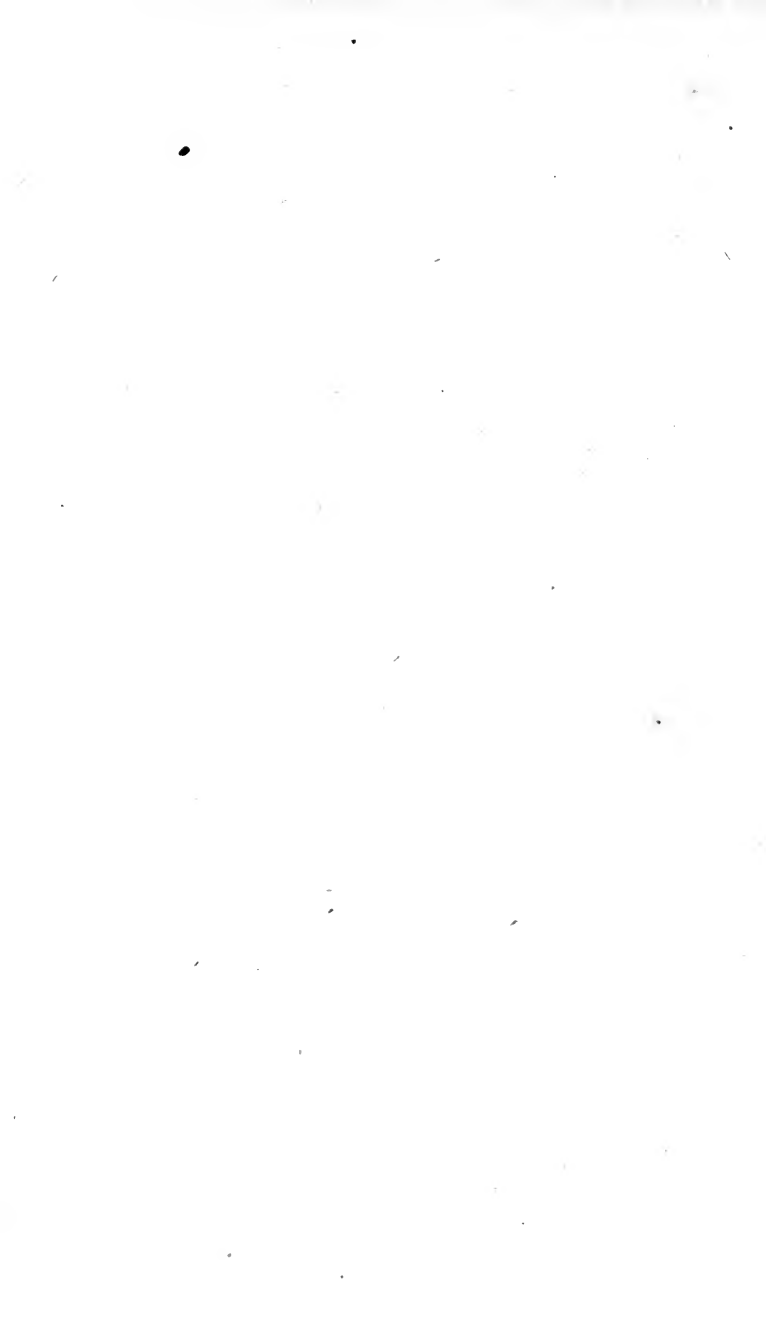




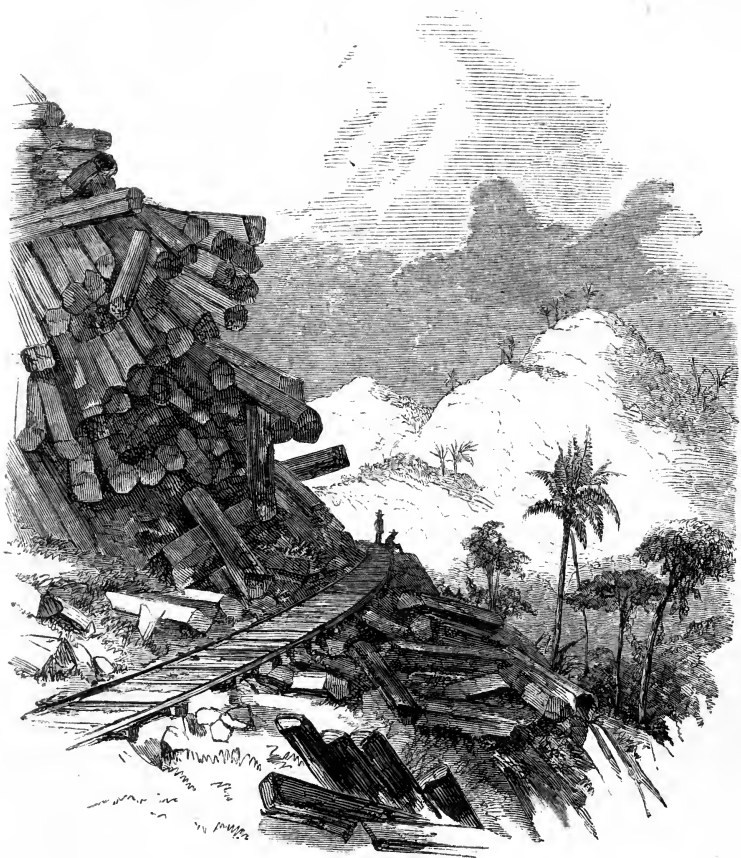
MONUMENT HILL—MATACHIN.



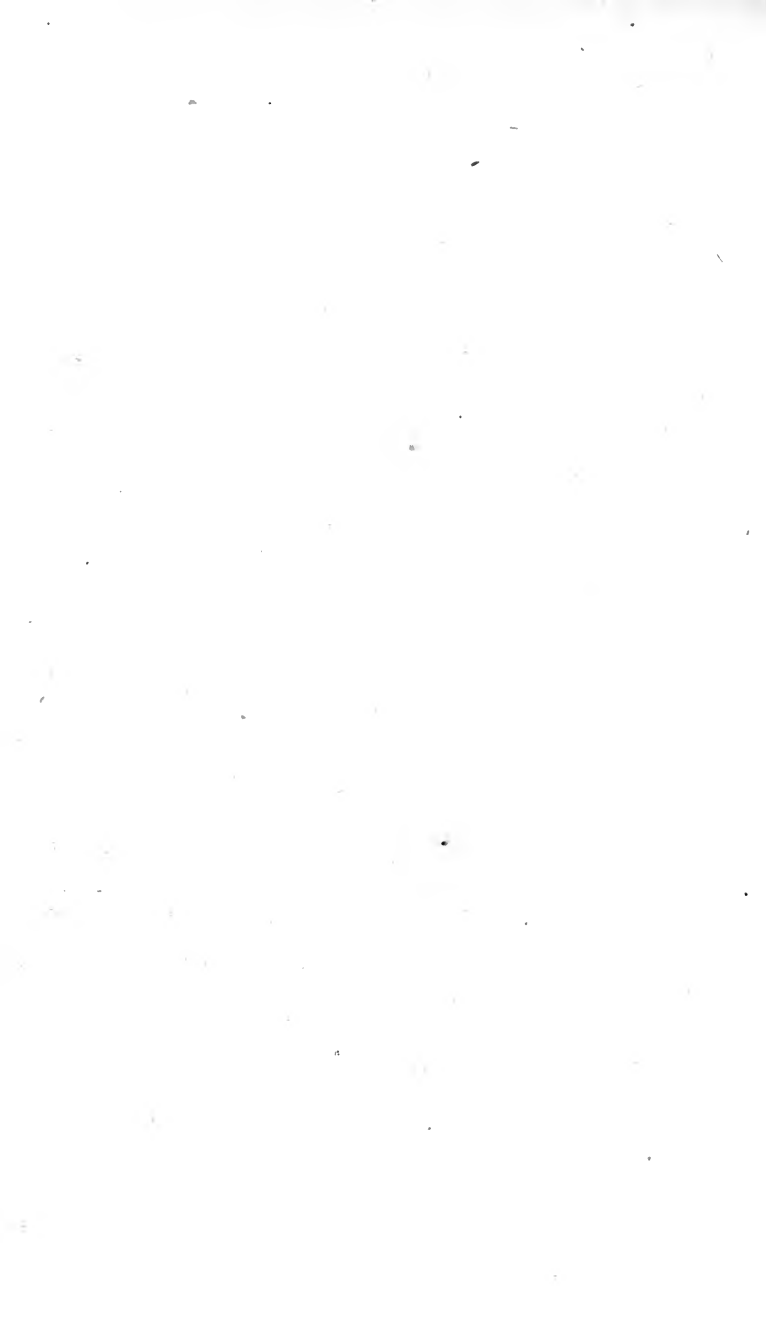
quently seen; also occasional native huts, surrounded by cultivated fields. From the station at Obispo the grade is ascending, with a maximum of sixty feet to the mile. Continuing to rise for about three miles, you pass the "Empire Station," and reach the "Summit," or highest elevation of the railway above the mean level of the Atlantic and Pacific Oceans. Here is a little native settlement called "Culebra" ("the Snake"), noted as having been the terminus of the road in 1854. Then, passengers arriving at this place by the cars from the Atlantic shore were compelled to mount upon mules, and flounder on through heavy sloughs and rapid streams, along the borders of deep ravines and over precipitous mountains, exposed to drenching rains in the wet season, and a broiling sun in the dry, not unfrequently attacked and plundered by banditti, with which the road was then infested, until, after a whole day's labor and peril, they arrived at Panama, only twelve miles distant. "Culebra" at that time was a thrifty place, boasting of two or three hotels, imported ready-made from the United States, into which often more than a thousand men, women, and children were promiscuously stowed for a night. There were also twenty or thirty native huts, about twelve feet square, each of which was considered of ample dimensions to house a dozen wayworn travelers, only too thankful to find a spot of dry ground upon which to spread their blankets; but its glory has departed, and scarce a vestige remains to tell of its former estate. From Culebra the road passes through a deep clay cutting from twenty to forty feet in depth, and nearly a third of a mile in length. At this point commences the Pacific slope of the road, with a descending grade of sixty feet to the mile.

The surrounding scenery now becomes bold and picturesque in the highest degree. Lofty conical mountains rise on every side from among the irregular ridges that form the upper boundaries of the Rio Grande. The course of

the road now lies across steep rocky spurs and deep ravines between them and along their precipitous sides. High embankments and heavy cuttings are frequent. Here, also, the vegetation is profuse and gorgeous; tall forests cover the whole landscape as far as the eye can reach. At about a mile from the summit the road passes along the side of a huge basaltic cliff, whose great crystals, nearly a foot in diameter, and from eight to twelve feet in length, lie at an angle of about forty degrees. In the earlier days of the road this cliff presented a lofty, broken, and jagged appearance, that seemed almost to overhang and threaten the safety of those passing along the track below. These great crystals of basalt, firm and compact, but easily dislodged, have been so extensively used in the ballasting of the road, etc., along this section, that the once grand and picturesque appearance of the cliff is almost entirely destroyed; enough, however, remains to strike the beholder with admiring wonder, on contemplating this curious formation, at the still visible regularity and beauty of its crystallization, and with awe when he reflects upon the gigantic internal forces that have resulted in its upheaval. It is one of the few known examples in the world where the natural perpendicular which basaltic formations always assume (so beautifully seen in the Fingal's Cave at Staffa, and along the "Palisades" of the Hudson) has been so rent and displaced. But this whole region gives unmistakable evidence that great and comparatively recent volcanic forces have been instrumental in its formation. There is no continuity of the mountain ranges; conical peaks rise up on every side; perfect marine shells and coral are found on their very summits, and the strata of the rocks exposed by the cuttings of the railroad are all volcanic. The Rio Grande at this point is a narrow and noisy torrent, winding along through the dense forests far below the track; the caoba, the cedro, and the malvicino trees rise up like lords of the land over the end-

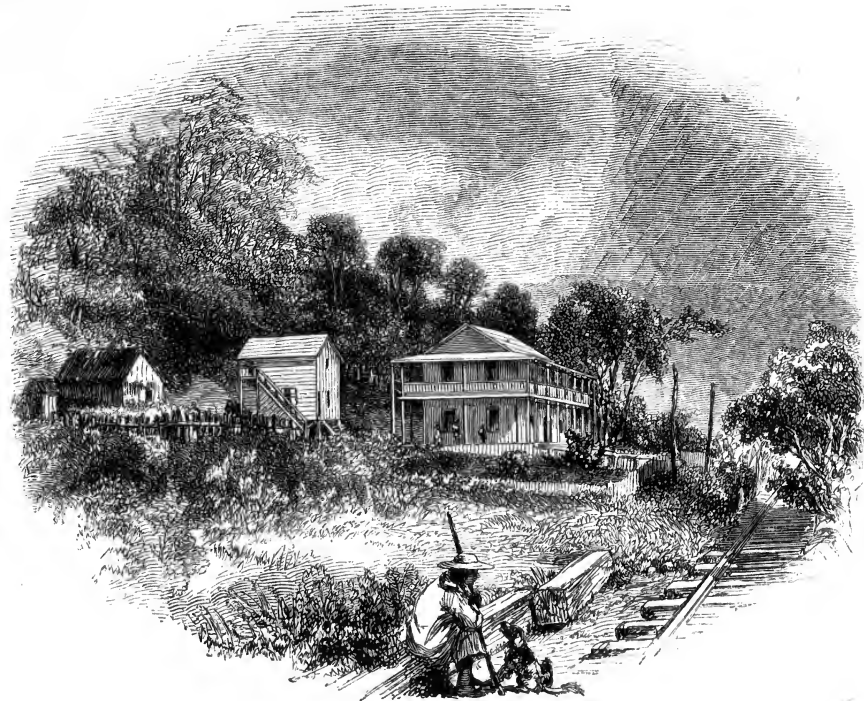


BASALTIC CLIFF.









PARAISO STATION.

less growths of palm and the innumerable varieties of other tropical woods that interweave below them. After nearly three miles of this, the beautiful undulating valley of "Paraiso," or "Paradise," is reached, surrounded by high conical hills, where Nature, in wild profusion, seems to have expended her choicest wealth. From Paraiso the road continues on over ravines, and curves around the base of frequent conical mountains, gradually descending, until the low lands and swamps of the valley of the Rio Grande are passed, when looming up in the distance is seen the high, bald head of Mount Ancon, whose southern foot is washed by the waters of the Pacific Ocean. On the left rises "*Cerro de los Buccaneros*" ("the Hill of the Buccaneers"), from whose summit the pirate Morgan, on his marauding march across the Isthmus in 1670, had his first view of ancient Panama, and where he encamped on the night previous to his attack and pillage of that renowned city. Crossing by bridges of iron the San Pedro Miguel and the Caimitillo (narrow tide-water tributaries of the Rio Grande), the Rio Grande Station is passed. From thence, through alternate swamp and cultivated savanna, the muddy bed of the Rio Cardenas is crossed; when, leaving the Rio Grande to the eastward, a fine stretch of undulating country around the base of Mount Ancon is brought into view, enlivened by native huts and cultivated fields. About a mile farther on may be seen the long metallic roofs of the railroad buildings of the Pacific terminus peeping out from a grove of cocoa-trees, and a little beyond them, and to the right, the Cathedral towers, the high-tiled roofs and dilapidated fortifications of the city of Panama, while through the intervening foliage occasional glimpses of the "ever peaceful ocean" assure the traveler that the transit of the Isthmus is nearly accomplished, and a few minutes more brings him safely into the spacious passenger depôt of the Railroad Company at Panama.

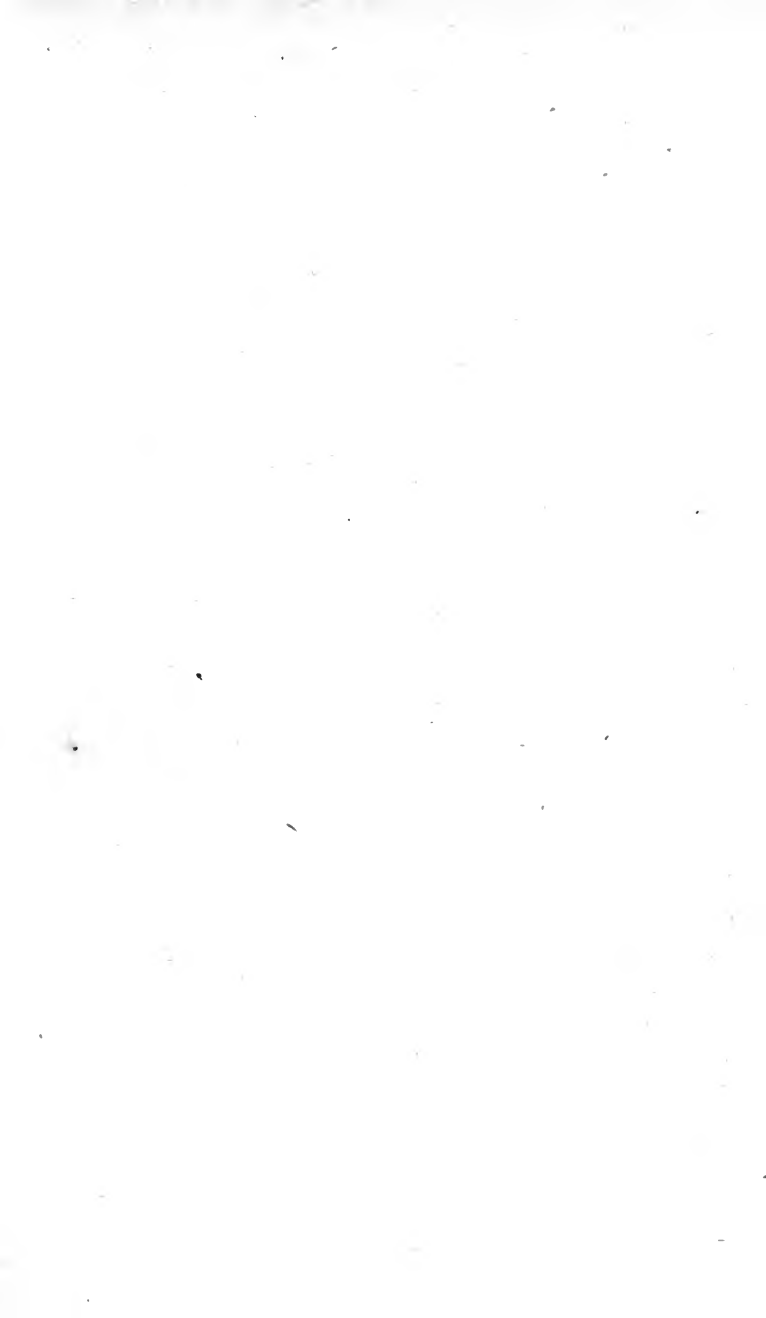
Passing through the depôt, and from thence directly onward to the sandy beach of the Bay of Panama, about fifty yards distant, a beautiful panorama opens upon the view. On the left are the commodious warehouses and the long, covered, iron-piled wharf of the Railroad Company, alongside of which the small steamers and tugs lie to take on or discharge passengers and freight for the larger vessels anchored in the bay. Beyond the wharf a white sandy beach sweeps around a quarter circle of a couple of miles, skirted by tangled masses of foliage interspersed with groups of cocoa-trees. A ridge of high and broken, but heavily wooded land rises up behind, sloping down to the eastward toward the peaceful ocean, that stretches out to the horizon before you. On the right, the city, high-walled and turreted, stands boldly out into the ocean, like Balboa of old, as if still claiming dominion over the limitless expanse; no longer bristling with defiant cannon or decked with the flaunting colors of the Conquistador, but deserted, crumbling, and grass-grown, "mellowed into harmony by time." Within the walls a mass of high-tiled roofs, with here and there a dilapidated tower or pearl-shelled spire, combine to present a scene more beautiful than is often beheld. The city of Panama is peculiarly rich in historical associations connected with the early days of the Spanish rule in this country, and is full of the decayed monuments of its ancient splendor.

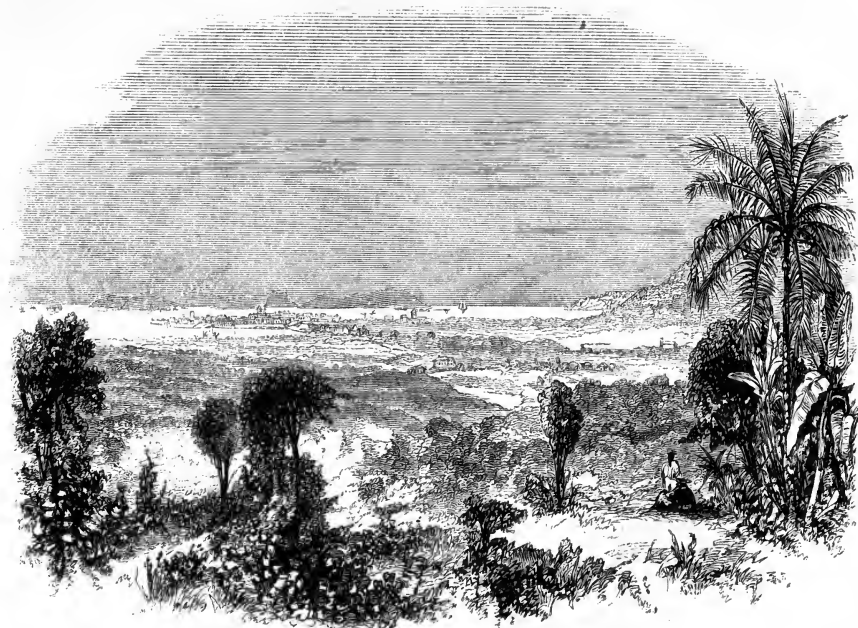
Panama is situated in lat.  $8^{\circ} 56' N.$ , and long.  $79^{\circ} 31' 2'' W.$ , upon a rocky peninsula that stretches out from the base of the high volcanic hill *Ancon*, and projects a quarter of a mile into the sea. It has at present a population of about 10,000 souls. Its roadstead is one of the finest in the world. At about two and a half miles northwest of the city are situated the beautiful islands of Perico, Flamenco, and Islñiao, the joint property of the Panama Railroad and the Pacific Mail Steam-ship Companies, and are occu-



TERMINUS AT PANAMA.







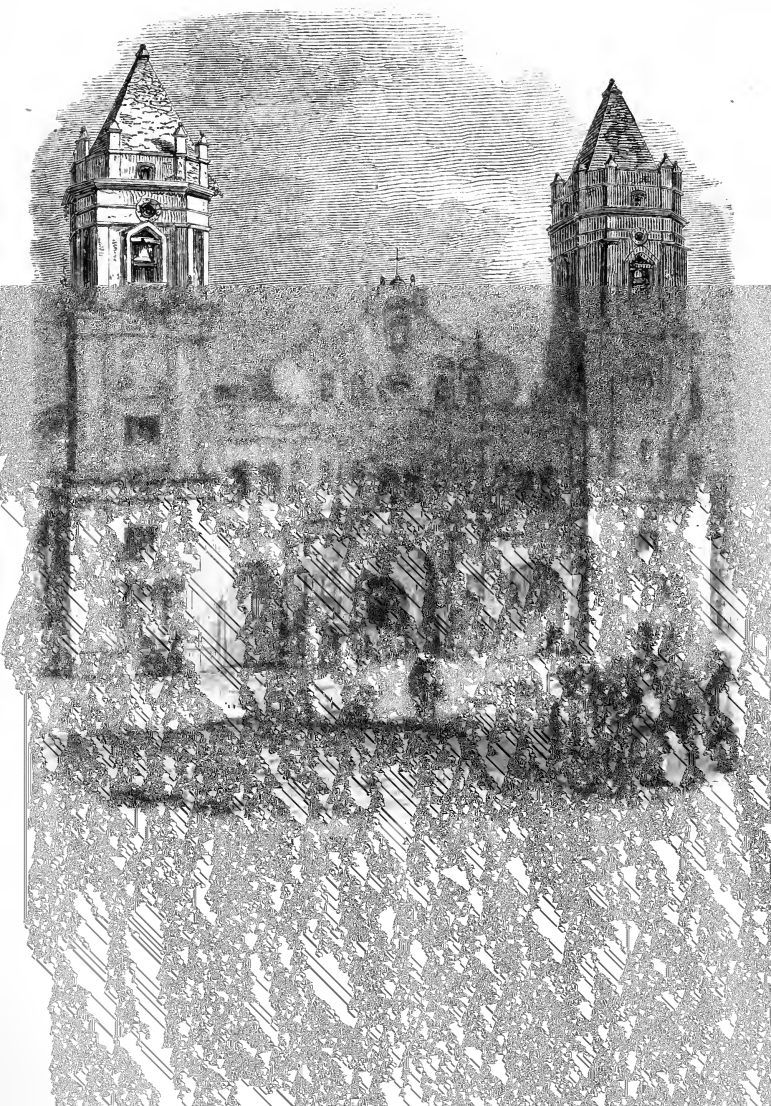
CITY OF PANAMA.

pied by them as the rendezvous of the California and Central American lines of steam-ships. These islands are well wooded, and abound in fine springs of water. Flamenco, the largest of the three (about half a mile in length by a third in breadth), has on its southern side a fine beach, which, as the tides here rise and fall from twelve to twenty-one feet, gives admirable facilities for the repairs of the shipping. Excellent and capacious anchorage exists here. The city of Panama previously to 1744 (when the trade between Europe and Western America first began to be carried on around Cape Horn) was the principal entrepôt of trade on the Pacific coast. From that period, however, with the decline in the Spanish possessions in America, it became reduced in commercial importance almost to a nonentity, and so remained until the past few years. The establishment of the South Coast, the California, the Central American steam-ship lines, and that by which all the business of these lines is carried on, the Panama Railroad, have combined to render it again a place of considerable importance. At Panama there is a first-rate hotel, the Aspinwall House, probably the best on the Isthmus—charge three dollars per day.

The site of the "City of Panama the Ancient" (which was destroyed by the buccaneer Sir Henry Morgan in 1661) is located about six miles southeast of the present city, and is easily reached by water or land. If time permits, the traveler should by all means visit this spot. The ruins of its ancient fortifications, towers, churches, and public buildings are worthy of the attention of all interested in the early history of Central America, and will amply repay the antiquarian or the lover of the picturesque and beautiful the trouble of a visit to this most interesting of all the remains of Spanish greatness in this region. In the Appendices following will be found, first, all information ap-



pertaining to the regulations of the trains on the Panama Railroad, the rates of passage and of the transportation of every kind of freight, and all general information in regard to the regulations of the road which will be likely to be of service to the traveler or the man of business. Also an account of all its connections by sail and steam in the Atlantic and Pacific Oceans, their business regulations, and such information in regard to them and the countries and the places they connect with the road, as shall furnish a reliable source of reference to all interested, displaying, as far as is practicable in a small compass, the resources of each country and place, and affording a means of ascertaining the expenses attendant upon either a visit to those regions, or of doing business with them in the most economical and intelligent manner.









RUINS OF CHURCH OF SAN DOMINGO, PANAMA.

APPENDIX C.

REGULATIONS OF THE PANAMA RAILROAD.

THE regular trains are dispatched daily, Sundays excepted, from Aspinwall to Panama and from Panama to Aspinwall, as per time-table annexed :

TO PANAMA.			STATIONS.	TO ASPINWALL.		
Passenger.	Freight.	Miles.		Miles.	Passenger.	Freight.
Leave.	Leave.				Arrive.	Arrive.
8.15 A.M.	2.00 P.M.	....	Aspinwall	47½	1.00 P.M.	5.30 P.M.
8.50 "	2.35 "	7½	Gatun.....	40½	12.25 "	4.55 "
9.38 "	3.20 "	16	Bujio .....	31½	11.45 "	4.15 "
10.00 "	3.45 "	22½	Barbacoas	25	11.15 A.M.	3.45 "
10.40 "	4.25 "	30	Matachin.	17½	10.40 "	3.10 "
11.20 "	5.05 "	37	Summit...	10½	10.00 "	2.30 "
Arrive.	Arrive.				Leave.	Leave.
12.15 P.M.	6.00 "	47½	Panama...	....	9.00 "	1.30 "

Besides these regular trains, special trains are always employed whenever the service can not be adequately performed by the regular trains. There are often as many as five and six in number daily for weeks together.

STEAMER TRAINS.—On the arrival of passenger steam-ships at ASPINWALL, special trains are dispatched at any hour, so soon as the passengers are landed, provided that the state of the tide at Panama is such that they can be embarked for the connecting steam-ship immediately on the arrival of the trains. This arrangement has been made solely with a view of affording to the passenger the greatest degree of comfort and convenience consistent with dispatch. To those unacquainted with the cause, it may sometimes appear that time is unnecessarily lost: the Company only consults the interest of the passenger in this respect, and no detention is allowed beyond what is absolutely necessary. On the arrival of passenger steam-ships at PANAMA, the trains are dispatched for Aspinwall immediately on the landing of the passengers, who here step from the steamer directly into the cars without detention.

TARIFF OF RATES FOR PASSAGE AND FREIGHT.

Price of passage through, \$25. Children under 12 years, half price; under 6 years, quarter do.

*Special Rates of Freight.*

Acids—Muriatic, Sulphuric, and Nitric.....	5 cts. per lb.
Baggage—passengers' (50 lbs. free).....	10 cts. per lb.
Carriages.....	20 cts. per cubic foot.
Cartridges, with balls.....	5 cts. per lb.
Cattle, at owners' risk, ordinary trains, over eight.....	\$5 each.
"    "    "    "    under eight.....	\$7 each.
"    steamer trains, owners' risk, special agreement.....	\$25 each.
Coal.....	\$5 per ton of 2240 lbs.
Cocoanuts.....	\$1 per hundred.
Coke.....	\$7 per ton of 2240 lbs.
Copper Ore in bags.....	¾ths of one cent. per lb.
Demijohns (empty).....	50 cts. each.
Dye-woods.....	\$7 per ton of 2240 lbs.

Express freight, by steamer trains.....	\$1 80 per cubic foot.
Furniture, such as tables, chairs, bureaus, bedsteads, etc...	25 cts. per cubic foot.
Gold, in dust, coined, or manufactured.....	$\frac{1}{4}$ per cent. on value.
Gunpowder, separate cars.....	5 cts. per lb.
Hides .....	15 cts. each.
Horses, at owners' risk, special agreement.....	\$40 each.
Jewelry.....	$\frac{1}{4}$ per cent. on value.
Lumber—White Pine.....	\$10 per M.
“ Yellow Pine.....	\$12 per M.
“ Oak .....	\$15 per M.
“ Cedar and Mahogany.....	\$15 per M.
Mules, at owners' risk, special agreement .....	\$20 each.
Oil, Whale and Palm, toward the Atlantic .....	4 cts. per gallon.
Patent Fuel.....	\$5 per ton of 2240 lbs.
Pitch.....	\$1 per barrel.
Platina.....	$\frac{3}{8}$ per cent. on value.
Poultry—Chickens, 75 cts. per dozen; Turkeys, \$1 50 per dozen.	
Precious Stones .....	$\frac{3}{8}$ per cent. on value.
Rosin.....	\$1 per barrel.
Sheep, at owners' risk, by passenger trains.....	\$12 $\frac{1}{2}$ .
Shingles.....	\$3 per M.
Silver, in bars, coined or manufactured.....	$\frac{3}{8}$ per cent. on value.
Silver Ore .....	$\frac{1}{2}$ per cent. on value.
Swine, at owners' risk .....	\$2 each.
Tar .....	\$1 per barrel.
Tin Ores.....	$\frac{3}{8}$ of one cent per lb.
Quicksilver .....	50 cts. per iron flask.

#### *Classification of Freight.*

First class freight, comprising merchandise, in boxes and bales, not otherwise enumerated.....	50 cts. per cubic foot.
Second class freight, as per description annexed .....	1 $\frac{1}{2}$ cts. per lb.
Third “ “ “ “ “ .....	1 ct. per lb.
Fourth “ “ “ “ “ .....	$\frac{3}{4}$ of a ct. per lb.
Fifth “ “ “ “ “ .....	$\frac{1}{2}$ a ct. per lb.
Sixth “ “ “ “ “ .....	$\frac{1}{4}$ of a ct. per lb.

All articles not specially named to be assimilated.

#### FIRST CLASS—50 CENTS PER CUBIC FOOT.

Bonnets, Books, Boots.  
Caps, Cards (playing), Cassia lignea, Cigars, Cinnamon, Clothing.  
Drugs, Dry Goods, not elsewhere enumerated.  
Eau de Cologne, Essences, Essential Oils.  
Feathers, Fire-works, Flannel; Furs, not otherwise enumerated.  
Glass Shades and Looking-glasses, at owners' risk; Glassware, fine, stained,  
and plate, at owners' risk; Gloves.  
Harness; Hats, fur or felt, and of Guayaquil or Panama straw; Hosiery.  
Light goods, not elsewhere specified.  
Matches, Medicines, Millinery, Musical Instruments.  
Oil-cloth, Organs.  
Paintings and Engravings, Paper Hangings, Paper, writing and printing;  
Peltry, not elsewhere specified; Percussion Caps, Perfumery, Pianos, Por-  
celain and China-ware, fine.  
Saddlery, Shoes, Silks, Stationery; Statuary, at owners' risk.  
Toys and Fancy Goods.

## SECOND CLASS—1½ CENTS PER POUND.

Alcohol, Almonds, Anchovies, Aniseed.  
 Balsams, Baskets, Beeswax, Brandy, Britannia-ware.  
 Carpeting; Chandeliers, at owners' risk; Chocolate, Clocks, Cochineal, Confectionery, Cordials, Corks and Corkwood.  
 Eggs.  
 Fire-arms, Fruits (dried).  
 German Silver-ware, Gin, Groceries, not elsewhere specified.  
 Indigo.  
 Lamps (ornamental), Liquors of all kinds.  
 Mattresses.  
 Nuts, not elsewhere specified.  
 Picture-frames, Plated Goods, Platform Scales, Preserved Meats and Fruits.  
 Rum.  
 Sardines, Soap (fancy), Straw for manufacturing.  
 Tea, Tobacco (manufactured), Tortoise-shell, Treennails, Trees and Plants in mats.  
 Varnish in tins; Veneers.  
 Wooden-ware.

## THIRD CLASS—1 CENT PER POUND.

Bagging, Balsam of Copaivi, Bark, Blankets, Brooms, Brushes, Burlaps.  
 Candles, Cutlery.  
 Domestics, unbleached, of cotton, in bales.  
 Gravestones.  
 Hay in compressed bales; Hemp, manufactures of, such as Canvas, Dowlas, and Osnaburgs.  
 Leather, dressed.  
 Nails, copper and brass.  
 Oil (toward Pacific), Ornaments of Stone, Clay, Marble, Alabaster.  
 Paints, dry and in oil.  
 Sarsaparilla, Spirits of Turpentine.  
 Tacks, Tin-ware; Tobacco, manufactured; Tubing, copper and brass; Type.  
 Whalebone, Wines; Wire, copper and brass; Wool of alpaca or vicuna.

## FOURTH CLASS—¾ CENT PER POUND.

Agricultural Implements, Ale.  
 Bacon in casks; Beef, Blacking, Borax, Bottles (empty), Bread, Butter.  
 Castings of copper, brass, or bronze; Cheese, Cider, Copper Sheathing and Spikes, Copperas; Cotton in compressed bales; Cotton Waste, Crackers; Crockery, not elsewhere specified.  
 Deer-skins in bales.  
 Earthen-ware in casks or crates.  
 Felt (for sheathing), Fish, Flour.  
 Grindstones, Glassware (coarse), Window-glass, etc.; Goat-skins in bales.  
 Hams in casks; Hardware; Hats, coarse country straw or palm leaf; Hemp, unmanufactured; Herrings, Hollow-ware (iron), Hoops of wood or iron.  
 India-rubber.  
 Lard.  
 Machetas, Machinery, Mats, Matting, Meal, Millstones, Molasses.  
 Oakum, Oats, Orchilla Weed.  
 Pickles, Pork (salt), Porter, Potatoes.  
 Rice, Rope.  
 Safes (iron), Sago, Salt, Screws, Seeds, Sheep-skins in bales, Shot (in bags), Shovels, Sirups, Soap (common), Soda-water, Spades, Steel in bars and bundles, Stoves, Sugar, Sugar-mills, -moulds, and -pans.



Tallow ; Tea (toward Atlantic) ; Tool-handles, Twine.  
 Vegetables, Vices (iron), Vinegar.  
 Window Glass, Wire (brass and copper), Wool of sheep.  
 Yarn (of cotton).  
 Zinc in sheets.

FIFTH CLASS— $\frac{1}{2}$  CENT PER POUND.

Anchors, Anvils.  
 Bananas, Beans.  
 Cables (iron), Cannon, Cannon Balls and Shot (iron), Cocoa, Coffee, Copper  
 in bars, Corn (Indian), Crowbars.  
 Fruits of the Isthmus not otherwise enumerated.  
 Hollow Shot, Hoop Iron.  
 Ice, in quantity ; Iron (old), Iron Bars and Pipes, Iron Boiler-plates, Iron  
 Cables, Iron Castings (not machinery), Iron Tubing, Iron in bars.  
 Lead in pigs, sheet, and pipes, Lemons, Limes.  
 Nails (iron).  
 Old Junk (rope), Oranges.  
 Pearl-shells in sacks ; Peas, Plantains.  
 Sheet Iron, Spikes (iron).  
 Zinc, ingots.

SIXTH CLASS— $\frac{1}{2}$  CENT PER POUND.

Borate of Lime, Brick. Cement.  
 Guano in bags. Iron in pigs. Lime.  
 Marble for building purposes, including flooring tiles and paving.  
 Nitrate of Soda in bags.  
 Stone for building purposes, including paving-stones.

*Special Conditions.*

Freight to be charged on the gross weight of packages, and to be paid in advance or before delivery of goods.

All claims for loss or damage to be presented within five days, otherwise they will not be paid.

The Company will not be responsible for articles of extra value, beyond \$100 per package, unless declared and way-billed accordingly.

No package, however small, will be transported for less than one dollar.

The Company will not be responsible for the breakage or loss of contents of any demijohn or jug.

Storage will be charged on all goods remaining in the Company's store-houses, after twenty-four hours, unless by special agreement.

JOSEPH F. JOY, Secretary.

N.B.—Goods shipped for California under through bills of lading must be corded and sealed at the New York Custom-house, or they will be liable to the payment of duties in San Francisco.

RATES OF COINAGE TO BE RECEIVED AND PAID OUT BY THE PANAMA RAILROAD COMPANY.

		<i>Gold Coin.</i>		
Spanish doubloons.....	\$16 00	Mexican doubloons.....	\$15 50	
Peruvian ".....	15 50	Ecuadorian ".....	15 50	
Bolivian ".....	15 50	New Granadian doubloons,		
Chilian ".....	15 50	new coinage.....	14 00	
New Granadian ditto. (old)....	15 50	Costa Rican and Central Amer-		
Columbian doubloons.....	15 50	ican doubloons.....	13 60	

Fractional parts in proportion.



according to priority of delivery, and will remain at owners' risk until examined, compared, and receipted for. Goods for the Company's vessels will also be shipped in order of priority, heavy goods excepted, a sufficient quantity of which may first be put on board to make proper stowage.

6. No article will be delivered from the Company's freight-houses without a receipt or order from the consignee or owner. Draymen and porters calling for goods must be furnished with an order by the consignee, upon whom their receipts will be binding.

7. The Company will not be responsible for articles of extra value beyond \$100 per package, unless declared and way-billed accordingly.

8. Freight will be charged on the gross weight of packages; and no package, however small, will be transported over the road for less than one dollar.

9. The Company will not be responsible for breakage or leakage of any description, the decay of any fruits or vegetables, the wastage of ice, or death of poultry or animals, from delay or detention on the road.

10. All payments for transportation will be made at the freight offices in United States currency or its equivalent, at the rates established by the Company (see pages 140, 141).

11. The terms for transportation over the road are prepayment, or cash on delivery of the goods, which may be detained by the freight agent until payment is made.

12. Storage will be charged on all goods remaining in the Company's store-houses for a longer period than twenty-four hours, except under special arrangements, or when they are under through bills of lading authorized by the Company.

#### *Rates of Storage.*

The following are the rates of storage per week :

Barrels.....	10 cts. each.	Boxes .....	10 cts. per bbl. bulk.
Half do.....	5 " "	Hides .....	1 ct. each.
Tobacco .....	10 " per bale.	Corn.....	5 cts. per sack.
Hats.....	20 " " "	Demijohns .....	20 " each.

All articles not above enumerated to be assimilated and charged in proportion.

13. Claims for loss or damage must be made within five days thereafter, and will be settled by the superintendent on application to him through the freight agents. A bill of the cost of articles lost will be required.

14. When goods are forwarded from Panama to Aspinwall for shipment in other than the lines of vessels above named, the service of the Railroad Company ceases with their delivery at the freight-house in Aspinwall, as in the case of local traffic.

The same principles apply also to the shipment of goods to ports on the Pacific, passing over the road from Aspinwall to Panama.

15. When goods are forwarded from Pacific ports for shipment at Aspinwall by vessels not running in connection with the road, it is necessary for shippers to make arrangements for the payment of freight, transportation, and shipping expenses.

16. Cargo arriving by the Central American steamers, unless under *through bills of lading*, must be received by the consignees on the wharf immediately after arrival; otherwise it will be left there at owners' risk; or, if deposited in the Company's store-houses, it will be at their risk and expense. Cargo for the Central American steamers must be delivered at the freight-house for shipment, otherwise the Company will not be responsible for damage from rain or other cause.

17. Consignees of goods at Aspinwall by the Company's line of sailing vessels will please attend and receive them when discharged, with as little de-

lay as possible, the Company not being liable for any loss or damage after delivery from ship's tackles.

18. When the goods of residents or agents at Panama arrive at Aspinwall from abroad for transportation over the road, and are consigned to them at Aspinwall, they must be delivered to the Company at their freight-house in the same manner and form as is usual with local traffic. This also applies to goods consigned to the Railroad Company at Aspinwall not shipped under through bills of lading.

RATES OF WHARFAGE AND LIGHT MONEY.

*Wharfage.*

Vessels under 50 tons .....	\$0 75 per day.
“ over 50 “ and under 100 .....	1 50 “
“ “ 100 “ “ 150 .....	2 25 “
“ “ 150 “ “ 200 .....	2 50 “
“ “ 200 “ “ 250 .....	3 00 “
“ “ 250 “ “ 300 .....	3 25 “
“ “ 300 “ “ 350 .....	3 50 “
“ “ 350 “ “ 400 .....	3 75 “

And 25 cents per day for each additional 50 tons.

*Light Money.*

Vessels under 100 tons .....	\$1 each.
“ over 100 “ and under 200.....	3 “
“ “ 200 “ “ 300.....	5 “
“ “ 300 “ .....	7 “

The above rates are calculated upon tonnage by American measurement, and payable in American currency or its equivalent.

HARBOR REGULATIONS OF THE PORT OF ASPINWALL, N. G., ESTABLISHED BY THE PANAMA RAILROAD COMPANY.

1. All vessels entering the harbor of Aspinwall will be charged light fees, and all vessels coming to wharf will be charged wharfage, in proportion to tonnage, as per printed rates of the Panama Railroad Company annexed.

2. Vessels using the donkey engines or mules of the Company (which can be had when not otherwise employed) will be charged as follows:

Use of engine for cargo, per day.....	\$10 00
“ “ “ coal, “ ton.....	15
“ mule “ “ “ .....	15

3. No vessel will be allowed to hang at the outer buoys, as they are to be used solely for convenience in hauling in and out and making sail.

4. Vessels entering the harbor will anchor outside of the line of buoys, where they will be visited by the harbor-master, who will assign them their berths. Regular lines of steamers or sailing vessels which have specified berths are exempt from the above rule. All vessels, after discharging, will also anchor outside the buoys.

5. No iron chains are allowed to be used in making fast to the wharves, unless by express permission from the harbor-master, and vessels will be held liable for any damage done to the wharves by unnecessary chafing, neglect, etc.

6. No coal-ashes, offal, or rubbish are to be thrown overboard by vessels at anchor in the harbor or at the wharves.

7. Masters of vessels will be governed by the directions of the harbor-master in changing berths, hauling to buoys, anchoring in any part of the harbor, etc., and are requested to notify him when wishing to haul, and also to give him at least six hours' notice before leaving port.

GEO. M. TOTTEN, *Chief Engineer.*

Through bills of lading are issued for merchandise from Europe and the Atlantic United States to Panama, San Francisco, Oregon, Washington Territory, etc., and also to the principal ports of South and Central America.

Parties in Europe desiring to ship goods to Panama or ports on the Pacific, under through bills of lading, will please apply to John Hamilton, at No. 6 Castle Street, Liverpool; in the United States to Mr. Joseph F. Jcy, office of the Panama Railroad, 88 Wall Street, New York.

All freight to be prepaid.

No bill of lading signed for less than five dollars.

A Commercial and Shipping Agency has been established by the Company at Panama, under the management of Mr. Wm. Nelson, who will receive and forward merchandise or produce consigned to the Company for transportation over the road and shipment at Aspinwall or Panama, in accordance with shippers' instructions, for which services no commissions will be charged, and only such expenses as may actually be paid, thus obviating the necessity of appointing agents on the Isthmus.

Merchandise and produce consigned to the Company for transportation and shipment should be addressed to the superintendent of the road, or to the commercial agent of the Company at Panama, Mr. William Nelson. Goods so consigned will be promptly dispatched.

The average freight from New York to Liverpool by sailing vessels is twenty-five shillings sterling per ton; the average passage about twenty days. By screw steamers the freight is higher, but the passage only fifteen days.

Besides the steamers of the Royal Mail Steam Packet Company, which make regular semi-monthly trips between Southampton and Aspinwall, a screw steam-ship line has commenced running between the latter port and Liverpool. Lines of sailing vessels have also been established to run from London, Liverpool and Bordeaux to Aspinwall. These several lines furnish frequent and reliable opportunities to the merchants of the Southwest coast and Central America to obtain their supplies of European manufactured and other goods.

Goods sent by the Company's line of sailing vessels, and consigned to the secretary in New York for reshipment to Europe or elsewhere, will be forwarded free of commissions or other charges than those actually paid.

Farther information in regard to the number and character of the vessels of the various lines connecting with the Panama Railroad, agencies, ports of entry, prices of passage and freight, dates of sailing, etc., etc., will be found in the following Appendix.