

the coast, is not niggardly in its treatment of its patrons.

This important corporation owes its origin to William Wheelwright, who, in 1835, obtained from the Chilian Government a privilege to navigate by steam the coast and rivers of Chili for ten years. It commenced its operations in 1840, when it ran a boat monthly between Valparaiso and Panama. It was not till 1847 that it made two trips a month between these extreme points, nor till 1853 that it commenced running to the ports south of Valparaiso. After that date, trade rapidly grew, and the Company maintained two fleets of boats; one, of smaller size, ran into every harbour along the coast, and congregated the freight for a line of larger steamers, which called only at the larger ports. About 1868, owing to disagreement with the Panama Railroad Company, regarding charges on transit freight, the Company determined to try the experiment of regular traffic by the Straits of Magellan—an experiment which has proved completely successful. From time to time, feeble opposition has been raised. In 1870, a Chilian Company started a line in-

tended to run between Valparaiso and Panama, but the Pacific Steam Navigation Company bought up their boats. The White Star Line was originally incorporated to trade with the West Coast, but their operations in that direction have been insignificant, and the same is true of a German line, which runs an occasional boat from Europe, so that, practically, the traffic is in the hands of the Pacific Company, which has been the chief agent in developing the resources of all the republics between the Isthmus and the Cape, and is, therefore, both commercially and politically, a power of no mean magnitude on the West Coast. Its fleet now consists of 25 coasting steamers, whose gross tonnage is 37,436 tons burden, with 8,050 horse-power.

The Strait line is composed of 17 large ships, of 62,979 tonnage, and 9,700 horse-power. The following list of ports of call between Panama and Valparaiso contains the name of every important point on the coast, and gives the relative positions of many places which, if the war continues, will become familiar, for whatever evil war brings in its train, it has value in teaching us geography.

## LIST OF PORTS BETWEEN PANAMA AND VALPARAISO.

NAME OF PORT.	COUNTRY.	LAT.	PRODUCTS AND EXPORTS.	RAILROADS AND LENGTH COMPLETED.
Panama .....	Granadian Confederation.	8° N.	Port of transhipments. ....	RR. to Colon across Isthmus.
Buenaventura .....			Cocoa, fruit, coffee, rubber,	
Tumaco .....			drugs, gums. ....	
Esmeraldas .....				
Bahia .....	Ecuador ..	2.10 S		
Manta .....				
Ballenita .....				
Guayaquil .....				
Tumbes .....				
Payta .....				
		5.03 S		
Sechura .....			Petroleum, cattle, coffee. ....	
Pimental .....			Cotton, cattle, chincona, tobacco. ....	RR. to Piura 63 m.
Eten .....			Salt .....	
Pacasmayo .....			Tobacco, sugar, rum, cattle. ....	RR. to interior 45 miles.
Malabrigo .....			.....rice, wool, metals	RR. to interior 50 miles.
			Sugar, rum, rice, cotton, antiseed. ....	RR. inland unfinished.
			do do cochineal	RR. to Ascape 25 miles.
Huanachuco .....			do do	
Salaverry .....			rice .....	RR. to Trujillo 85 miles.
Santa .....				
Chimbote .....			do do	RR. to Huaraz 52 miles.