

		Days of each Month.
Arrival at.....	Huasco.....	5th or 6th, and 21st.
“	Coquimbo	28th, 6th or 7th, 13th, and 22d.
“	Tongoy.....	6th or 7th, and 22d.
“	Valparaiso	29th, 7th or 8th, 14th, and 23d.

Voyage to the North.

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

Rates of Passage.

	First Saloon.	Second Saloon.		First Saloon.	Second Saloon.
Panama to Guayaquil...	\$105	\$100	Panama to Islay.....	\$220	\$210
“ Payta.....	115	110	“ Arica.....	230	220
“ Lambayeque	135	130	“ Iquique.....	245	230
“ Huanchaco..	135	130	“ Cobija.....	255	240
“ Casma	140	135	“ Caldera.....	265	250
“ Huacho.....	145	140	“ Huasco	270	255
“ Callao.....	160	150	“ Coquimbo...	275	260
“ Pisco	175	165	“ Valparaiso..	290	270

Passage for any of the above ports can be secured at the office of the Panama Railroad Company, 88 Wall Street, New York.

The Pacific Steam Navigation Company will issue *through bills of lading* for produce from the above-mentioned ports—To New York, to be conveyed from Aspinwall by sailing vessels of the Panama Railroad Company; to Liverpool, to be conveyed from Aspinwall by propellers Saladin and Plan-

Through Rates of Freight from New York to Valparaiso and intermediate Ports.

The Panama Railroad Company are now prepared to issue *through bills of lading* to all the ports touched at by the steamers of the Pacific Steam Navigation Company, at the following rates:

	To Buenaventura, Guayaquil, Payta, and intermediates.	To Callao, Valparaiso, and intermediates, south of Payta.
General merchandise, and all goods embraced in first class of Panama Railroad tariff, per ton of 40 cubic feet, or 2240 lbs. gross weight, at the option of the Company....	\$40 00	\$50 00
Beef and pork, per barrel	5 00	7 00
“ “ per half barrel.....	2 75	3 75
Flour, per barrel.....	4 00	5 00
“ per half barrel.....	2 25	2 75
Biscuit, per 100 lbs.....	2 50	3 50
Butter, lard, hams, bacon, cheese, salt fish, tallow, and rice, per ton of 2000 lbs.	30 00	40 00
Refined sugar, per ton of 2000 lbs.....	40 00	45 00
Wines and other liquors, in boxes and barrels, per ton of 40 cubic feet.....	30 00	40 00
Manufactured tobacco, per ton of 40 cubic feet.....	30 00	40 00
Cigars, per ton of 40 cubic feet.....	35 00	45 00
Ubleached domestics, per ton of 40 cubic feet.....	25 00	32 00
Soap, per ton of 2000 lbs.	30 00	40 00
Candles, per ton of 40 cubic feet	30 00	40 00
Carriages and furniture, per ton of 40 cubic feet.....	30 00	40 00
Agricultural implements, per ton of 40 cubic feet.....	25 00	35 00
Pitch, tar, and rosin, per barrel.....	3 00	4 00
Earthen-ware and glass-ware (coarse), in crates and boxes, per ton of 40 cubic feet.....	25 00	35 00
Turpentine and oil in cases, per ton of 40 cubic feet	30 00	40 00
Turpentine and oil in tins only, per ton of 40 cubic feet.....	35 00	45 00

All weights to be the gross weight.

Articles not enumerated to be charged at rates assimilating to the above.

From New York to Aspinwall shipments are made by the sailing vessels of the Panama Railroad Company, leaving at intervals of from eight to ten days.

All freight to be prepaid.

No bill of lading signed for less than five dollars.

Farther particulars may be learned on application to the secretary at the office of the Panama Railroad Company, No. 88 Wall Street, New York.

Weekly Line between Callao, Lambayeque, and Guayaquil.

Departure from Callao.....	6th, 13th, 19th, and 24th	of each month.
Arrival at Huacho.....	7th, 14th, 20th, and 25th	“ “
“ Supe.....	7th, 14th, 20th, and 25th	“ “
“ Casma	8th, 15th, 21st, and 26th	“ “
“ Samanco .....	..... 26th	“ “
“ Santa.....	..... 15th	“ “

Arrival at Huanchaco.....	9th, 16th, 22d, and 27th	of each month.
“ Malabrigo.....	9th and 22d	“ “
“ Pacasmayo.....	..... 16th, and 27th	“ “
“ Lambayeque....	10th, 17th, 23d, and 28th	“ “
“ Payta .....	..... 29th	“ “
“ Guayaquil.....	..... 30th	“ “
Departure from Guayaquil .....	..... 2d or 3d	“ “
Arrival at Payta .....	..... 3d or 4th	“ “
“ Lambayeque....	..... 4th or 5th	“ “
Departure fr. Lambayeque	10th, 17th, 23d, and 4th or 5th	“ “
Arrival at Pacasmayo.....	..... 18th and 5th or 6th	“ “
“ Malabrigo.....	..... 18th and 5th or 6th	“ “
“ Huanchaco.....	11th, 19th, 24th, and 6th or 7th	“ “
“ Santa .....	..... 20th	“ “
“ Samanco .....	..... 7th or 8th	“ “
“ Casma	12th, 20th, 25th, and 7th or 8th	“ “
Departure from Casma	12th, 20th, 25th, and 7th or 8th	“ “
Arrival at Supe	13th, 21st, 26th, and 8th or 9th	“ “
“ Huacho	13th, 21st, 26th, and 8th or 9th	“ “
“ Callao.....	14th, 22d, 27th, and 9th or 10th	“ “

Rates of freight: From Callao to Guayaquil and the intermediate ports, \$8 per ton; from Guayaquil to Callao and the intermediate ports, \$10 per ton; from Guayaquil, and the intermediate ports as far south as Callao, to Valparaiso, \$15 per ton.

Semi-monthly Line between Valparaiso, Talcahuano, and Puerto Montt.

Departure from Valparaiso..	10th and 30th	of each month.
Arrival at Constitucion	11th	“ “
“ Tomé.....	12th and 31st or 1st	“ “
“ Talcahuano	12th and 31st or 1st	“ “
“ Coronel.....	..... 1st or 2d	“ “
“ Lota	13th	“ “
“ Valdivia.....	14th	“ “
“ Ancud.....	15th	“ “
“ Calbuco.....	16th	“ “
“ Puerto Montt	16th	“ “
Departure from Puerto Montt	18th	“ “
Arrival at Calbuco.....	18th	“ “
“ Ancud.....	18th	“ “
“ Valdivia.....	20th	“ “
“ Lota	21st	“ “
“ Coronel .....	..... 1st or 2d	“ “
“ Talcahuano.....	22d and 2d or 3d	“ “
Departure from Talcahuano.	22d and 3d or 4th	“ “
Arrival at Tomé	22d and 3d or 4th	“ “
“ Constitucion.....	23d	“ “
“ Valparaiso.....	24th and 4th or 5th	“ “

Monthly Line between Panama and Guayaquil—Steam-ship Anne.

Departure from Panama.....	12th of each month.
Arrival at Buenaventura.....	14th “ “
Departure from Buenaventura	15th “ “
Arrival at Tumaco	16th “ “
“ Esmeraldas.....	17th “ “
“ Manta.....	18th “ “
“ Guayaquil	20th “ “

Departure from Guayaquil.....	24th of each month.
Arrival at Manta.....	26th " "
" Esmeraldas.....	28th " "
" Tumaco.....	29th " "
" Buenaventura.....	30th " "
Departure from Buenaventura.....	31st " "
Arrival at Panama.....	2d or 3d "

Prices of Passage by the Anne.

	Buenaven- tura.	Tumaco.	Esmeral- das.	Manta.	Guaya- quil.
From Panama to.....	\$50 00	\$60 00	\$70 00	\$80 00	\$85 00
" Buenaventura to.....	.....	30 00	40 00	50 00	60 00
" Tumaco to.....	.....	.....	20 00	30 00	40 00
" Esmeraldas to.....	.....	.....	.....	20 00	30 00
" Manta to.....	.....	.....	.....	.....	25 00
	Manta.	Esmeral- das.	Tumaco.	Buenaven- tura.	Panama.
From Guayaquil to.....	\$25 00	\$30 00	\$40 00	\$50 00	\$85 00
" Manta to.....	.....	20 00	30 00	45 00	80 00
" Esmeraldas to.....	.....	.....	20 00	35 00	70 00
" Tumaco to.....	.....	.....	.....	30 00	60 00
" Buenaventura to.....	.....	.....	.....	.....	50 00

Rates of Freight.

From Guayaquil and intermediate ports to Panama.....	\$10 00 per ton.
" Panama.....	" " Guayaquil.. 12 00 "

The Pacific Steam Navigation Company was organized in April, 1839, but the charter of incorporation was not obtained until February, 1840. In November, 1839, the directors, under assurance that the charter would be granted, contracted for two steam vessels, which were completed and dispatched from England for service on the Pacific in July, 1840, and commenced their voyages on the coasts of the Pacific in November of the same year, since which time the line has been in regular and successful operation. Its business has increased to such an extent that a fleet of eleven large steam-ships, with a semi-monthly service, are now employed on the through route between Panama and Valparaiso, besides a monthly steam-ship (the Anne) plying between Panama and Guayaquil, a weekly line of four steam-ships plying between Callao and Guayaquil, and a semi-monthly line between Valparaiso and Puerto Montt, touching at the intermediate ports for the collection of freight, which, from the increase of the through business, caused too much delay for the ships of the through line.

The machine and repair shops, and other facilities for keeping the vessels of the Company in order, are very extensive and well appointed. They are situated on the island of Toboga, in the Bay of Panama.

The head-quarters of the Company are at

Liverpool..... WILLIAM JUST, *General Manager.*

Callao..... GEORGE PETRIE, *Resident Manager on the Pacific.*

Panama..... CHARLES H. BIDWELL, *Agent.*

6th. THE ROYAL MAIL STEAM PACKET COMPANY, PLYING BETWEEN THE WEST INDIES, MEXICO, CENTRAL AMERICA, AND PANAMA.

Offices—55 Moorgate Street, London, R. T. Reep, Secretary; Canute Road, Southampton, Captain W. Vincent, Superintendent.

Foreign Agencies on the Continent of Europe, and at the termini of Routes in the West Indies.

Paris.....	Messrs. Pritchard and Monneron, 4 Rue Rossini.
Havre	Messrs. Davidson and Co.
Hamburg.....	Messrs. Hundeiker and Abegg.
St. Thomas.....	J. B. Cameron, Esq., Superintendent.
Aspinwall.....	W. Ritchie, Esq., Resident Traffic Manager.
Panama.....	C. A. Henderson, Esq., H.B.M.'s Consul.
Havana	J. T. Crawford, Esq., C.B., H.B.M.'s Consul General.
Vera Cruz.....	C. Markoe, Esq.
Tampico.....	Messrs. Jolly and Co.
Jamaica.....	Captain Cooper, R.N., Superintendent.
Trinidad.....	Messrs. H. Scott and Son.
Barbadoes.....	Messrs. M. Cavan and Co.
Demerara.....	Messrs. Rose, Duff, and Co.
Belize.....	Captain A. W. Cox.
London.....	Wheatley, Starr, and Co., 156 Cheapside.

List of Ships.

No.	Station.	Names.	Registered Tonnage.	Horse Power.	Names of Captains.
1.	On West India service.	Shannon ...	3472	800	G. Abbott.
2.	“ “	Seine.....	3440	800	R. Revett.
3.	“ “	Atrato.....	3126	800	F. Woolley.
4.	“ “	La Plata....	2404	1000	
5.	“ “	Tasmanian.	2253	550	C. G. Weller.
6.	“ “	Tamar	1707	400	P. M. Woolcott.
7.	“ “	Thames.....	1889	430	A. Hole.
8.	“ “	Trent.....	1856	430	J. T. Moir.
9.	“ “	Solent.....	1689	400	E. M. Leeds.
10.	“ “	Teviot.....	1744	450	J. M. Gillies.
11.	“ “	Clyde.....	1371	430	H. P. Lewis.
12.	“ “	Conway.....	895	260	W. Heenan.
13.	“ “	Wye.....	752	180	J. Thwaites.
14.	“ “	Derwent.....	794	260	E. West.
15.	“ “	Prince.....	398	200	
16.	On Brazil service.....	Magdalena.	2567	800	R. Woolward.
17.	“ “	Oneida.....	2284	530	T. A. Bevis.
18.	“ “	Tyne.....	1916	400	J. H. Jellicoe.
19.	On transport service...	Avon	1834	440	F. Reeks.
20.	On River Plate route..	Mersey.....	1001	250	R. Curlewis.
21.		Parana.....	2730	800	
22.		Dee.....	1699	440	
23.		Medway	1895	430	

The following are the estimated Dates of Arrival of the outward Mails at the principal Stations, commencing from Southampton March 2d, 1860.

(The mails are sent on from St. Thomas by the Company's intercolonial ships.)

From Southampton :

2d and 17th of each month, arriving at St. Thomas.....	17th and 2d.
“ “ “ Aspinwall (Isthmus of Panama).....	22d and 7th.
“ “ “ Jamaica.....	21st and 6th.
“ “ “ Barbadoes.....	20th and 5th.
“ “ “ Trinidad.....	22d and 7th.
“ “ “ Demerara.....	22d and 7th.
2d of each month, arriving at Havana (one mail each month)	22d idem.
“ “ “ Vera Cruz “	26th “
“ “ “ Tampico “	28th “
“ “ “ Carthagena “	24th “
“ “ “ Santa Martha “	26th “
17th “ “ Belize “	10th following m th .
“ “ “ Greytown “	10th “

The following are the estimated Dates of Departure of the homeward Mails from the principal Stations, commencing with the Mails in reply to those from Southampton March 2d.

(The mails are conveyed to St. Thomas by the Company's intercolonial ships.)

From :

Tampico (one mail each month)	29th, reaching Southampton	29th following m th .
Santa Martha “	27th, “	29th “
Vera Cruz “	2d,* “	29th idem.
Havana “	8th,* “	29th “
Carthagena “	5th,* “	29th “
Belize “	17th,* “	14th following m th .
Greytown “	19th, “	14th “
Demerara.....	9th* and 24th of each month.	} Reaching Southampton 29th and 14th respectively.
Trinidad.....	9th* and 24th “	
Barbadoes.....	11th* and 26th “	
Jamaica.....	10th* and 25th “	
Aspinwall (Isthmus of Panama)..	9th* and 24th “	
St. Thomas.....	15th* and 30th “	

N.B.—The estimated dates of departure which are marked thus * above will be a day earlier when the preceding month comprised 31 days.

Notice.—The Company will not be responsible for the maintenance of passengers, or for their loss of time during any detention consequent upon the occurrence of any cause to prevent the vessels from meeting at the appointed places; nor for any delay arising out of accidents; nor for any loss or damage arising from perils of the seas, or from machinery, boilers, or steam, or from any act, neglect, or default whatsoever of the pilot, master, or mariners; nor from any consequences arising from sanitary regulations or precautions which the Company's officers or local government authorities may deem necessary, or should such sanitary regulations or precautions prevent embarkation or disembarkation; and if, in consequence of such sanitary regulations or precautions, passengers should have to be conveyed to their destination by a circuitous route, or to remain (with the consent of the Company's officers) on board the Company's vessels beyond the time at which, under ordinary circumstances, they would disembark, the Company

will, in lieu of additional passage-money, etc., charge only at the rate of 10s. per diem for victualing during the extra time each adult cabin passenger may have been on board, and in proportion for other classes of passengers.

PASSENGER FARES, WHICH INCLUDE THE USE OF BEDDING AND LINEN, STEWARD'S FEES, AND ALL OTHER CHARGES EXCEPT FOR WINES, SPIRITS, MALT LIQUORS, AND MINERAL WATERS.

Atlantic Voyages (see Regulations, pages 165 and 166).

OUTWARD.		FARES OUT OR HOME.		HOMeward.	
Leaves Southampton each Month.	Destination.	Berths* in after Cabins (except outside Cabins on the main Deck) and in main Deck forward Cabins.	Berths in lower Deck forward Cabins.	From what Places.	Due at Southampton each Month.
		Each Berth. †	Each Berth.		
		£ s.	£ s.		
2d and 17th	Antigua.....	38 10	33 0	Antigua.....	14th and 29th
2d and 17th	Barbadoes...	38 10	33 0	Barbadoes...	14th and 29th
	17th Blewfields ...	44 0	38 10	Blewfields ...	14th
2d and 17th	Carriacou....	38 10	33 0	Carriacou....	14th and 29th
	2d Carthageana..	44 0	38 10	Carthageana..	29th
2d and 17th	Aspinwall ...	44 0	38 10	Aspinwall....	14th and 29th
2d and 17th	Demerara ...	38 10	33 0	Demerara....	14th and 29th
2d and 17th	Dominica....	38 10	33 0	Dominica....	14th and 29th
		18 14	18 14	Fayal (if touched at)	
2d and 17th	Granada	38 10	33 0	Granada	14th and 29th
	17th Greytown....	44 0	38 10	Greytown....	14th
2d and 17th	Guadaloupe..	38 10	33 0	Guadaloupe..	14th and 29th
	2d Havana	44 0	38 10	Havana	29th
	17th Honduras....	44 0	38 10	Honduras....	14th
2d and 17th	Jacmel	38 10	33 0	Jacmel	14th and 29th
2d and 17th	Jamaica.....	38 10	33 0	Jamaica.....	14th and 29th
2d and 17th	Martinique..	38 10	33 0	Martinique..	14th and 29th
2d and 17th	Porto Rico ..	38 10	33 0	Porto Rico ..	14th and 29th
2d and 17th	St. Kitts.....	38 10	33 0	St. Kitts.....	14th and 29th
2d and 17th	St. Lucia.....	38 10	33 0	St. Lucia.....	14th and 29th
2d and 17th	St. Thomas..	38 10	33 0	St. Thomas..	14th and 29th
2d and 17th	St. Vincent..	38 10	33 0	St. Vincent..	14th and 29th
	2d Sta. Martha.	44 0	38 10	Sta. Martha.	29th
	2d Tampico	49 10	44 0	Tampico.....	29th
2d and 17th	Tobago.....	38 10	33 0	Tobago.....	14th and 29th
2d and 17th	Trinidad.....	38 10	33 0	Trinidad.....	14th and 29th
	2d Vera Cruz...	49 10	44 0	Vera Cruz...	29th

* A whole after cabin secured for the exclusive use of one passenger (not being an outside cabin on the main deck) is to be charged as a berth and a half, calculated at the rate shown in the column marked † above.

† For an outside cabin, or for a berth therein on the main deck aft, an additional charge of £5 is to be made to each passenger beyond the fares indicated respectively in the preceding clause and in the column marked † above.

In future, no whole cabins on the main deck forward, or on the lower deck forward, of any of the Company's ships, are to be let as single cabins.

The above distinctions in accommodation apply more particularly to the Atlantic voyages between Southampton and St. Thomas, and *vice versa*, but they will also be adhered to as far as practicable on board the intercolonial vessels.

The difference in the rates of passage-money shown above refers merely to the sleeping-cabins; in all other respects the passengers will be precisely on the same footing.

Return Tickets.—Return tickets issued to cabin passengers for Atlantic voyages with an abatement of 25 per cent. on the passage-money. Such tickets to be paid for when issued, and not to be transferable. To be available if the parties holding the same embark on the return voyage within six calendar months (but in the case of Colon [Aspinwall] within twelve calendar months) from the date of their first embarkation; and no allowance will be made to such parties if they do not make the return voyage by the Company's vessels. Should there be no available accommodation in the ship by which the holder wishes to embark on the return voyage, he will be entitled to a passage by the first subsequent opportunity. In all such cases certificates must be obtained from the Company's agents or captains, specifying the dates of application, and that no accommodation could then be afforded.

Children.—Of the children of cabin passengers under three years of age, one to be carried free of charge; any other under that age to be charged as three years and under eight; those three years and under eight years, to pay one fourth the cabin-passage rate paid by their parents, and four such children to be entitled to one berth.

Passengers on Warrant-officers' Scale.—A limited number of artisans, emigrants, etc., to be victualled on the same footing as the ship's warrant-officers, and supplied with bunks and bedding, will be conveyed, when there is room for them, from Southampton to the West Indies, Colon (Aspinwall), or Mexico for £25 each.

Return tickets are not to be issued to passengers of this class.

Servants.—Passengers' servants can not be booked as deck passengers.

Passengers' male servants to pay one half, and female two thirds of the lowest rates established for adult saloon passengers, and no abatement to be made on account of age. Men servants will be berthed in the fore part of the ship; women servants will have beds made up in the ladies' saloon.

Deck Passengers can only be conveyed intercolonially.—Only troops, common sailors, or laborers to be conveyed as deck passengers; to find their own provisions and bedding, and not admitted abaft the chimney, and to pay one fourth the cabin fare. Children of deck passengers to pay half the deck fare, when three years or above, and not exceeding twelve years of age, and when under three years to be taken free. N.B.—No deck passenger is to be booked for St. Thomas.


Dogs, Carriages, Horses, Cattle, etc.—Dogs to be charged at one eighth the fare paid by their owners.

Carriages, horses, live-stock, etc. (for the shipment of which special permission must be obtained from Captain W. Vincent, the Company's superintendent at Southampton), will be conveyed only under special form of ticket, which provides for the owner's undertaking all risk of conveyance whatsoever, as the Company will not be responsible for any injury or damage (however caused) occurring while on board the Company's ships, or in embarkation, transfer, or disembarkation; and the shippers must in all cases provide food, boxes, pens, or coops.

Carriages measuring 3 tons or under, £12 each.

Carriages measuring above 3 tons, at the rate of £4 per ton measurement.

Horses, colts, and heifers, to St. Thomas, £20 each; to other West Indian ports, £25 each. Rams, sheep, and pigs, £5 each; poultry, 15s. each.

 In all cases where passengers are subject in the ordinary course of the mail service, as per tables, to a detention of more than four days, that is, while waiting the arrival of the vessel by which they are to prosecute their voyage, they will have to defray the expenses of their victualing during such period of detention.

Dogs, when conveyed intercolonially, to be charged one eighth of the fare paid by their owners.

Horses, colts, and heifers, when conveyed intercolonially, to be charged five sixths of the saloon passenger rate.

Carriages, ditto, measuring three tons or under, £9 each. Ditto, ditto, above three tons, at the rate of £3 per ton measurement.

Rams, sheep, and pigs, £3 each. Poultry, 10s. each.

For Conditions of Conveyance, see page 161.

PASSENGER REGULATIONS, ETC.

Each ship carries an experienced surgeon.

No berth is considered engaged until the whole fare is paid.

Passengers not proceeding after taking their passage, to forfeit half the passage-money.

Passengers are earnestly recommended to conform to established regulations as respects passports, etc.

Passengers are not allowed to take on board wines, spirits, or other liquors for use during the voyage, an ample stock thereof being provided on board at moderate prices.

There are French and English cooks on board.

No person can be received on board the Company's ships when suffering from any infectious disorder; and if, in the course of the voyage, any passenger should be found to be suffering from a disorder of that character, he will be required, at his own expense, to find accommodation at any port in which the vessel may happen to be at the time of, or at the first port she may reach after discovery of the existence of the disorder, it being understood that, when sufficiently recovered, such passenger will be conveyed to his destination in one of the Company's vessels.

The captains will be most careful to avoid all personal preference or partiality in allotting accommodation on board the Company's ships. Within the prescribed limits, priority is always to be given according to the dates on which passengers were originally booked and the passage-money paid. If paid through the Company's agent, he will be careful, when he hands the money to the captain, to furnish also the date when it is paid for notation on the passage ticket.

The respective classes of cabin accommodation in the homeward steamer from St. Thomas will be apportioned as follows, viz.: the passengers from routes Nos. 2 and 4, and those booked at St. Thomas, are to be allowed priority of berths on the starboard side, according to the date of their tickets, that is to say, the oldest date from No. 2 route to have the first allotment, the oldest date from No. 4 route the second, and the oldest date from St. Thomas the third; this plan to be repeated until the whole of the cabin accommodation on that side has been disposed of. The passengers from all other sources are to be allowed berths on the port side in the same manner. Should there be an excessive demand on the one side and a deficiency on the other, the available berths are to be allotted to passengers from each route alternately according to priority in date of tickets.

No passenger booking for a berth in a cabin is to be accommodated in a cabin by himself, so long as he can be placed in a cabin of the same class or price with another passenger not booked for a whole cabin.

Transatlantic passengers are always to have priority of cabins over intercolonial passengers, whether previously booked or not. This is not, however, to extend to the displacing of any intercolonial passenger while any other cabin berth of similar description is vacant.

Transatlantic passengers desiring it may, on taking their tickets, secure to themselves the privilege of remaining at an intermediate port from the

time of arrival at such port till the next steamer of the Company calls there, viz., for a fortnight or a month, as the case may be, but in such cases the place must be specified, and a corresponding notation made on the ticket, upon the understanding, moreover, that on re-embarking the passenger must be content with inferior accommodation if there should be none vacant similar to that originally engaged. In the event of there being no room on board the vessel by which the passenger may be entitled to proceed, they will be allowed accommodation by the first subsequent vessel able to afford it.

Homeward passengers taking a whole or single after cabin are not to have another passenger intruded upon them, unless the number of passengers should accumulate by successive transshipments so as to render it unavoidable to occupy the remaining berth or berths in the cabin, in which case the charge will be only as for one berth in a cabin throughout. Passengers, however, may secure to themselves the exclusive right to a whole cabin by the payment of £10 extra at or prior to their first embarking.

Should any homeward-bound passenger, upon subsequent transshipment, fail to obtain accommodation similar to that for which he originally paid, he is to be charged the inferior fare throughout.

Whenever there may be more passengers than can be accommodated with cabin berths, and who may, in consequence, be obliged to sleep in cots, or otherwise not in any cabin, an abatement of £5 from the lowest cabin rate will be made upon such occasions, but no passenger will be allowed this abatement so long as there is a cabin bed berth unoccupied.

When passengers fail to obtain on board the ship conveying them to England the same sort of accommodation as that for which they originally paid, the captains will furnish to each of such persons a certificate specifying the description of berth paid for and the accommodation subsequently afforded on the voyage to Southampton, which document will entitle the respective parties, on its production at the Company's office in London, to payment of the abatements. Certificates are likewise to be granted to contract passengers when *compelled* to share *fore* cabin accommodation with others.

Should any outward-bound passenger upon subsequent transshipment fail to obtain accommodation similar to that for which he originally paid (as this can only occur when the voyage is nearly finished), he is to be allowed a deduction of five shillings per day for every day he is compelled to occupy such inferior accommodation.

Should any outward or homeward bound passenger shift from the accommodation for which he was originally booked to a berth for which a higher charge is established, or from a berth in a cabin to a whole cabin, he is to be charged the superior fare throughout.

There is to be no difference in the fares between the fore, after, and main deck cabins, nor between a whole cabin and a berth in a cabin, so far as mere intercolonial passages are concerned; the difference of fares being only intended to apply to transatlantic passages out and home.

Although ladies may have sleeping berths allotted to them in the ladies' saloon, yet it is to be open for the use of all the ladies on board between 9 A.M. and 9 P.M. every day.

Intercolonial passengers must not be booked farther than they can be conveyed by the vessel in which they embark, or by other vessels, expected to be met with, to which they can be directly transferred.

Passengers intending to embark abroad will apply to the agents, but the passage-money is to be paid on board, either by the agents (if they have received it) or by the passengers themselves.

Embarkation at Southampton.—The Company's steam tender will convey passengers on board free of charge at Southampton, leaving the docks for that purpose not later than 30 minutes after 11 A.M. on the day of sailing.

Baggage, except carpet-bags and hat-boxes, must be shipped the previous day. No heavy baggage will be received on board on the day of sailing.

Baggage.—Any passenger is liable to a penalty of £100 who carries gun-powder or other goods of a dangerous nature* (stat. 17 and 18 Vic., c. 104); for example, lucifer matches, chemicals, or any articles of an inflammable or damaging nature.

Baggage for shipment at Southampton must be addressed to the care of shipping agents there, and, as before stated, must be shipped the day previous to the ship's departure.

Arrangements have been made by which passengers can effect insurance on their baggage at the Company's office in London.

Each adult saloon passenger allowed to carry luggage free of charge to the extent of 20 cubic feet measurement, children and servants in proportion; and each adult passenger on the warrant-officers' or artisans' scale, 10 cubic feet. With a view to prevent mistakes on landing or transshipment, passengers are strongly recommended to label each parcel of their luggage with their name and destination.

Each deck passenger is allowed 56 lbs. of baggage.

All luggage will have to pass through the Custom-house at the port of destination.

All extra luggage to be charged as for measurement goods, but without primage.

Merchandise can not be carried under the name of luggage, but must be shipped according to the Company's regulations for cargo, etc. Whenever an attempt may be discovered to carry merchandise as luggage, freight will be charged at the rate of 4s. per cubic foot. All specie, bullion, or other treasure carried by passengers, above the value of £150, to be shipped as treasure, and charged for at the established rates of freight.

The Company will not be responsible for any loss, damage, or detention of luggage under any circumstances; nor for specie, bullion, jewelry, or other treasure belonging to passengers, unless the same be shipped as such at the established rates of freight.

Foreign Currency.—The Spanish dollar is to be taken every where at the rate of 4s. 2d. sterling; the doubloon at 64s.; the American eagle and its fractional parts at the rate established by H. M. proclamation, dated 19th of August, 1853, viz.: the eagle at 41s. sterling; the half eagle at 20s. 6d., the quarter eagle at 10s. 3d.; and the gold dollar at 4s. 1d.

In foreign ports the fares specified in the intercolonial table are to be paid in silver dollars, or their equivalent in other current coin; this rule applies also to the British colonies, except that notes of the West India Colonial Bank are to be taken as equivalent. Gold or silver five-franc pieces are to be received at the rate of four shillings each when tendered in payment of passage-money, but only by persons embarking at or for Martinique or Guadaloupe.

SPECIE, TREASURE, CARGO, AND PARCELS.

Outward.

For through rates to ports in the Pacific, see pages 172, 173.

Specie and treasure may be forwarded by the packets from Southampton to any port at which they touch at the following rates, viz.:

Quicksilver	2	per cent. on value from Southampton.
Plate	2	“ “ “ “ “
Specie, Jewelry, and Precious } Stones	1	“ from Southampton, or 1½ when received by the Company in London.
Copper Coin	£7	per ton from Southampton.

For particulars, apply at 55 Moorgate Street, or to Mr. W. Ritchie, the Company's Cargo Superintendent, Southampton.

When packages of specie or treasure are sent to Southampton, they must be forwarded to the care of shipping agents there.

No bills of lading will be given for less freight than £1 1s.

Packages for Aspinwall will not be received when consigned "to order," but a consignee must be named.

Outward Cargo.

A limited quantity of goods can be forwarded by the packets of the 2d and 17th of each month from Southampton to Barbadoes, Granada, Jamaica, Demerara, Trinidad, St. Thomas, Aspinwall; by the packet of the 2d of each month to Carthagena and Santa Martha; and by that of the 17th to Honduras and Greytown.

For through rates to ports in the Pacific, see pages 170, 171.

No package above five hundred weight to be received, and none to exceed a cube of 27 feet, nor in length 4 feet 4 inches.

Packages cubing more than 4 feet can not be taken to Greytown.

No bills of lading will be given for less freight than £1 1s.

Packages for Aspinwall will not be received when consigned "to order," but a consignee must be named.

Wine and beer can be shipped at Southampton only by special permission from Captain Vincent, the Company's superintendent there.

The following are the *Rates of Freight*, which must be prepaid: By measurement, £6 per ton, or 3s. per cubic foot, with 5 per cent. primage; by weight, £5 per ton and 5 per cent. primage—the Company reserving the right to charge by measurement or by weight. Cinnamon, 1d. per pound.

Goods for shipment must be addressed to the care of agents at Southampton, and must be there, at latest, at noon on the last day of each month if for shipment by the steamer of the 2d, and at noon on the 15th if for shipment by the steamer of the 17th of the month; but when the day of departure falls on a Monday, the latest period will be one day previous to the above dates.

For particulars, apply to Mr. W. Ritchie, the Company's Cargo Superintendent, Southampton.

Outward Parcels and Periodicals are received at the Company's offices in London and Southampton for transmission by the steamers of the 2d and 17th of each month, to St. Kitts, Antigua, Guadaloupe, Dominique, Martinique, St. Lucia, Tobago, St. Vincent, Barbadoes, Demerara, Granada, Trinidad, Jacmel, Jamaica, St. Thomas, and Aspinwall; by the steamer of the 17th for Honduras and Greytown; and by the steamer of the 2d for Havana, Vera Cruz, Tampico, Santa Martha, and Carthagena. The weight of a package or parcel for St. Kitts, Antigua, Guadaloupe, Dominique, Martinique, St. Lucia, Tobago, and St. Vincent, must not exceed half a hundred weight. The cube of a package or parcel for Greytown must not exceed 4 feet.

To Havana, Vera Cruz, and Tampico, parcels containing only samples and periodicals can be conveyed.

Packages and parcels (not exceeding 5 cubic feet) must be delivered at the London office before noon upon the 14th if intended for transmission by the steamer leaving Southampton upon the 17th of the month, and before noon upon the 28th if intended for shipment by the vessel leaving upon the 2d of the following month.

Periodical publications, with the covers open at both ends, can be booked at the London office until 2 o'clock on the day previous to the sailing of the packet, excepting when the day of sailing falls on Monday, in which case not later than 2 o'clock on the previous Saturday.

Parcels and periodicals, if sent to the care of an agent at Southampton, can be received at the Company's cargo office at that place until 10 A.M. on the day of the departure of the steamers for the West Indies.

Rates (which must be prepaid).

For through rates to Panama and ports in the South Pacific, see pages 174, 175.

The following rates include all charges except insurance (which, however, can be effected at the Company's office in London), whether the packages are received at London or Southampton: By measurement, 1 cubic foot and under, 7s. 6d. per package; above 1 foot and not exceeding 2, 11s. 6d.; above 2 feet and not exceeding 3, 15s.; above 3 feet, 5s. per foot, up to 14 feet, beyond which measurement no packages can be received at the parcel rate.

Packages can not be received at the London office if they exceed 5 cubic feet, but in that case they must be sent to Southampton.

By weight, at the rate of 10s. per cwt.

No package weighing more than 5 cwt. can be received at the parcel rate.

The Company reserves to itself the right to charge by measurement or by weight.

Quarterly publications and pamphlets, 2s. each; monthly publications, 1s. each.

Each package must be fully and distinctly addressed, and contents and value declared.

No parcels are to contain letters or bills.

The Company will not be responsible for the act of God, the queen's enemies, fire on shore or afloat, or any other dangers and accidents of the seas, rivers, and steam navigation. All parcels must be applied for to the agents of the Company at the port of delivery, except those for St. Thomas and Carthagena, which must be taken from alongside at consignee's risk and expense. At Martinique, the landing charges are to be paid by the consignee, and at Greytown the packages will be landed by the Company, but at the consignee's risk. All parcels subject to duty must be cleared from the Custom-house in the usual manner by the parties to whom they are addressed, they paying all duties and other expenses attendant upon the same. The Company will not be answerable for any package, in case of loss, damage, or detention, beyond the value of £5, unless by special agreement.

REGULATIONS IN REGARD TO CARGO AND PARCELS.

Packages, of whatever description, sent to Southampton, must be forwarded to the care of shipping agents there for delivery by them to the Company.

Shippers are earnestly recommended to have their goods packed securely in tin or wooden cases, to prevent the possibility of damage in shipment, transfer, or disembarkation.

Brown paper parcels will not be received, and the use of canvas wrappers is strongly recommended to shippers as a means of security.

All deeds must be packed in tin cases.

The Company decline to take on board their vessels medicinal fluids, oil, balsam, sugar, molasses, cotton, spirits, gunpowder, vitriol, tar, pitch, turpentine, acids, ether, chloroform, Lucifer matches, percussion caps, or any other articles of a dangerous, damaging, or inflammable nature. Any person or persons forwarding such commodities for shipment, without giving notice to the Company, will be liable, by the Merchant Shipping Act of 1854, to a penalty of £100.

Wine and beer can not be shipped at Southampton except by special permission of the Company's superintendent there.

Packages containing plants can not be shipped, unless by special agreement exempting the Company from all liability in the event of damage.

Double freight will be imposed in all cases of detection, where attempts may be made, by smuggling specie, etc., to evade the Company's established charges.

No article of any kind to be received on board without going through the established Customs' regulations and formalities.

Packages on arrival at destination will be lodged in the Custom-house, whence they will have to be retired by the consignees, or by agents commissioned by them to do so, at their expense.

All packages must have the port of destination distinctly marked thereon, or they can not be received for shipment.

No package above five hundred weight to be received, and none to exceed a cube of 27 feet, nor in length 4 feet 4 inches.

Homeward and Intercolonial Freight.

It is to be understood that all regulations or notices relating to outward traffic will hold good, where applicable, to homeward and intercolonial traffic, although they may not be repeated under the latter heads.

Homeward Specie and Treasure can be shipped at any of the ports touched at by the Company's steamers at the following rates, viz. :

Specie, bullion, platina, diamonds, pearls, emeralds, and all other precious stones, unset, being exempt from duty, deliverable at the Bank of England or Southampton, and jewelry subject to duty deliverable at Southampton only.....on value	1½	per cent.
Ditto ditto, deliverable at the Branch Bank of France, Havre.....	1 ⁵ / ₁₆	“
Specie or bullion, from Martinique or Guadaloupe, deliverable ditto.....on value		
Consignments under £50 in value.....	£1	1s.
“ “ £100 “ 	£1	10s.
“ “ £150 “ 	£2	2s.
“ of and above £150 in value.....	1 ⁵ / ₁₆	per cent.
Plate, subject to duty, deliverable at Southampton.....on value	2	“
Ditto, deliverable at the Branch Bank of France, Havre.....	2 ³ / ₁₆	“
Copper coin, deliverable at Southampton.....	£7	per ton weight.
Copper ore, mineral sand, etc.....	see	Homeward Cargo.

No primage is charged on the foregoing.

For rates on treasure from the Pacific, see pages 172-174.

No package of specie, jewelry, etc., to be conveyed, and no bills of lading to be granted, for less freight than £1 1s., or five silver dollars.

Homeward Cargo can be shipped for Southampton at the following ports, viz. : Barbadoes, Jamaica, St. Thomas, Porto Rico, Tampico, Vera Cruz, Havana, Honduras, Trinidad, Carthagena, Santa Martha, Aspinwall, Greytown, Demerara, Granada.

No bills of lading granted for less freight than £1 1s.

The following are the rates payable on delivery of the goods at Southampton, viz. :

Copper ore, copper and silver alloy, cupel stuff, and mineral sand.....	£5	per ton weight.
Alpaca wool.....	}	1½d. per lb. or 1s. 9d. per foot measurement.
Ginger.....		£7	per ton weight.
Coffee, cocoa, and arrow-root.....	£5	“ “

India-rubber in solid pieces	£5 per ton weight.
Sarsaparilla, jalap, and other dry drugs.....	1½d. per lb.
Divi divi.....	1d. “
Peruvian bark	1d. “
Pimento, cochineal, indigo, gums, and beeswax ...	1d. “
Plantain fibre.....	1½d. “
Pines, oranges, or other green fruits or plants, } packed in hampers, barrels, or boxes..... }	£5 per ton measurement of 40 cubic feet.
Cigars and leaf tobacco.....	£5 per ditto ditto.
Measurement goods.....	3s. 6d. per cubic foot.
Cases containing preserved turtle.....	2s. 6d. “ “
Turtle, on the quantity landed alive at Southamp- ton; but the Company not liable for losses by death or disaster.....	£1 5s. per cwt.
Vanilla.....on value	1½ per cent.
“ deliverable at Havre.....	1⅙ “
Cochineal, “ “	1½d. per lb.

Five per cent. primage is charged on all homeward freight except vanilla.
Balsam will not be received on board the Company's steamers.

Homeward Parcels and Periodicals, including small parcels of succades, arrow-root, etc., will be charged at the same rates as outward parcels, but deliverable at Southampton.

Freight must be prepaid. For rates, etc., see pages 166, 167.

Intercolonial Specie, Cargo, and Parcels.

Specie can be shipped for any port touched at by the packets.

No package of specie is to be conveyed, and no bills of lading are to be granted, for less freight than five silver dollars.

Freight on specie, jewelry, pearls, diamonds, and other precious stones, to be prepaid at the port of shipment: Exceeding 2500 miles, 1 per cent.; exceeding 1000 miles, and not above 2500 miles, ¾ per cent.; not exceeding 1000 miles, ½ per cent.

The distance between St. Thomas or intermediate places and Demerara is to be considered as not exceeding 1000 miles.

No sums under 5000 dollars are to be conveyed, however short the distance, at a lower rate than ½ per cent.; but when larger amounts are to be remitted from one British colony to another, or between any places visited by the Company's vessels eastward of Jamaica, provided, in either case, the distance is within 800 miles, the rate will be ¼ per cent. The tables of routes to determine the distances.

Copper coin, £7 per ton weight.

Intercolonial Rates on Goods to be prepaid at Port of Shipment.

Goods can be forwarded between Barbadoes, St. Thomas, Aspinwall, Demerara, Jamaica, Greytown, Trinidad, Granada, Carthagen, Honduras, Santa Martha, and to these places from Havana and other foreign ports; but cargo can not be carried to foreign ports, with the before-mentioned exceptions, except by special permission.

£3 10s. per ton measurement of 40 cubic feet.

Cocoa and coffee, £3 10s. per ton, on the gross weight.

Indigo and other dry drugs, cochineal, 1d. per lb.

Divi divi, ½d. per lb.

Beeswax, ¾d. per lb.

Dry and wet } provisions, {	From St. Thomas to Barbadoes, Trinidad, } Demerara, or Jamaica	1 silver dollar per barrel.
	From St. Thomas to Greytown.....	1½ do. do.

No primage is charged.

No bills of lading for merchandise will be granted for less freight than 2½ silver dollars.

Balsam will not be received on board the Company's steamers.

Intercolonial Parcels carried to all the places named under the head of "Outward Parcels," to be prepaid at the port of shipment, to be charged one fifth less than the transatlantic scale, and to be restricted in size and weight, as indicated under that head for different ports. See p. 166, 167.

Preference is always to be given to transatlantic over intercolonial cargo.

ISTHMUS OF PANAMA AND THE PACIFIC.

Trains now run daily across the Isthmus of Panama, thus affording an easy means of transit for passengers, specie, goods, etc.

Under arrangement with the Pacific Steam Navigation Company, whose vessels run from Panama southward, through tickets (comprising the privilege of stopping at an intermediate port, as stated in "General Passenger Regulations," page 165) can be obtained to or from Southampton and ports on the west coast of South America, but not including the providing or expense of the transit of passengers or their luggage across the Isthmus of Panama. Also, return tickets to or from those ports (including Panama), with an abatement of 25 per cent. on the Royal Mail Steam Packet Company's proportion of passage-money, available for twelve months, under the conditions mentioned in page 163.

Goods, etc., for San Francisco and Victoria (British Columbia).

The Royal Mail Steam Packet Company have completed arrangements for granting *through bills of lading* for measurement goods, jewelry, and plate, shipped by their steamers leaving Southampton on the 2d and 17th of each month, to be delivered at San Francisco and Victoria (British Columbia) at the following rates of freight:

<p>To be paid on shipment of goods, etc.:</p> <p>Goods: From Southampton to Aspinwall, £6 per ton measurement, with 5 per cent. primage.</p> <p>Jewelry, on value: From London to Aspinwall, 1½ per cent.; from Southampton to Aspinwall, 1 per cent.</p> <p>Plate, on value: From Southampton to Aspinwall, 2 per cent.</p>	<p>And in addition,</p>	<p>To be paid on delivery of goods, etc., at destination.</p> <p>Goods: From Aspinwall to San Francisco, \$80 per ton measurement, with 5 per cent. primage; from Aspinwall to Victoria, \$100 per ton measurement, with 5 per cent. primage.</p> <p>Jewelry, on value: From Aspinwall to San Francisco, 2 per cent.; from Aspinwall to Victoria, 2½ do.</p> <p>Plate, on value: From Aspinwall to San Francisco, 4 per cent.; from Aspinwall to Victoria, 5 per cent.</p>
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No bill of lading will be issued for less freight than one guinea to Aspinwall.

Specie, Goods, etc., from England or the West Indies, for Ports in the Pacific south of Panama, viz., Buenaventura, Tumaco, Guayaquil, Payta, Lambayeque, Huanchaco, Callao, Islay, Arica, Iquique, Cobija, Caldera, Coquimbo, Valparaiso.

Cargo for Lambayeque and Huanchaco is carried on to Callao, where it is transhipped to the steamer proceeding northward.

The Royal Mail Steam Packet Company have effected an arrangement with the Panama Railroad Company and the Pacific Steam Navigation

Company for the delivery of treasure, measurement goods, and quicksilver, from Southampton and the West Indian ports hereafter specified,* under *through bills of lading*, at ports in the South Pacific, and at the respective rates of freight under-mentioned, which must be paid on shipment of the goods, whether at Southampton or in the West Indies.

Measurement Goods from Southampton, shipped by Steamer of 2d and 17th of each Month.

Per ton measurement (with 5 per cent. primage):

To Buenaventura	£12 15s.
To ports south of Buenaventura, including Guayaquil.....	13 5
To Payta	13 15
To ports south of Payta, including Callao.....	14 5
To ports south of Callao, including Valparaiso.....	15 5

No bill of lading for goods to any of the above ports will be granted for less freight than £2 2s.

*From the West Indies, viz., *St. Thomas, Havana, Jamaica, Barbadoes, Trinidad, Demerara, Greytown, Carthagena, and Santa Martha.*

To any of the above-mentioned Pacific ports south of Panama, the rate of freight for measurement goods will be £2 10s. per ton less than from Southampton to those places, and no primage will be charged.

No bill of lading for goods from the West Indies to any of the above ports will be granted for less freight than £1 11s. 6d.

Treasure from England, or the before-mentioned West Indian ports, at a uniform rate, viz.: For specie (gold) and jewelry, when received in London, 2 $\frac{3}{4}$ per cent. on value.

No bill of lading for gold or jewelry will be granted in London for less freight than £2 7s. 6d.

Of jewelry only small packages will be received in London.

For specie (gold) and jewelry, when received in Southampton or the West Indies, 2 $\frac{1}{4}$ per cent. on value.

No bill of lading for gold or jewelry will be granted in Southampton or the West Indies for less freight than £2 5s.

For specie (silver), one eighth per cent. is to be added to the above respective rates for gold.

Quicksilver, which must be delivered to the Company at Southampton for shipment: To ports as far as Callao inclusive, 5 $\frac{1}{4}$ per cent. on value; to ports beyond Callao, 5 $\frac{3}{4}$ per cent. on value.

No bill of lading for quicksilver will be granted in Southampton for less freight than £5 5s. in the one case, and £5 15s. in the other.

Parcels not exceeding three cubic feet in measurement will be received at the Company's offices in London and Southampton for the ports above-mentioned at the under-mentioned rates, which must be paid on shipment, and which include all charges except insurance (which, however, can be effected at the Company's office in London), whether the packages are received at London or Southampton: One cubic foot and under, £1; above 1 cubic foot and not exceeding 2, £1 10s.; above 2 feet and not exceeding 3, £2.

Under arrangement between the Royal Mail Steam Packet Company and the Panama Railroad Company, *through bills of lading* are granted at Southampton as follows: To Central American (Pacific) ports, touched at by the steamers of the Panama Railroad Company, viz., Punta Arenas, Realejo, La Union, La Libertad, Acajulta, San José de Guatemala.

For goods, at £13 per ton measurement (with 5 per cent. primage), which must be paid on shipment.

No bill of lading will be granted for less freight than £2 2s.

There is no through parcel or specie rate to these ports.

Through bills of lading are also granted at Southampton, and in the West Indies at St. Thomas, Havana, Jamaica, Barbadoes, Trinidad, Demerara, Greytown, Carthagena, and Santa Martha, as far as Panama, for specie, jewelry, measurement goods, and quicksilver, destined for Panama and the North Pacific, at the following rates of freight, which must be paid on shipment:

For goods, etc., from Southampton, £10 per ton measurement (with 5 per cent. primage).

No bill of lading will be granted for less freight than £1 11s. 6d.

For goods, etc., from the above West Indian ports, £7 10s. per ton measurement (without primage).

No bill of lading will be granted for less freight than £1 1s.

For specie (gold) and jewelry, when received in London, $1\frac{3}{8}$ per cent.

No bill of lading will be granted for less freight than £1 7s. 6d.

For specie (gold) and jewelry, when received in Southampton or at the above West Indian ports, $1\frac{1}{4}$ per cent.

No bill of lading will be granted for less freight than £1 5s.

For specie (silver), one eighth per cent. is to be added to the above respective rates for gold.

For quicksilver, which must be delivered to the Company at Southampton for shipment, $3\frac{1}{4}$ per cent. on value.

No bill of lading will be granted for less freight than £3 5s.

Parcels for Panama not exceeding 3 cubic feet in measurement will be received at the Company's offices in London and Southampton at the following rates, which must be paid on shipment, and which include all charges except insurance (which, however, can be effected at the Company's office in London), whether the packages are received at London or Southampton: One cubic foot and under, 12s.; above 1 foot and not exceeding 2, 18s.; above 2 feet and not exceeding 3, £1 4s.

NOTE.—For farther information as to when goods, etc., must be ready for shipment, and general regulations in regard to cargo and parcels, etc., see pages 166, 167, and 168, or apply to 55 Moorgate Street, or to Mr. J. K. Linstead, the Company's Cargo Superintendent, Southampton.

No package above 5 cwt. to be received, and none to exceed a cube of 27 feet, nor in length 4 feet 4 inches.

Specie, etc., from Panama and the South Pacific.

The following rates have been established by the Royal Mail Steam Packet Company, in addition to the freight charged by the Pacific Steam Navigation Company, or other parties delivering treasure to the agent of the Royal Mail Steam Packet Company at Panama, for conveyance to the under-mentioned places, such charges to include transport across the Isthmus, and all other expenses thence to the place of destination:

	To Branch Bank of France, Havre.	
Specie and bullion from Panama to Southampton or Bank of England.....	$1\frac{3}{8}$ per cent.	$1\frac{9}{16}$ per cent.
Pearls, emeralds, and all other precious stones, unset being exempt from duty, from Panama to Southampton or the Bank of England, on value	$1\frac{7}{8}$ “	$2\frac{1}{16}$ “
Jewelry, subject to duty, from Panama to Southampton, on value	$1\frac{3}{8}$ “	$1\frac{9}{16}$ “

Specie, bullion, precious stones, etc., from Panama to British Guiana, Vera Cruz, and Tampico..... 1½ per cent
 Dito ditto to St. Domingo, Porto Rico, St. Thomas, Windward Islands, Havana, Honduras, and Jamaica..... 1½ “
 Ditto ditto to Carthagen and Greytown..... ¾ “

N.B.—The Pacific Steam Navigation Company's charge on specie, etc., from any port in Chili or Peru, etc., to Panama, for transfer to the Royal Mail Steam Packets, is ¾ per cent., which, being added to the rates from Panama above stated, will make the charges by *through bill of lading*,

To Southampton or the Bank of England..... 2½ per cent.
 To the Branch Bank of France, Havre..... 2⁷/₁₅ “

The through charge on jewelry, pearls, and all other precious stones from the South Pacific ports is the same as that on specie and bullion.

Double freight will be imposed in all cases of detection where attempts may be made, by smuggling, etc., to evade the Company's established charges.

Gold, etc., from San Francisco (California).

Gold, etc., can be shipped at San Francisco, under the *through bills of lading* of the United States Pacific Mail Steam-ship Company and the Royal Mail Steam Packet Company, for conveyance to England, Havre, or the West Indies.

For particulars as to through rates of freight, etc., apply in San Francisco to W. L. Booker, Esq., H.B.M. Consul, or at the office of the Pacific Mail Steam-ship Company.

Goods from South Pacific Ports to Southampton.

Through bills of lading are granted at South Pacific ports by the Pacific Steam Navigation Company, in conjunction with the Panama Railroad Company and the Royal Mail Steam Packet Company, at the following through rates of freight, payable on delivery of the goods at Southampton:

Description of goods, etc.	Shipped at ports between Payta and Panama, including Payta.	Shipped at ports between Callao and Payta, including Callao.	Shipped at ports between Valparaiso and Callao, incl. Valparaiso.
	Per ton weight. £ s. d.	Per ton weight. £ s. d.	Per ton weight. £ s. d.
Copper and tin, bars.....	7 2 8	7 9 4	7 19 4
Copper and tin ore, in bags	8 2 8	8 9 4	8 19 4
Silver ore.....	8 16 0	9 4 0	9 16 0
Coffee, cocoa, and India-rubber	9 16 0	10 4 0	10 16 0
Orchilla	9 0 0	9 6 5	9 16 0
Bark*.....	15 8 8	15 18 8	16 8 8
Tobacco in leaf.....	15 16 0	16 8 0	17 6 0
	Per ton measurement.	Per ton measurement.	Per ton measurement.
Whalebone	11 2 8	11 13 4	12 9 4
Panama hats.....	18 9 4	19 10 8	21 2 8
Sarsaparilla.....	11 16 0	12 8 0	13 6 0
General merchandise.....	13 8 0	14 0 0	15 0 0

Primage at the rate of 5 per cent. will be charged in addition to the above rates of freight.

* Bills of lading will be granted for bark to Havre at an advance of a farthing per lb. on the above rates.

Parcels from South Pacific ports to Southampton at the same rates as "Outward Parcels" to those places (see pages 173, 174).

From Central American (Pacific) Ports to Southampton.

Through bills of lading are granted by the Panama Railroad Company, in conjunction with the Royal Mail Steam Packet Company, at the following ports, touched at by the Panama Railroad Company's steamers, namely, Punta Arenas, Realejo, La Union, La Libertad, Acajutla, San José de Guatemala.

The through rates of freight from the above places to Southampton are as under-mentioned, and the freight is payable on delivery of the goods at that port:

On silver ore, £9 per ton weight, with 5 per cent. primage.

On coffee, £10 per ton weight, with 5 per cent. primage.

On cochineal and indigo, $2\frac{3}{16}d.$ per lb., with 5 per cent. primage.

Measurement goods, 7s. 6d. per foot, with 5 per cent. primage.

Also on treasure (gold and silver) from the above places to Southampton or the Bank of England, London, $2\frac{1}{4}$ per cent. on value, payable on delivery of the treasure.

Cochineal and indigo, deliverable at Havre, $2\frac{7}{16}d.$ per lb., with 5 per cent. primage.

Balsam will not be received on board the Company's steamers.

7th. LIVERPOOL AND WEST INDIA LINE OF SCREW STEAM-SHIPS PLYING MONTHLY BETWEEN LIVERPOOL AND ASPINWALL. OWNER, MR. ALFRED HOLT, 1 INDIA BUILDINGS, LIVERPOOL.

The following, which are Clyde built iron vessels, A 1 at Lloyd's, compose this line:

New ship (to sail July, 1862), Capt. Middleton, 1005 tons, 120 horse power.			
"Askalon".....	"Kidd.....	991 "	110 " "
"Talisman".....	"Russell.....	850 "	90 " "
"Plantagenet".....	"Beard.....	732 "	80 " "
"Saladiu".....	"Bennett.....	544 "	60 " "

This line is designed principally for the conveyance of bulky cargo, and aims more at regularity and certainty of connection with steamers on the Pacific than at high speed. The vessels call, on their outward voyages from England, at Port au Prince, in Hayti; Kingston, Jamaica; and Santa Martha, in New Granada; and on the return voyages, at Carthagenas, Kingston, and Port au Prince. The day of sailing from Liverpool is the 8th of each month. The voyage to Aspinwall, including all stoppages, is 31 days, the date of arrival at that port being the 9th; the departure thence takes place on the 17th. The transit is 32 days, and the arrival in Liverpool is about the 19th of the succeeding month.

Arrangements have been made with the Panama Railroad Company for a system of through traffic between Liverpool and the ports of Central America touched at by their steamers, and with the Pacific Steam Navigation Company for the ports of South America; also by arrangements with the London and Northwestern Railway Company for an extension of this system to London in respect of those articles of produce for which London is the more usual destination than Liverpool.

Negotiations are also pending with the Pacific Mail Steam-ship Company to include San Francisco and the ports on the west coast of Mexico in the through system.

The following tariffs show the freights :

		FROM LIVERPOOL TO		
		Panama	{ Fine goods, £5 15 0 per ton of 40 feet. Coarse goods, £5 5 0 " "	
		Punta Arenas, Realejo, La Union, La Libertad, Acajutla, and San José de Guatemala.....	{ Fine goods, £7 10 0 " " Coarse goods, £7 0 0 " "	
		TO LIVERPOOL FROM		
CENTRAL AMERICA.	}	San José, Acajutla, and La Libertad..	}	Indigo and cochineal, 4 cents per lb. net; hides, 77 cents each; merchandise in cases, etc., 85 cents per cubic foot, and the regular transportation charges established by the tariff of the railroad.
		La Union and Realejo.....		
		Punta Arenas.....			Coffee, $1\frac{3}{8}$ cents per lb.; hides, 69 cents each; merchandise in cases, etc., 75 cents per cubic foot, and the transportation charges established by the tariff of the railroad.
		TO LONDON FROM		
		Any ports.....	Indigo and cochineal.....	$4\frac{3}{8}$ cents per lb. gross
		Punta Arenas	Coffee in bags.....	$2\frac{1}{8}$ cents " "

		FROM LIVERPOOL TO			
SOUTH PACIFIC.	}	Buenaventura, all goods.....	}	£ 9 10 0 per ton.	
		Tumaco, Esmeraldas, Manta, and Guayaquil, all goods			£10 0 0 " "
		Payta.....				£10 10 0 " "
		Lambayeque, Pacasmayo, Huanchaco, Santa, Samanco, Casma, Supe, Huacho, and Callao.....			£11 0 0 " "
		Cerro Azul, Pisco, Chala, Islay, Arica, Pisagua, Mejillones, Iquique, Tocopillo, Cobija, Caldera, Carrizal bajo, Huasco, Coquimbo, Tongoy, and Valparaiso.....				£12 0 0 " "

SOUTH PACIFIC.		Per Ton.	TO LIVERPOOL FROM								
			Valparaiso, Tongoy, Coquimbo, Huasco, Carrizal bajo, Caldera, Cobija, Tocopilla, Iquique, Mejillones, Pisagua, Arica, Lalay, Chala, Plasco, and Cerro Azul.		Callao, Huacho, Supe, Casma, Se-maco, Santa, Huan-chaco, Pacasmayo, and Cambayaque.		Payta, Guayaquil, Mantá, Esmeraldas, Tumaco, and Buenaventura.				
			£	s.	d.	£	s.	d.			
	Wool, alpaca, press-packed	Wt.	16	10		14	17	0	14	1	0
	“ other kinds, press-packed.	“	14	7	8	13	7	8	12	14	4
	Hides, dried, each	“		3	4½		3	1½		2	10½
	Nitrate of soda	“	7	6	0	6	14	0	6	6	0
	Copper in bars or ingots.....	“	5	15	0	6	14	0	6	6	0
	Tin bars, and tin and copper ore in bags	“	7	0	8	5	15	0	5	15	0
	Silver ores in bags.....	“	8	4	0	7	12	0	7	4	0
	Coffee and cocoa.....	“	8	16	0	8	4	0	7	16	0
	Goat and deer skins, press-packed	“	15	5	0	14	15	0	14	5	0
	“ “ loose packed	“	16	10	0	16	0	0	15	10	0
	Dye-woods	“	6	11	4	6	1	4	5	14	8
	Whale oil, per tun of 252 gallons		11	1	0	10	6	0	9	16	0
	Whalebone.....	Meas.	10	10	4	9	14	4	9	3	8
	Bark.....	Wt.	12	17	0	12	12	0	12	12	0
	Sarsaparilla.....	“	12	10	0	11	10	0	11	10	0
	Cotton, press-packed.....	“	13	15	0	13	0	0	13	0	0
	India-rubber	“	9	6	0	8	14	0	8	6	0
	Panama hats.....	Meas.	17	2	8	15	10	8	14	9	4
	Orchilla	Wt.	9	10	0	8	10	0	8	10	0
	Tobacco in ceroons.....	“	12	16	0	11	18	0	11	6	0
	“ “ loose bales.....	“	14	10	0	13	10	0	13	0	0
	General merchandise and all goods not enumerated.....	Wt. or Meas.	11	18	0	11	8	0	10	18	0

PARCELS.

Under 1 cubic foot.....	£0 17s. 0d.
Over 1 cubic foot, and under 2.....	£1 5s. 6d.
Over 2 “ feet, “ 3.....	£1 14s. 0d.

The above rates include every charge on the Isthmus of Panama, and in respect of those goods destined for London every charge in Liverpool also.

Freight to be collected on the weights delivered or measurements taken in Liverpool, at the rate of \$4 80 to the pound sterling.

Primage will not be charged on goods conveyed under through Bill of Lading.

Agent in Aspinwall—T. R. COWAN, Esq., H. B. M. Vice-Consul.

THE PANAMA RAILROAD COMPANY'S LINE OF SAILING VESSELS BETWEEN
NEW YORK AND ASPINWALL.

To accommodate shippers and facilitate trade, especially with the Pacific coast, the Panama Railroad Company have established a line of sailing vessels between New York and Aspinwall, composed of the following:

Bark Xantha.....	Captain Chapman.....	321 tons.
“ Magdalena	“ Day.....	285 “
“ Golden Rule....	“ Whiteberry.....	254 “
Brig Arabella.....	“ Lindsley	291 “
“ Costa Rica.....	“ Peel.....	260 “
“ E. Drummond..	“ Cormay	244 “
“ Caroline.....	“ Porter	220 “

These vessels are all of the first class, sailing at intervals of from a week to ten days. The average passage from New York to Aspinwall is twenty days, and from Aspinwall to New York twenty-five days.

The freight from New York to Aspinwall is 15 cents per cubic foot, and 5 per cent. primage. The freight from Aspinwall to New York is from \$6 to \$8 per ton.

Whale-oil will be received and forwarded from Panama to New York by the road and the Company's Line of Sailing Vessels, at the rate of 8 cents per gallon, if received in the harbor alongside from ship's tackles, and at 7 cents per gallon if received at the pier, in full of all expenses, charging for the capacity of the cask, without allowing for wantage.

Whalebone will be taken from ship at Panama through to New York at $1\frac{1}{2}$ cents per lb.

By these vessels the Panama Railroad Company issue *through bills of lading* to the ports of South America touched at by the steam-ships of the Pacific Steam Navigation Company, at the following rates:

	To Buenaventura, Guayaquil, Payta, and intermediates.	To Callao, Valparaiso, and intermediates, south of Payta.
General merchandise, and all goods embraced in first class of Panama Railroad tariff, per ton of 40 cubic feet, or 2240 lbs. gross weight, at the option of the Company.....	\$40 00	\$50 00
Beef and pork, per barrel	5 00	7 00
“ “ per half barrel.....	2 75	3 75
Flour, per barrel.....	4 00	5 00
“ per half barrel.....	2 25	2 75
Biscuit, per 100 lbs.....	2 50	3 50
Butter, lard, hams, bacon, cheese, salt fish, tallow, and rice, per ton of 2000 lbs.	30 00	40 00
Refined sugar, per ton of 2000 lbs.....	40 00	45 00
Wines and other liquors, in boxes and barrels, per ton of 40 cubic feet.....	30 00	40 00
Manufactured tobacco, per ton of 40 cubic feet.....	30 00	40 00
Cigars, per ton of 40 cubic feet.....	35 00	45 00
Unbleached domestics, per ton of 40 cubic feet.....	25 00	32 00
Soap, per ton of 2000 lbs.	30 00	40 00
Candles, per ton of 40 cubic feet.....	30 00	40 00
Carriages and furniture, per ton of 40 cubic feet.....	30 00	40 00
Agricultural implements, per ton of 40 cubic feet.....	25 00	35 00
Pitch, tar, and rosin, per barrel.....	3 00	4 00
Earthen-ware and glass-ware (coarse), in crates and boxes, per ton of 40 cubic feet.....	25 00	35 00
Turpentine and oil in cases, per ton of 40 cubic feet.....	30 00	40 00
Turpentine and oil in tins only, per ton of 40 cubic feet....	35 00	45 00

All weights to be the gross weight.

Articles not enumerated to be charged at rates assimilating to the above.

The Pacific Steam Navigation Company will issue *through bills of lading* for produce *from* the above ports.

Goods arriving at Aspinwall by the Company's vessels, and consigned to parties at Panama, under *through bills of lading*, will be forwarded to them free of charges and commissions by the Company other than such as are expressed in the bills of lading.

Residents and agents at Panama can forward goods through the commercial agent of the Company at Panama to foreign ports beyond Aspinwall, on *through bills of lading*, by the Company's line of sailing vessels to New York, or by any other lines or vessels with which the Company has made the necessary arrangements.

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

	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, wood- en-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, com- mon 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

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 above rates.

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

	To Panama.	Aspin-wall.	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 ½	\$0 02 ½	\$0 03 ½
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.....	5	1 ½	1 ½
Deer and goat skins, from Punta Arenas, per lb..	1	1 ½	2 ½
“ “ “ other ports, “ ...	1 ½	2 ½	3
Cigars, balsam, and first class goods, per railroad tariff, per foot.....	50	1 00	1 16

No primage on through rates.

Steamers of the Pacific Mexican Mail Line, under contract and concessions of the Supreme Mexican Government, for the conveyance of the Mails between the Mexican Ports of the Pacific Coast and San Francisco, Upper California.

Messrs. Holladay & Flint, owners. *Offices*—No. 407 Washington Street, San Francisco; No. 88 Wall Street, New York.

<i>Agents.</i> —Guaymas,	John A. Robinson.
La Paz,	
Mazatlan,	Melchers Bros. & Co.
San Blas,	A. E. Weber.
Cape San Lucas,	
Manzanilla,	Ohlomeyer & Koch.
Acapulco,	D. B. Van Brunt; to which agents

and owners applications may be made for passage and freight.

Steamers now in Service.

The Panama, 1087 tons,	Captain E. Wakeman.
“ Republic, 852 “	“ Charles Wilson.

Dates of Sailing.

The Panama will sail from San Francisco on the 6th of each month.

“ “ “ “ Mazatlan on the 17th of each month.

If the days of sailing should fall on a Sunday, it will be changed to Monday.

The steamer Panama will communicate with the steamer Republic, in the port of Mazatlan, on the 15th of each month, in which port they will tranship the passengers and goods destined to other ports of the coast, receiving at the same time the freight and passengers which the Republic may have brought from the ports of Acapulco, Manzanilla, and San Blas.

The Republic, going up, will leave

Acapulco	the 10th of each month, in the morning.
Manzanilla	“ 12th “ “ “ afternoon.
San Blas	“ 14th “ “ “ “
Mazatlan	“ 18th “ “ “ morning.
La Paz	“ 20th “ “ “ afternoon.

The Republic, going down, will leave

Guaymas	the 24th of each month, in the afternoon.
La Paz	“ 26th “ “ “ “
Mazatlan	“ 29th “ “ “ “
San Blas	“ 30th “ “ “ “
Manzanilla	“ 1st “ “ “ “

Dates of Arrival.

The Panama will arrive at Mazatlan the 15th of each month; at San Francisco the 26th of each month, touching on each trip at Cape San Lucas.

The Republic, going up, will arrive at

Manzanilla	the 12th of each month, in the morning.
San Blas	“ 14th “ “ “ “
Manzanilla	“ 15th “ “ “ “
La Paz	“ 20th “ “ “ “
Guaymas	“ 22d “ “ “ “

The Republic, going down, will arrive at

La Paz	the 26th of each month, in the morning.
Mazatlan	“ 27th “ “ “ “
San Blas	“ 30th “ “ “ noon.
Manzanilla	“ 1st “ “ “ “
Acapulco	“ 3d “ “ “ afternoon.