

POLITICAL DIVISIONS.

Guatemala is divided into seven departments, those of Guatemala, Solola, and Quezaltenango extending along the Pacific coast; Sacatepequez and Totonicapam in the interior; Vera Paz, the largest of all, in the northern part; and Chiquimula in the eastern. The chief towns are:

In the Department of Guatemala—Guatemala City; Escuintla, population 6000; Amatitlan, population 15,000; and Jalpatagua.

In the Department of Solola—Solola; Atitlan; Masatenango.

In the Department of Quezaltenango—Quezaltenango, population 25,000; San Marcos; Tejutla; Tapachula.

In the Department of Sacatepequez—Old Guatemala (or Antigua), population 20,000; Chimaltenango; Patsun.

In the Department of Totonicapam—Totonicapam, population 15,000; Momostenango; Gueguetenango; Jacaltenango.

In the Department of Vera Paz—Salama; Rabinal; Copan, population 14,000; Cajabon, population 4000.

In the Department of Chiquimula—Chiquimula, population 6000; Zacapa, population 5000; Gualan, population 4000; Casaguastlan; Esquipulas, population 1800; besides many other large towns.

Guatemala City, the capital of the state, is 90 miles distant from San José, the sea-port of the Pacific coast, and 220 from Izabal, on the Atlantic, and has a population of about 40,000. It is beautifully situated on a broad tableland 4372 feet above the ocean level. The volcanoes of Agua and Fuego, 12,000 and 14,000 feet in height, tower up on the northern side 40 miles distant; the other sides present low mountains and hills in beautiful variety. The climate is one of perpetual spring, the thermometer averaging 65° Fahrenheit, and perfectly salubrious. It is regularly laid out in a quadrilateral form, with its sides facing the cardinal points; the streets are forty feet broad, crossing each other at right angles. The main plaza is 150 yards square, the east side occupied by the Cathedral, the palace of the archbishop, and other buildings of the Church authorities; on the west is the government house, offices,

etc., of the government officials; on the north, the cabildo, or town-hall, prison, etc.; and on the south a range of stores of various kinds. In the middle of the square is a fountain, elaborately and artistically sculptured of gray stone, furnishing an abundant supply of water; besides this, in each of the seven or eight lesser squares are fountains well supplied with water, which is brought to the city by two aqueducts a distance of five and six miles. The dwellings are all of one story. There are twenty-six churches, some of large size, with elegantly ornamented interiors; to several are attached monasteries and convents; a University, two colleges, one public and several private elemental schools, three hospitals, one alms-house, two theatres (one of which, just finished, is a large and elaborate Corinthian building, said to have cost \$200,000), and a large amphitheatre for bull-fights.

CHARACTER OF THE INHABITANTS.

The Indians are the cultivators of the lands, and are, in general, industrious and peaceable; some are owners of estates, but the landholders are principally whites. The mixed bloods are mostly mechanics and petty traders. As a people the Guatemaltecos are courteous, affable, and hospitable to strangers.

The prevailing religion is the Roman Catholic, and there are few countries in the world where the exercises and ceremonials of that Church are more universally and elaborately practiced.

THE PORTS OF GUATEMALA.

The commerce of Guatemala previous to the establishment of the Panama Railroad Company's line of steamers on the Pacific coast of Central America was almost entirely carried on through the port of Izabal, on the Atlantic. This port is inaccessible except to vessels of very light

draught. It is over 200 miles from the capital (surrounding and to the westward of which the great proportion of the staples of the country are principally produced), and is reached by mule-paths, through a mountainous and uninhabited region, with great labor and expense. It is now, however, rapidly losing its importance, on account of the more accessible port of San José, on the Pacific, through which much of the commerce of the state is already carried on. San José lies in latitude $13^{\circ} 56'$ north, and longitude $90^{\circ} 42'$ west. It is an open roadstead. The coast is very clear, running east and west. The anchorage is about three quarters of a mile from shore, in eleven to fifteen fathoms of water. The swell breaks very heavily upon the shore, and out as far as forty or fifty fathoms, making it necessary to use a girt-line for landing and leaving. The currents are very strong, and vary with each change of the moon, the variations sometimes taking place within the short period of six hours. From November to February the landing is easy. In March the ebb and flow of the tide extends from 90 to 100 yards, and at the flood tide the surf is so heavy as to dash up the beach a distance of 100 to 120 yards; after March the sea is again calm until July, and from July to December it is again rough, and the landing difficult. An iron screw-piled pier is now, however, in process of construction at this place by the government of Guatemala (if it is not already finished), which will extend from the shore to a point beyond the breakers, thus enabling the transportation between ship and shore to be performed at every season of the year with facility and safety.

The town of San José has a population of between two and three hundred. Supplies for vessels are, however, procured with much difficulty here, unless provision be previously made to obtain them from Escuintla, a town forty miles distant, on the road to the capital. There are no means at this port for refitting or repairing vessels at pres-

ent. The modes of conveyance from the port of San José to the interior are by mules and stages, and the arrangements are convenient and ample. Diligences for the transportation of passengers are in waiting on the arrival of the Panama Railroad Company's steamers for conveyance to the capital, 90 miles distant, and the intermediate points, and the roads throughout the dry season are excellent. In the wet season the journey from San José to Escuintla is performed on mules, owing to the deep mud on the low land to that place; from thence to Guatemala City the diligence is in operation throughout the year.

A small trade is carried on through the minor ports of Santa Tomas on the Atlantic and San Luis on the Pacific.

HARBOR REGULATIONS.

"Every vessel which shall anchor in the ports of this republic, no matter whence it may come, shall pay a tonnage duty of two reals (25 cents) for each ton of measurement. This measurement shall be ascertained from the register, the certificate of nationality, the patent or clearance under which it sails."

"Shall be free of tonnage duty: 1st. Small vessels engaged in transporting merchandise from one port to another of the republic; 2d. Vessels which shall anchor in ballast to take in water, provisions, or fruits of the country, provided they discharge no cargoes; 3d. Vessels of war, and regular mail or steam packets, provided they do not discharge merchandise over twenty tons; 4th. Merchant vessels which, exceeding 150 tons measurement, discharge not exceeding twenty tons of merchandise; 5th. Vessels which receive on board for exportation produce of the country, excepting *cochineal*." Cochineal pays an export duty of five reals on each ceroon to the Church.

TARIFF REGULATIONS OF GUATEMALA.

PROHIBITED LIST.

Guns, muskets, and all other arms for military purposes; munitions of war, as lead, balls, gunpowder, and rifles; prints, cuts, pictures, etc., bearing against public morals and religion; books, manuscripts, etc., especially interdicted.

FREE LIST.

Anchors, cable, rigging, and all other articles belonging to ships' material not comprehended in the tariff; quicksilver, barometers, fire-engines, staves and heading of all kinds; scientific instruments and agricultural implements; books, music, maps, and geographical charts; machines and steam-engines; gold and silver coins; barrels, hogsheads, etc., etc., for exporting the products of the country.

Duties on Articles received from the United States.

Denomination of Merchandise.	Number, Weight, or Measure.	Rate of Duty.
Bread, ship.....	arroba of 25 lbs. 7 oz.	\$0 50
Brandy in bottles.....	dozen,	72
“ in barrels.....	15 to 18 gallons,	3 44
Candles, tallow.....	1.014 lb.	03
“ stearine.....	“	05
Cider.....	dozen bottles,	05
Copper, manufactures of.....	1.014 lb.	12½
Cotton goods, white.....	yard,	02½
“ colored.....	“	03
Cheese.....	101 lbs.	2 88
Cloths, cassimeres, fine.....	yard,	78
Fish in oil.....	1.014 lb.	04½
Flour.....	25 lbs. 7 oz.	25
Gold and silver coin.....		free.
Glass, window.....	box of from 137 to 150 lbs.	3 60
Hides and skins.....	1.014 lb.	12
Indigo.....	“	2 00
Pork, salt.....	25 lbs. 7 oz.	48
Printing-presses.....		free.
Paper, writing.....	ream,	25
Rice.....	25 lbs. 7 oz.	24
Soap, common.....	“	72
Silk, raw.....	1.014 lb.	72
Shoes, calf-skin, for men.....	pair,	04
“ patent-leather.....	“	57
Sheathing, metal.....	1.014 lb.	08
Spirit in casks.....	12 to 15 gallons,	3 44
Teas.....	1.014 lb.	18
Tobacco, unmanufactured.....	} 24 per cent. on the invoice value, with an addition of 20 per cent. on the aggregate amount.	
Tin, crude.....		101 lbs.
Wines in casks.....	12 to 15 gallons,	2 16
Wood, manufactured as furniture.....	40 per cent. ad val.	

IMPORTS AND EXPORTS.

The official statement of the imports into Guatemala for the year 1860 shows the amount to have been \$1,495,191; exports, \$1,870,631. Imports from Great Britain, \$802,305; France, \$295,651; Germany, \$108,649; the United States, \$50,235; Spain, \$47,702; and small amounts from various other countries. Of the exports about two thirds were of cochineal, the remainder consisting of ores, sugar, coffee, sarsaparilla, dye-woods, and hides. The following comparative statement will show the increase of trade since the establishment of the Central American Steam-ship Line in 1856:

	Value.	Value.
Ores exported in 1855.....	\$6,600; in 1860...	\$92,575
Sarsaparilla exported in 1855...	1,890; " ...	13,800
Dye-woods " " ...	5,000; " ...	27,672
Hides " " ...	26,000; " ...	76,582
Sugar " " ...	none; " ...	52,377
Coffee " " ...	none; " ...	15,352

The coffee of Guatemala is of very fine quality, and promises soon to become a prominent article of export.

By a contract between the government of Guatemala and the Panama Railroad Company, a drawback of ten per cent. on tariff rates is allowed on all merchandise passing over the Panama Railroad en route for that state.

Rates of wages are much the same as in Costa Rica (p. 196). Laborers on estates receive from $1\frac{1}{2}$ to 2 reals per day.

HONDURAS.

THE Republic of Honduras has Nicaragua on the south, the Bay of Honduras and the Caribbean Sea on the north and east, Guatemala on the north and west, and San Salvador on the south and west. It lies between latitude $13^{\circ} 10'$ and 16° north, and longitude $83^{\circ} 11'$ and $89^{\circ} 30'$ west, and contains an area of about 42,000 square miles, with an estimated population of 350,000. In its mineral resources Honduras ranks first among the Central American States; mines of gold, silver, lead, copper, and iron are abundant, but the inhabitants, mostly Indian, have done comparatively little toward developing their wealth. All the productions of the tropics flourish in Honduras, among which mahogany, dye-woods, sarsaparilla, and tobacco form the chief articles of export. Besides these, bullion, cattle,* hides, and tortoise-shell comprise the chief exports, the total estimated at \$1,125,000 per annum, most of which formerly passed through its Atlantic ports Omoa and Truxillo. Since the establishment of the Panama Railroad line of Central American steamers, a large proportion of the trade has found its way out of the country through the port of La Union, State of Salvador, which is at the junction of three states on the Pacific. Its only sea-port on the Pacific is Amapala, on Tigre Island, a few miles distant from La Union. It is not, however, a port of entry for the Panama Railroad steamers.

The imports of Honduras, which consist chiefly of provisions, coarse cottons, and miscellaneous merchandise, may

* About 20,000 head of cattle are annually driven from Honduras to the great fair at San Miguel, Salvador.

be roughly estimated at \$1,000,000 per annum, chiefly from Great Britain. The great obstacle to the development of Honduras is the want of roads, the interior transportation being wholly effected by means of mules.

The business returns of the Panama Railroad Steam-ship Company from Honduras are included in those of Salvador.

REPUBLICS OF SOUTH AMERICA

CONNECTED WITH THE PANAMA RAILROAD.

NEW GRANADA.

NEW GRANADA, the most northerly, as well as the most important of the South American republics, is situated mostly between the equator and 12° north latitude, and between 70° and 83° west longitude, containing an estimated area of 480,000 square miles. Its greatest length is about 800 miles, and its greatest breadth about 600. It is bounded on the north by the Caribbean Sea, on the east by the Republic of Venezuela, on the southeast by Brazilian Guiana, on the south by the Republic of Ecuador, and on the west by the Pacific Ocean. Along the western portion, the Andes, divided into three great chains, pass in a northeast and southwest direction through the republic. To the east of the most eastern chain the country is spread out into vast llanos or plains, about 300 feet above the ocean level, gradually descending to the River Orinoco, one of its eastern boundaries. These immense plains are said to be unfit for cultivation, but large herds of cattle and horses are raised upon them. The wet season on the llanos lasts from November till April, and the dry the remainder of the year. The average annual temperature is 80° Fahrenheit; the wet season averages about 8° hotter than the dry. This section is principally watered by the tributaries of the River Orinoco.

Upon the sides and summits of the Cordilleras are vast table-lands, varying in climate and productions with their elevation, and embracing every grade of temperature, from that of the torrid zone to the regions of perpetual snow and ice, and, with the exception of the snowy regions, these plains are said to be remarkably fertile, producing in great abundance and perfection the fruits and agricultural staples of every zone. Between the mountain ranges are broad and beautiful valleys: that of Magdalena between the eastern and central ranges, and Cauca and Atrato between the central and western. These valleys are drained each by large navigable rivers of the same names. In the territories comprehended between the eastern and western Andes there are two wet and two dry seasons, the wet coming on at the approach of the equinoxes, and the dry at that of the solstices; each continues about ninety days.

The northeastern portion of the republic, bordering the Atlantic, is low and unhealthy, but of great fertility. At the northwestern portion the Cordilleras become depressed, and frequently disconnected, forming the low hill and valley country of the Isthmus, where, like the northeast portion, the climate is hot, and, in the lower lands, insalubrious, but richly productive. The seasons in these portions of the republic are divided into the dry and rainy, each occupying about six months of the year.

The population of New Granada, which has increased greatly during the past few years, is now estimated at 2,747,500, of whom 1,648,519 are said to be whites, mostly of Spanish descent; 183,166 pure Indian; 97,583 Negro; 366,332 Mulattoes and Samboes; 451,900 of different races mixed with Indian.

The Republic of New Granada is politically divided into eight states, viz.:

	Population.	Capitals.
Panama.....	168,500	Panama.
Cauca.....	404,000	Popayan.
Cundinamarca.....	635,000	Bogotá.
Boyaca.....	465,000	Tunja.
Santander.....	463,000	Bucaramanga.
Magdalena.....	89,900	Santa Martha.
Bolivar.....	222,100	Carthagená.
Antioquia.....	300,000	Medellin.

Agriculture holds the first place in the industrial interests of New Granada. Rice, cotton, coffee, tobacco, cocoa, sugar, and the tropical fruits are the principal cultivated productions of the low valleys and coast-lands, which also produce spontaneously caoutchouc, vanilla, anise, balsams, dye and cabinet woods, ivory-nuts, Peruvian bark, etc. The elevated valleys and plains yield wheat, maize, and almost all the other products of the temperate zone. The cultivation of the soil is, however, very rudely and indifferently managed, and the reclaimed lands bear a very small proportion to the whole.

The manufacturing interests of the republic are also in a very low condition, and consist of little more than coarse woolen and cotton cloths, earthen-ware, and cigars for the use of the lower classes, and the straw hats known in commerce as Panama hats.

The mineral productions of the republic are gold, silver, and platinum; it also possesses valuable mines of emeralds and of salt; but the mining interest is sadly neglected, being mostly left to the lower classes. Turtle-shell and pearls of fine quality are procured in considerable abundance. The entire annual exports are estimated as follows:

Gold.....	\$5,000,000	Cacao.....	\$200,000
Platinum, silver ore, and emeralds.....	1,000,000	Caoutchouc, maize, cotton, ivory-nuts, anise, rice, balsam, etc.	200,000
Pearls and turtle-shell...	800,000	Sugar, flour, preserves, rough woolen and cotton cloths, brandies, etc.....	50,000
Tobacco.....	3,500,000		\$14,350,000
Straw hats.....	1,400,000		
Peruvian bark.....	600,000		
Coffee.....	600,000		
Hides.....	500,000		
Dye and building woods	500,000		

Education in New Granada is at a low ebb, though, nominally, liberal provisions for public instruction are made by the government. By law a free public school is established in every parish throughout the republic; in all there are said to be 800 public schools, and 60 high-schools and colleges, and 47 printing-offices.*

The capital of the republic is Bogotá, in the State of Cundinamarca, in lat. $4^{\circ} 36' 6''$ north, and long. $74^{\circ} 10'$ west, which is situated on a broad plateau 8655 feet above the level of the sea. It is regularly laid out, the houses mostly built of sun-dried bricks, and of two stories, and is amply supplied with water. It contains twenty-four churches, one fine cathedral, a national college, with a library of 33,000 volumes in fourteen different languages, mostly ancient, an observatory, eleven high-schools, besides a seminary, and two public schools in each ward (eight), fourteen hospitals, three lazarettos (both the schools and hospitals are very indifferent), seven printing-offices, three lithographic offices, a fine theatre, one manufactory of woolen cloths, and one of earthen-ware. It has a good market, supplied with fruits and vegetables of both the temperate and tropical zones. Population 60,000. The city of Bogotá is distant from the nearest sea-port on the Atlantic (Carthagena) about 700 miles, and from Buenaventura, on the Pacific, 800. From Carthagena the route is up the Magdalena River by steam-boats to Honda, 700 miles distant, and from thence 100 miles to Bogotá by mules: this is the usual route for merchandise and passengers from foreign ports to the capital. That from Buenaventura is long, difficult, and expensive, much of the distance over the Cordilleras having to be accomplished on mules or the backs of the natives. The roads throughout the republic are very bad.

* The foregoing statistics of population, exports, etc., were made out from official data kindly furnished by Señor Raphael Pombo, Secretary of New Granadian Legation.

The rivers of New Granada are numerous and important. The rivers Rio Negro, Caqueta, and Putumayo connect the eastern and southeastern portions of the republic with the Amazon. The Guaviare, the Meta, and their affluents, connect the east and southeast with the Orinoco. The Orinoco and the Amazon are connected at the boundary of New Granada with Venezuela by the Rio Cassequiare. Commercially, the most important rivers are the Magdalena and its tributary, the Cauca, each over 1000 miles in length, and crossing almost the whole of the most fertile and productive portion of the republic from south to north. The Magdalena empties by three mouths into the Atlantic, and is navigated by steam-boats for 700 miles of its length. It is through this river and the Cauca that the principal part of the interior commerce of the country is carried on. At its western mouth is the port of Sabanilla. It also communicates with the port of Carthagena by a dike or connected chain of lagoons 92 miles in length, and navigated by boats and small steamers.

The Rio Atrato, in the State of Antioquia, is about 300 miles in length, and is navigable for small vessels for about 150 miles. It empties into the Gulf of Darien. Besides these, emptying into the Atlantic, are the Chagres, in the State of Panama, and several other small rivers at present of little commercial importance. Emptying into the Pacific are the rivers Patia and San Juan, draining rich and extensive regions in the State of Cauca.

The principal sea-ports of the republic of New Granada are Rio Hacha and Santa Martha in the State of Magdalena, Sabanilla and Carthagena in Bolivar, and Aspinwall in the State of Panama, on the Atlantic coast; and Panama in Panama, and Buenaventura and Tumaco in the State of Cauca, on the Pacific.

Rio Hacha is an open roadstead. Vessels have to anchor one and a quarter miles from shore, at which distance

large vessels can ride. Cargoes are landed by means of bongoes or canoes. This can only be done between 8 A.M. and 2 P.M., on account of northeast winds, which prevail almost all the year. The landing of cargoes is best effected during the summer season.

The aspect of the town is very pleasing, as most of it is of recent construction. Its business is principally with the interior, through the Indians of La Goajira. Its principal exports are divi divi, dye-woods, hides, skins, and mules. Population between 3000 and 4000.

Santa Martha, 90 miles southwest from Rio Hacha, has a good harbor, with the exception of being exposed to the northeast winds. Vessels are laden and unladen at the wharves. Merchandise is shipped from this port in large decked boats up the Magdalena River, from the mouth of which it is distant about 40 miles. Besides the staples of the country, from this place are exported considerable numbers of horses, mules, and cattle to Jamaica and other West India islands. It ranks as one of the first ports of New Granada.

The city of Santa Martha is the capital of the State of Magdalena. There is a good hospital, a college, and a printing-office here. Population 4340.

Sabanilla, at the western mouth of the Magdalena River, is a roadstead. On account of a bad bar at the mouth of the Magdalena, goods have to be transhipped for their transportation up the river. The town is low and unhealthy. The residences of the principal merchants are at Baranquilla, twelve miles interior.

Carthagena is the finest port and harbor and the chief naval arsenal of New Granada, and is connected with the Magdalena by the canal before mentioned, navigated by steamers of light draught. It is the principal depôt for the products of the provinces watered by the Magdalena and Cauca Rivers, and exports sugar, cotton, coffee, tobacco,

hides, specie, bullion, Peruvian bark, anise, balsams, dye-woods, etc., etc. The port is defended by two forts, and is the only port of New Granada on the Atlantic which has facilities for the repair of vessels. Vessels are laden and unladen by means of flat-boats and bongoes. The town is well fortified and well laid out, the houses mostly of stone. It has a massive citadel, several churches, a college, various seminaries, and two hospitals. Population 10,000. There is a charity hospital at Carthagena, where sick American seamen are admitted at a charge of 40 cents per diem; accommodations very indifferent. The usual charge for storage of dry goods is about one per cent. on gross sales; drayage from wharf to store, 28 to 30 cents per ton; boat for landing, cartage to wharf, and storing at custom-house, about 11 cents per barrel. From the United States to this port are imported flour, codfish, hams, butter, cheese, glass-ware, earthen-ware, iron-mongery, pitch, tar, rosin, cordage, copper, and a great variety of articles from France, Spain, Italy, and Germany.

The ships of the Royal Mail Steam Packet Company, plying between Southampton, the West Indies, and the east coast of South and Central America, stop here monthly with mails, passengers, and freight. See Itinerary of said Company, p. 158, et seq.

Aspinwall, the Atlantic terminus of the Panama Railroad, in the harbor of Navy Bay, is a free port. The shelter here for shipping is extensive, and the anchorage good. Nothing obstructs the entrance to the harbor for vessels of the largest draught. No pilots are required. The wharf and storage accommodations are ample. Reference to connections of Panama Railroad, page 145, will give the principal maritime movements of this port. Harbor regulations, freight, wharfage, storage, light dues, etc., etc., will be found on page 143, et seq.

Panama is a free port. This port derives its importance

from being the Pacific terminus of the Panama Railroad. It is situated in the Bay of Panama, latitude $8^{\circ} 56'$ north, longitude $79^{\circ} 37'$ west. Its harbor is protected by a group of islands of considerable extent, distant about two and a half miles from the place of embarkation. The nearest secure anchorage for vessels of heavy draught is distant from shore one and three quarters of a mile, on account of coral reefs which extend for that distance out into the bay. The average tides at this point have a rise and fall of twelve feet,* and transportation between ship and shore is carried on at from one half to high tide by means of small steamers and large iron-decked launches, which discharge at the wharves of the Panama Railroad Company. Storms are unknown in the harbor of Panama, and the transportation between ship and shore is performed at every season with perfect ease and safety. The group of islands before mentioned furnishes the rendezvous for the vessels of the Pacific Mail and Panama Railroad Steam-ship Companies. About nine miles to the southeast of the harbor is the beautiful and productive island of Toboga, at which place is the rendezvous of the British Pacific Steam Navigation Company. At this place facilities are afforded for the repair of vessels

*	Table of the Tides on the		
	Pacific at Panama.		Atlantic at Aspinwall.
	May and June.	Nov. and Dec.	Aug. and Sept.
	Feet.	Feet.	Feet.
Greatest rise of tide.....	17.72	21.30	1.60
Least " "	7.94	9.70	0.63
Average " "	12.08	14.10	1.16
Mean tide of Pacific above mean tide of Atlantic.....	0.759	0.140	
High spring tide of Pacific above high spring tide of Atlantic	9.40	10.12	
Low spring tide of Pacific below low spring tide of Atlantic.....	6.55	9.40	
Mean high tide of Pacific above mean high tide of Atlantic	6.25	6.73	
Mean low tide of Pacific below mean low tide of Atlantic.....	4.73	5.26	
Average rise of spring tides.....	14.08	17.30	
" " neap tides	9.60	12.40	

of the heaviest draught by means of a "gridiron," which is rented at reasonable rates to vessels of all nations. There is also at Toboga a large machine-shop, where repairs for the largest varieties of machinery are effected at moderate charges. No pilots are required in the harbor of Panama. Fresh provisions and water are furnished to shipping in abundance, and at moderate rates.

Labor is cheap and easily procured; wages from eight to ten reals per day.

The city of Panama is a place of considerable commercial importance. Several mercantile houses of large capital are established here, which collect from the interior and the North and South Pacific coasts the various staple productions of South and Central America for exportation over the Panama Railroad to the United States and Europe, and receive from thence large quantities of merchandise for the use of the interior towns and different ports in the Pacific. For the maritime commercial movements of this port, see connections of Panama Railroad, page 147. Population of the city of Panama, 10,000.

About sixty miles southeast from the port of Panama is the group of islands called "Islas de las Perlas," or Islands of Pearls, where a pearl-fishery is carried on, producing about \$100,000 worth of a fine quality of pearls per annum.

Besides Panama, on the Pacific coast of New Granada, are the ports of Buenaventura and Tumaco, in the State of Cauca, from which are exported Peruvian bark, cocoa, tobacco, hides, etc., to Panama, principally by the vessels of the Pacific Steam Navigation Company, which touch at each bi-monthly. The trade of these ports is chiefly with Panama, receiving from thence merchandise from the United States and Europe suitable to the demands of the country.

PORT REGULATIONS.

The port regulations of the Republic of New Granada are such as are deemed necessary, as well in view of the general convenience and safety of vessels as to answer proper police and harbor discipline.

There are no quarantine regulations at any of the ports of New Granada, and, consequently, no bills of health are required. Tonnage dues, port dues, pilotage, and visit fees are the same in all the ports of the republic, with the exception of the free ports of Aspinwall and Panama. Every vessel pays \$6 40 for the visit of the captain of the port, and \$11 pilotage in and out, besides \$1 60 for an interpreter.

Every vessel pays 40 cents per New Granadian ton for her capacity for the first 100 tons, and 20 cents for every ton over the same. There are no light dues, except at the port of Aspinwall, where light fees are charged by the Panama Railroad Company (see p. 145). The river navigation of New Granada is free to flags of all nations, with the exception of vessels propelled by steam, the monopoly of which last is granted to certain individuals under contract with the government.

Tariff of New Granada on Articles received from the United States—1855.

Under this tariff weights and measures are, 1 pound = 1.014 pound; 100 pounds = 4 arrobas; 100 pounds = 101½ pounds avoirdupois; 1 vara = 33½ English inches; 1 quintal = 101.44 pounds; 1 kilogramme = 2½ pounds; 1 miriagramme = 26 lbs. 9 oz. 10 pwt.

Money.—1 peso = 8 reals = 100 cents = \$1.*

Denomination of Merchandise.	Number, Weight, or Measure.	Rate of Duty.
Beef.....		free.
Beer, ale, porter, in bottles.....	1.014 lb.	\$0 00½
“ “ “ in casks.....	“	0 00½
Brandy in bottles.....	1 kilogramme, or 2½ lbs.	0 16
“ in casks.....	“	0 16
Candles, wax.....	2½ lbs.	0 40

* The French decimal system of weights, measures, and currency has been recently adopted by the New Granadian government.

Denomination of Merchandise.	Number, Weight, or Measure.	Rate of Duty.
Candles, spermaceti.....	2½ lbs.	\$0 20
Cheese of all kinds.....	“	0 02
Cider in bottles.....	same as beer.	
“ in casks.....	“	
Codfish.....		free.
Copper, manufactures of.....	2½ lbs.	0 15
“ in bars.....		free.
Cotton, raw.....	no importation.	
“ manufactures of.....	2½ lbs.	0 40
Flour, wheat.....		free.
Glass, window.....	box of from 100 to 125 lbs.	2 40
Hams and bacon.....		free.
Hats, straw.....	dozen,	0 60
Household furniture.....	chairs, dozen,	6 00
“ “.....	1 lounge,	12 50
“ “.....	1 table,	5 00
Indian corn.....		free.
Lard.....		“
Lead in bars and sheets.....	1 miriagram. 26 lbs. 9 oz.	0 32
“ manufactures of.....	2½ lbs.	0 05
Nails, iron.....	26 lbs. 9 oz.	0 48
Oils, whale and other fish.....	1.014 lb.	0 06½
Pitch.....	“	0 00½
Paper, writing.....	ream,	0 40
“ printing.....		free.
Paints.....	2½ lbs.	0 12
Pork.....		free.
Rice.....		“
Rosin.....	“	0 00½
Soap, common.....	26 lbs. 9 oz.	0 72
“ perfumed.....	2½ lbs.	0 50
Shoes and boots, leather.....	{ 10 per cent. additional to the duty on leather.	
Sugar, refined.....	1.014 lb.	0 02½
Tallow.....	101 lbs.	2 00
Tar.....	26 lbs. 9 oz.	0 08
Teas.....	2½ lbs.	0 20
Tobacco, unmanufactured.....	“	0 20
“ cigars, Havana.....	“	0 80
“ “ others.....	“	0 80
Umbrellas, silk.....	each,	0 60
“ cotton.....	dozen,	2 00
Wax, raw, white.....	2½ lbs.	0 20
“ “ yellow.....	“	0 20
Wood, boards, pine.....		free.
“ shingles.....		“
Wines, red.....	2½ lbs.	0 06
“ white.....	“	0 10

Goods imported into the Isthmus of Panama, although a part of the New Granadian Republic, are exempt from duty; but if imported from the Isthmus into New Granada, they are charged the regular duties as if coming from foreign countries.

FREE LIST.

Animals for breed; beaver and other skins; bee-hives and bees; books, printed; carts; casks; coal; gold, silver, and platina, in dust; implements for agriculture and mining; scientific and surgical instruments; medals; mills; paintings and engravings; paper for printing; plants; seeds; statues and busts; steam-engines; wool; effects of ambassadors, and equipage of travelers.

PROHIBITED LIST.

Arms; obscene books and prints; coin, defaced or clipped; rum; tobacco, raw.

Coasting trade free to foreign vessels.

By virtue of the tariff act which came into force in New Granada, June 25, 1856, an increase of duty from 25 to 100 per cent. was imposed on nearly every article of import, presenting an exception to the tariff modifications of almost every other commercial country for years past. The percentage increase of rates on the principal articles of merchandise, by virtue of this act, on the rates previously levied, has been noted as follows, fractions being disregarded:

On the following articles the increase is 25 per cent.: steel, not manufactured; needles and fish-hooks of certain descriptions; indigo; sugar-candy; phials; cocoa, manufactured; cocoanuts; padlocks of iron or brass; candlesticks of glass or crystal; brushes for the teeth, nails, etc.; locks; beer; copper in sheets; glasses, small, for liquors, cut or not; knives for shoemakers, etc.; spurs, cast iron; chisels; bottles; large forge bellows; carbine hooks; buckles of metal; watchmakers' tools; common lead-pencils; china-ware, small articles; mirrors of certain sizes; hammers of all kinds; mills, small, and coffee-mills, etc.; razors; brown paper; Jamaica pepper; pipes of clay, for smoking; dishes of glass or crystal; lead in pigs, plates, balls, and shot; metallic pens; reins for bridles; castors for tables, etc.; tallow or stearine; ink in powder, paste, or liquid; glasses, watch, magnifying, etc.

On the following articles the increase is 26 per cent.: spirits from cane and its compounds, in those provinces in which this article is not a monopoly; spirits of turpentine; scented waters of all kinds; iron wire; white lead in powder or oil; raw cotton in bulk and in seed; trunks with merchandise; bottles and demijohns; brooches for clasps, etc.; shoe-brushes, etc.; copper in bars or cakes; compasses; fine penknives; spoons of tin, iron, copper, etc.; large knives, and knives of ivory, etc., and balance-handle knives with forks; thimbles; snuffers; screw-drivers; fowling-pieces; mirrors with gilt frames; tin, pewter, etc., in bars or cakes; felts for hats; nails, brads, etc.; liquor cases; saddle-trees; toilet soap; sealing-wax; files;

linen manufactures, common; mustard; mainsprings for clocks and watches; paper, writing, hanging, etc.; umbrellas of silk of all sizes; pincers of all sorts; pistols, common; earthen pitchers, jars, etc.; salt-cellars of glass or crystal; saws, pit and frame; scissors, small, etc.; turpentine; zinc, manufactures of.

On the following articles the increase is 27 per cent.: cruet-stands; needles of wire, bone, etc.; silver, brass, and piano wire; door-bolts, small; carpeting in pieces; cotton manufactures; curry-combs of iron; plate-holders; pin-cases; chandeliers of glass or metal; harness for two beasts; trunks without merchandise; scales; bridle-bits; copper pumps for engines; silk brocade; wax candles; bedsteads; sofas; sieves of wire, silk, etc.; clothes-brushes, etc.; cranks of iron; clothes-presses; watch-guards; swords; small looking-glasses; iron pickaxes; stirrups; pianos; flasks; decanters; small buckles for braces, etc.; whips; lawn; lace; fringes, etc., of linen; porcelain; manufactures of German silver; saddles; dial-plates; razors in cases; organs; gilt paper-hangings; cotton umbrellas; pistols; powder-flasks; bottle-stands; watches; manufactures of silk of all kinds; fine scissors; gold braid; window-glass.

On a certain description of needles, packing, sailmakers', etc., the increase is 100 per cent.; on irons for carpenters' planes, etc., and small hand-bellows, 150; on fine gold wire, 154; and on sperm-oil, manufactured, 160 per cent.

There is a decrease of duty on buttons of from 40 to 80 per cent.; on chairs, of 68; augers, 36; common glass bottles, 40; gloves of buckskin, etc., 54 and 52; stirrup-leathers, 37; and on a few other unimportant articles.

ECUADOR.

THE Republic of Ecuador, joining that of New Granada on the south, is situated between latitude $1^{\circ} 35'$ north and $5^{\circ} 50'$ south, and has its name from its position under the equator. Its eastern boundary is formed by a portion of New Granada, Brazil, and Peru; its southern by Peru, and its western by the Pacific Ocean. Estimated area 250,000 square miles.

The three ranges of the Andes pass through the extent of the western part of the republic from north to south. As in New Granada, they abound in high fertile valleys

and elevated plains of great productiveness and salubrity; they also shoot up into frequent lofty volcanic peaks, many of which are in active eruption: 17 of these have an average height of over 16,000 feet each, while several others range from 17,000 to 21,000 feet, their summits covered with perpetual snow. The lower valleys and plains yield all the staples and fruits of the tropics, while the higher produce the grains and fruits of the temperate zone, and afford the finest pasturage for numerous herds of cattle, horses, sheep, lamas, guanacos, and vicunas. Here the Peruvian bark, sarsaparilla, balsam of tolu, vanilla, canella, copaiva, gentian, and many other medicinal productions, are indigenous. There are also vast tracts of wooded lands, producing the finest timber for ship-building and cabinet-work, besides many excellent varieties of dye-woods, and numerous fibrous plants suitable for the manufacture of hats, cordage, cloth, paper, etc.

The mineral productions of Ecuador are gold, silver, mercury, iron, tin, lead, copper, antimony, manganese, sulphur, and salt.

Gold is abundant in the sands of almost all the rivers. From not being properly or efficiently worked, the produce from the mining interest of Ecuador is inconsiderable.

The navigable rivers of Ecuador are numerous. Flowing into the Pacific are the Esmeralda, the Rio Guayaquil and its tributary the Daule (emptying into a gulf of the same name), and the Tumbez, forming a part of the southern boundary, all of considerable importance, draining rich and productive districts, and affording for a considerable portion of their extent an easy passage for the productions of the Pacific slope to the coast. Flowing westward into the valley of the Amazon and uniting with that river are the Putumayo, navigable for the greater part of its extent; the Napo, navigable for steam-boats for 550 miles; the Tigre for 230 miles; and the Santiago, 400 for steam-boats, and

120 more for smaller vessels. The Amazon, which forms a large portion of the southern boundary of the republic, is navigable for large vessels as far as the River Tigre (about midway of the southern boundary), making the navigable portion of that river in Ecuador about 350 miles for steamboats, and nearly 300 farther for rafts or balsas.

The climate of Ecuador varies with the situation of different portions; that along the Pacific coast is decidedly tropical and insalubrious; but as the slopes of the Andes are ascended, the temperature is decreased, until, reaching the valleys and plains at a height of nine or ten thousand feet, a perpetual spring prevails. The valley of Quito, in which the capital is located, is said to possess the most equable and delightful climate in the world, having a temperature varying from 56° to 62° Fahrenheit.

The year is divided into two seasons. In the elevated lands the winter commences in December and lasts until May, and is a season of clear skies, with a delightful temperature; the summer begins in June and ends in November: during this season high winds prevail. In the low land the temperature is hot and moist, and in the winter incessant rains prevail.

The population of Ecuador is estimated at about 800,000, composed of

Whites of European descent.....	351,672
Indians, descendants of the "Quiches".....	274,440
Indians of the Orient.....	135,000
Negroes.....	7,831
Mixed races.....	31,057
	<hr/> 800,000

The whites are the principal landholders, traders, etc. The Quiches are mostly mechanics and agriculturists.

The Indians of the Orient are wild, and warlike, and uncivilized.

The prevailing religion is Roman Catholic, and the open profession of no other is tolerated, but foreigners are not

molested on account of their religious faith. Education is at a low ebb.

The chief city and capital is Quito, and is situated 9453 feet above the level of the sea, in a valley of the same name, 150 miles from Guayaquil, the chief sea-port. It is well built, and has several handsome squares, in one of which are the cathedral, the town hall, and palaces of the archbishop, etc. There are also in this city many churches and convents, a work-house, an orphan asylum, a university, and a large hospital. It has manufactories of coarse cotton and woolen goods, lace, hosiery, jewelry, etc., and a large trade in corn and other agricultural produce, which, with some of its manufactured goods, are sent by way of Guayaquil to Central America in return for indigo, iron, steel, and to Peru in return for brandy, wine, oil, and precious metals, etc. There is said to be much wealth among its inhabitants. The markets are well supplied. Population 50,000.

The chief sea-ports and harbors of Ecuador are Guayaquil, Manta, and Esmeralda.

Guayaquil, the principal port, is situated at the head of a bay of the same name, and at the mouth of the River Guayaquil, 50 miles from the sea. The harbor is excellent, and affords great facilities for ship-building, excellent timber being found within a few rods of the river, where building-yards of capacity for the largest ships have been constructed. The city consists of the old and the new town, and is intersected by five small creeks which are crossed by wooden bridges. The houses are mostly of wood. The principal edifices are a cathedral, several churches, two hospitals, and two colleges. The city is defended by three forts. It is unhealthy, with a mild, humid climate: mean annual temperature 88° Fahr. Population 22,000. Guayaquil is an important entrepôt for the trade between Lima and Quito.

The ports of Manta and Esmeralda are chiefly ports of export for silver ore and the produce of the country sur-

rounding. The towns are of small size and of but little importance. The regular ships of the Pacific Steam Navigation Company touch at Guayaquil on the 13th and 28th of each month, and a special steamer plies monthly between Guayaquil and Panama, touching at the ports of Manta and Guayaquil (see Itinerary, page 154). In 1856 the foreign exports by the ports of Manta and Guayaquil were \$2,333,141 50, of which \$67,562 12 was silver and silver ore. The exports across the country to New Granada were about \$300,000, and to Peru \$100,000. The imports for the same year were, through the port of Guayaquil, \$2,374,439 38; through Manta, \$112,267 39; from New Granada, \$40,000; and from Peru, 100,000.

The chief exports consist of silver and silver ore, cacao, sombreros (or Panama hats), tobacco, cascarilla, sarsaparilla, agave fibre, tamarinds, caoutchouc, canes, coffee, hammocks, etc.; the imports, textiles of cotton, wool, flax, and silk, wine, spirits, flour, hardware, paper, furniture, musical instruments, etc., etc.

Port Regulations at Guayaquil.—There are no quarantine regulations. Tonnage dues, 25 cts.; light money, 6¼ cts.; hospital, 50 cts. per day. Vessels lie in the stream, and are loaded or discharged by means of rafts, \$4 to \$5 per load.

The commercial charge for storage is 1 per cent. Merchandise is carried on by porters, who charge from 10 to 50 cents, according to bulk.

Passengers, on landing, are obliged to present themselves at the police-office, where their passports are examined. Their baggage is examined at the custom-house, and no fees are exacted with the exception of those for a new passport on leaving the country.

The currency is the same as in Mexico.

Coin.—1 peso=100 cents=\$1 00.

Weights.—1 quintal=4 arrobas of 25 lb. 7 oz.

Measures.—1 vara=33½ inches English.

Tariff on Articles received in Ecuador from the United States—1856.

FREE LIST.

Printed books and music, maps, ships' materials, fresh fruits, vegetables, fire-engines, surgical and mathematical instruments, agricultural implements, tools of emigrants, useful machines, inventions, etc.

Denomination of Merchandise.	Number, Weight, or Measure.	Rate of Duty.
Alcohol	gallon,	\$1 50
Beef.....	quintal (101 lbs.),	2 00
Beer, ale, porter, in bottles	dozen,	75
“ “ “ in casks.....	gallon,	25
Brandy in bottles.....	dozen,	2 00
“ in casks.....	gallon,	50
Cables and cordage.....	101 lbs.	37½
Candles, wax	1.014 lb.	18½
“ tallow.....	“	03
“ spermaceti.....	“	06½
Cheese of all kinds.....	101 lbs.	2 00
Cider in bottles.....	dozen,	1 00
“ in casks.....	gallon,	25
Codfish.....	101 lbs.	3 00
Copper, manufactures of.....	1.014 lb.	06½
“ in bars.....	101 lbs.	2 50
Cotton, raw	“	50
“ manufactures of.....	yard,	(drills) 02½
Flour, wheat.....	barrel, about 200 lbs.	6 00
Glass, window.....	box of 100 feet square,	1 00
Hams and bacon.....	101 lbs.	50
Hats, straw.....	each, for ladies,	2 00
Household furniture.....	1 table,	4 50
Indian corn	101 lbs.	1 00
Lard	“	4 50
Lead in bars and sheets.....	“	1 00
“ manufactures of.....	“	1 50
Nails, iron	“	1 00
Oil, whale and other fish.....	gallon,	05
Paper, writing.....	ream,	25
“ printing.....	“	75
Paints	101 lbs.	2 00
Pitch	“	30
Pork	“	2 00
Rice.....	“	3 00
Rosin	“	20
Shoes, boots, leather.....	1 pair,	1 50
Soap, common.....	101 lbs.	1 50
“ perfumed.....	dozen cakes,	12½ cts. to 25
Sugar, refined	101 lbs.	4 00
Tallow.....	“	2 00
Tar.....	“	25
Teas*.....	1.014 lb.	18½
Tobacco, unmanufactured.....	101 lbs.	10 00
“ cigars, Havana.....	1000,	5 00

* Teas, when imported direct from the place of production in American or equalized vessels, are free.

Denomination of Merchandise.	Number, Weight, or Measure.	Rate of Duty.
Umbrellas, silk.....	one,	\$1 00
“ cotton.....	dozen,	2 00
Wax, raw, white.....	101 lbs.	9 00
“ yellow.....	“	9 00
Wines, red.....	gallon,	15
“ white.....	“	15
Wood, boards, pine.....	1 foot,	02
“ shingles.....	1000,	3 36

The duties are to be paid within 10 days when they amount to \$100; within 30 when from \$100 to \$500; within 45 from \$500 to \$2000; within 75 from \$2000 to \$6000; 100 from \$6000 to \$12,000; over \$12,000, 150 days. Besides the duties small sums are levied as toll tax.

Export duties: gold, $\frac{1}{2}$ per cent. ad valorem; silver, 1 per cent.; manglewurz, 50 cents per 100 lbs.; straw for hats, 10 per cent. ad valorem.

P E R U.

THE Republic of Peru, between latitude $3^{\circ} 25'$ and $21^{\circ} 48'$ south, and longitude 68° and $81^{\circ} 20'$ west, embraces an area of 520,000 square miles, and had, by the census of 1852, a population of 2,106,492. Peru is bounded on the north by Ecuador, on the east by Brazil and Bolivia, on the south by Bolivia and the Pacific, and on the west by the Pacific Ocean, and has a coast-line on the Pacific of 1240 miles.

The double cordillera of the Andes traverses Peru from northeast to southwest, separating it into three regions. The central has an elevation of about 12,000 feet; the eastern forms a part of the great plain of South America; and the western, between the Andes and the Pacific, has a breadth of from 60 to 70 miles. The Andes and their branches are estimated to occupy about 200,000 square miles of the surface of Peru. The whole of the coast region is arid and

barren; the upland or central region abounds in fertile valleys and plains. To the east of the mountains the country is covered with vast forests, which have as yet been but imperfectly explored. Between the coast regions and the mountains are numerous valleys and plains of great fertility, where tobacco, sugar, maize, cotton, indigo, cocoa, cochineal, and various tropical fruits are produced, besides the copaiva, vanilla, balsams, etc., and valuable cabinet woods, which are indigenous. Here rain rarely falls, but fogs and dews are frequent. In the central region the grains of Europe are successfully cultivated, and the finest pasturage for sheep and cattle is abundant. The lama, alpaca, guanaco, and vicuna are natives of this region, where they abound in great numbers; their wool, especially that of the alpaca, is said to be the finest in the world except the Cashmere, and forms an important article of export. Here also are found the cinchona-trees, from which the Peruvian barks of commerce are obtained.

The mineral wealth of Peru is very great: gold, silver, copper, tin, iron, and saltpetre are found in abundance; the region between the mountain ranges is especially rich in mineral products.

A very great source of wealth to Peru is its deposits of guano, which occur on the islands of Chincha and Lobos along its coast. These were estimated in 1842 to contain no less than 46,632,000 tons, valued at \$20 per ton; the annual consumption was then assumed to be about 300,000 tons.

Peru is politically divided into eleven departments and two littoral provinces, as follows, from north to south:

Departments.	Population.	Capitals.
Amazonas	43,074	Chachapoyas.
Libertad.....	290,553	Truxillo.
Anech.....	219,145	Huaras.
Junin.....	222,949	Cerro de Pasco.
Lima.....	259,801	Lima.
Huancavelica.....	70,117	Huancavelica.

Departments.	Population.	Capitals.
Ayacucho	132,921	Huamanga.
Cuzco.....	349,718	Cuzco.
Puno.....	285,661	Puno.
Arequipa.....	119,336	Arequipa.
Moquega.....	61,432	Tacna.
Province littoral de Callao.....	8,453	
“ “ “ Piura.....	76,332	
Total.....	2,106,492	

The population consists of Spaniards, native Indians, Negroes, and the mixed races resulting therefrom: whites about 400,000; Indians, 1,000,000; the remainder Negroes and mixed bloods.

Education in Peru is in a very low condition, though there are many Lancastrian schools in the republic, where the elemental branches are taught. At Lima, the capital, there is a University and several colleges, but they are poor and thinly attended. "Superior education is confined to a very few among the whites, and the ornamental almost universally takes the precedence of useful instruction. There are at the capital some good libraries and a medical college."

"The established religion is Roman Catholic, though other denominations are now tolerated. The clergy are said to be careless of their duty and lax in their morals."

Agriculture is in a very primitive state. Manufactures are also in a backward condition, principally confined to ponchos, or loose cloaks (some of which are of great fineness and beauty), coarse blankets, mats, hats, cordage, and the beautiful filigree silver-work for which the interior of Peru is celebrated.

Lima, the capital of Peru, is situated on a beautiful and extensive plain 560 feet above the ocean, and from Callao, its sea-port, distant about eight and a half miles. It is about two miles in length, about the same in breadth, and is surrounded by massive brick walls. The River Rimac flows through the city, and is crossed by a fine stone bridge 530 feet in length. The streets are regularly laid out, the

houses low, and built of sun-dried bricks. The grand plaza is about 500 feet square, in the centre of which is a handsome stone fountain, surmounted by a bronze statue; besides this there are about thirty other open squares in the city. There are two foundling asylums and eleven public hospitals, one of which has 600 beds. The city contains fifty-seven churches, sixteen nunneries, and twenty-five chapels, many of which are rich in decorations of gold and jewels. The church of the Dominican convent is 300 feet in length by 80 in breadth, and has a steeple 180 feet in height. The convent of St. Francis covers two whole squares, and has magnificent cloisters. Lima has a University, numerous primary and two high schools, also three Latin schools, and four colleges. There are two theatres, an amphitheatre for cock-fighting, and another for bull-fights capable of accommodating 12,000 spectators. The manufactures, which are very limited, consist of gold lace and fringes, glass, cotton cloth, cigars, chocolate, and paper. Its population is about 100,000, one fourth of whom are white, one fourth Negroes, and the remainder Indians and mixed races. The climate of Lima is delightfully mild and equable, ranging from 60° to 80° Fahrenheit. Rain is extremely rare. The communication between Lima and Callao, its sea-port, is by a railway eight and a half miles in length, built in 1850-51 by English engineers, with materials brought from England. There is another railway running from Lima to Chorillas, a favorite bathing-place on the coast, nine miles distant. The country in the vicinity of Lima is exceedingly pleasing and fertile, producing all the fruits and vegetables of the temperate zone in abundance. Earthquakes occasionally occur, but are usually so slight that they rarely create alarm.

The chief sea-ports of Peru are Payta, San José, Huanchaco, Callao, Islay, Arica, and Iquique. These are the ports of entry for foreign commerce, and are called "*los pu-*

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