

he last two years, been planted at Vi la Nueva, which is four leagues from Guatemala and two from Amatitlan, and also at Chiquimala, and in the Province of Vera Paz at alamar; so that, taken together, the produce of the state of Guatemala should shortly be equal to about 20,000 bales of cochineal, which is considerably more than the entire annual consumption of the article.

"Hence, either the use of the dye must be greatly extended, or the price must fall so low as to force part of the cultivators to abandon the business."

The climate of the valley of Amatitlan, to which Mr. Dunlop is the first British subject who has penetrated, is found to be very fatal to Europeans, and even more so to the natives of the neighbouring towns, great numbers of whom die in the rainy season. Even the natives are not exempt from intermittent fevers; this, however, is attributable, in a great measure, to the dissipated and irregular life led by the mestizgos, mulattoes, and even the white creoles. Our author never felt any bad effects from the climate of Amatitlan, though often exposed to the sun all day in the management of a cochineal establishment, and in the rainy season wet several times daily. To the Spaniards who have attempted to settle, the climate has certainly proved rather fatal; but as those who go out to America are the very worst of the most debased provinces of Spain, the greater part being literally the sweepings of Cadiz, they at once adopt all the vices of the creoles in addition to their own, which are neither few nor trifling, and generally lead an even more debased and irregular life, so that it is not to be wondered at that they cannot stand a trying climate.

Some parts of the country are remarkably healthy; thus, at Esquintla, about three leagues from the port of Iziapa, sickness is almost unknown, and the natives live to a great age, many of them exceeding 100 years. It therefore forms one of the favourite resorts of the inhabitants of Guatemala, who go there to bathe and amuse themselves between the months of March and May. Venison is so cheap there, that an entire deer may be always bought for from 2s. to 4s. sterling.

Having devoted so much space to the preliminary chapters, we cannot touch upon the political history of the Republic and its revolutions. We should also have been glad to have spoken of the natural history, mineralogy, &c., of the country. We have, however, given our readers a fair impression of the work, which will especially recommend itself to the notice of our West Indian subscribers.

*The Overland Mail and the Austrian Lloyds.* London: George Mann.

THIS is a semi-official pamphlet, intended to call more prominent attention to the Austrian Lloyd's establishment, with its splendid fleet of twenty-five steamers, and the advantages which Trieste offers as the port of communication with our Indian empire. According to the pamphleteer—

"Such unalterable advantages are the property of the Austrian Lloyd's, the geographical position being so much in its favour that a straight line on the map will connect Alexandria, Trieste, and London. It is a fact, that the passage from Alexandria to Trieste is above 200 miles shorter than between Alexandria and Marseille; that it is more agreeable and less dangerous, the passage from Alexandria to Candia lasting only fifty hours, after which a charming coast remains constantly in view; and, moreover, eight different roads can be taken from Trieste to London, leading through the most important towns and the most beautiful districts of the Continent; while from Marseille travellers can only go to Paris, or must make a circuit of considerable extent if desirous of visiting Italy or Switzerland. The Trieste route offers also the great advantage that quarantine commences on board the steamer at Alexandria, under the control of an appointed officer, and concludes on entering the port of Trieste, while after the miseries of a tedious voyage to Marseille the traveller must still continue confined and discomforted in its quarantine."

A mass of most valuable information, as to the length, expense, &c., of the different routes through the Continent are given, which are cleverly elucidated by maps and plans. Our time and space will not allow us to go into the details and calculations, but we advise a careful study of this pamphlet by all interested in the subject, and this embraces a very large class now-a-days.

We cannot, however, deny ourselves the temptation of extracting the following account of the Austrian Lloyds:—

"This excellent institution was established after its prototype, the London Lloyds, in the year 1836 in Trieste, and soon became the centre of the whole maritime activity o