and foreign interests.

Valparaiso, this Eighth day of November, 1836.

(Signed) John Walpole, Consul General.—Henry Cood. — Waddington, Templeman, & Co.—Dickson, Price, & Co.—Gemmells & Co.—P. P. Henry R. Harker.—Thomas Edward

Brown & Co.—McCall & Co.—Kunhardt, Moller, & Co.—Smith, Pearce, & Co.—P. P. Thomas Atkinson.—Doursther, Serraus, & Co. George and Robert Young, & Co.—Green, Nelson, & Co.—Le Bris & Le Motte.—Robert F. Budge.—Thomas Ritchie.—Edmund Croft.—Pedro King & Co.—Veug, Maquierra, y Co.—Guill. Robinett.—Edward Beyerback.—Hagan, Hall, & Co.—P. P. William Gillman.—Naylor, Boardman, & Co.—Gibbs, Crawley, & Co.—Sewell & Patrickson.—R. H. Corfield.—Alsop & Co.—S. Lezica.—Walker, Brothers.—Lyon & Santa Maria.—Myers, Whitehead, & Co.—Lilyevalch & Burdon.—Thomas Monasterio.—Edward L. Scott.—Alexander Cross.—Francis Burdon.

I, A. G. Miller, H. B. M. Acting Vice Consul for Chile, do hereby certify that the above and before written is a true copy of a certain original writing exhibited before me at this Consulate: In witness whereof, I have hereunto set my hand and the Consular seal of office, this 11th day of November, 1836.

A. G. MILLER, H. M. Acting Vice Consul.

SCHEDULE A.

Estimate of the annual expenses of four steamers of four hundred and fifty or five hundred tons each, one of which to be kept in reserve.

	Dollars.	Dollars.	Dollars.
3 Captains	2000 each	6000	
3 Head Engineers	1500 ditto	4500	
3 First Mates	1000 ditto	3000	
3 Second Engineers	1000 ditto	3000	
3 Second Mates	500 ditto	1500	
3 Clerks	500 ditto	1500	
3 Stewards	360 ditto	1080	
3 Cooks	360 ditto	1080	
12 Stokers	240 ditto	2880	
24 Sailors	180 ditto	4320	
12 Servants	150 ditto	1800	
			30,660
Provisions as per estimate, No. 1, A.			28,062 4
Coal as per estimate, No. 2, A.			56,000
Agencies from Chile to Panama			18,000
Wear and tear and contingencies			30,560
Post Office department			3,000
Insurance on 400,000 dollars, estimated cost of four steamers, at 5 per cent.			20,000
Interest on 450,000 dollars, capital required at 6 per cent. per annum			27,000
Commission of 5 per cent. on receipts of 466,950 dollars			23,347 4
			<hr/>
			\$ 236,630
			<hr/>

Reduced to sterling money at 48*d.* per dollar is £47,326

Estimate referred to in Schedule A.

Estimate of the annual charges for the maintenance of the passengers and crews of three steamers.

	Dollars.
2300 passengers from and to Valparaiso, Coquimbo, Huasco, and Copiapo, 4 days on board, at 4 rials each per day	4,600
1300 ditto from and to Cobija, Iquique, Arica, Islay, and Callao, 5 days, at 4 rials each	3,250
1200 ditto from and to Callao and Pisco, 1 day, at 4 rials each	600
2500 ditto from and to Payta and the intermediate ports to Callao, 4 days, at 4 rials each	5,000
700 ditto from and to Peru and Chile, 14 days, at 4 rials per day	4,900
500 ditto from and to Payta and Guayaquil, 2 days, at 4 rials each	500
100 ditto from and to Guayaquil, Payta, and Choco, 2 days, at 4 rials each	200
200 ditto from and to Panama, Guayaquil, and Payta, 7 days, at 4 rials	700
50 ditto from and to Panama and Choco, 4 days, at 4 rials each	100
60 individuals for the crews, 365 days, at 3 rials each	8,212 4
	<hr/>
Annual expense of maintenance	\$28,062 4
	<hr/>

Reduced to sterling money, at 48*d.* per dollar, is £5612 10

No 2, A.

Estimate of Voyages to be performed yearly, and of the annual consumption of coal by three steamers, each worked by two engines of eighty-horse power.

	Tons.	Dols.	Dols.
		pr. tn.	
24 Voyages between Chile and Peru, each voyage requiring 14 days' steaming, at 12 tons of coals per day, is	4032		
12 Voyages between Peru and Panama, each voyage requiring 14 days' steaming, at 12 tons of coals per day, is	2016		
Extra allowance for contingences	952		
			7000, at 8, \$ 56,000

Reduced to sterling money, at 48*d.* per dollar, is £ 11,200

Proposals have already been made to the projector, to place any quantity of coals, free of all charges, less insurance, in the several deposits in the Pacific at eight dollars per ton; but, looking to the probable future increase of the exports of produce from the Pacific coast, and the consequent demand for shipping, the projector anticipates being enabled to procure them at a considerably lower rate, by entering into arrangements for procuring return cargoes for the vessels conveying them.

B. H. W.—W. D.—S. L.—J. T.—C. R. P.—
Committee.

L	„	4	4	85	34	1107	20	„	6	6	102	60	1486	22	„
O	„	3	10	85	34	992	20	„	6	„	102	60	1371	22	„
CA	„	2	„	68	25	697	18	„	4	10	102	51	1076	21	„
Q	„	1	6	51	20	528	18	„	3	10	85	51	907	20	„
J	„	„	16	25	12	420	16	„	3	„	85	42	799	19	„
A	„	„	„	„	„	285	10	„	2	10	68	34	664	17	„
S	„	„	„	„	„	„	„	„	„	21	51	17	379	15	„
T	„	„	„	„	„	„	„	„	„	12	34	10	295	15	„
	„	„	„	„	„	„	„	„	„	„	„	„	198	10	„

PAYTA.

GUAENAVENTURA

P.

„	2	5	34	17	747	8	„	5	13	110	60	1656	16
„	2	„	34	17	691	7	„	5	7	110	60	1600	15
12	1	9	34	17	541	6	„	4	18	102	51	1450	15
12	1	3	34	17	480	5	„	4	10	102	51	1389	13
12	„	15	17	8½	365	4	„	3	22	94	42	1274	12
„	„	„	„	„	215	2	„	3	6	85	42	1124	11
„	„	„	„	„	„	„	„	2	10	51	25	909	9
„	„	„	„	„	„	„	„	„	15	17	8½	479	5
„	„	„	„	„	„	„	„	„	„	„	„	335	4

AMBAYEQUE.

HUAUACHO.

„	6	6	120	60	1389	22	„	8	10	150	102	1656	30
„	4	18	102	51	1054	18	„	6	14	120	85	1321	25
„	3	10	102	51	910	17	„	5	20	102	85	1177	22
„	1	15	68	42	480	8	„	3	14	85	42	747	21
„	„	18	40	25	265	6	„	2	2	68	34	532	15
„	„	„	„	„	115	4	„	1	10	68	34	382	8
„	„	„	„	„	„	„	„	1	„	42	25	267	7
„	„	„	„	„	„	„	„	„	18	40	25	206	6
„	„	„	„	„	„	„	„	„	„	„	„	56	5

the difficulty of making even an appyident on looking at the co
 herefore necessarily subject to fut

SCHEDULE B.

STATEMENT showing the DISTANCE in nautical miles between the several Ports in the Pacific, the TIME now employed, and to be employed, between each, and the existing, and proposed RATES of Passage-money.

FROM	TO COQUIMBO.				HUASCO.				COPIAPO.				COBIJA.				IQUIQUE.				ARICA.				ISLAY.				PISCO.				CALLAO.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Miles	Days	Time by sailing vessels	Time by steam	Ordinary price	Price by steam	Miles	Days	Time by sailing vessels	Time by steam	Ordinary price	Price by steam	Miles	Days	Time by sailing vessels	Time by steam	Ordinary price	Price by steam	Miles	Days	Time by sailing vessels	Time by steam	Ordinary price	Price by steam	Miles	Days	Time by sailing vessels	Time by steam	Ordinary price	Price by steam	Miles	Days	Time by sailing vessels	Time by steam	Ordinary price	Price by steam																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
CALLAO	198	2	20	17	12		295	2	12	1	6	20	16	5		379	3	12	1	14	25	20		664	7	2	18	51	25		799	8	3	8	51	30		907	8	3	19	68	34		1076	9	3	11	68	34		1371	10	3	5	17	69	40		1486	11	3	6	6	68	42		1888	10	3	3	16	68	34		1778	10	3	4	22	51	34		1178	10	3	3	16	68	34		1076	9	3	3	6	51	30		781	7	3	3	6	51	30		697	6	3	2	22	34	17		992	8	3	4	4	51	34		528	5	3	2	5	34	20		612	6	3	2	13	34	24		504	6	3	2	2	34	20		420	5	3	1	16	28	17		243	4	3	1	1	28	12		412	6	3	1	18	30	15		277	4	3	1	4	20	12		277	4	3	1	11	17	8		169	2	3	1	17	17	10		464	5	3	1	23	25	20		295	3	3	1	6	20	12		295	3	3	1	6	20	12		410	4	3	1	12	85	34		410	4	3	1	12	85	34		579	18	3	3	85	34		687	18	3	3	85	34		822	19	3	4	4	85	34		992	20	3	4	4	85	34		1107	20	3	5	10	102	51		1191	20	3	6	4	102	51		1288	20	3	6	6	102	60		1371	20	3	6	5	102	60		1486	22	3	7	12	102	68		1871	22	3	6	5	102	60		1076	21	3	4	10	102	51		781	18	3	4	8	51	34		697	16	3	3	2	85	42		709	18	3	3	2	85	42		504	17	3	2	2	68	34		369	15	3	2	68	34		369	15	3	2	68	34		464	16	3	2	68	34		464	16	3	2	68	34		181	10	3	2	11	34	8		181	10	3	2	11	34	8		97	4	3	1	12	34	10		97	4	3	1	12	34	10		206	2	3	2	21	17	10		206	2	3	2	21	17	10		267	4	3	1	9	34	17		392	4	3	1	11	34	17		476	5	3	1	8	34	17		582	6	3	2	5	34	17		691	7	3	2	21	51	25		747	8	3	2	21	51	25		822	9	3	2	21	51	25		992	10	3	2	21	51	25		1107	11	3	2	21	51	25		1288	12	3	2	21	51	25		1371	12	3	2	21	51	25		1486	13	3	2	21	51	25		1871	14	3	2	21	51	25		1076	11	3	2	4	102	51		781	9	3	2	4	102	51		697	8	3	2	4	102	51		504	7	3	2	4	102	51		369	6	3	2	4	102	51		369	6	3	2	4	102	51		464	7	3	2	4	102	51		464	7	3	2	4	102	51		181	10	3	2	4	102	51		181	10	3	2	4	102	51		97	4	3	1	4	102	51		97	4	3	1	4	102	51		206	2	3	2	21	17	10		206	2	3	2	21	17	10		267	4	3	1	9	34	17		392	4	3	1	11	34	17		476	5	3	1	8	34	17		582	6	3	2	5	34	17		691	7	3	2	21	51	25		747	8	3	2	21	51	25		822	9	3	2	21	51	25		992	10	3	2	21	51	25		1107	11	3	2	21	51	25		1288	12	3	2	21	51	25		1371	12	3	2	21	51	25		1486	13	3	2	21	51	25		1871	14	3	2	21	51	25		1076	11	3	2	4	102	51		781	9	3	2	4	102	51		697	8	3	2	4	102	51		504	7	3	2	4	102	51		369	6	3	2	4	102	51		369	6	3	2	4	102	51		464	7	3	2	4	102	51		464	7	3	2	4	102	51		181	10	3	2	4	102	51		181	10	3	2	4	102	51		97	4	3	1	4	102	51		97	4	3	1	4	102	51		206	2	3	2	21	17	10		206	2	3	2	21	17	10		267	4	3	1	9	34	17		392	4	3	1	11	34	17		476	5	3	1	8	34	17		582	6	3	2	5	34	17		691	7	3	2	21	51	25		747	8	3	2	21	51	25		822	9	3	2	21	51	25		992	10	3	2	21	51	25		1107	11	3	2	21	51	25		1288	12	3	2	21	51	25		1371	12	3	2	21	51	25		1486	13	3	2	21	51	25		1871	14	3	2	21	51	25		1076	11	3	2	4	102	51		781	9	3	2	4	102	51		697	8	3	2	4	102	51		504	7	3	2	4	102	51		369	6	3	2	4	102	51		369	6	3	2	4	102	51		464	7	3	2	4	102	51		464	7	3	2	4	102	51		181	10	3	2	4	102	51		181	10	3	2	4	102	51		97	4	3	1	4	102	51		97	4	3	1	4	102	51		206	2	3	2	21	17	10		206	2	3	2	21	17	10		267	4	3	1	9	34	17		392	4	3	1	11	34	17		476	5	3	1	8	34	17		582	6	3	2	5	34	17		691	7	3	2	21	51	25		747	8	3	2	21	51	25		822	9	3	2	21	51	25		992	10	3	2	21	51	25		1107	11	3	2	21	51	25		1288	12	3	2	21	51	25		1371	12	3	2	21	51	25		1486	13	3	2	21	51	25		1871	14	3	2	21	51	25		1076	11	3	2	4	102	51		781	9	3	2	4	102	51		697	8	3	2	4	102	51		504	7	3	2	4	102	51		369	6	3	2	4	102	51		369	6	3	2	4	102	51		464	7	3	2	4	102	51		464	7	3	2	4	102	51		181	10	3	2	4	102	51		181	10	3	2	4	102	51		97	4	3	1	4	102	51		97	4	3	1	4	102	51		206	2	3	2	21	17	10		206	2	3	2	21	17	10		267	4	3	1	9	34	17		392	4	3	1	11	34	17		476	5	3	1	8	34	17		582	6	3	2	5	34	17		691	7	3	2	21	51	25		747	8	3	2	21	51	25		822	9	3	2	21	51	25		992	10	3	2	21	51	25		1107	11	3	2	21	51	25		1288	12	3	2	21	51	25		1371	12	3	2	21	51	25		1486	13	3	2	21	51	25		1871	14	3	2	21	51	25		1076	11	3	2	4	102	51		781	9	3	2	4	102	51		697	8	3	2	4	102	51		504	7	3	2	4	102	51		369	6	3	2	4	102	51		369	6	3	2	4	102	51		464	7	3	2	4	102	51		464	7	3	2	4	102	51		181	10	3	2	4	102	51		181	10	3	2	4	102	51		97	4	3	1	4	102	51		97	4	3	1	4	102	51		206	2	3	2	21	17	10		206	2	3	2	21	17	10		267	4	3	1	9	34	17		392	4	3	1	11	34	17		476	5	3	1	8	34	17		582	6	3	2	5	34	17		691	7	3	2	21	51	25		747	8	3	2	21	51	25		822	9	3	2	21	51	25		992	10	3	2	21	51	25		1107	11	3

SCHEDULE C.

An approximate calculation of the annual receipts of three steamers, of 450 or 500 tons each, prepared from the best obtainable data.

	Dollars.	Dollars.
2300 passengers from Valparaiso to Coquimbo, Huasco, Copiapo	12	27,600
Ditto, return passage	30	69,000
1300 ditto from Cobija, Iquique, Arica, Islay, to Callao	25	32,500
Ditto ditto, return passage	35	45,500
1200 ditto from Callao to Pisco	8½	10,200
Ditto ditto, Pisco return voyage	17	20,400
700 ditto from Chile to Peru	34	23,800
Ditto ditto, return voyage	68	47,600
2500 ditto from Callao to the North Peruvian ports	10	25,000
Ditto ditto, return voyage	20	50,000
500 ditto from Payta to Guayaquil	8½	4,250
Ditto ditto, return voyage	17	8,500
100 ditto from Payta and Guayaquil to Choco	20	2,000
Ditto ditto, return voyage	40	4,000
200 ditto from Callao and ports south of Guayaquil, to Panama	40	8,000
Ditto ditto, return voyage	68	13,600
50 ditto from Choco to Panama	25	1,250
Ditto ditto, return voyage	35	1,750
1,800,000 dollars freight from the ports of Copiapo, Huasco, and Coquimbo, to Valparaiso	½	9,000

	Dollars.	Dollars.
1,200,000 from other ports in Peru and Chile	$\frac{1}{2}$	6,000
200,000 dollars to Panama from the south ports	1	2,000
2400 tons freight, between Peru and Chile, in 48 voyages	8	19,200
2000 bales from Panama to Payta and Guayaquil	$2\frac{1}{2}$	5,000
100 tons freight from Payta and Guayaquil to Panama	10	1,000
100 ditto to Choco	8	800
Postages to and from Great Britain, Europe, No. 1 and 2.		14,000
Ditto from and to the United States, 20,000 sheets		2,500
Ditto between the ports of the Pacific, 100,000 sheets		12,500
		<hr/>
		\$ 466,950
		<hr/>
At the exchange of 48 <i>d.</i> per dollar is		£ 93,390
		<hr/>

Statements in reference to Schedule C.

No. 1.

An approximate return of the number of letters, expected to be forwarded annually from the several ports in the Pacific to Great Britain, via Panama, specifying the amount of postage to be recovered thereon, by the Pacific Steam Navigation Company.

Dollars.

From Valparaiso to Great Britain, via Panama	36,000 sheets	
Lima ditto	24,000	
Other ports ditto	12,000	
	<hr/>	
	72,000	at 1 rs. 9,000
Foreign correspondence, from the coast to other countries in Europe, via Panama and Great Britain	20,000	at 1 rs. 2,500
		<hr/>
		\$ 11,500
Reduced to sterling, at 48 <i>d.</i> per dollar		<hr/>
		£ 2,300
		<hr/>

No. 2.

Correspondence from Europe, via Great Britain and Panama, to New Granada, Ecuador, Peru, and Bo- livia	10,000	at 1 rs. 1,250
Correspondence from Europe, via Great Britain and Panama, to Chile	10,000	at 1 rs. 1,250
		<hr/>
		\$ 2,500
Reduced to sterling, at 48 <i>d.</i> per dollar		<hr/>
		£ 500
		<hr/>

* * * The above statements have been prepared with as much care as the extreme paucity of information that could be collected on the subject allowed of; and, on the assumption, that a corresponding liberality will be evinced by the English Post Office, in its charges for postage to and from Great Britain and Chagres, as has been shown by the projector of the Pacific Steam Navigation Company, and that a similar liberality will also be displayed by the

GENERAL RESULT.

	Dollars.
Amount of receipts, as per Schedule C.	466,950
Amount of expenditures, Schedule A.	236,630
	<hr/>
Balance in favour	230,320
	<hr/>
Reduced to sterling, at 48 <i>d.</i> per dollar	£46,064
	<hr/>

several governments of the South American States, proposed to be benefited by the establishment of steam-packets. No application on this subject, however, to the governments of Peru and Bolivia, could, in the opinion of the committee, be productive of any useful result, until the steamers be in full operation.

The estimates of cost of steamers were intended for vessels of three hundred or three hundred and fifty tons, and not four hundred and fifty or five hundred.

Copy of a Decree of the Supreme Government, extending the privileges granted by North and South Peru to the ports of Bolivia, to the project of Mr. Wheelwright.

DECREE.

The privileges granted to Mr. Wheelwright on the 12th of September for steam navigation, are hereby extended to the ports of Bolivia.

Take note hereof in the public offices, communicate it to the ministry of state, and publish it.

ANDRES SANTA CRUZ.

By order of His Excellency,

PIO DE TRISTA.

Lima, Nov. 6, 1836.

Copy of a Decree of the Chilean Government in favour of the "Pacific Steam Navigation Company," projected by Mr. William Wheelwright.

DEPARTMENT OF WAR AND MARINE.

Whereas the National Congress has discussed and agreed upon the following project of a law :

Art. 1. The exclusive privilege for ten years is granted to Mr. William Wheelwright, or whomsoever may legally represent him, to navigate by steam, in those of our ports and rivers open to the coasting trade, with the exemptions and privileges allowed, or that may be hereafter granted, to national merchant-vessels.

Art. 2. To enjoy this privilege, the undertaking must be executed within the term of two years from this date, at least to the extent of two steam-vessels, of the burden of three hundred tons each.

Art. 3. If within the term appointed by the preceding article, the loss of one or both of the said vessels be proved to the government, it may grant him an extension of the term, not exceeding two years.

Art. 4. The privilege shall begin on and

from the date on which the two vessels aforesaid shall be in any of our ports.

Art. 5. If after four years, counted from the date of this concession, he has not established the navigation by steam, in one or more rivers, the privilege shall cease, with respect to those rivers only.

Art. 6. The respective office shall issue the necessary orders for these vessels to be despatched in preference to all others, in order that they may not suffer any delay in their departure, and to secure the regularity of their voyages; but without prejudicing the public revenue thereby.

Art. 7. The government will determine the points of our coast where the projector may store provisions, materials, and every thing necessary for the navigation of the said steam-vessels.

Wherefore, &c.

Santiago de Chile, 25th Aug. 1835.

(L. S.)

PRIETO.

(L. S.) JOSE JAVIER DE BUSTAMANTE.

Copy of the Licence of the Government of the North and South Peruvian States to Mr. William Wheelwright, granting him or his representatives an exclusive privilege, for ten years, to navigate the coasts and ports thereof, with vessels propelled by steam or any other mechanical power.

Lima, September 12, 1836.

The proposal of Mr. William Wheelwright having been considered, it is acceded to on the following conditions :

1. The exclusive privilege is granted to him or his representatives, to navigate the coasts and ports of the States of North and South Peru, with vessels propelled by steam or any other mechanical power, for the term of ten years, with the exemptions and privileges allowed, or that may henceforward be given, to national merchant-vessels.

2. The projector, in order to enjoy this privilege, shall be obliged to establish the packets within the term of two years, which shall commence and be computed on and from the first day of January, one thousand eight hundred and thirty-seven.

3. The privilege shall take effect so soon as there shall have arrived, at any of our ports at

least two of the said vessels of the burden of three hundred tons, or more, each.

4. If, within the term fixed by the second article, the projector prove to the government the loss of one or more of said vessels, or their detention on account of sea risks, or any other fortuitous events, the necessary time for replacing them shall be granted to him, not exceeding two years.

5. A privilege is also given to establish the necessary Hulks for the depositing of coal, utensils, provisions, &c., free of duty, for the use of said vessels.

6. The vessels in which the coal is imported shall be free from tonnage dues, if they have not on board any other article of traffic or commerce.

7. The vessels of the enterprise aforesaid shall enter freely the ports open to the coasting trade, to receive or leave cargo or passengers; they shall pay the same tonnage duties as national vessels, and at the last port of their destination, — the amount whereof shall not be calculated upon the entire tonnage of the vessel, but upon the tons of cargo that she may have conveyed.

8. The government engages to have prompt despatch given to these vessels, in order that

they may not suffer any delay in their voyages, taking care that the fiscal interests be not prejudiced thereby.

Take note hereof in the public offices, communicate it to the ministry of state, and publish it.

(L. S.)

SANTA CRUZ.

(L. S.)

PIO DE TRISTAN.

I AGREE to the preceding articles; and, in testimony of my conformity thereto, I sign this in Lima, September 13, 1836.

(L. S.)

WILLIAM WHEELWRIGHT.

Santiago, November 11, 1836.

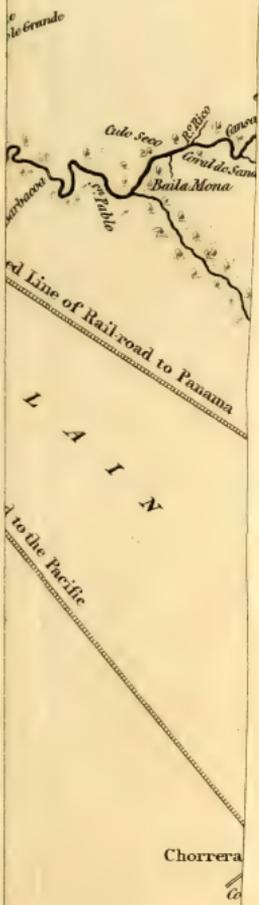
It has been decreed by the National Congress, with the sanction of his Excellency the President of the Republic, and the council of state, "That the term of two years, granted by an act of the 25th August, 1835, to Mr. William Wheelwright, for the establishment of steam navigation in the ports of Chile, be further prolonged eighteen months," and you are hereby informed of the same for your government.

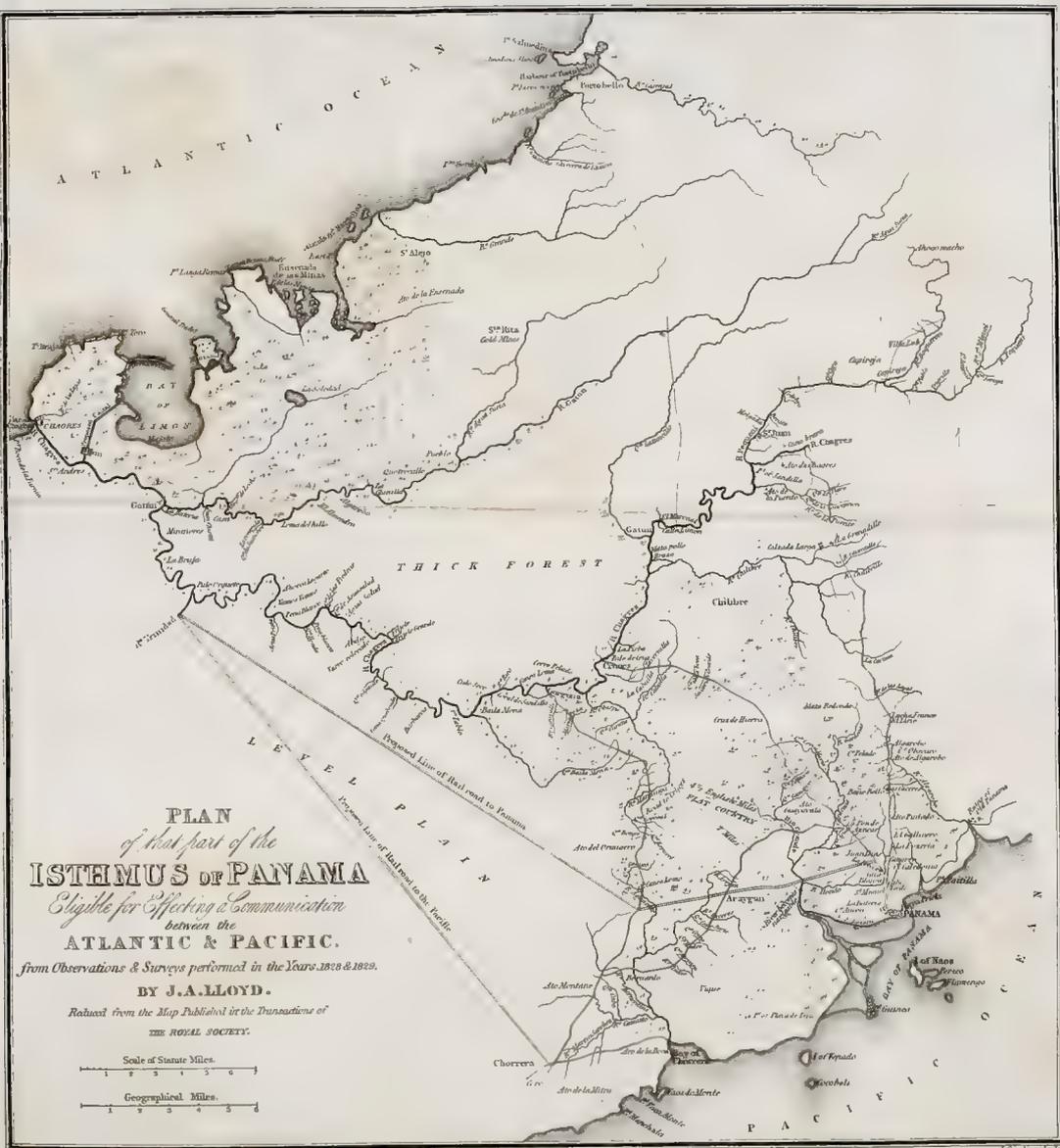
God preserve you, &c.

P. DIEGO PORTALES.

To Mr. William Wheelwright.

THE END.





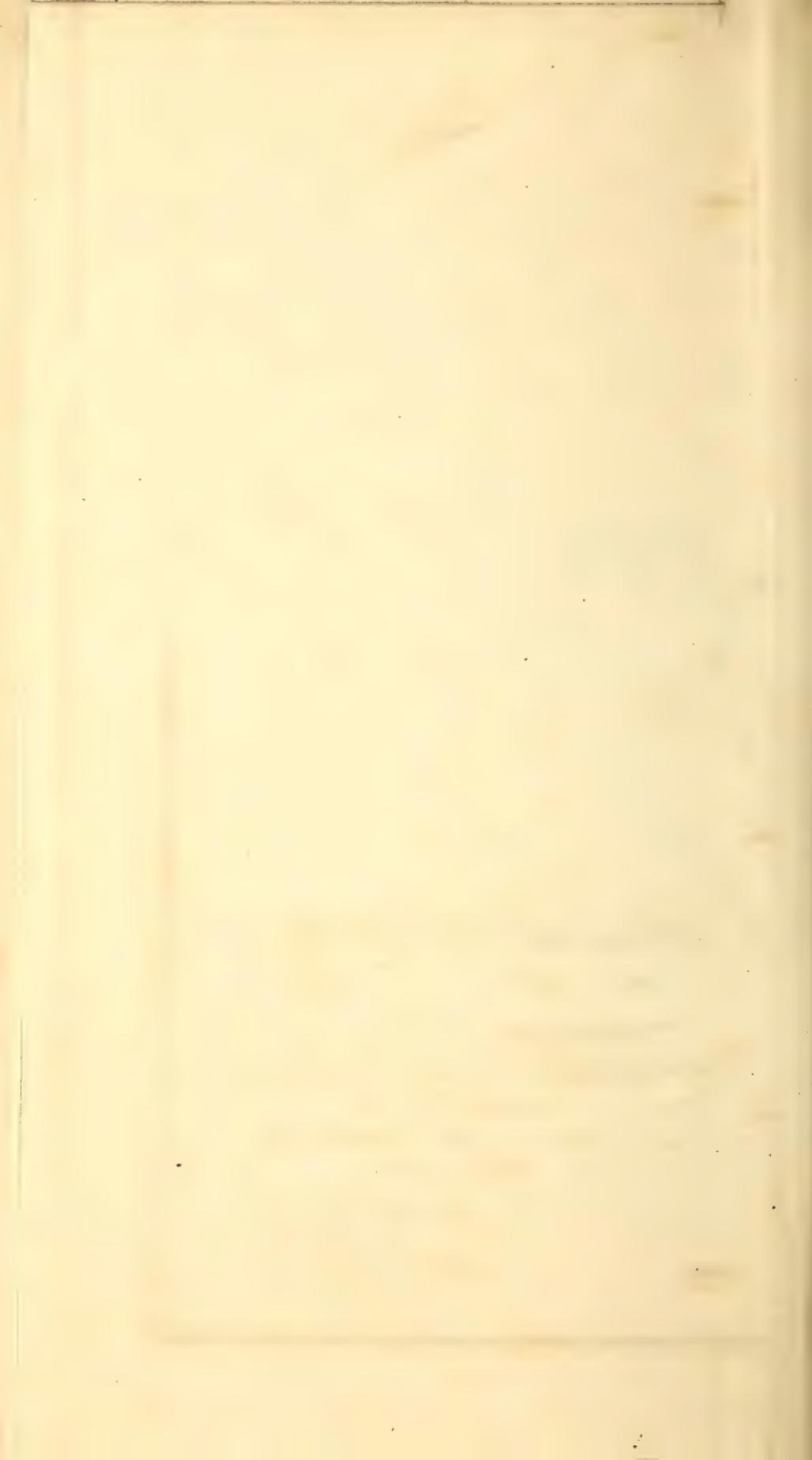
PLAN
of that part of the
ISTHMUS OF PANAMA
eligible for effecting a Communication
 between the
ATLANTIC & PACIFIC.

from Observations & Surveys performed in the Years 1825 & 1829.

BY J. A. LLOYD.

Reduced from the Map Published in the Transactions of
THE ROYAL SOCIETY.





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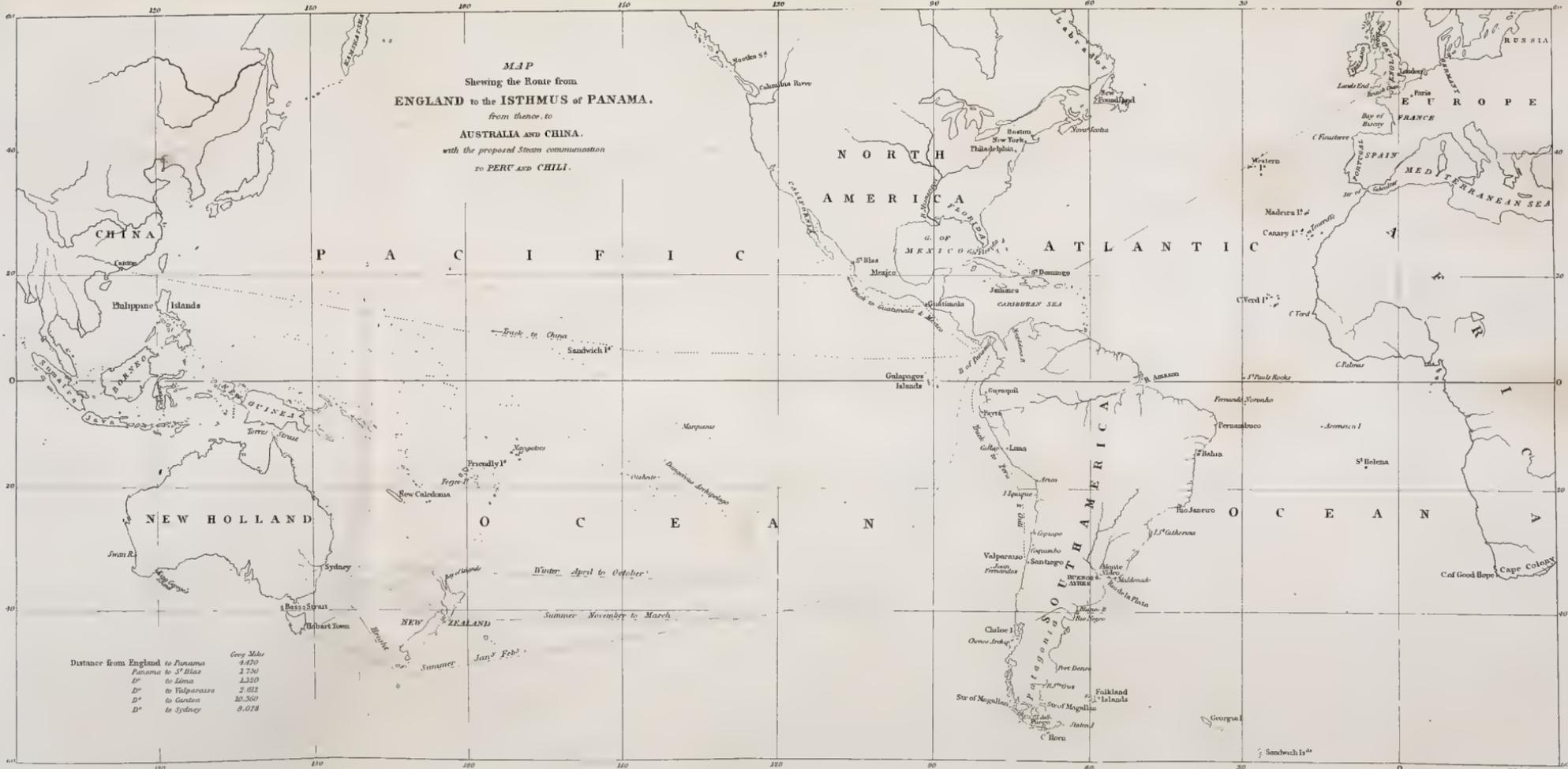
Rio de la Plata

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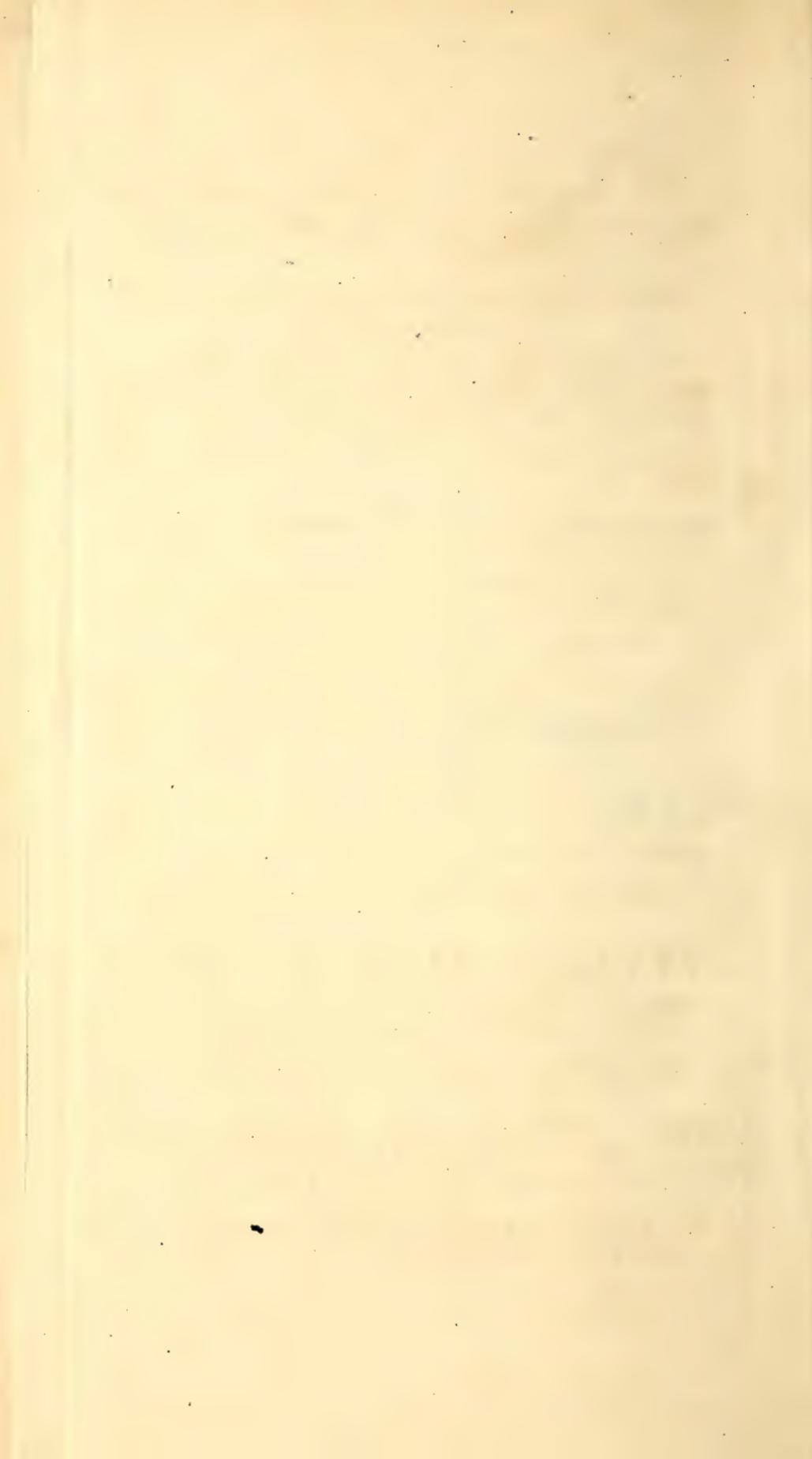
Height

Falkland
Islands

M.P.
 Shewing the Route from
ENGLAND to the ISTHMUS of PANAMA.
from thence to
AUSTRALIA AND CHINA.
with the proposed Steam communication
 to **PERU AND CHILI.**



Distance from England to	Gregg Miles
Panama	9,470
to S ^t Blas	1,726
to Lima	1,310
to Valparaiso	2,612
to Canton	10,360
to Sydney	8,678



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