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Guide To Modern Peru

**Its Great Advantages and
Vast Opportunities**



**By A. de CLAIRMONT, M. D.
Consul of Peru
TOLEDO, OHIO**

1907

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**His Excellency, Dr. Jose Pardo, President of
the Republic of Peru**

PREFACE.

The writer is indebted to Collier's Weekly, for matter from a series of excellent articles which appeared in that magazine during November and December, on South America, by Arthur Ruhl; and to the Rev. F. E. Clark, writing on the coast of South America, in the Los Angeles Times of April.

The Official matter has been translated from the booklets published by authority of the Peruvian Department.

The writer wishes to call personal attention to the wonderful resources of Peru from his personal knowledge and travels. It is a country which still retains its ancient mystery. It is just as possible now for adventure and fortune as it was in the time of Pizarro.

Do you grow fruits or do you farm? You can with the knoweldge and experience gained in this country obtain free lands in the Piches district, where in a few years you may make your fortune and have a delightful home, the most beautiful gardens and orchards in the World. Do you fish and hunt? Then, there is for you a trappers life in the mamouth Andes, where you may glory in the chase and make your thousands in the season as well. Do you enjoy fishing? A fortune awaits you at the sea shore.

The writer remembers with regret the fishing smacks of the Gulf of Mexico, which returned almost empty, having had a poor catch. The shores of Peru teem with shoals of "big fellows," and such smacks as run to the Mexican Coast after fish for Louisiana, could soon retire fairly rich. Fish packing and salting is not understood in Peru.

Do you understand the manufacturing business? There are chances in the various cities of Peru for small and big capital, placed with experienced men to manage the factory.

The writer often wonders at the profits that will be made by a good creamery and cheese factory. There are men in the interior of Peru, who catch butterflies for a living and they catch as many as five thousand insects per day of the most gorgeous colors, which sell in the European market for \$1.00 each. The writer once paid \$2.50 for a certain specimen in London, which can be caught by the hundred within a few hours in this country.

The prospects in Peru are almost incredible and in the near future hundreds of thousands of emigrants will bless the Lord for the fullness thereof. There is not a country to compare with it in the World.

Thousands of Americans have gone to Canada to a long life of toil for a slim chance of a better future on free lands. Lands that freeze during the long winter months and where the earnings of summer are often spent to tide over a rigid winter.

Peru comes near being a Paradise. Every sort of fruit, cereal and vegetable grows without any effort and in great abundance. It is a veritable

land of sunshine, of flowers and fruits, of cattle and sheep, of natural, rich pastures, of cotton, silver and gold. Poor man's gold, too, which may be washed out by hand, alone, at the rate of \$10.00 and \$20.00 per day.

The writer would be pleased to give any information, maps and pamphlets that may be desired regarding Peru.

DR. A. de CLAIRMONT,

Consul of Peru,

Toledo, Ohio.



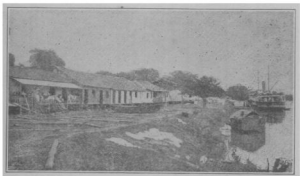
Massive Bridge near Arequipa



Bird's eye View of Lima



A Central Rubber Station



A Rubber Port in Loreto, Peru

SAILING out into the Pacific from Panama, the Isthmus lies behind, so low and narrow, and understandable, that as you watch the jagged backbone of the continent disappear into the mists on either horizon, toward Honduras and Colombia, it seems almost as though you were looking at a relief map, and that if you should climb to the top of the mast, for instance, you could view both continents from Alaska down to the Horn. This is the beginning of the real South America. And, after the third day out, when the ship crosses the Line, the rest of the world seems very far away. One is aware of stepping into new pastures as soon as one boards the steamship at La Boca.

In the North Atlantic, at least, there is nothing quite like those quaint arks that meander down the long highway from Panama to Peru. Large as our smaller ocean ships, but with an extraordinary amount of deck space, and the staterooms all on deck, they carry everything from mail to fresh lettuce and perform the functions of a houseboat, freight steamer, village gossip, and market gardener. Your beefsteak of to-morrow stands on the hoof gazing up at you from the hatchway below, and on the upper deck, beside the shuffleboard, barnyard fowls housed in a doubledecker coop blink reproachfully through the slats.

It is this part of the ocean, between the Isthmus and Peru, which suggested to the old Spaniards the name Pacific. It is like a millpond. And these strange galleons, with their chicken coops and unhappy steers and unbranded inhabitants, mosey along through the heat-shimmer as though there were no such thing as hurry in the world. An engaging laxity pervades one's ship. It was always a mystery to me just how ours was navigated.

We rarely, big as we were, did more than eight knots, and whenever it was found difficult to make our next port before sunset we would slow down and come in the next morning. It is a trifle over three thousand miles from Panama down the coast to Valparaiso, and the journey ought to be made in ten or twelve days. It now takes—although the Peruvians are organizing a faster line—anywhere from three weeks to a month. It is about fifteen hundred miles from Panama to Callao, and our journey, with stops at Guayaquil and little ports along the coast, consumed a fortnight.

Slow as they go, express boats cut across the Gulf from Panama to Guayaquil, and all that one sees of Ecuador is the tropical banks of the Guayas river and the walls of Guayaquil.

There are some sixty thousand people in Guayaquil, and the town is the one doorway from this almost forgotten country to the outside world. About one-third of the chocolate which the big world uses comes through Guayaquil, and like Columbia, Ecuador has plenty of rubber and vegetable ivory and things in the valleys and montana land of the interior. But it is as yet the least finished of the South American republics, and in spite of such interesting places as ancient Quito, where the unhappy Inca, Athahualpa, used to eat off gold plates.

When the ship sweeps down the Guayas river on the swift Pacific tide and passes the town of Tumbez—where that gifted ruffian, Pizarro, landed four hundred years ago to conquer an empire with one hundred and eighty men—green shores are left behind. For nearly two thousand miles southward, until close to Valparaiso, the coast line is as bare as a desert of Arizona. On this western slope of the Andes there is no rain. It is always in sight from the steamer, unless veiled by mists—bare,

tawny, with the ramparts of the Andes shouldering up and up, level above level, pale and amethystine, to the white snow-line. Along the foot of this rampart, pasted, so to speak, on sand-flats or tacked into the hillside, are little towns, each walled away from the other, each the gateway to the steamy interior, or to a fertile valley made by the melting snows, and set in the wilderness of bare rock, like a green tape tacked on yellow carpet. All the Peruvian coast is situated much as Boston and New York and Philadelphia would be if the Rocky Mountains rose up from their suburbs and walled them away from the rest of the country.

It means a good deal when a ship comes into these shore towns—Paita, Pacasmayo, Salaverry, and the rest—our lazy galleon dozed in the warm sunshine. Sometimes there were a dozen lighters full of freight to give or take; sometimes a few score casks of rum and one lone passenger carrying his bed with him would delay us half a day. Sometimes we swung at anchor for hours while the Peruvian doctors with sheaves of thermometers took temperature of every one aboard, and, mustering the passengers in the music-room and the crew aft, felt of everybody's pulse.

Except at Callao, there is scarcely a harbor on the Pacific north of Valparaiso, and at all these little ports along the Colombian and Peruvian coast ships anchor half a mile or so off shore and handle their freight in lighters. Away off here, these boxes and bales and casks—with their "Kilo 68—Bordeaux—South Milwaukee—Hamburg—Fragiles—Via Panama—Chicago"—become almost flesh and blood. We would lean on the rail while they came thumping up out of the hold, swung overside with the warning "A-ba-jo!"—watching by the hour, just as one might sit at a cafe table and watch the people go by. International trade became something in-

timate, human, and touchable. There were no exports or imports; there were Panama hats and sewing machines and milling machinery and fresh chocolate and cotton cloth and pineapples. A sheaf of polo mallets bound for Quito went off with the rest at Guayaquil. Every sling-load had its new whisper. The fascination of barter seized everybody. We all became **Phoenicians**.

One day after a fortnight of coasting the ship sails around a bare brown island and into a hazy, tawny-bluish harbor, full of steamers and masts, with a warship at anchor here and there, pelicans swarming about as thick as blackbirds, and such a prodigious aspect of busyness afloat and ashore in comparison with the toy towns of the desert coast that the drowsy pilgrim feels he must almost brace up to meet the shock of the real world. This is Callao. It is the port of Lima, the capital—only nine miles up the valley by railroad or trolley—and the gateway into central Peru. More than a thousand vessels touch here each year, and through it passes about half of the country's trade. Earthquakes and fire have attacked it, the Spaniards bombarded it in '66, fourteen years later the Chileans left a little when they got through. But monuments to its heroes are taking the place of ruins of the war, thirty thousand people do business in this—as it were—"downtown" of ancient Lima, and there is an English club, from the balcony of which commercial exiles reading the home papers and drinking the home drinks gaze out to sea and muse sentimentally on the lights and songs of London or New York, or—according to their temperament—demonstrate to you in what a lot of places millions still are waiting for the plucking here in Peru.

The strip of Peru on which Callao and the little coast towns lie is fifteen hundred miles long, and extends anyway from twenty to eighty miles into the

foothills. Here are plantations of coffee and sugar and cotton, and miles and miles of fertile land only waiting, as our lands in the west waited, for irrigation to wake them up. Beyond, for three hundred miles or so, is the mountain region with its mines and grazing lands, and then the rubber country of the eastern montanas sloping down to the Amazon. Altogether there is a territory about three times as large as France, and to traverse its tangled valleys, only fourteen hundred miles of railroad. As a result, the rubber, for instance, of the eastern slope is carried to Iquitos and thence by steamers down the Amazon clear across the continent.

Of all the South American capitals Lima best preserves in touchable wood and stone, in the very air of it, the old Spain transplanted by the conquerors. Pizarro himself founded it, in 1555, and started the walls which stand today. Through these streets the invaders dragged their precious falconets, and Spanish cavaliers in complete mail, carrying lances or arquebuses, clanked impressively generations before Hudson sailed past the island which is now New York.

When a horse was almost as strange a sight in the New World as a dinotherium, Pizarro's cavalry galloped out toward the enemy with their war bells jangling on their metal breastplates; priests of the church swung their censers and recited the exsurge Domine as the battle opened, nearly a century before the Fathers landed at Plymouth Rock. Dust had gathered on the parchment records of Lima's library, its university was old, before the little red school-house of the States had begun. Its history had been written by its own citizens, its clever young men were satirizing their townspeople, and writing verses after the most approved European models when Chicago was merely a prairie swamp.

And not all the earthquakes which have shaken

it, nor the countless revolutions and wars, have been able to destroy its ancient outlines and antique flavor. The very atmosphere, which blankets the town for a good part of the year in a tawny, sunlit haze—something more than air and less than mist—seems designed to shut in and preserve the past. One may still see, overhanging the street, carved balconies which the colonists patterned after those of their native Andalusia; houses with inner courts big enough for palaces, great spike-studded front doors almost as formidable as the gates of a city.

Electric cars whir past moldering old monastery walls, within which, life has scarcely shown a ripple of change in three centuries. In the Cathedral, the sacristan will draw back the curtains from a glass case containing the very bones of Pizarro. Standing on the Cathedral steps, you may see, to the left, the quarter from which the conspirators emerged on their way to kill him. One, as the legend goes, stepped out of the way of a mud puddle, and the others ordered him back, thinking that one who was afraid of water was not the one to wade through blood. To the right across the plaza is the government palace, in which they surprised the old conqueror, slaughtered his guard, and ran him through. As he fell he traced in his own blood a cross on the stone floor, kissed it and died. In those days they knew how!

The great war, which left the country flat and helpless just as the boom was developing in the Argentine, its inaccessibility, and the comparative lack of opportunity which it offered to immigrants from Europe have combined to keep it back. A few Chinese and Japanese have crossed the Pacific, there are British and German and occasionally American business men, but Peru has received nothing like the stream of colonists which has made Brazil's Little Germany, Italianized parts of the Ar-

gentine, made many of Chile's nitrate fields like British colonies.

Today its business men have their Chamber of Commerce which applies the energy which Latin-Americans used to be so fond of expending on apostrophes to liberty, to the agitation of commercial treaties, customs reforms, and internal improvements.

Of all the railroads of this part of the world that from Lima up to Oroya is the most extraordinary. It is still, after pictures of its bridges have served as a stock geography illustration for a generation, probably the most impressive piece of railroad engineering in the world. Built in the days when Peru was rich and reckless, it stands a monument of that time and of that gifted Yankee soldier of fortune, Henry Meiggs.

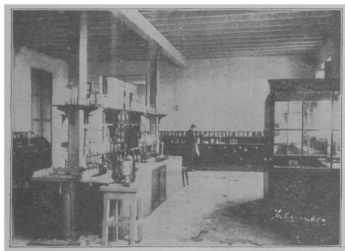
Meiggs was born in New York state and after making and losing several fortunes in the east he took a shipload of lumber around the Horn to San Francisco during the gold days and sold it for twenty times its cost. He built sawmills and made a great deal of money, got into difficulties again and finally fled with his family on one of his own schooners, leaving behind him a million dollars' worth of debts. He went to Chile, built bridges and railroads for the government, and again became a millionaire. Then he went to Peru and started to build railroads there. Meiggs was not an engineer, but he could get engineers to believe in him and work for him, and he had energy and ideas and the courage of his imagination. After floating \$29,000,000 in bonds he started the Oroya road in 1869. He did not live to finish it, but he completed the hardest part. He carried it up the eyebrows of the Andes from the seacoast to the icy galleries of the upper Cordillera, and he paid all his debts. The legislature of California removed

him from the danger of penalties for his misconduct, and he died in Lima in 1877.

The Oroya road is not only the highest in the world, but there is no other which lifts its breathless passengers to any such altitude in such an appallingly short space of time. The narrow gauge over Marshall's Pass in Colorado, for example, climbs to the twelve thousand foot level, but to get there from sea level one crosses the continent and creeps up the long ascent from the Mississippi to the Great Divide. To climb as the Oroya climbs, a Hudson River train leaving New York would have to ascend, half an hour before it reached Albany, a distance one thousand feet greater than the sea level to the summit of Pikes Peak.

When the war between Chile and Peru began, Peru was the dominant power of the west coast. She was wealthy, her army and navy was supposed to be the strongest, her capital city had all the prestige which attached to the ancient seat of the Inquisition, but, she lost heavily and by treaty, had to give up the best and richest of Peru's provinces, Tacna and Arica, which Chile was to hold for ten years, at the end of which time the people of the provinces themselves were to determine by a vote to which country they were to belong. When the ten years were ended, in 1893, Peru, still weak from the war, and further distressed at the time by revolution, had no power to force the holding of this plebiscite.

Chile did nothing—the people of this disputed provinces still being strongly Peruvian—to bring it about. Nothing has yet been done, probably nothing ever will be. Nobody outside of Peru believes that Chile will ever give up the captured territory unless forced to do so. There are no indications at present that Peru could furnish such power. From the nitrate provinces which Chile



A Chemical Laboratory



Smoking Rubber, gathered during the Morning

took from Peru she has already collected, in export duties alone, some three hundred million dollars; with what was once Peru's property she supports her strong army and navy and pays almost all her expenses; nitrate has been such an easy road to wealth that Chile has hardly bothered with anything else.

The climate of Peru is a great surprise to many travelers, and most stay-at-homers, who are inclined to think of it as a hot, steamy country lying just under the equator. Just under the equator, Peru lies, but it is neither steamy nor unbearably hot, even in midsummer. February found us in Peru, and February is considered the hottest month in this country, but I have suffered far more in New York or Boston in August than in the corresponding months in Lima.

The middle of the day is hot, but not unbearable; the nights, the evenings and mornings are delightful, a good breeze blowing most of the time, day and night. Sunstrokes are unknown in Peru, and the dog has no day he calls his own in this land. While this is true on the coast, it is doubly true on the high table-lands which constitute a large portion of Peru, where heavy wraps and warm rugs and blankets are wanted even in midsummer.

The reason for this excellent climate lies not only in the high altitude of the plateaus, but equally in the cold, antarctic current; a great ocean river, which flows up the whole length of the Peruvian coast from the antarctic seas. This ocean current does exactly the reverse for the shores of South America of what the Gulf Stream does for Great Britain and Scandinavia. That stream warms the cold countries, this stream cools the hot countries.

One has a tangible evidence of this when he jumps into his bath on the first morning after leaving the coast of Ecuador. If he is not prepared for

the change, he is likely to jump out again with a shiver, for the water is at least twenty degrees colder than the day before. He is only five degrees south of the equator, but the water in the bathtub makes him think he is off the coast of Maine or at least on the north side of Cape Cod.

The boon which this antarctic stream is to the dwellers on the Peruvian or Chilean coast of South America, it is hard to realize and impossible to exaggerate. The nights are cool, the days are comfortable, sleep is refreshing, the appetite revives, yellow fever is unknown of late years, and the general health of the people is excellent. Doubtless much of the vigor, energy and irrepressible spirit of these people under difficulties is due to this beneficent river of the ocean.

But a climate, however good, and people, however energetic, cannot make a nation great, that has not the natural resources out of which prosperity grows. But Peru has this very element of national prosperity abundantly. As one sails along the barren shores, from the edge of Ecuador to the southern boundary of Peru, one asks himself if even a condor can live on these bare mountains, and inhospitable, sand-swept coast? For a thousand miles the coast of Peru presents this bold, grand, but unspeakably barren appearance. Magnificent mountains tower up toward the cloudless skies day after day as one pursues his slow way down the coast. Not a tree or a green bush can be descried; but an oasis apparently in the interminable desert. What must Pizarro and Almagro and the early explorers have thought as they sought for a foothold in this new Eldorado? Nothing more utterly discouraging can well be imagined than these desert mountains.

But just behind them lay the wealth of the Incas, gold and silver incalculable, coffee and cotton and

spices and fruits and precious woods. So today the coast line presents the same forbidding aspect, but this is only the desert fringe on the rich coverlet which overspreads Peru. Nowhere does the desert run back for more than eighty miles from the coast, and usually not so far. Even near the shore are river valleys which are wonderfully fertile, and, wherever water touches the soil in this rainless region, vegetation springs up with amazing rapidity, and the desert is transformed into the garden of the gods.

Then there is that long stretch of gradually rising plains, the foothills and then the great interior table-lands with their incalculable riches. When we see in our mind's eye the real Peru and forget the dry and barren edge, we do not wonder at its recovery from the depths of the political and financial pit into which it has so often fallen.

On the occasion of Secretary Root's recent visit to Peru, the national assembly of commerce made the distinguished visitor an honorary member of their body.

Through it all, Mr. Root bore himself with admirable modesty, tact and geniality, and endeared himself and the American nation to this as well as the other republics which he visited. In every one of his numerous speeches which have been published in a volume, together with the addresses of the Peruvians, he spoke with freshness and vigor, and, while always cordial, never "slopped over."

The United States is evidently in high favor in Peru, for American capital and American men are helping to make the newer and better Peru in no small measure.

But the United States and Peru are old friends and allies. Peru has never forgotten how, in 1852, when some Americans claimed the Lobos guano islands off her coasts, and the United States was

about to enforce these claims with her gunboats, she paused long enough to look into the matter. This convinced our country that Peru was in the right and our countrymen in the wrong, whereupon she recognized the absolute sovereignty of Peru over these islands. This act of justice was referred to more than once during the Root meetings, and in his reply to one minister of state Mr. Root said:

“You were kind enough to refer to an incident in the diplomatic history of the United States and Peru, when my own country recognized its error in regard to the Lobos islands and returned them freely and cheerfully to their rightful owner. I would rather have the record of that act of justice for my country’s fair name than the history of any battle fought and won by her military heroes.”

“Surely, it is worth while for a nation, as for an individual, to deal justly and to love mercy. After more than fifty years, the bread that we cast upon the diplomatic waters in the Lobos incident, has returned to us, and has cemented the friendship of one of the finest and most progressive republics of South America.”

Our “Mandatory,” President Roosevelt, like his country, is immensely popular in Peru. When I mentioned his name to one of the high officials, he threw out his chest, and drew in his breath, and exclaimed: “He is the greatest man in all the Americas. One of the greatest America ever produced.”

Peru is the most talked-of nation in South America today. It stands as the third richest country in the world for its natural resources. Charles M. Pepper, the special correspondent detailed with Mr. Root, calls it “a vast treasury house.” The Vanderbilts, the Hearst estate and other New York financiers have over \$10,000,000



A View of the Market Place, Lima, Peru



A Troup of Llama Carriers in the Mountains

invested in the Cerro de Pasco mines of Peru alone, the richest copper and silver mines in the world.

Several millions have recently been invested by American capital in the copper districts. The Peruvian Gold Mining Company of Toledo have bought eleven gold mines of untold value in the Nosiniscato district in what is supposed to be the ancient gold fields of the Incas.

English and German capital by the millions is pouring into the country and already controls many large, corporate interests. Ex-Mayor Grace of New York and his associates represent some of the largest railroad interests and control many of the large government contracts. The Belmonts and Brown Brothers have millions invested in mining and rubber in Peru and, together with the Inca Mining Company of Pittsburg, have taken immense profits out of Peru as a result of their investments.

The Peru-Para Rubber Company of Chicago has bought 375,000 acres of some of the best rubber lands in Peru which is said to contain fine rubber trees in great quantities. This company is building a public road to connect two rivers between the port of Toledo and the port of Rosewater on the Clairmont isthmus (these names were used in honor of the Americans and the City of Toledo) which will open up traffic to the interior custom port of Iquitos on the Amazon. The roads are being built for the Peruvian government, of which the longest will be 58 kilometers long and will require 103 bridges.

When President Pardo opened congress July 28, '07, he called attention to the rapid development of agriculture and mining, which, he said, was due in a great measure to the large amount of American capital invested in the republic, which would short-

ly enable Peru to demonstrate to foreign financial markets the prosperous condition of the country, the guarantees of peace and the immense natural wealth of the republic, thus opening up Peru to further foreign investments, necessary for the construction of railways and for other productive enterprises.

The budget for 1906 balanced at \$11,759,810. The customs in 1904 furnished \$5,060,405 to the revenues. The imports amounted to \$21,490,010 and the exports to \$20,333,195.

Everybody in Peru is prosperous and the people recovering from the devastation of the war with Chile. A gold standard of currency has been maintained for eight years and the credit of the country, which was down to zero not many years ago, is now so good that \$18,000,000 was recently borrowed in Germany at 90 and 92½.

This money is to be used for internal improvements, for railways into now inaccessible sections of the interior, and contracts for building them will be let early this year. The Peruvian government would be very glad if American contractors would become interested and tender bids for this work, because Peru is more friendly to the United States than to any other nation. No country is nearer to us or reciprocates with more cordial feelings the neighborly interest we have shown in her affairs. It is very likely, however, that German syndicates will secure the contracts for the construction of the proposed roads. The money to build them was borrowed in Germany. The great Deutscher Bank is taking a direct interest in the enterprises and negotiated the bonds. The loan was made however, by the Trans-Atlantic Bank, which was recently established at Lima with German capital under the protection of the Deutscher Bank to represent and encourage German interests in Peru.

The first loan of \$3,000,000 is secured by a tax on salt, and the second of \$15,000,000 by a tax on tobacco, which brings in about \$1,000,000 every year. Under the contracts the bonds will not be issued until the railway (in sections) is constructed, inspected and accepted by the government, so there is no danger of a diversion of the funds as has sometimes occurred in other countries.

The Germans are showing the same enterprise and aggressive policy in Peru that they have shown in Brazil and other parts of South America. They are gradually elbowing the British out. They are absorbing the export trade, and in almost every city throughout Latin-America the retail shops, the commission business, the manufacturing interests and all kinds of enterprises are now owned or controlled by Germans. They have only recently gone into Peru, but have evidently gone there to stay. The people of the United States might have had the best of everything, but we are so much absorbed with our own affairs that we are very reluctant to go out into other countries. We have had for several years larger interests than any other nation in Peru.

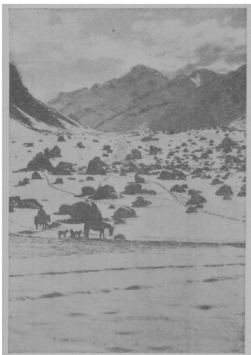
There are several other large American enterprises in Peru, and the New York house of Wm. R. Grace & Co, for many years has been very prominent in mercantile affairs. There ought to be much more trade between the two countries. Callao is becoming a great port, and when the Panama Canal is opened will be nearly equi-distant from New York and Liverpool—about 3,300 miles. The principal staples of Peru are sugar, cotton, wool and rubber, which promise the greatest wealth for the future.

Peru is a vast treasure-house. Its mineral deposits are perhaps unsurpassed in all the world. The gold, silver and precious stones which were

carried away as loot by the conquistadores enabled all Spain to live in luxury for centuries. Nowhere else in all the world was so large a value of portable booty ever captured. And never did any community grow so rich with so little labor. From 1630 to 1824, the Jesuit priests took twenty-seven tons of pure silver out of a single valley, while other mines yielded hundreds of millions of dollars, even with the primitive system employed by the monks and the native Indians. But for nearly half a century or more Peru went backward and became so poor that her richest citizens were compelled to live on the pawnshops. But that period has, happily passed, and with permanent peace the country has slowly recovered its prosperity, and today enterprises are formed for digging the treasure of the mountains and securing the cultivation of the valleys, which are exceedingly fertile and produce all of the staples known to the tropical and temperate zones. Down in the hot lowlands along the coast cotton and sugar are grown and in the mountains wheat, corn and barley. The slopes of the foothills furnish unlimited pasture lands, which are now practically unoccupied.

There is room in Peru for several millions of immigrants, and every occupation known to man is open to industrious artisans.

“To reach the rubber country it is proposed to build a line from Oroya in a northeasterly direction to the river Ucayali, which is one of the chief tributaries of the Amazon. It is about 300 miles to navigable water, where the rubber and other products of the country may be shipped to market via the Amazon and the Atlantic ocean. The river Ucayali runs through a rich country that is now almost entirely uninhabited, but has a fine climate and offers unusual inducements to colonization. Several large tracts of land have already been



Summit of the Andes—Perpetual Snow Line



**Gathering the Rubber Sap which has accumulated during the morning hours
in the Rubber Belt of Peru**

granted for colonization purposes.”

Particulars about this fine country will be given in another part of this booklet. It is one of the most desirable parts of the world for emigrants to settle in. It is possible for a family used to farming to have in a few years a beautiful home and a nice sum in the bank as well.

In the northern part of the republic it is proposed to rebuild and extend two lines of railway in order to reach valuable deposits of coal, copper and other minerals, and open up tracts of land that are suitable for vineyards, fruits and general agriculture. One of these roads will be an extension of a short line now running out of Pacasmayo to the ancient town of Caxamarca, where you will remember that Atahualpa, the “Last of the Incas,” was strangled in the most treacherous manner by Pizarro, after he had filled with gold the room of the palace in which he had been confined. The mines from which that gold came have been forgotten, but still lie somewhere back in the mountains, and, what is much more valuable, there are beds of coal of good quality.

Toledo capitalists in connection with Boston people are negotiating for some valuable copper properties and some coal fields that are said by a London engineer to be better than the anthracite of Pennsylvania.

It is the only coal between the Isthmus of Panama and Southern Chile, and is needed by steamship lines along the coast. The opening of the canal will give it even greater value, and the Peruvian government will use a portion of the new loan to open up that territory.

It is also proposed to build about a hundred miles of road from Ilo to Moquega through a rich agricultural valley, where the soil is especially adapted to vineyards.

In addition to the railroads I have described, which will be constructed by the government, a concession has been granted to an English corporation to build a line a distance of 200 miles from the port of Chimbote over the mountains to the town of Huaraz, capitol of one of the northern provinces, which is the center of a rich mineral region with large deposits of copper, silver and coal. An American syndicate has recently obtained a concession and has deposited a forfeit of \$60,000 for the extension of the present railway from Payta to the Maranon, one of the largest branches of the Amazon. This proposed line will cross both ranges of the Andes and open up an agricultural country and vast rubber forests and was surveyed by the German engineer the man most familiar with the interior of Peru, Mr. George von Hassel.

Nearly all of these railways have been in contemplation for many years, but the government has never had the money to build them. It is now possible to do so. Eighteen millions of dollars in gold are at the disposal of the minister of public works for this purpose; the preliminary surveys have been made, and before the end of the year it is believed that the work of construction will be in progress.

“Our country has never offered the advantages that are to be found in Peru today. Here it is possible for the poorest man to carve out for himself a future and robust farmers can develop the ground and in a few years make an independent fortune for themselves.”

The prospector and miner can pan out out as much as twenty dollars a day steadily from the vast gold fields. I have known of miners that have averaged \$160 a week.

The Republic of Peru.

I.

A General Description of the Country.

Peru lies on the western side of South America, between parallels $1^{\circ} 29'$ and $19^{\circ} 13'$ south of the Equator, and between $64^{\circ} 15'$ and $80^{\circ} 40' 54''$ west of the Meridian of Paris. Its shores are washed by the Pacific ocean, and its boundaries are the following: On the north, the Republic of Ecuador; on the northeast, the Republic of Columbia; on the east, the United States of Brazil; on the southeast, the Republic of Bolivia, and on the south, the Republic of Chile.

The superficial area of the country is 1,806,891 square kilometers (697,640 square miles). This large area is divided into three distinct zones, viz.: The coast; the **Sierra**, or highlands, and the **Montana**, or forest region.

By reason of these divisions of the territory it possesses every variety of climate, and its geology and topography are such as to give it all the products of the temperate, torrid and frigid zones, which constitute the basis of its internal and external commerce.

II.

Political Organization.

The political organization of Peru is governed by the Constitution of 1860. The form of government is democratic and representative, founded on unity, and is vested in three powers—Legislative, Executive and Judicial.

The Legislative Power is formed by the Senate and Chamber of Deputies, the Executive is vested in the President of the Republic and his Council of Ministers, and the Judicial comprises the Supreme Court, nine Superior Courts, Justices of the Peace for the districts.

The political division of the territory is as follows: 21 departments, 97 provinces and 788 districts, which are under Prefects, Sub-prefects and Governors, respectively.

III.

INDIVIDUAL GUARANTEES.

(Title IV of the Constitution.)

Art. 16. The law protects life and honor against all unjust aggression, and cannot impose the punishment of death except for willful murder.

Art. 18. No one can be arrested without the written warrant of a competent judge, or of authorities charged with the preservation of public order, except **in flagrant delicto**; and in all classes the arrested person must be brought before the proper tribunal within twenty-four hours. The servers of the warrant are bound to give a copy of it whenever it is asked for.

Art. 19. Prisons are places of detention, not of punishment. All severity not necessary for secure keeping is prohibited.

Art. 21. All have the right to use the press for the publication of their writings without previous censure, but subject to the responsibility imposed by the law.

Art. 22. The secrecy of letters is inviolable. Letters that have been seized are not legal evidence.

Art. 23. Every employmⁿt, trade, or profession, not opposed either to morals, to health, or to the

public safety, can be freely exercised.

Art. 26 Property, whether it be material, intellectual, literary or artistic, is inviolable, and no one can be deprived of his own, except for the public good, legally proved, and with previous fair indemnification.

Art. 27. Useful discoveries are the exclusive property of the inventors, unless they voluntarily agree to sell the secret, or there arises the case of forced expropriation. Those who are merely the introducers of such discoveries shall enjoy the advantages of inventors for the limited time that is conceded in conformity with the law.

Art. 28. **Any foreigner may acquire property in the Republic, in accordance with the law, and in reference to such property he shall have the obligations and the privileges of a Peruvian.**

IV.

CURRENCY.

In accordance with the law of December 14, 1901, Peru has established its currency on a gold basis. The standard of currency is the Peruvian pound, a coin of equal value, size and fineness to the English pound sterling.

All the silver and copper coins that are minted are fractions of a Peruvian pound. The pound, or "libra," is equal to ten "soles" silver.

It is absolutely forbidden to bring into the country silver and copper coins of any denomination whatever; this measure has been taken in order to maintain the gold standard.

The English gold coins, viz., the pound sterling and the half-pound, have been declared as legal tender in the Republic the same as if they were Peruvian coins of the same denomination.

No paper money exists in Peru. There are no bank notes, and their issue is forbidden by law.

The following is the list of the banks doing business at Lima. These banks have branch offices in several of the more important cities of the Republic.

	Capital.	Paid Up.
Banco del Peru y Londres.	s2,000,000	s2,000,000
Banco Internacional del Peru.	2,000,000	1,000,000
Banco Italiano.....	1,500,000	750,000
Banco Popular	500,000	500,000
Bancos de los Pobres.....	300,000	100,000

(s) is the sign for soles, a tenth of a pound sterling.

V.

MUNICIPAL GOVERNMENT.

The municipal administration of the Republic is vested in the "Concejos Provinciales" (Provincial Councils) and the "Concejos Distritales" (District Councils).

The former are established to regulate, administer and inspect the several services of the townships of their jurisdiction in reference to the following departments:

Cleanliness and public health, with power to establish and enact such rules and regulations as may be necessary in all public places and private residences, and to prevent the sale of all impure food, drinks and medicines, or any of inferior qualities.

Supply and maintainance of springs, fountains and hydrants, and the distribution of water both in the town and the adjacent country, in so far as these may be open to public use.

Inspection of public roads, so as to determine their location, direction, and everything relating to public squares, streets and local roads.

Maintenance and embellishment of the towns, markets, slaughter-houses, watering-places for cattle, etc.

Lighting and street cleaning.

Primary instruction throughout the the province.

Encouragement and protection of all societies or associations organized in the province for the promotion and progress of science, the arts and industries.

Registry and census of the province, and the maintenance and inspection of all standards of weights and measures.

The District Councils exercise in their territory the same attributes as the Provincial Councils, and have special charge and care of bridges, roads and the schools within their jurisdiction.

In accordance with article 10 of the Law of October 14, 1892, foreigners may become members of the Municipal Councils.

VI.

HYGIENE.

Public health is protected by the vigilance of the Municipal Councils and is under the direct charge of qualified medical practitioners duly appointed and paid by the Provincial Councils.

There is a Supreme Board of Health at the capital of the Republic, and Departmental and Provincial Boards in each department and province. These Boards have the control and vigilance of the shipping at the ports of entry.

In the majority of the departmental capitals there are hospitals, supported by the benevolent societies, where gratuitous medical attendance is given to all classes of suffering humanity.

All the benevolent societies receive and aid foreigners at their establishments.

VII.

MEANS OF COMMUNICATION.

Besides the natural highroads, fluvial and terrestrial, that exist in Peru, there are the following railroads in the country:

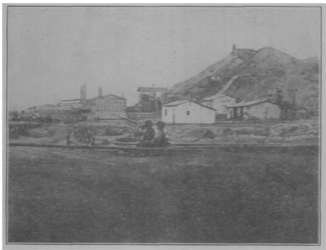
THE RAILROADS OF PERU.

	Gauge.	Length. Miles.
Paita to Piura.....	Standard	62
Piura to Catacaos.....	Narrow	6
Pimentel to Chiclayo.....	Narrow	8
Eten to Ferrenafe and Patapo.....	Standard	48
Pacasmayo to Guadalupe and Yonan.	Standard	57
Salaverry to Trujillo and Ascope....	Narrow	47
Huanchaco to Tres Palos.....	Narrow	23
San Nicholas to Puerto de Supe.....	Narrow	3
Chimbote to Suchman.....	Narrow	32
Central of Peru.....	Standard	137
Callao, Lima and Chorrillos.....	Standard	17
Lima to Ancon.....	Standard	23
Lima to Magdalena.....	Standard	4
Tambo de Mora to Chincha Alta.....	Narrow	6
Pisco to Ica.....	Standard	6
Mollendo to Arequipa and Puno to Sicuani	Standard	7
Arica and Tacna.....	Standard	39

There are besides several new railroad lines, some under construction, as, for instance, the Cerro de Pasco Railroad, which is being built by an American company, from the present terminus of the Central Railroad to the rich copper and silver deposits of Cerro de Pasco, and others projected, such as the lines from Lima to Pisco, from Cerro de Pasco to the coal fields of that region, from the coast to the headwaters of the Amazon.



A Placer at Arequipa, Peru



A View of the Oil Wells at Tumbes, Peru

Public highroads are being built from several places to the navigable rivers of Eastern Peru, and a good road has been opened in the central region.

Steamship communication is carried on to the coast of Peru, and with foreign countries, by the following steamship companies:

Names.	Between What Countries.
Pacific Steam Navigation Company.....	England and Pacific Coast.
Compania Sud-Americana.....	Pacific Coast
Kosmos Line.....	Pacific and Germany.
The Merchants Line.....	New York and Pacific.
The West Coast of America Line.....	New York and Pacific.
The Gulf Line.....	Europe and Pacific.
Compagnie des Messageries du Pacifique.....	France and Pacific.
Hamburg-American Line.....	Hamburg and Pacific.

There are, besides, several Peruvian coasting steamers and sailing vessels of all nationalities.

Iquitos, the chief Peruvian fluvial port on the Amazon river, is in direct steamship communication with European ports, New York, and the Brazilian ports of Manaus and Para, by means of the following steamship lines: Booth Line, Red Cross Line, and Amazon Steam Navigation Company.

VIII.

POSTAL AND TELEGRAPH COMMUNICATION.

Peru is a member of the Universal Postal Union, and as such has regular mail communications with all nations of the world.

Two submarine cable companies unite Peru with the outside world—The Central and South American Telegraph Company and the West Coast of America Telegraph Company.

The government has established and equipped telegraph lines in different parts of the country, and this service is also being extended and improved. The land wires have already been laid as far north as Ferrenafe, while on the south they reach the boundary line, and on the east to Puerto Bermudez, along the great central route.

THE COAST OF PERU.

The coast of Peru extends along the shores of the Pacific ocean some 1,300 miles.

The country is traversed throughout its entire length by the magnificent chain of the Andes, running parallel to and at a distance that varies from 20 to 100 miles from the coast. The region between is a continuous sandy desert, except where watered by transverse mountain streams, which form the very rich valleys of the coast, from whence the greater part of the agricultural wealth of the country is now obtained.

The coast valleys are very fertile, and form perfect oasis in the arid plains. Their products are exported all over the world by means of railroads to the nearest ports and regular lines of steamers plying along the coast.

The principal agricultural products of this sec-

tion are: **Cane sugar and alcohol, cotton and oil, rice, tobacco, coffee, cacao, wines, and all kinds of fruits and vegetables.** The production of the sugar cane, which is the chief industry, reaches to about 160,000 tons per annum, while the quantity of alcohol manufactured from cane is about 16,000,000 litres. Besides these agricultural products the coast is rich in charcoal, sulphur, salt, petroleum, phosphates, guano; and towards the slopes of the Andes coal and mineral ores are known to exist in paying quantities.

The following is a list of the principal valleys of the coast, from North to South: Tumbes, La Chira and Piura, Lambayeque and Pacasmayo, Trujillo, Chicama, Santa, Huacho, Chancay, Ima, Canete, Chincha, Pisco and Ica, Nazca, Canana, Mages, Tambo, Arequipa, Moquegua, Locumba, Tacna, etc.

Each and every one of these, and more specially, Lambayeque, Chicama, Canete, Ica and Moquegua, offer a vast and fertile area suitable for immigration.

The farms in this section, and the larger estates or plantations, have, and some require, good and efficient overseers to direct the agricultural labors on them; besides, there is a constant demand for skilled labor in the shape of **mechanics, sugar-chemists and boilers, distillers, carpenters, blacksmiths, wine-growers, and workmen in general.**

A great many of the farmers and proprietors of estates let out lands under contract, the conditions of which vary slightly,, according to the locality, and are more or less as follows:

1. For good lands, having sufficient water supply, the rent would be 25 per cent. of the crops;
2. If the owner supplies oxen, tools, implements and seeds, the rent would be about 50 per cent of the crops;

3. For the lease of the land the rent per annum would be at the rate of from 30 to 50 soles the fanegada; say, \$15 to \$25 U. S. currency per 7.10 acres;

4. Lastly, another method consists in the sale to the owner of the land of all crops, at a price previously arranged.

The latter method is much in vogue in cane and cotton plantations, in which cases the crops are sold by the weight and delivered either on the field or alongside of the factory.

All and each of these contracts **leave a large margin of profits to the immigrants**, and can readily give them a small fortune from the very outset, provided they are economical and hard workers.

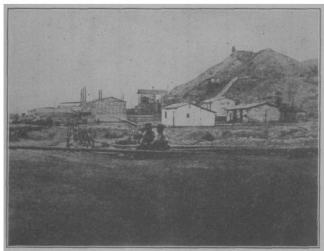
Immigrants who may possess some independent means can easily obtain further facilities if they engage to cultivate large tracts of land.

The tendency today in the greater part of the estates and farms of Peru is to keep in separate hands the cultivation of the raw material and the preparation of the products for market.

The habitable and cultivable area on the coast might be quadrupled by the construction of irrigation works. At Nasca there are other remains of the work of the ancient Peruvians, and which have been successfully utilized by modern methods. The valley of Nasca is an oasis in a desert plain that covers 4,000 square miles. Nature has only provided a minute water course, dry for many months in the year, yet this region, through the engineering skill of the Incas in the first instance, and the successful work of latter day agriculturists, has been converted into a vertible paradise, teeming with cotton fields, vineyards and fruit gardens. There are fifteen vine and cotton estates in the Nasca valley. These instances of successful irrigation are mentioned here to show how cultivation



Getting Provisions in the Rubber Field



A View of the Oil Wells at Tumbes, Peru

was extended in ancient times and how enormous the productiveness of the Peruvian coast might be increased by the judicious execution of similar works at the present day.

The greater part of the desert area is not rock and sand, but land thirsting for water.

INDUSTRIAL POSSIBILITIES IN PERU.

Although Peru is better known as a country rich in minerals and in tropical agriculture, it is nevertheless a fact that there are great industrial possibilities in the country by reason of its varied natural productions, the adaptability of its soil and climate to the introduction of new ones, and the demand for certain manufactured articles of easy fabrication and ready sale.

The following is but a partial list of such possible industries:

Textile Plants.—The culture of Ramie, Jute, Agave and others, extraction of the fibre, and the manufacture of articles therefrom, such as cloth, bags, rope and cordage, mats, nets, etc., etc.

Steam Ploughs.—There are as yet very few in the country, and there are possibilities of large profits to be obtained from their introduction and the making of contracts with the farmers for the ploughing and preparation of their lands generally.

Sugar Factories.—There is room for several more central factories for grinding and treating the cane, and if properly installed are certain to give good returns.

Such factories do not occupy too much space; they are independent of cultivation, manufacture sugar and alcohol, with a return of 25 to 35 per cent. of the product, or else they purchase the cane by the weight and treat it for their own account.

All existing establishments for the treatment of sugar cane and the cleaning of cotton are making

good profits, and some of them have already yielded annual dividends of from 13 to 22 per cent.

Cotton Factories.—This is a most profitable and flourishing industry, and one which calls for small capital. The cotton plantations are numerous all along the coast, especially in the departments of Piura, Lima, Ica and Arequipa. The ginning and pressing of the cotton, the extraction of the oil from the seed, being undertaken by the growers themselves; but it would undoubtedly pay well to establish a greater number of modern gins and oil plants.

Spinning Mills.—At present there are only six cotton mills in Peru—at Lima, Ica and Arequipa—and they supply one-fifth of the consumption. These mills have an aggregate of 1140 looms.

The production of raw cotton in Peru has greatly increased during the last five years. In 1897 the exports amounted to 12,314,915 pounds, and in 1901 to 17,661,050, while the quantity used in the home consumption during the same period rose from 176,480 to 352,960 pounds.

Light, Portable Trains.—In all the agricultural and mining centres these trains could be introduced to replace the mules now in use.

Dairy Farming.—There is room for great improvement in this industry, and for all its several branches, by the establishment of modern dairies with improved machinery. Skimming stations, centrifugal separators, cheese and butter factories are more or less unknown, and are greatly wanted; their establishment would be very profitable.

Wines and Spirits.—Viticulture is prosperous, and the vineyards of Peru are of rare quality. The production of wines and Aguardiente is rapidly extending throughout the coast valleys by reason of high protective tariff. A handsome fortune can be

made from this source in four to five years. Modern and improved methods, and the best labor, are all that is required.

Skin Dressing.—This is a growing industry and one that can be extended rapidly, both by reason of the superior quality of the native skins and hides and of the protective tariff. All sorts of leather goods can be manufactured in the country, and, therefore, there is a good opening for the introduction of proper machinery.

The principal markets are Callo, Lima, Trujillo and Arequipa, and the principal establishments at Lima are Labrousse, Bretonche, Freres, Truel, Gotuzzo Bros., Montserrat & Limoncillo, Ferrari, Alavena and Centenaro, owned by French and Italians.

Other Various Industries.—We append a list of some industries that could be established in the country with no great difficulty and with prospects of good results, because in each instance the prime materials of manufacture are procurable while the consumption of the manufactured articles encourage and warrant it:

CHEMICAL PRODUCTS.

Pottery and Chinaware...	Brushes
Glassware.	Canning and
Nails.	Preserving.
Sericulture.	

MINING.

I.

Peru is, above everything else, a mining country. The variety and great proverbial richness of its minerals are a byword, and have made it famous since its discovery. There is no mineral of value

that is not to be found in some part of its extensive territory.

Silver is the one mineral that is, perhaps, most abundant, and that is to be found in every section of the Republic. In many places it is found in a native state, and the deposits are of extreme richness. The greatest silver deposits known are at Cerro de Pasco, Yauli, Caylloma, Hualgayoc, Recuay and Castrovirreyna. Copper mining is comparatively a new industry in Peru, as not until the depreciation of silver did miners turn their attention to copper, when it was found that it existed in paying quantities in the great silver districts. Within the last few years the copper mines have produced enormous quantities of ores, and modern smelting works have been established at several of the more important centers.

Cerro de Pasco and Yauli are the two best known copper regions of Peru, but others are known to exist, as the ores of Peru are always found in various combinations with different metals.

Gold, which constituted the great wealth of the nation before the conquest by Pizarro, was not mined to very great extent by the Spanish conquerors who, for some reason, gave all their attention to silver mining. For this extraordinary reason the gold mines from whence the native Incas derived their fabulous wealth have remained more or less abandoned for three centuries, and it is only now that there is a revival in this once most lucrative industry.

Gold is found in several parts of Peru. There is aluvial gold generally on the Amazonian slopes, and throughout Eastern Peru, the rivers have all gold bearing gravel beds, so that hydraulic mining, the most inexpensive method known, is likely at no distant date to assume great magnitude.

Gold-bearing quartz is to be found in many of



Camp of a White Overseer in the Rubber Forests, Peru



**A Group of Rubber Merchants, in the River Port,
Port of Iquitos, nearly three thousand miles
from the Ocean, and the only inland city
in the World reached by Ocean steamers**

the Departments of Peru, and it is also found in combination with other metals and in a native state.

Today, of all the Peruvian gold regions, the Provinces of Sandia and Carabaya, in the Department of Puno, in Southeastern Peru, are the ones that attract the greatest attention. These provinces have become famous for their aluvial gold, which is usually found in small grains and nuggets. And within the last few years several important mining properties have been established therein with most satisfactory results. Among these properties may be mentioned the now famous Santo Domingo mine, owned by the Inca Mining Company, an American enterprise. Veins, or lodes, of gold-bearing quartz are frequently found, notably on the Santa and Chuquicara rivers, near the port of Chimbote, and also in the Macate district. But the mineral wealth of Peru is not solely confined to these precious metals, as there are fortunes awaiting the enterprising capitalist and prospector in other fields, such as petroleum, bituminous and anthracite coal, sulphur, borax, mercury, salt, cobalt, iron, lead, etc., etc. The coal fields of Peru are yet undeveloped; they are vast and extend both east and west of the great Cordillera of the Andes. Some of the finest anthracite coal is to be found near the port of Chimbote, while in the vicinity of Cerro de Pasco and in Hualgayoc the coal measures are both large and of good quality. Petroleum constitutes today the fuel for nearly all the Peruvian railroads and industries. This valuable product is found in great quantities in the Northern Department of Piura, along the coast, and is being worked by native and foreign companies with considerable success.

Although no precious stones are at present mined in Peru, it is an established fact, according to Prescott and other historians, that the ancient Peru-

vians knew their value and used emeralds and rubies in their richer garments and ornaments.

II.

MINING PROPERTIES.

The Mining Code, which was promulgated on July 6, 1900, establishes that **any person may acquire mining properties**, with the number of claims (**pertenencias**) desired, from one to sixty. A **pertenencia**, or claim, is the unit in mining properties and measures 200 meters by 200 meters, therefore covering an area of 40,000 square meters in the case of coal, petroleum, and of gold placers, platinum, tin, etc., but in all other class of mines the **pertenencia** only measures 200 meters by 100; that is, 20,000 square meters.

For every **pertenencia** the owner thereof must pay the Government a tax of fifteen soles each half year (that is, fifteen dollars American currency per annum).

The administration of all questions pertaining to the mining industries rests with the Government, which is assisted by a Superior Mining Council and by **Delegaciones** and **Diputaciones**, appointed by the mining districts.

Article 39 of the Mining Code provides that foreigners may form part of the Diputaciones.

The Department of Encouragement and Public Works is the Executive Department, having control of all matters pertaining to mining; it is this Department that revises and grants all titles to mines and where the records of all mining properties are kept.

Article 4 of the Mining Code of Peru—The ownership of the mines is separate and distinct from that of the superficial land or surface. The ownership, possession and enjoyment of same are transferable

in accordance with the general laws and special provisions of this code.

Article 5—Mining property legally acquired is irrevocable and perpetual, same as in other property and the only special cause of forfeiture is failure to pay taxes referred to in Article 28 of this code.

Article 25—Every mining concession shall pay an annual tax of 30 soles (\$15.00 gold) for every mining claim comprised in the perimeter thereof.

Article 28—The owner of a mine who fails to pay the semi-annual tax may do so during the following half year with a penalty of 50 per cent. He may likewise pay the said penalty in the following six months up to a month after the official date of the publication of the list of mines, in which it will appear as subject to denouncement, provided he shall also pay a penalty of 100 per cent., the tax accrued during the second half year and the tax of the third half year with or without the first penalty according to the date on which said payments are made. If the last term expires without said payments having been made the mine may be denounced. As long as no denouncement is made, the owner may recover it during the remainder of the said last half year by paying the tax accrued with the penalty of 100 per cent.

THE RUBBER INDUSTRY.

I.

The New and Valuable Source of Wealth for Men of Capital and Energy.

The Peruvian rubber industry, although not new in the history of the country, rubber having been extracted for many years past from the forest regions bordering on the Amazon, may be said, nevertheless, to constitute today a new industry in the

country, as it is only within the last five years that the Government has given it any decided attention. The recent explorations into the forest regions of the Departments of Cuzco, Junin, Puno and Huanuco have given the most satisfactory results, and it is today a known fact that rubber of good commercial quality exists in abundance in these departments, as well as in Loreto, the vast department through which the mighty Amazon enters into Peru.

The Government, wishing to give every possible inducement to capitalists and men of enterprise to develop this great source of wealth, has established by law fixed rules to govern the exploitation and extraction of rubber within its territory. And the Department of Encouragement and Public Works has been kept quite busy within the last few years—since the promulgation of the law of December 21, 1898—examining the titles of parties who, in accordance with the said law, claimed the rights of ownership to rubber lands in the Republic.

There are two ways of acquiring rubber properties in Peru, and as (according to the Constitution of the Republic) foreigners have the same right and privileges as natives for the acquisition of real estate, lands, mines and property of every description, it is very important for would-be investors in Peruvian enterprises to know how such property may be acquired.

The law has established that the acquisition of rubber lands may be obtained, first, by the lease of lands containing rubber-bearing trees, and second, by the lease of lots of rubber *estradas*, that is, groups of one hundred and fifty trees.

In the first instance the Government grants a ten-year lease of a certain number of hectares of forest land, but with the express injunction that no trees are to be cut down or destroyed; the lessee

is to pay the Government a royalty at the rate of two soles for every forty-six kilograms (about 100 pounds) of rubber extracted; this royalty must be paid at the time of exporting the rubber and to the customs house at the port of exportation, together with the export duties to which all rubber leaving Peru is subject. (The export duties are the following: *Jebe*, viz., fine rubber, 8 centavos Peruvian currency per kilogram; *caucho*, viz., India rubber, 5 centavos Peruvian currency per kilogram.)

In the second instance the Government grants a lease of a certain number of rubber **estradas**, that is to say, of a certain number of lots containing one hundred and fifty rubber trees each, at the rate of twenty centavos Peruvian currency (say ten cents American currency) for each **estrada** per annum, and another twenty centavos for each hectare (two acres ⁴⁷¹) of land on which the trees are located. For example, if ten **estradas** have been measured off, embracing an area of 20 hectares (about 49½ acres), the yearly rental would be six soles, say three dollars United States currency.

It is very important to bear in mind that the contracts in either case are only perfected when the Government has approved the plans made by the expert, previously proposed by the lessee, and accepted by the Government.

The bond or guarantee which is mentioned in the contracts is at the rate of one sole of nominal value in bonds of the Internal Debt per hectare of land, and at the rate of five soles, also of nominal value, when dealing in "estradas." This is by no means an onerous condition, as it is an interest-bearing capital which accumulates in favor of the lessee.

It should not be forgotten that by the decision of July 2, 1900, the order in which the claims are filed does not govern the location of the lots, but

that these are located and granted solely on the approval of the plans, as previously stated. It is therefore to be understood that the Government recognizes the contract as perfected when it has accepted the measurement and location by the properly constituted and appointed expert, going only by the accuracy of the work done, and whenever the plans thus drawn up do not interfere with other concessions previously perfected.

This decision has undoubtedly been given with a view to protect would-be *bona fide* investors against speculators who, owing to lack of funds for carrying out all preliminary operations, might prejudice the activity and means which the former may possess. Therefore, the lessee who does not wish to lose his concession, or, at least, who does not wish to accept one on land of small value, should hasten to propose an expert and get ahead with the work of measurement and the drawing up of plans for the Government to complete the contract, so that without loss of time, it may begin to have the desired effect.

This action of the Peruvian Government in reference to the leasing of rubber lands would prove to what an extent it is desirous of protecting the rubber industry. In fact, the first form of lease—that which establishes the payment of a two soles royalty for every forty-six kilograms of rubber extracted—is liberal to an extreme, because, as rubber constitutes one of the most valuable and noble articles of commerce, it is only reasonable that the Government whose territory is the fortunate possessor of such a product should participate in a degree proportionate with the profits to be derived from its exploitation.

The other form of contract is equally liberal. Nobody can say that an *estrada* of 150 trees, at ten cents American currency, is exorbitant, nor that

it is an unjust imposition to exact a further payment of ten cents for two and one-half acres of forest region; besides, this small tax will help to prevent great tracts of land being taken up with a reduced number of *estradas*.

The **Caoutchouc**, or India rubber, tree, is a native of Peru, and is to be found in several parts of the Republic. According to Mr. Spruce, who is known to be the highest authority on India rubber trees, the forests of Peru throughout the Amazonian basin up to the foot of the Eastern Andes contain vast forests of **hevea** trees, from which the best rubber is extracted. In Peru there are several species of rubber-bearing trees, and new specimens have quite recently been discovered which are supposed to contain rubber of the highest commercial value, but the two species which are most commonly found are the **hevea guianensis**, also called **seringa**, from which the **jebe**, or fine rubber is extracted, and the caoutchouc, called **caucho**. The trees grow in families or groups, and often as many as one hundred trees can be found growing at short distances apart. The **hevea** is known to attain a height of over sixty feet, while the **caoutchuoc** does not exceed forty-six feet. The tapping of both kinds is renewed daily during four to five months, and the supply of gum increases to the end of the third month. When the supply decreases the trees should be given a month's rest, and it is stated by the natives and authorities on the subject, that, if properly tapped, the groups can last for twenty years. At the most productive period 150 trees, an **estrada**, can yield on an average 35 pounds of rubber per day.

As a consequence of the liberal laws of Peru in connection with this important industry several corporations have been organized quite recently, both with native and foreign capital. Among

these are deserving of mention the Compania Gomera de Inambari, Messrs. Villalva & Co., Messrs. Poras & Co., the Bajo Inambari Company, Messrs. Forga & Sons, Messrs. A. Kitz & Co., which are all in active exploitation. Contracts have been perfected with American, German, French, English, Italian and other foreign capitalists and enterprising men for the development of rubber properties, so that this industry may be said to have been placed on a solid basis.

As has been mentioned before, the rubber forests of Peru are abundant and vast and extend over a very large area comprising many thousands of miles. The Rivers Inambari and Tambopata, in the Department of Puno, are attracting at present great attention, as their banks are literally covered with rubber forests. And the same may be said of the banks of the Mazaratequi, an affluent of the Pichis, and also the Palcazu and Mayro, in the Departments of Junin and Huanuco. As navigation is possible on nearly all of the Peruvian rivers, the transportation of the rubber is easily accomplished, and this constitutes a further inducement to would-be operators in Peru who will have nothing to fear from cost of transportation and gathering.

The Government has also entered into contracts with Messrs. Forga & Sons, Gibson and Delvallee, and the Compania Gomera Inambari, for the construction of roads to their several properties, and with this increased facility the rubber industry in Southern Peru will undoubtedly show very shortly substantial returns to the enterprising pioneers.

The extensive Peruvian territory, with its variety of climates and great diversity of products of the three kingdoms, offers special inducements to immigrants, while the liberal laws on the subject of colonization, ownership of forest lands, mining



View of the Plaza, showing Cathedral which contains the bones of Pizarro, the Conqueror. This ancient edifice is nearly four hundred years old



A Tropical Forest.



View of a Rubber Forest in Peru

properties and irrigation, are such as to prove, by their very advantageous conditions, how eager are the Government and people of Peru to direct towards the country a stream of good colonists and a share of the surplus capital of other countries.

The important question of immigration, and especially that of establishing industrial colonies in the Republic, is the natural aim of the Government. To attain this end, which signifies the economic development of the country, the Government has been untiring in its efforts and endeavors. Roads have been opened in different directions, railroads have been projected and are to be constructed, and everywhere there is a revival of agricultural and mining pursuits.

The laws of Peru concede exclusive rights to nobody; **foreigners and natives are treated alike and possess the same civil rights.**

An immigrant can obtain real estate and become the owner of land in any portion of Peru. His work cannot be interfered with. He is protected by the laws, and he is only requested to accept them as they are and to conform to their provisions.

Besides colonists, there is room in Peru for good and steady artisans. Carpenters, blacksmiths, mechanics, etc., earn from two to four soles per day, according to their ability and demand.

In the workshops and factories wages are higher than in other South American countries, and as there is a scarcity of available workmen, good hands are always certain of constant employment.

THE CENTRAL ROUTE OF PERU.

Among the several regions of Peru, one that offers greater advantages to immigration is that which is crossed by the "Central Route," from San

Luis de Shuaro to Iquitos. This route has been built at a great expense and after overcoming great difficulties, stands out as a proof of the untiring energy and zeal of the Government that carried it out. The colossal undertaking solves the problem of rapid, direct and easy communication between the Pacific and Atlantic oceans, and forms a double outlet for the products of the three distinct zones into which the country is divided—the coast, the sierra (or mountain) highlands, and the montana or (forest) region. The lands on either side of this highroad, which until the River Azupizu is reached are hilly, and afterwards more or less flat, can be taken up already and developed by either utilizing the natural products of the region, viz., rubber of several kinds, gums, resins, cabinet and construction woods, medicinal plants and dye woods, or by the cultivation of cocoa, coffee, sugarcane, cocoa and other valuable products adaptable to the climate.

FOREST LANDS.

The forest lands called "Montana," covers the Eastern region and all of the territory of the navigable rivers up to the Andes Mountains, forming a vast territory, of more than one million kilometers square and includes the department of Loreta and all the parts and provinces extending south to Sandia.

The ground is covered with immense forests which are crossed and cut by rivers and streams which flowing one into the other invariably form large navigable rivers which in turn forms the source of the largest river of the world, the Amazon.

The exuberance of vegetation of these forest lands is beyond description. It is sufficient to say

that there are produced without any cultivation, trees of all sorts, fruit trees and woods of use to commerce. The ground is so fertile that when once cleared it will be completely covered over in a few days with new vegetation. The rains are very abundant and favor this exceptional production. No cultivation is necessary, nor artificial watering in these forest lands. It is sufficient to plant the seed and the ground, aided by the abundant rains will force the growth of the seed with surprising strength and fertility.

It is sufficient to mention the following classes of trees: 1.—Lumber for construction. 2.—Medicinal plants. 3.—All sorts of aromatic plants. 4.—Fibres. 5.—Dye woods. 6.—Rosins. 7.—Medicinal woods. 8.—Gums and rubber. In each one of these classes is included an immense number of families and in these forests are produced, naturally, cascarilla bark, the balsams, rosins, rubber gums, sarsaparilla, vanilla, etc. with astonishing profusion. Cedar and also all sorts of hard wood are found in an incredible variety and quantity.

In spite of these immensely rich regions, these valuable lands are entirely uninhabited, owing to the population of Peru being very scarce. It is only the borders of these rivers, that is the most important of them, that contain a population of 100,000 people, who, as a rule, work in extracting rubber.

Peru makes a universal call to settlers and wishes them to come and inhabit this region and exploit its riches, which today, are found abandoned for want of people. When colonies are once established, formed of healthy and robust people, the riches of this property will yield them immense returns.

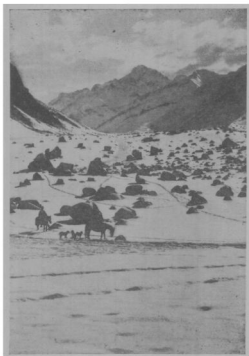
THE REGION OF THE YUCAYALI.

This river including its tributaries is the actual source of the Amazon River. The width of the Yucayali is between one thousand and one thousand two hundred yards wide. Its average depth is never less than eighteen feet and it is navigable for steamers for nearly one thousand miles.

This region is without doubt the richest in rubber trees in all the Republic. Its abundance of fine rubber trees will yield immediate and large profits. Around the neighborhood of this great river and its tributaries there are immense territories in which the foot of man has never trod. Any person, at little cost of labor or trouble, can establish himself therein and carve for himself a profitable future. It is calculated that a piece of ground three miles square contains in the neighborhood of three million trees of different species, the most important of which, are those yielding caucho and fine rubber.

In the highland of this territory are found the caucho trees and in the lowlands trees yielding the fine rubber are always on the borders of the rivers which renders transportation extremely convenient. There are several varieties of trees which produce the caucho and also a great number of plants that resemble caucho and which yield good rubber. There are also a number of different trees which produce fine rubber, being whiter and finer grained than the common caucho. In this neighborhood the fine rubber tree has a plain, smooth trunk to a height of 90 feet, more or less, and is from two to six feet thick. All rubber taken from this region can be sold at the city of Iquitos at \$22 for 15 kilos.

It has been customary in Peru, for the native tappers to destroy the common caucho trees by



Summit of the Andes—Perpetual Snow Line



A Modern Store House in the Rubber Field

felling them within a few feet of its roots. These trees would then bleed to death, yielding a quantity of rubber sap, sometimes as much as fifty to one hundred pounds. It is now forbidden by law to destroy these trees.

A fine rubber tree will not yield sap if cut down. It is an actual fact that this part of Peru has an advantage over other parts of S. America, in that it has a greater abundance of fine rubber yielding trees than the common caucho. In Peru, to-day, very few rubber plantations are being worked.

TARNA

As has already been mentioned the journey from Callao to Oroya by railroad (220 kilometers) occupies one day. From Oroya, the present terminus of the Central Railroad, the traveler goes to Tarna on mule or horseback, a distance of three hours. Tarna is one of the most prosperous commercial cities of the Department of Junin; it has from 8,000 to 10,000 inhabitants, is very healthful, has good schools, and is full of resources. Seventy-eight kilometers from Tarna lies the fertile Chanchamayo Valley. A good bridle-path leads to it, and the distance can be covered very comfortably in ten or twelve hours. It is at Chanchamayo that the forest region may be said to begin. This valley stands at 3,285 feet above sea-level, and it has a healthful climate.

Vegetation is exuberant here, and all and every kind of tropical fruits are easily raised.

There are several valuable sugar, coffee and cocoa plantations, with modern machinery and magnificent dwelling houses in the valley. A few years ago their owners arrived there with no other means than their own energy and perse-

verance, and today they are well-to-do and prosperous members of a prosperous community.

A GUIDE TO PERU.

Tumbes is a small town of 2200 inhabitants, on the Tumbes River, and situated on the boundary line between Peru and Ecuador. It has in the neighborhood some extensive petroleum deposits, which are now being rapidly developed. At Zorritos, close by, an important refinery has been successfully worked for many years past.

It was near to Tumbes that Pizarro first landed, at a spot known as Comendador Creek, 25 miles south. Tumbes was then a flourishing town, and the ruins of a once famous temple are still to be seen in the vicinity.

PAITA (population about 3500) is 120 miles south of Tumbes, and in point of commerce is the third largest port of Peru. It possesses a hotel, a theater, churches, etc.; and there is a railway to Piura, the capitol of the department some 60 miles (by rail) inland.

PIURA is the most important town in the north and is the centre of the cotton-growing industry of Peru. It has some 10,000 inhabitants, a branch of the bank of Callao, Chamber of Commerce, and other public buildings, and possesses a very dry and salubrious climate; on this latter account it is much visited by persons suffering from rheumatism and similar ailments, the method of cure resorted to there having proved very beneficial. There are several very extensive cotton estates traversed by the railway, which, to those interested in cotton culture would well repay a visit. Trains run daily.

There is also an extension of the line from Piura to Catacaos, 6 miles distant, and one of the

most important centers of the straw hat industry.

To the north of Paita and 55 miles distant is the small port of Talara, remarkable for the extensive petroleum deposits in this vicinity. Several large and important refineries and pumping stations have during the last few years been established in the immediate neighborhood, and it is believed that the industry is capable of very great development. Special tank steamers are already employed distributing the oil along the coast.

PIMENTEL is 152 miles south of Payta. It has a railway serving the inland towns of Chiclayo and Lambayeque, ten and nine miles distant respectively. There is considerable rivalry existing between Pimentel and Eten (the next port), and the railways from both towns running through the same districts.

ETEN. This port is situated 9 miles south of Pimentel and 155 miles (direct) from Paita. It has a fine iron pier 2,000 feet long, the railway running out to the pierhead; but the roadstead is exposed, and has a very heavy surf. The valley inside of Eten is well populated and richly fertile, producing sugar, rice, tobacco, etc., in considerable quantities. There is a railway (broad Gauge) from Eten to PATAPO (30 miles), passing most of the principal towns and estates.

The village of Eten, three miles from the port, is one of the principal centres of the straw industry. The hats (Panama straw), cigar cases, etc. made here are much esteemed for their fineness of texture and excellent workmanship, and command very high prices.

The towns of CHICLAYA (population 11,325), 12 miles from Eten, LAMBAYEQUE (population 6,250) capital of the province and 29 miles distant and FERRENAFE, 29 miles from Eten,

are important commercial centers; in the vicinity are the estates of Cayalti, Patapo, Pucala, Almendral, Tuman and Pomalca, which produce together some 8,000 tons of sugar and 2,000 tons of rice annually, the total productions of rice for the Department being about 10,000 tons per year.

Near to Pucala are the ruins of a notable Inca fortress.

PACASMAYO is 34 miles south of Eten; population 2,000. There is a fair commercial movement considering the size of the town. The port is good and possesses a fine pier, 1,000 yards long. The chief exports are sugar, rice and cattle, products of the fertile regions in the vicinity.

There is a railway from Pacasmayo connecting the port with the principal towns of the interior.

CAJAMARCA, the capital of the department of that name, built at the foot of Mount Cumbe (16,000 feet), with a population of 15,000. Cajamarca figures largely in the history of the Conquest, and it was here that Atahualpa was captured by Pizarro and held prisoner.

SAN PEDRO de LLOC, a small town of some 5,000 inhabitants. A tramway unites the town with the railway station, a mile and a quarter distant.

CHEPEN, a population about 5,000; a centre of commerce with the interior. Near here is the extensive sugar estate of Lurifico.

GUADALUPE, population 4,000. An agricultural fair of considerable importance is held here annually, at the commencement of December. The town is also surrounded by several estates of importance.

SALAVERRY, 66 miles from Pacasmayo and 256 miles from Callao, is an active commercial seaport, with a population of about 1500. The principal exports are sugar, rice and alcohol, from



Tapping Rubber Trees in Peru; showing the
little tin cups, which catch the daily
morning flow of sap



**Cotton Fields of Piura, where Egyptian Cotton is grown
successfully**

the neighboring valleys of Chicama and Chimu; also moderate quantities of metals.

It is connected by rail with the town of Trujillo, as well as with various other places of importance in the interior.

TRUJILLO, the capital of the department, is one of the most important commercial places of the North. It is a well built city, with a population of 10,000; is a Bishop's See, and possesses a branch of the bank of Callao, Chamber of Commerce, Cathedral and several other buildings of note.

This was one of the first towns founded by Pizarro; and the visitor will therefore find much to interest him from a historical point of view. Some two miles distant are the ruins of an ancient city called Chan Chan, founded by the Chimu tribe of Indians, and which gives evidence of an advanced state of civilization in its inhabitants. There are also, nearby, the remains of an Indian Temple to the sun.

The towns of note inland are: CHICAMA, CHOCOPE and ASCOPE, the latter being the terminus of the railway, and carrying on a fair trade with the interior. All of these towns are, however, chiefly devoted to agriculture, and in the vicinity there are some extensive sugar estates.

SALAVERRY to CALLAO. The minor ports from Salaverry to Callao are served by the Pacific Steam Navigation Company's Coast Line, running fortnightly between Callao and Pimentel.

The principal of these ports are:

CHIMBOTE, a small town 61 miles to the south of Salaverry, situated in an extensive and well-sheltered bay, considered by many the finest on the coast. Inland of the town is a very fertile

valley enclosing various extensive sugar estates.

These are passed by the railway which at present runs from Chimbote to Suchiman only, but which it is the intention to carry on to the southern extremity of the valley of Huaylas.

There are in the interior various silver mines of importance being worked.

SAMANCO and CASMA are small seaport towns, shipping metals from the mining districts in the interior, and also small quantities of sugar.

HUARMEY, 43 miles south of Casma. The Ticapampa Mining Co. have extensive silver producing establishments inland from this port.

SUPE and HUACHO, 90 and 70 miles from Callao respectively, export sugar and cotton from some fairly important estates in the vicinity, as well as metals from the interior. Inside of Huacho is a very fertile valley, from which Lima and Callao draw large supplies of agricultural produce and fruit.

At all of the above ports there is a land telegraph line communicating with Callao and Lima.

CALLAO, the principal port of Peru, has a good harbor, a very fine dock and breakwater.

At La Punta, about two miles to the south of Callao, there are several good hotels and excellent bathing. This place being at the extremity of the neck of land separating Callao Bay from Chorillos Bay, and exposed to the sea breezes from the south and north, enjoys a bracing and healthy climate, and is much esteemed by invalids on this account. There is a railroad between La Punta and Callao. The hotel rates are modern, from \$2 to \$3 per day.

LIMA, the capital is about eight miles inland from Callao, and is connected therewith by two railways, that of the English Railway Co. and the Ferro-Carril Central del Peru.

Lima is the second largest city of the South Pacific, and possesses many fine squares and churches, a prettily arranged park, a public library and other buildings, which merit a visit. The city is built on the banks of the river Rimac, some 500 feet above the sea level, and possesses a very equable and agreeable climate. It has a population according to the last census

The city is covered by a very complete system of tramways, and the principal streets are lighted by electricity. Hotels are numerous and good, and the tariffs moderate.

In the vicinity of Lima, and connected therewith by direct lines of rail are the seaside resorts of Ancon, Magdalena, Miraflores, Barranco and Chorrillos, much frequented during the summer by the people of Lima and Callao.

CERRO de PASCO, 12,000 inhabitants, one of the richest mining districts in the country. It is situated at an altitude of 16,500 feet, and about 100 miles north of Oroya. A line of rail connecting this town with Oroya is shortly to be built.

TARNA, a thriving commercial town some 15 miles to the east of Oroya. It has a population of about 9,000 and is well spoken of on account of its dry and temperate climate.

JAUJA, at an altitude of 11,150 feet, is the chief resort of consumptives and persons suffering from bronchial affections, its climate being peculiarly beneficial in such cases. Apart from its high standing as a health resort, Jauja is not a town of much importance, though under the Inca rule it was a flourishing and populous city. The population of the town and its suburbs is said to be 21,000. It is situated about 30 miles to the south of Tarna and 50 miles south to Oroya.

There are also the towns of CONCEPCION

and HUANCAYO to the south and CHANCHAMAYO to the east of Tarma, and distant about two day's mule ride; and HUANUCO a similar distance to the north of Cerro de Pasco.

CERRO AZUL, 72 miles south of Callao, is a surf port, dependent upon Callao Custom House. It exports fair quantities of sugar from the adjacent valley of Canete. The chief town of the district CANETE, is about five miles inland.

TAMBO de MORA is a minor port, 105 miles south of Callao and 14 miles north of Pisco; chiefly occupied in the export of wine, cotton, sugar and agricultural produce, from the rich valley of Chíncha, the estimated produce of which is 224,000 gallons of aguardiente (brandy), 12,500 gallons wine, 1,200 barrels rum and 15,000 quintals of cotton per year. The town of CHINCHA is situated six miles from the port of Tambo de Mora.

PISCO, 116 miles south of Callao, serves as the outlet for a rich and fertile valley covering an extensive area. Though chiefly devoted to the culture of the vine and cotton, for which its climate is particularly suitable, it exports in large quantities all kinds of agricultural produce. The town of Pisco contains about 4,000 inhabitants; it possesses a tramway, and a fine pier 600 yards long; also a railway to Inca, the capitol of the department, 46 miles distant.

ICA has a population of 10,000, devoted to wine and cotton production and commerce with the interior. It is a neatly built and well situated town; and in the immediate vicinity are several small medicinal lakes, highly recommended for diseases of the skin and stomach, and for rheumatism. The province of Ica is said to produce 700,000 gallons wine, 90,000 gallons spirits and 40,000 quintals cotton annually.

The principal towns in the interior are:

HUANCAVELICA, population 9,000, 120 miles from Ica. Close to this town is the famous quicksilver mine of Santa Barbara.

AYACUCHO, population 10,000, 182 miles from Inca. Remarkable filigree work, and other specimens of the silversmith's art are produced here.

CASTROVIREYNA, some 100 miles from Ica, a mining district of considerable note.

Ica is the highway to all these places.

Ten miles out from Pisco are the CHINCHA ISLANDS, once famous for their guano deposits, from which Peru obtained an immense revenue.

LOMAS, 152 miles from Pisco and 201 miles from Mollendo.

Both of these places are but of minor importance, the staple productions of the surrounding country being cattle, which are shipped along the coast in large quantities, minerals wool and cotton. There are various silver and copper mines being worked in the interior.

MOLLENDO, the second port of the Republic, is a town of 5,000 inhabitants. It possesses two hotels, and is of considerable importance commercially; as, being the port for Arequipa, Cuzco etc., as well as for the interior towns of BOLIVIA, it ships large quantities of alpaca and sheep's wool, skins, coca leaves, bark, silver, tin and copper ores, to the value of about 400,000 annually. It is the western terminus of the railway to Santa Rosa (Cuzco), Puno and La Paz (Bolivia.)

AREQUIPA, the capital of the department, is a city of about 35,000 inhabitants, built at the foot of the extinct volcano Misti (18,650 feet high), and at an altitude of 7,550 feet above the sea level. It is an important commercial city, and not with-

out interest to the visitor; is well built, (the houses being constructed generally of blocks of lava has a cathedral, a bank, chamber of commerce, theatre, and some good hotels, as well as a club. There are several thermal baths in the immediate neighborhood, and on account of its altitude the town enjoys a pleasant and healthy climate.

Between Arequipa and Puno various silver mines are being profitably worked on a large scale.

From Arequipa the line extends to Puno, a neatly built city of some 6,600 inhabitants, on the shores of Lake Titicaca. Puno is at present the eastern terminus of the railway into Bolivia, though the line is about to be continued to La Paz direct.

The remarkable Lake Titicaca lies across the boundary line between Peru and Bolivia; it is situated at an altitude of 12,500 feet above the sea level, and has an area of over 5,000 square miles. Two fairly commodious steamers ply on the lake regularly in connection with the arrival of the trains at Puno, and convey passengers across to Chililaya (Bolivia), a distance of 90 miles. From Chililaya there is a coach service to La Paz, seven hours distant.

LA PAZ is now the capital of Bolivia, and almost all the commerce with the interior is carried on through that town. It contains some 26,000 inhabitants, and being situated at a considerable altitude enjoys an agreeable climate, though the surrounding country is barren and poor. There are five fairly good hotels in La Paz.

SUCRE, the former capital, is some some 70 miles to the south, and is a fairly extensive city, with a population of about 40,000. Near to Sucre is the town of POTOSI, renowned for its rich

silver mines. These mines are said to be inexhaustible and it is calculated that, since they were first systematically worked in 1545, they have produced metal to the value of many hundreds of millions sterling.

"I think it right in the interests of humanity, and especially on behalf of the numerous persons in this country who suffer so terribly from consumption, to draw attention to the great benefit such sufferers would derive if they would undertake the journey to Bolivia. The air in the regions of 'La Paz' Sucre and Oruro is so highly rarefied and dry that it kills the bacilli, the length of time required depending upon the stage the disease has attained; patients in the first or second stage would be completely cured after a short sojourn, but those in the third stage would probably have to remain a few years. No doctors or medicine are required, the air being all that is necessary, although an almost complete abstinence from alcoholic drinks is essential. If persons in the earlier stage of the complaint would go without delay, they would after a few months be able to return completely restored to health. Numerous persons suffering from consumption are annually sent to Italy, etc., where a cure is generally hopeless, whereas, if they would only undertake the longer journey to Bolivia, they would in most cases regain their health."

CUZCO. The city of CUZCO is supposed to have been founded by Manco Capac, the first Inca, in 1043, and it was taken by Pizarro in 1543. The population is about 18,500. Visitors to this interesting locality will find much to attract their attention, as, being, the ancient capital of the Incas, it still possesses many remarkable relics of their empire, particularly the great Temple of the Sun, which furnished such prodigious wealth to the

Spanish invaders, the palaces of Manco Capac and his successors, the Inca canal, etc. The ruins of the famous Inca fortress of Saxihuaman attract visitors from all parts of the world. The more modern constructions of note are the cathedral, one of the finest and most remarkable buildings of the kind in the country, the university, museum, cloth factory, and several other buildings. The city is situated at an altitude of 11,000 feet above the sea level.

Cusco exports large quantities of cocoa, chocolate, coffee, vanilla ,cocoa, indigo, sarsaparilla, quinine,, and other medicinal barks and herbs, all of which are abundantly produced in the neighborhood. Considerable quantities of gold are also yearly exported from the Carabaya district in the vicinity; and the engineers have been sent out from Europe to survey this with a view to a systematic exploitation of its hidden wealth.

Fifteen miles from Cuzco is the valley of Urubamba, the summer resort of the people of Cuzco, 9,000 feet above the sea level. The celebrated ruins of Ollanta and Tamo, ancient fortifications of the Incas, are situated in this valley.

The regular through steamers call at Mollendo, northbound, every Sunday and Wednesday; going south, calls are made every Tuesday and Saturday. There is a telegraph cable station there, and land lines communicate with Arequipa, Cuzco and La Paz.

ILO is a minor port about half way between Mollendo and Arica. Its chief trade is the export of wines, spirits and olives, for which the surrounding districts have a high reputation.

OPPORTUNITIES FOR EMIGRANTS. In the Highlands of Peru, there are immense opportunities for raising cattle, which is now being done in a very small and poor manner. Cattle



**Exterior of the Post Office. This building
contains a magnificent court yard
and is surrounded by ex-
tensive offices**



Principal street of Lima

raising in fabulous quantities has been made a success in Australia, New Zealand, the Argentine Republic and Chili; while in Peru it has been very backward. There is a chance for big fortunes in this line, as Peru has immense natural pastures, excellent climate, and every facility for grazing.

There are several companies that have been organized by Duncan, Fox & Co., of London, in various parts of South America, stock of which companies have been sold at \$10.00 are now worth \$85.00. Magellen stock brought only \$50.00 and is now worth \$238. Stock sold by these people in other companies at \$25.00 par is now selling at \$380.00. The Chilian Co. and the Argentine Co., also organized by this firm, sold stock at \$7.00 which is now worth \$88.00. This only goes to show the value of stock raising in parts of S. America. Peru offers better advantages for this than any other part of the Continent.

SPECIAL OPPORTUNITIES. There is needed in Peru very much a fruit factory for canning and preserving fruits. Sugar, which is produced in immense quantities is very cheap. There are a variety of fruits in the country, which can be canned profitably. There is a fortune to be made in this line by those who understand the business.

Peru has imported lard from the United States for many years. It has natural facilities for raising pork in large quantities. Corn can be produced without any trouble, and it is a fact that any one who establishes himself in this country, being familiar with hogs can in a little while earn quite a fortune in raising hogs for lard.

There are excellent opportunities in vineyards. Considerable wine is made now in Peru of excellent quality, but the affair is in its infancy. Those, who understand vine culture and wine making can make quite a good thing out of it in this country.

There are also great opportunities for Pottery Works, and Tube Works for sewers. There are great chances also for brick factories in Peru.

Chemical products of different kinds are all imported. As an example, it may be stated that immense quantities of sulphur are found in this country, and it is possible to establish a factory of sulphuric acid, an article used very extensively in this country, and which is now imported. Nothing is done in the manufacture of benzine nor ammonia, articles which could be manufactured in this country at a good profit. Alcohol being very cheap, about five cents a liter, it is possible to manufacture varnishes, paints, and dyes at little cost. All these things are very easily manufactured, require very little capital and should be made very profitable.

Another industry which can be established in this country at great profit is the manufacture of Portland Cement. There is every thing necessary for the manufacture of cement in Peru near the coast in accessible regions south of Lima.

It is very strange that there is no factory in Peru to manufacture cotton stockings for men, women and children. In the United States, small machines are manufactured, which are used by families to make stockings. Such a machine could be introduced into Peru with great profit.

The fishing industry is new in Peru and would pay handsomely to any one who would take it up in a business manner. Numerous fish are found all along the coast in immense quantities, which could be canned or salted.

There is an excellent opportunity for a glass factory in Lima. Everything necessary is found in the country, sand of excellent quality and carbonates of soda exist in abundance.

MINING. According to a report published by

the Department of State of Peru, 1905, the provinces of Carabaya and Sandia in the Department of Puno and in the provinces of Quispicanchi and in Cuzco will surprise the world with its wonderful rich gold deposits to be found in Peru. Nearly all the rivers in these places carry gold.

The famous English traveler, Sir. Martin Conway, declared, referring to these zones that he found rivers with so much gold in sight that they are formidable competitors of the Transvaal, Alaska and Australia. He estimated that in the province of Sandia there was to be found 290 gold deposits, and a great number of deposits were to be found in the province of Carabaya.

This is the report of all famous engineers and mine experts who have examined these vast gold regions. The same authority states that in the Department of Poto there exists an immense deposit of auriferous sand which measures 25 kilometers long and 20 kilometers wide, whose depth is unknown. The part that has been examined shows 300 meters of gold lands without reaching bed-rock. In all parts of these vast deposits examinations have been made and there has been found 60 cents per cu. meter. It is calculated that this century will have passed long before these grounds have been exhausted of their gold.

Regarding gold quartz, lately examined in the famous district of Montebello, as much as 66 oz. of gold has been found per ton average.

The Inca Gold Development Corporation of Peru, lately organized in London, England, owns the concession to dredge the River Inanbari and tributaries and is now having a dredge put up in Peru. This will be the first dredge placed in the country and is the same that has produced such excellent results in Australia, New Zealand and California.

The Peruvian Gold Mining Corporation, lately formed in Toledo, Ohio, will also place several dredges on their property in the province of Quispicanchi, in the celebrated gold fields lately discovered by engineer Hilficker in the Nosiniscato district. There is no doubt that the gold development corporation of Peru will call attention to the immense richness of the Inambari and the Peruvian Gold Mining Corporation will show the world the wonders of the gold fields of this part of Peru.

It is an actual fact, states the publication of the Department of State of Peru that the treasures of gold in Sandia and Carabaya is very surprising. In the placers of the River Chimayo a tributary of the Inambari, there has been found nuggets of great size. The day is approaching when the World will be surprised by the gold deposits in this part of Peru which are presumed to be superior to those of the Transvaal in South Africa.

EXTRACTS FROM THE PERUVIAN CUSTOM TARIFF.

Section 1.—COTTON GOODS. Almost all goods manufactured of cotton pay a duty of 40 per cent. on the gross weight. This includes, carpets, cretons, curtains, damask cloth, embroidered cottons, handkerchiefs, all sorts, plain or embroidered, neck ties, stockings, skirts, shades, table cloths, threads, ribbons, velvet.

Section 2.—WOOLENS. This includes carpets, cashmere cloth, colored cloth, embroideries, elastic cloth made of wool, embroideries of silk, fringes, mantles, satin of all sorts, with or without cotton or silk thread, socks, stocks, threads, ribbons, etc. All this class pays 40 per cent. net or gross weight according to method of packing.

Section 3.—LINEN GOODS. Carpets, cloths of all sorts made of linen, cloth of linen for cleaning purposes, drill plain or colored, bed spreads, handkerchiefs, embroidered or plain, mantles of linen, skirts, suits, embroidered stockings, sheets, thread, velvet, etc. The above goods pay 40 per cent.

Section 4.—SILK GOODS. Curtains, cloth of all sorts, capes, coverings of all sorts, elastic, embroidered silks of all sorts, including those embroidered of gold or silver, handkerchiefs, ornaments, ribbons, stockings, silk in spools, silk of all sorts, ties, etc. These goods pay duty of 40 per cent. gross or net weight.

Section 5.—FURNITURE and COVERED ARTICLES. Beds, blouses, boots of all sorts, baby carriages, chairs of spring seats, freight cars, gentlemen's clothes, ready made of all sorts, harnesses, leather, mattresses, manufactured leather, made dresses, ornaments of all sorts whether for churches, or otherwise, railway cars, saddles, street cars, small wagons, trunks of wood, wrappers, wheel barrows, valises. All these pay duty of 45 per cent. according to quantity shipped whether single or by the dozen.

Section 6.—HARDWARE and DIVERSE ARTICLES. This includes everything such as hardware, silver ware, needles, lamps, etc., 40 per cent. either each or by the dozen according to the article. Baskets, lamps, musical instruments of all sorts, such as violin, guitar. Pocket books—pay 40 per cent. Pianos—45 per cent. Perfumes—40 per cent. Nails, ornaments of all sorts—40 per cent. Groceries average about 65 per cent. Ordinary soap—65 per cent. Articles for the public service, articles to be used for shipping and marine services, machinery to be used solely for the purpose of agricul-

ture, all sorts of machines for the purpose of mines including steam pumps are admitted free.

For further information regarding special articles, the duty, methods of shipment, packing, etc., address Dr. A. de Clairmont, Consul of Peru for the State of Ohio, at Toledo, or the Peruvian Consul in any other place.



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