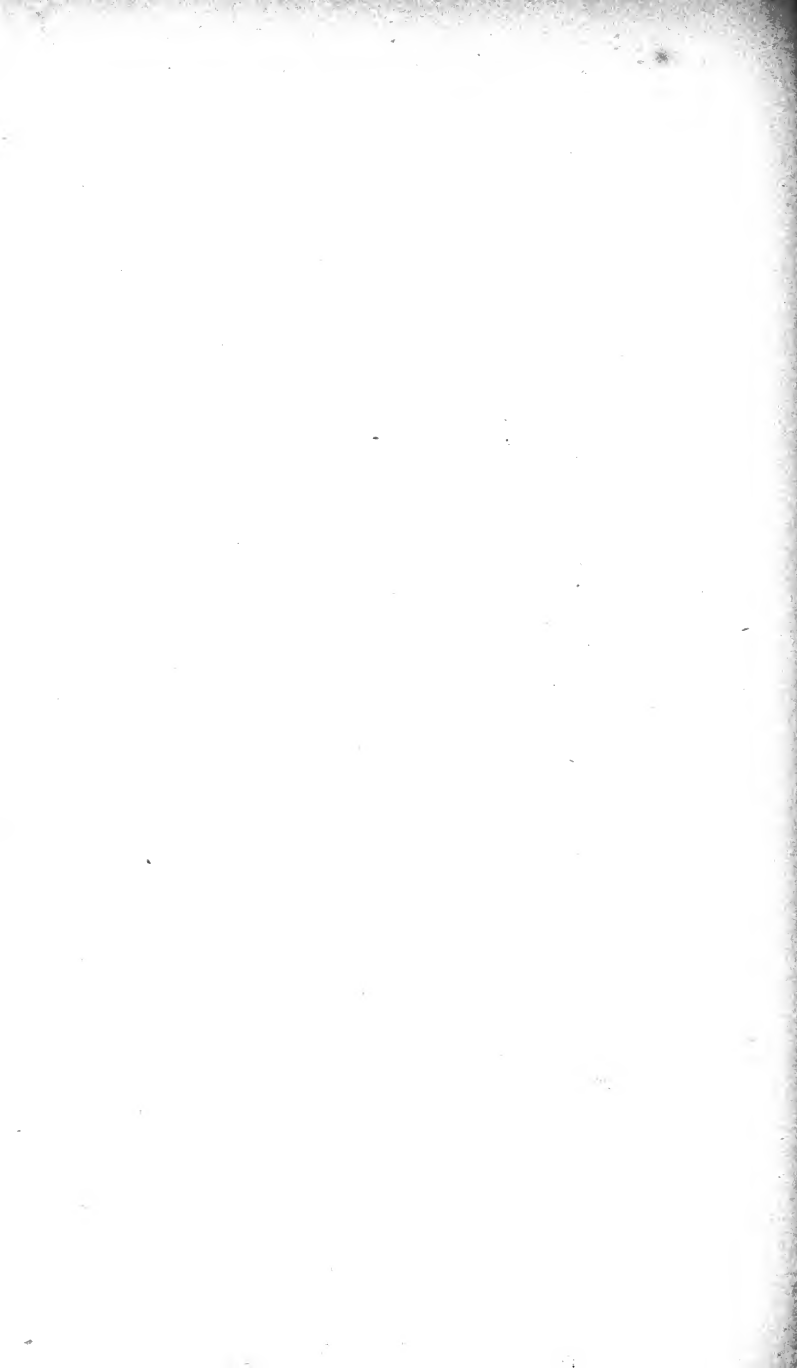
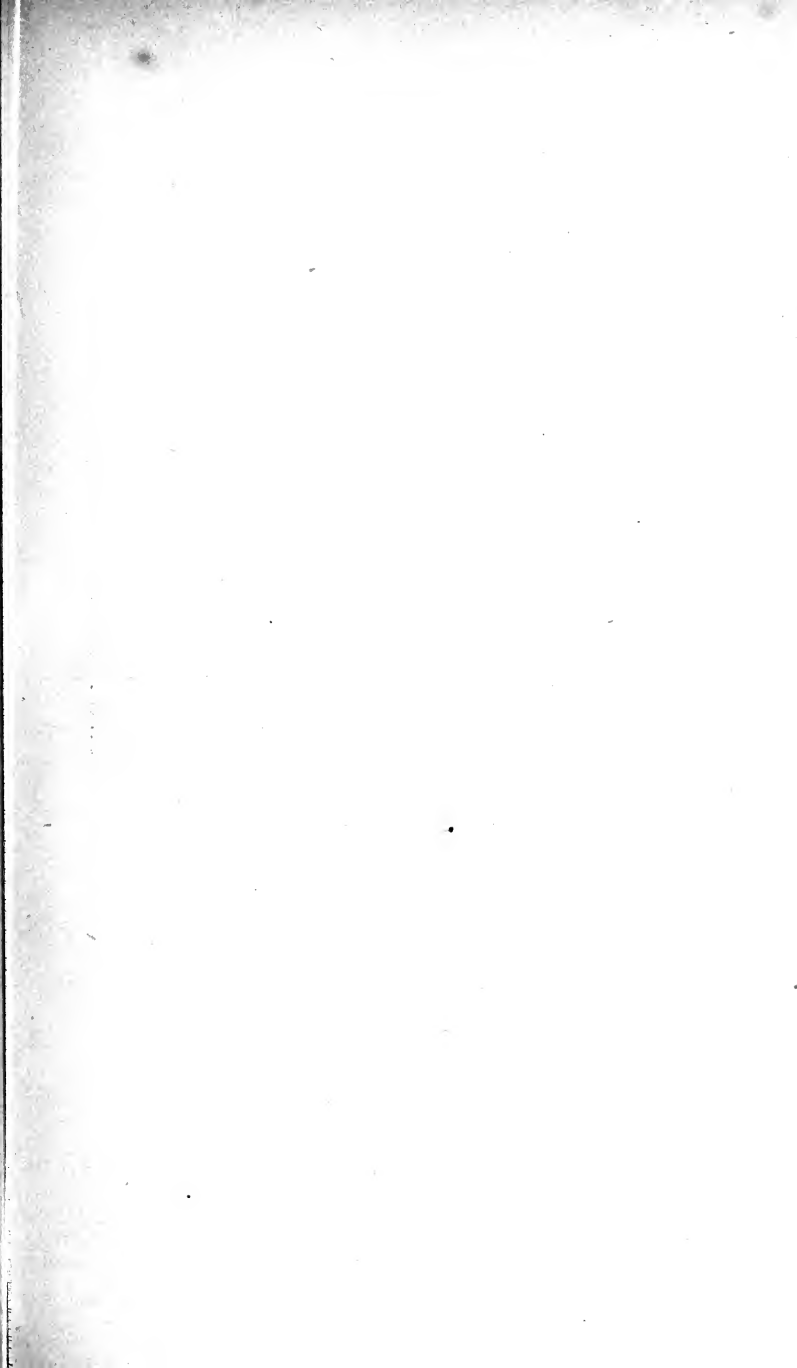
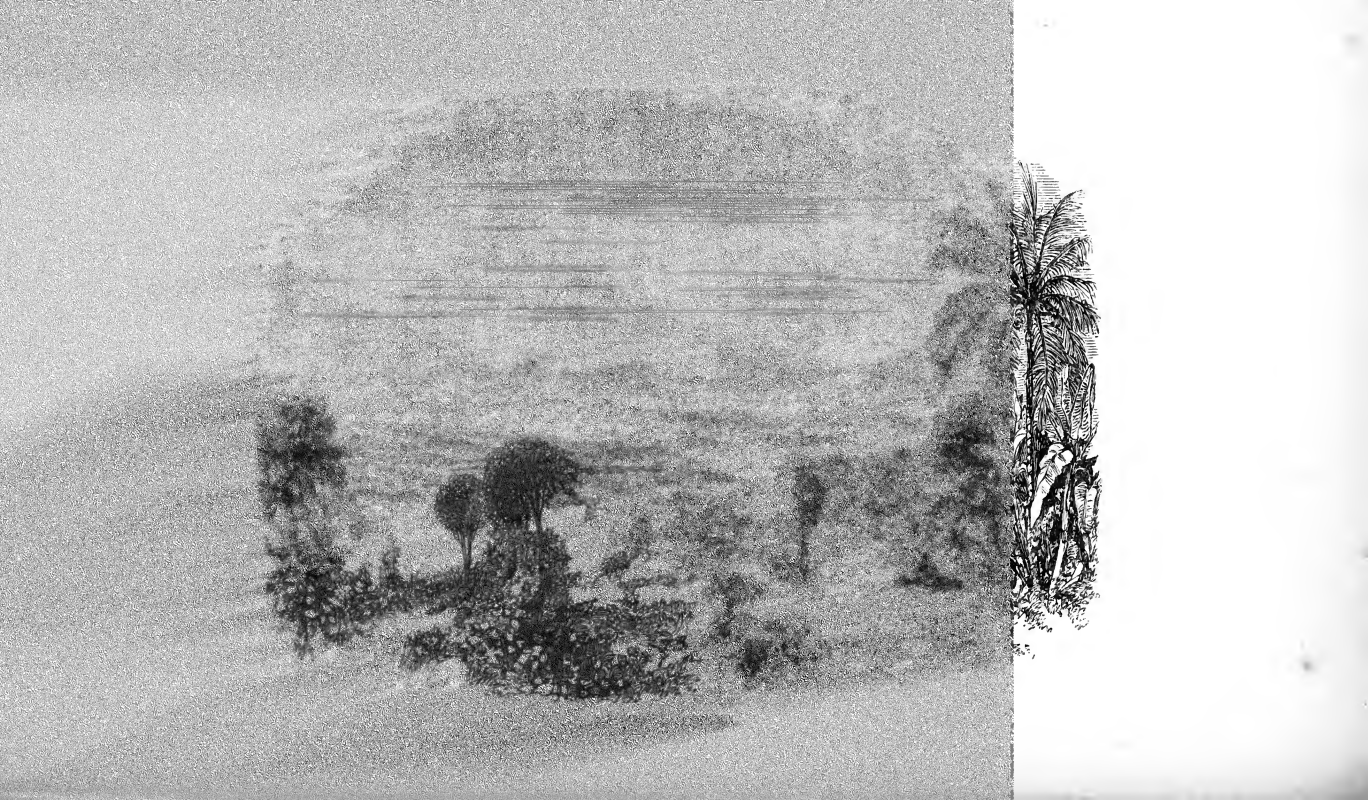




TERMINUS AT PANAMA.







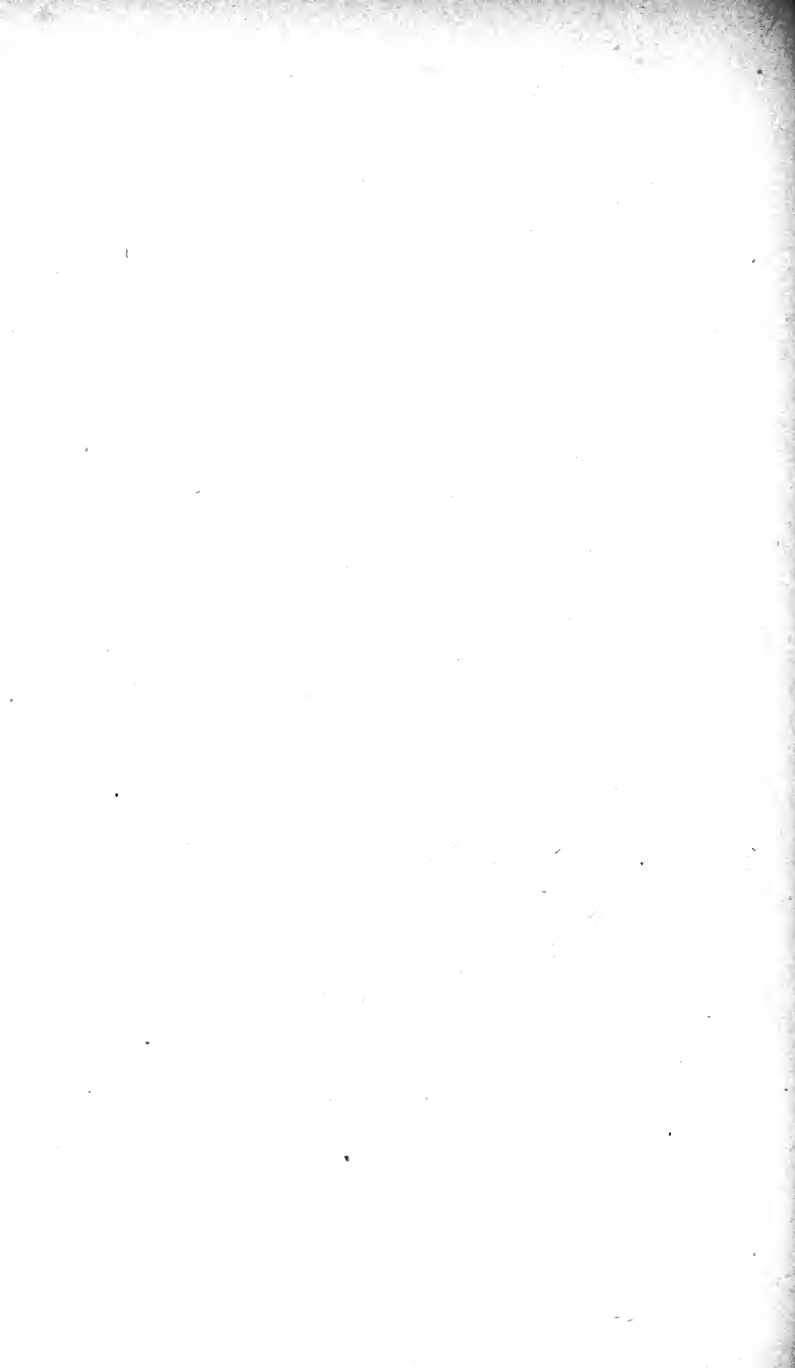
pied by them as the rendezvous of the California and Central American lines of steam-ships. These islands are well wooded, and abound in fine springs of water. Flamenco, the largest of the three (about half a mile in length by a third in breadth), has on its southern side a fine beach, which, as the 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-

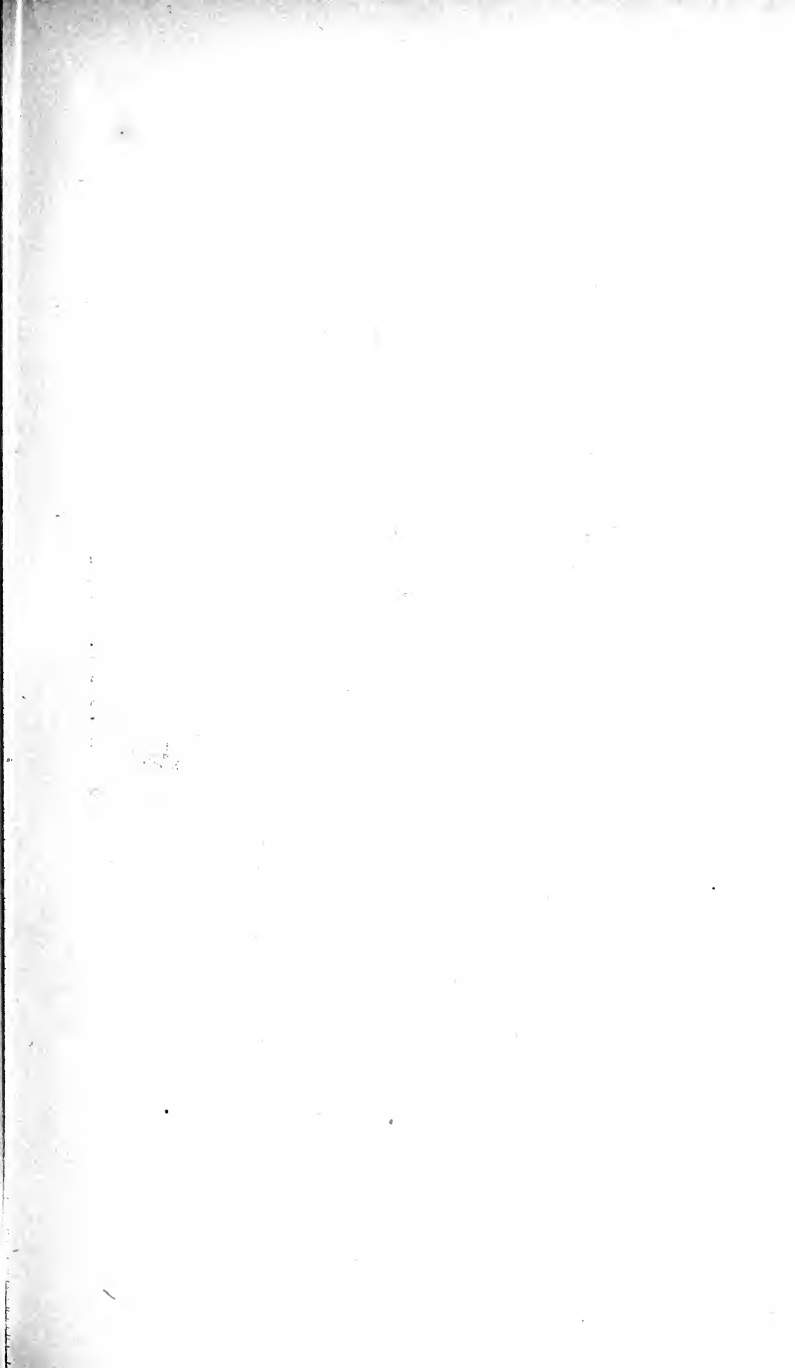
pertaining to the regulations of the trains on the Panama Railroad, the rates of passage and of the transportation of every kind of freight, and all general information in regard to the regulations of the road which will be likely to be of service to the traveler or the man of business. Also an account 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.

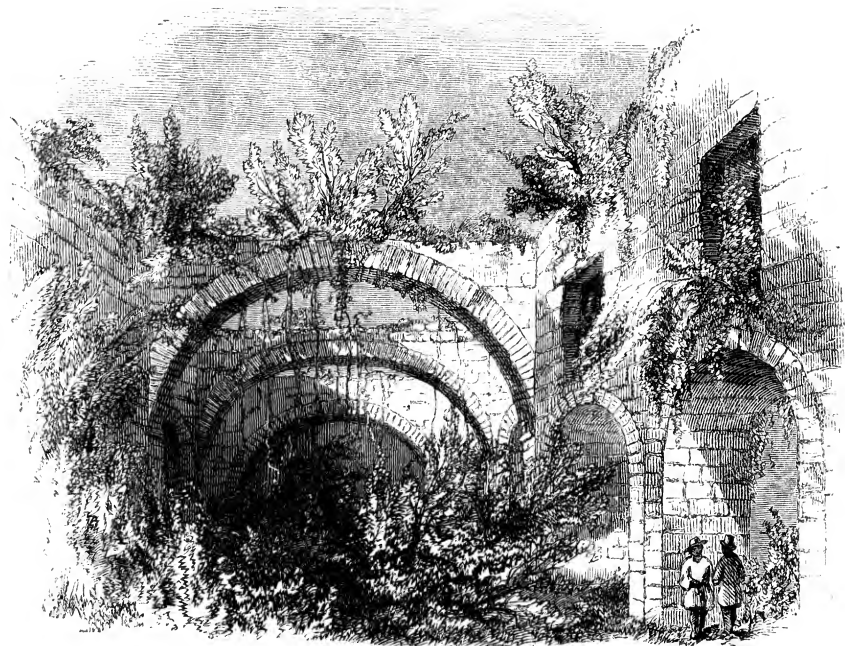


THE CATHEDRAL AT PANAMA.









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 "	7¼	Gatun.....	40¼	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 .....	$\frac{1}{2}$ 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, Trewnails, 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— $\frac{1}{4}$  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 storehouses, 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.

*Gold Coin.*

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.			

Gold 20 franc pieces .....	\$3 80	Ten-guilder pieces .....	\$3 80
Gold 10 franc pieces .....	1 90	Condors, New Granadian .....	8 50
English sovereigns .....	4 85	Condors, Chilian .....	8 00
English half sovereigns.....	2 42½		

Fractional parts in proportion.

United States gold and silver at par.

*Silver Coin.*

Spanish dollars, \$1 00; half dollars, 40 cents; quarter dollars, 20 cents.

Mexican dollars, \$1 00; half dollars, 40 cents; quarter dollars, 20 cents.

Fractional parts in proportion.

New Granadian dollars of 5 franc value..... \$0 95

French 5 franc pieces..... 0 95

Fractional parts as heretofore.

Peruvian and Chilian dollars (new coinage) ..... 0 90

Bolivian dollars (old coinage)..... 1 00

Bolivian half dollars and quarters not received.

N.B.—Smooth coin not received.

WHARFAGE, LIGHTERAGE, AND HARBOR REGULATIONS.

A pier, 450 feet in length, has been built in the Bay of Panama, to the end of which freight cars are run, to receive cargoes from lighters or vessels lying alongside, and deliver the same on board of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie alongside the pier with safety, grounding in the mud at low water.

Iron launches of the capacity of 100 tons each have been built by the Company to load and discharge vessels whose draught of water prevents them from coming to the pier. These launches are towed to and from the pier by a powerful steam-tug. *The charge for lighterage is one and a half dollars per ton.*

At Aspinwall vessels load and discharge at the wharves. A fire-proof stone warehouse, 300 feet long by 85 feet wide, has been built for the use of the Company.

*Regulations in regard to Freight.*

1. All freight intended for the morning train must be delivered at the freight-houses of the Company before 5 P.M. on the day previous. The hours for receiving and delivering freight are from 7 to 9 A.M., from 10 A.M. until 2 P.M., and from 3 until 5 P.M.

2. No article will be transported over the road unless it is legibly and properly directed. Packages in bad order may be declined by the freight agent until properly repaired; or, if received in bad order, it will be so noted on the receipt given by the freight agent.

3. Goods will not be received for transportation without a freighting order from the shipper unless by special agreement. Shippers will deliver with their goods a bill of items, signed by themselves or agents, forms for which can be obtained on application to the freight agents. The freighting orders will be compared with the goods by the freight agent, and if found correct, a receipt will be given by him for the same, subject to the rules of the Company.

4. Freight deposited outside, or under the Company's sheds, remains at owners' risk until delivered into cars or freight-house, unless otherwise expressly agreed to; and freight agents will not receipt for goods unless so delivered.

5. Goods for transportation over the road will be received in their turn,

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



APPENDIX D.

STEAM-SHIP LINES CONNECTING WITH THE PANAMA RAILROAD.

- 1st. The Atlantic and Pacific Steam-ship Company, running between New York and Aspinwall (below).
- 2d. The Pacific Mail Steam-ship Company, running between Panama and San Francisco (page 148).
- 3d. The Oregon and California Steam-ship Company, plying between California, Oregon, and Washington Territory and Mexico (pp. 150, 182).
- 4th. The Panama Railroad Company's Central American Line, running between Panama, Nicaragua, Costa Rica, Salvador and Guatemala (p. 151).
- 5th. The British Pacific Steam Navigation Company, running between Panama and the ports of New Granada, Ecuador, Peru, Bolivia, and Chili (page 154).
- 6th. The Royal Mail Steam Packet Company, running between the West Indies, the western coast of South and Central America, and Aspinwall (page 160).
- 7th. Holt's Screw Steam-ship Freight Line, running between Liverpool and Aspinwall (page 176).

LINES OF SAILING VESSELS.

- 1st. The Bremen and Aspinwall Line, between Bremen and Aspinwall.
- 2d. The Bordeaux and Aspinwall Line, between Bordeaux and Aspinwall.
- 3d. The Panama Railroad Company's Line between Liverpool and Aspinwall.
- 4th. The Panama Railroad Company's Line between New York and Aspinwall.

1st. THE ATLANTIC AND PACIFIC STEAM-SHIP COMPANY, RUNNING BETWEEN NEW YORK AND ASPINWALL DIRECT, CONNECTING AT PANAMA, BY THE PANAMA RAILROAD, WITH THE PACIFIC MAIL STEAM-SHIP COMPANY'S STEAMERS FOR CALIFORNIA.

Four steamers per month will be dispatched from New York and San Francisco respectively. Days of departure, 1st, 8th, 16th, and 24th of every month, from the foot of Warren Street, North River, New York, at 12 o'clock, noon, precisely. When these dates fall on Sunday, the day of departure is on the Monday following.

*Rates of Passage.—To Aspinwall.*

In deck state-room.....	\$70 00
“ first cabin .....	60 00
“ second cabin .....	50 00
“ steerage .....	40 00

*Freight.—To Aspinwall.*

On merchandise, 50 cents per cubic foot (under 45 lbs.); heavy goods, 1 cent per pound; specie, 1 per cent. on value. No primage charged.

MEMORANDUM FOR THE RECORD

DATE: 10/15/54

TO: SAC, NEW YORK

FROM: SA [Name], NEW YORK

SUBJECT: [Name]

[Name] was interviewed on 10/15/54.

[Name] advised that [Name] is a [Name]

[Name] is currently residing at [Address]

[Name] is employed by [Company]

[Name] has no other contacts.

[Name] is a [Name]

[Name] is a [Name]

[Name] is a [Name]

[Name] is a [Name]

[Name] is a [Name]

Passage from Panama to San Francisco—first cabin, \$140; second cabin, \$87 50; steerage, \$52 50. Passage from Panama to Acapulco, one half the above rates, and from Panama to Manzanilla, two thirds of the above rates.

The rates of freight from Panama to San Francisco: Havana cigars, English merchandise, and other freight of the same class, \$46 per ton; freight originating in Panama also \$46 per ton.

Freight from Panama to Acapulco: merchandise, \$30 per ton; groceries, wines, and liquors, \$25 per ton; tobacco and cocoa, 4 cents per lb.

Central American freight, with through bills of lading, from the Panama Railroad Company's steamers:

Coffee, 20 tons or under..... 2 cents per lb. and 5 per cent. primage.

“ “ “ over..... 1½ “ “ “ 5 “ “

Sugar..... 1½ “ “ “ 5 “ “

Consignees pay light-house fees, port charges, and primage.

Treasure from San Francisco to New York—\$30,000 or over, 1½ per cent.; under \$30,000, 2 per cent.

From San Francisco and Manzanilla to Panama—1½ per cent.; from Acapulco to Panama, 1½ per cent.

There is always at Panama an extra steamer in readiness for immediate use should occasion require. The ships of this company at this end of their route lie at their anchorage-ground between the Bay Islands, 2½ miles from the railroad terminus, where the depôt of the Company is located. Passengers are transported between ship and shore by the Company's steamer Toboga, which is of sufficiently light draught to lay alongside the railroad wharf at the terminus.

At Benicia, 30 miles from San Francisco, in the Straits of Cardenas, is located the depôt for the Company's steamers. At that place the Company have established commodious wharves, and a large foundry and machine-shop, where repairs are readily and efficiently executed for machinery of the largest class.

The general office of the Pacific Mail Steam-ship Company is at New York, No. 88 Wall Street.

Two more large steamers are now building for this service.

*Officers of the Pacific Mail Steam-ship Company.*

*President*, Allan M'Lane.

*Directors*: William H. Aspinwall, Howard Potter, Samuel W. Comstock, Francis Skiddy, Frederick H. Wolcott, J. T. Soutter, Charles A. Davis, D. B. Allen.

*Agents*.—In London, Wheatley, Starr, and Co., 156 Cheapside.  
 At Panama, David M. Corwin.  
 “ Acapulco, D. B. Van Brunt.  
 “ San Francisco, Forbes and Babcock.  
 In Oregon, J. M. Bruck.

The origin of the Pacific Mail Steam-ship Company dates back as far as the year 1847, when the Congress of the United States empowered the Secretary of the Navy to contract with Mr. Arnold Harris for the transportation of mails in steam-ships from Panama to Oregon, once a month each way, for a term of ten years, at an annual compensation of \$199,000, the contract subject to the action of Congress at its next session of 1847-8. The treaty with Great Britain, which had previously adjusted the vexed question of the boundary-line of Oregon, had turned public attention to her rich valleys, and thousands of settlers were seeking a permanent home in Oregon by the wild paths to the Pacific across the Plains. The object of Congress in making an appropriation for steamer service on the Pacific was not only to facilitate the intercourse between the Atlantic States and the United States possessions

on the Pacific, substituting a mode of travel which would bring settlers within thirty days' journey of the Atlantic States, thereby dispensing with the long and perilous journey overland, or the more tedious voyage around Cape Horn, but to have steamers on the Pacific easily convertible into war-steamers for the protection of actual settlers in that isolated land should occasion call for such service.

On the 20th of November, 1847, Mr. William H. Aspinwall became the assignee of Mr. Harris's contract, and about twenty-five sagacious and enterprising men of New York joined him in the effort to carry out the undertaking it involved. Contracts for the building of suitable vessels were made, and their construction pushed vigorously onward.

On the 2d of February, 1848, the treaty of Guadalupe Hidalgo was signed; in the following May ratifications were exchanged, and in July it was proclaimed, and California became the property of the United States, thus greatly increasing the immediate necessity of improved communication with the Pacific coast. The pioneer steam-ship, the *California*, was launched on the 19th of May, 1848, the *Panama* soon after, and the *Oregon* on the 5th of August of the same year.

On the 3d of August, 1848, the United States Congress granted to the Pacific Mail Steam-ship Company \$199,000, being an advance of one year's pay, provided their steamers should touch at certain ports in California on their voyages.

On the 30th of September, 1848, the Company was formally organized, \$400,000 of stock having been paid in according to the terms of their charter.

On the 5th of October, 1848, the *California* went to sea. Her consorts followed at short intervals. The discovery of the gold mines of California took place while the steamers were on their route to the Pacific; and the *California*, touching at the port of Panama, found there a multitude of anxious gold-seekers from the United States, who had crossed the Isthmus, via Chagres, to meet her for the voyage from thence to California. Each succeeding steamer found similar crowds awaiting its arrival, and the organization of the route, which at once took place, has continued in regular operation up to the present day, with such additions to their number and increased tonnage as the rapidly growing traffic required.

The Pacific Mail Steam-ship Company has always been characterized by the great and judicious liberality of its management.

No expense has been spared since the first formation of the Company to carry on their business with the greatest possible safety and dispatch, both for passengers and freight; and the comforts and general requirements of passengers have been so efficiently secured by able and courteous officers that it may be truthfully referred to as one of the most universally popular steam-ship lines in the world.

### 3d. THE OREGON AND CALIFORNIA STEAM-SHIP COMPANY, RUNNING BETWEEN SAN FRANCISCO AND THE PORTS OF OREGON, WASHINGTON TERRITORY, AND VANCOUVER'S ISLAND, TRI-MONTHLY, WITH A SOUTHERN BRANCH, MONTHLY SERVICE, BETWEEN SAN FRANCISCO AND THE MEXICAN PACIFIC COAST.

This line was established early in the present year (1861) by Messrs. Holiday & Flint, of San Francisco, who purchased the steam-ships *Panama*, of 1087 tons, *Cortez*, 1117, *Republic*, 850, *Columbia*, 777, and *Sierra Nevada*, 1247 tons, from the Pacific Mail Steam-ship Company, and took charge of the San Francisco, Oregon, Washington Territory, and Vancouver route, heretofore managed by the Pacific Mail Steam-ship Company, besides establishing a new branch of service between San Francisco and the ports of Cape

St. Lucas, Guaymas, San Blas, Mazatlan, Acapulco, and other Mexican ports.

The service between San Francisco, Oregon, Washington Territory, and Vancouver is performed thrice monthly by the steamers Sierra Nevada, Cortez, and Columbia, and connects with the steamers of the Pacific Mail Steamship Company as heretofore.

Ports of entry.	Price of passage from San Francisco.		Freight, per ton.	
	Cabin.	Steerage.	Upward.	Down.
In Oregon, Humboldt Bay (town of Eureka)	\$30	\$15	\$15	\$15
“ Crescent City.....	30	15	10	15
“ Port Orford.....	40	15	10	15
“ Umpqua and Gardiner City .....	50	25	15	15
In Vancouver, Victoria.....	50	25	12½	15
In Washington Territory, Port Townsend..	50	25	15	15
“ “ “ Steilacoom .....	50	25	15	15
“ “ “ Olympia.....	50	25	15	15

☞ *May, 1862.*—For Messrs. HOLLADAY & FLINT's *Pacific Mexican Mail Line Steamers*, see pages 182-185.

4th. THE PANAMA RAILROAD COMPANY'S CENTRAL AMERICAN LINE OF STEAMSHIPS, RUNNING SEMI-MONTHLY BETWEEN THE PORTS OF GUATEMALA, SALVADOR, COSTA RICA, NICARAGUA, AND PANAMA.

The steam propellers Guatemala, 1021 tons, J. M. Dow, commander, and Salvador, 1200 tons, J. W. Rathbun, commander, arrive at and depart from Central American ports on or about the following days of each month, forming a semi-monthly line :

Departure.			Arrival.		
From	Salvador.	Gautemala.	At	Salvador.	Guatelama
Panama .....	15th	30th	Punta Arenas....	17th	2d
Punta Arenas....	18th	3d	Realejo.....	19th	4th
Realejo .....	20th	5th	La Union .....	20th	5th
La Union .....	21st	6th	La Libertad.....	22d	7th
La Libertad.....	22d	7th	Acajutla.....	22d	7th
Acajutla.....	22d	7th	San José .....	23d	8th
San José .....	25th	10th	Acajutla.....	25th	10th
Acajutla.....	26th	11th	La Libertad.....	27th	11th
La Libertad.....	27th	12th	La Union.....	28th	13th
La Union.....	30th	15th	Realejo.....	30th	15th
Realejo .....	1st	16th	Punta Arenas....	2d	17th
Punta Arenas....	3d	18th	Panama.....	5th	20th

*Prices of Passage.*

From Panama to Punta Arenas.....	\$40 00
“ “ Realejo .....	65 00
“ “ La Union.....	70 00
“ “ La Libertad.....	75 00
“ “ Acajutla.....	80 00
“ “ San José de Guatemala.....	85 00

Payable in American gold.

*Prices of Freight (including Lighterage in Panama).*

From Panama to Punta Arenas, per ton measurement.....	\$14 00
“ “ Realejo, “ “ .....	16 00
“ “ La Union, “ “ .....	16 00
“ “ La Libertad, “ “ .....	18 00
“ “ Acajutla, “ “ .....	18 00
“ “ San José, “ “ .....	18 00

And five per cent. primage.

*Prices of Return Freight (including Lighterage at Panama).*

From San José, Acajutla, and La Libertad, to Panama: For cochineal and indigo,  $1\frac{1}{4}$  cents per lb. on the net weight; hides, 32 cents each; other merchandise in cases, bales, etc., 45 cents per cubic foot; and 5 per cent. primage.

From La Union and Realejo to Panama: Cochineal and indigo,  $1\frac{1}{4}$  cents per lb. net weight; hides, 30 cents each; merchandise in cases, bales, etc., 40 cents per cubic foot; and 5 per cent. primage.

From Punta Arenas to Panama: Coffee,  $\frac{1}{2}$  cent, gross weight; hides, 24 cents each; merchandise in cases, bales, etc., 35 cents per cubic foot.

Produce and other merchandise for Panama will be landed at the railroad wharf, where it must be received by the consignees immediately; in default of which, it will be taken to the depôt at the expense and risk of the owner.

All freight and passage payable in American gold or its equivalent.

*Prices of Freight from the Ports of Central America to Aspinwall (Colon), including the Expense of Landing and Transportation by the Railroad.*

From San José, Acajutla, and La Libertad: Indigo and cochineal,  $2\frac{3}{4}$  cents per lb. net weight; hides, 47 cents each; merchandise in cases, etc., 45 cents per cubic foot, and the regular transportation charges established by the tariff of the railroad.

From La Union and Realejo: Indigo and cochineal,  $2\frac{3}{4}$  cents per lb. net weight; hides, 45 cents each; merchandise in cases, etc., 40 cents per cubic foot, and the transportation charges established by the tariff of the railroad.

From Punta Arenas: Coffee,  $1\frac{1}{2}$  cents per lb. gross weight; hides, 39 cents each; merchandise in cases, etc., 35 cents per cubic foot, and the transportation charges established by the tariff of the railroad.

*Through Rates of Freight from Central America to the South American Ports.*

To Guayaquil, cochineal, per ceroon .....	\$3 75
“ Callao, “ “ .....	4 75
“ Valparaiso, “ “ .....	5 75
To Guayaquil, coffee, per pound.....	$1\frac{1}{2}$ cts.
“ Callao, “ “ .....	$1\frac{3}{4}$ “
“ Valparaiso, “ “ .....	$2\frac{1}{4}$ “
To Guayaquil, crude sugar .....	$1\frac{1}{2}$ cts.
“ Callao “ .....	$1\frac{3}{4}$ “
“ Valparaiso, “ .....	$2\frac{1}{4}$ “



*Rates of Through Freight from New York, by the Company's sailing Vessels to Aspinwall, including Lighterage in Panama.*

Goods can be shipped three times per month, by steamers of the Atlantic and Pacific Steam-ship Company, to Aspinwall, at an addition of 35 cents per foot, or \$14 per ton, to the following rates.	To Punta Arenas.	Realejo, La Union.	La Libertad, Acajutla, San José (Guatemala).
Dry-goods, hats, boots, shoes, drugs, and other goods, included in railroad tariff as first class, per ton of 40 feet .....	\$40 00	\$42 00	\$44 00
Unbleached domestics, per ton of 40 feet.....	32 00	34 00	36 00
Furniture, carriages, agricultural implements, wooden-ware, clocks, etc., per ton of 40 feet .....	30 00	32 00	34 00
Iron in bars, sheets, and bundles, iron castings, nails, spikes, copper, zinc, and lead, per ton of 2000 lbs.	30 00	32 00	34 00
Steel in bars and bundles, coarse machinery, common hardware, earthen-ware, sugar-mills, -moulds, and -pans, shot, etc., per ton of 2000 lbs.....	34 00	36 00	38 00
Butter, cheese, lard, fish, ham, soap, and candles, per ton of 2000 lbs.....	35 00	37 00	39 00
Refined sugar, per ton of 40 feet.....	30 00	32 00	34 00
Flour and rice, per barrel.....	4 20	4 50	4 80
“ “ per half barrel .....	2 20	2 35	2 50
Wine in boxes and baskets, per ton of 40 feet.....	32 00	34 00	36 00
“ in casks, and other liquors, per ton of 40 feet	35 00	37 00	39 00
Tobacco, manufactured, per ton of 40 feet.....	40 00	42 00	44 00
“ unmanufactured, per ton of 40 feet.....	32 00	34 00	36 00
Ship-bread, crackers, etc., per ton of 40 feet.....	28 00	30 00	32 00

*Rates of Return Freights, by the Company's sailing Vessels from Aspinwall to New York, including Lighterage in Panama.*

	To Panama.	Aspinwall.	New York.
Lumber, from La Union, per M. ....	\$20 00		
“ “ Punta Arenas, per M.....	18 00		
Cochineal and indigo, from either port, per lb. net.	1 $\frac{1}{4}$	\$0 02 $\frac{3}{4}$	\$0 03 $\frac{1}{2}$
Hides, from San José, Acajutla, and La Libertad, each .....	32	47	62
Hides, from La Union and Realejo, each.....	30	45	60
“ “ Punta Arenas.....	24	39	54
Coffee, from Punta Arenas, per lb. gross.....	$\frac{5}{8}$	1 $\frac{1}{8}$	1 $\frac{1}{2}$
Deer and goat skins, from Punta Arenas, per lb...	1	1 $\frac{3}{4}$	2 $\frac{1}{2}$
“ “ “ other ports, “ ...	1 $\frac{1}{2}$	2 $\frac{1}{4}$	3
Cigars, balsam, and first class goods, per railroad tariff, per foot.....	50	1 00	1 16
India-rubber .....	1	1 $\frac{3}{4}$	2 $\frac{1}{4}$
Cotton .....		1 $\frac{1}{2}$	2
Sugar .....	$\frac{3}{8}$	1 $\frac{3}{8}$	1 $\frac{3}{4}$
Silver ore to New York, in lots of 25 tons and upward, \$25; less than 25 tons, \$30 per ton of 2240 lbs.			

No primage on through rates.

*Through bills of lading* are given from Central American ports to Liverpool (by propellers Saladin and Plantagenet from Aspinwall) at 4 cents per lb. on net weight of indigo and cochineal, and 2  $\frac{1}{2}$  cents per lb. on gross weight of coffee; and to London (by the Royal Mail Steam Packet Compa-

ny's steamers) at 2½ pence sterling per lb. on gross weight of indigo and cochineal.

Produce and other merchandise for Panama will be landed at the railroad wharf, where it must be received by the consignees immediately; in default of which, it will be taken to the depôt at the expense and risk of the owner.

All freight and passage payable in American gold or its equivalent.

For farther information, apply to

JOS. F. JOY, *Secretary*, 88 Wall St., New York.

WM. NELSON, *Commercial Agent*, Panama.

CRISANTO MEDINA, Punta Arenas.

COURTADE Y CLAVERA, La Union.

H. J. FOOTE and J. MATHI, Sonsonate.

J. SARAGIA, San José de Guatemala.

Or to the commanders on board.

For a description of the countries touched at by the Central American Line, also an account of the ports, port regulations and charges, tariffs, commerce, etc., etc., see page 189, et seq.

#### 5th. THE PACIFIC STEAM NAVIGATION COMPANY, PLYING BETWEEN PANAMA, CALLAO, VALPARAISO, AND INTERMEDIATE PORTS.

The steam-ships destined for the service are the following: Bogotá, 1600 tons; Lima, 1600 tons; Callao, 1200 tons; Valparaiso, 1200 tons; Guayaquil, 1000 tons; San Carlos, 1000 tons; Bolivia, 800 tons; Anne, 500 tons; Cloda, 900 tons; New Granada, 750 tons; Inca, 300 tons; Morro, 150 tons.

#### *Voyage to the South.*

	Days of each Month.
Departure from Panama.....	9th and 24th.
Arrival at..... Guayaquil .....	13th and 28th.
Departure from Guayaquil .....	14th, 29th, and 2d.
Arrival at..... Payta.....	15th, 30th, and 3d.
“ .....	Lambayeque .....
	17th and 4th.
Departure from Lambayeque .....	18th and 5th.
Arrival at..... Pacasmayo.....	18th and 5th.
“ .....	Huanchaco.....
	19th and 6th.
“ .....	Santa .....
	20th.
“ .....	Samanco.....
	7th.
“ .....	Casma.....
	20th and 7th.
“ .....	Supe .....
	21st and 8th.
“ .....	Huacho .....
	21st and 8th.
“ .....	Callao .....
	18th, 22d, 2d or 3d, and 9th.
Departure from Callao .....	20th, 26th, 5th, and 11th.
Arrival at..... Cerro Azul .....	27th and 12th.
“ .....	Islas de Chincha.....
	21st, 27th, 6th, and 12th.
“ .....	Pisco.....
	21st, 27th, 6th, and 12th.
“ .....	Chala.....
	29th and 14th.
“ .....	Islay .....
	23d, 30th, 8th, and 15th.
“ .....	Arica .....
	24th, 31st or 1st, 9th, and 16th.
“ .....	Pisagua .....
	1st or 2d, and 17th.
“ .....	Mejillones .....
	1st or 2d, and 17th.
“ .....	Iquique .....
	1st or 2d, and 17th.
“ .....	Tocopillo .....
	2d or 3d, and 18th.
“ .....	Cobija .....
	25th, 2d or 3d, 10th and 18th.
“ .....	Caldera .....
	27th, 4th or 5th, 12th, and 20th.
Departure from Caldera .....	27th, 4th or 5th, 12th, and 20th.
Arrival at..... Carrizal bajo .....	5th or 6th, and 21st.