

CHAPTER III.

Papudo Bay—Departure for Peru—Callao—Road to the capital—Lima—Arrival of H.M.St.S. Cormorant—Leaving Callao—The Lobos Islands—Payta—Santa Clara.

ON the 4th of December, all our refit being completed, we sailed from Valparaiso with a fair southerly breeze, and on the same day anchored in Papudo Bay, or more properly La Ligua, a small port, which has only lately been opened to commerce from the existence of copper mines in its vicinity. Although only thirty-one miles from Valparaiso, there is a difference in the vegetation. Slight signs inform the traveller that he is approaching that vast desert which forms so remarkable a feature in South America;—not that the country is altogether sterile here, for sheep, oxen, and horses find pasturage without much care from man; yet there is less verdure even than at Valparaiso; at Coquimbo there is still less, until at Copiapo and Guasco the desert itself is present. There is something desolate and sad in these barren regions, particularly to those who regard wood as the great ornament, almost the essential, of scenery; but there is a grandeur in these lofty mountains that has its effect

upon the mind, and for a time one forgets the want of vegetation, and thinks of the treasures the earth affords, not on the surface, but beneath. The copper mines of Chile are daily becoming of more importance, and as skill advances among the miners, they will probably be equal to any in the world. The copper ore contains more gold than that of other countries; the workmen, however, are deficient in foresight and regular industry, and much given to gambling and drinking, preventing in a great measure the advantages which might otherwise be derived from this branch of industry. Land travelling in Chile being difficult, the opening of these small ports affords great facilities for shipping the produce of the mines; every port that is opened must be an advantage to trade. A vessel might take in coal at Concepcion, and exchange it at the intermediate ports for the smelted ore. This traffic will no doubt be established; its advantages are so obvious that a settled government and an advancing population are the only elements required.

Captain Kellett came to Papudo in order to obtain a sight of Aconcagua; but, although he several times ascended Gobernador, a hill 1200 feet above the sea, the haziness of the weather prevented him from accomplishing his object. Snipe, plover, and teal rewarded the exertions of our sportsmen; the Pandora got a few fish, principally mullet, perch, and a sort of mackerel. By equal altitudes of the sun, and ten excellent watches, the longitude of Papudo was proved to be $71^{\circ} 30' 45''$ west; and by a great number of circum-meridional altitudes of sun and stars, the latitude $32^{\circ} 30' 9''$ south.

On the 7th of December, we sailed for Callao. Our passage was a delightful one. Although the Pacific Ocean may not always merit its name, yet it was aptly bestowed by the crews of Magellan, harassed as they had been by the miseries of their terrible voyage. We at all events had reason to acquiesce in the justness of the appellation. Since leaving Valdivia, the wind was invariably fair; freshening up and dying away, sometimes we went seven or eight knots, at others only two or three; the yards were always square, and little trimming was requisite. Although it was the middle of summer, yet the weather was not hot, the well-known Peruvian mist shrouded the sun, and at times it was even chilly*.

On the 17th, with the weather more than usually hazy, we made the coast of Peru, but were unable to distinguish anything until the sun dispersed the mist a little, and the rugged cliffs of Lorenzo, Fronton, and Horadada were seen. The breeze, which had been fresh in the early part of the morning, died away at noon, and we felt some

* On the 13th of December, in $19^{\circ} 10'$ south, $77^{\circ} 17'$ west, we tried for soundings, with 500 fathoms, and found the temperature at

500 fathoms	46°	Fahrenheit.
400	„	46°	„
300	„	52°	„
200	„	51°	„
100	„	55°	„
50	„	60°	„
30	„	63°	„
20	„	65°	„
10	„	66°	„
At the surface	68°	„

Temperature of the air 65° ; height of barometer 30.05 inches.

doubt about getting in, when about one P.M. it freshened up and we passed within a mile of the north-west point of San Lorenzo island. Coming in this direction, the city of Lima makes a fine appearance, the towers, domes, and spires of the numerous churches and convents stand out in bold relief from a dark background of mountainous scenery, giving rise to anticipations of more grandeur and magnificence than is realized on a closer examination. But how few things will bear the test of near inspection! This is truly the case with Lima. Its situation on a gradual rise from the sea is so much in its favour, that not to disappoint would bring it into the class of perfectibility which exists only in the imagination.

Callao, the seaport of Lima, has been called the most commodious in the Pacific Ocean, and although not much of a harbour, it may, considering the nature of the climate, be so called with justice. In former times the town was more important than at present, and even styled a city. At the terrible earthquake which overthrew it in 1746, three thousand persons perished. The site was to the southward of the present town, and was partially overwhelmed by the waves; indeed, for several years after the catastrophe sentries were stationed on the beach to guard any treasure that might be thrown on the shore, a circumstance not unfrequently occurring. This might well have been the case if what old historians relate is correct, that in 1746, Callao contained no less than four monasteries, besides churches, and a palace for the Viceroy, who it appears came down to superintend the arrival and departure of the galleons from Acapulco and Chile.

Callao is now a miserable place, a dirty straggling seaport, with indifferent inns, and billiard-rooms, and numerous pulperias or grog-shops. The mole is certainly a creditable construction, and forms a convenient landing-place for merchandize. A curious instance of the mildness of the climate is seen in enormous quantities of wheat piled upon the wharf without any shelter, but when the mist is somewhat heavier than usual, a few sacks or slight canvas covering is thrown over the upper part. Some of the houseless wanderers, who in all countries exist from hand to mouth, as the expressive saying is, creep into a sack and then get some of their comrades to cover them over with the grain, thus making bed, covering, and food all in one. In December, with the new moon a periodical swell is expected, which sometimes washes over the mole. Watering is easy and expeditious, pipes having been laid down to the sea. Tanks, those luxurious articles, with which first lieutenants and boats' crews are in our happy days of improvement doubly blessed, will no doubt soon be introduced, thereby conferring a special favour on the Admiralty by helping to diminish the Navy Estimates, in the decreased wear and tear of the stores of Her Majesty's ships and vessels of war. However, we should not be selfish. Boats' crews and midshipmen, first lieutenants and Admiralties may benefit, but—let rival interests be remembered—the introduction of tanks may seriously tend to injure the trade of the ginshops.

On the 19th of December a party was sent to ascertain, by levelling, the height of Lima above the sea. "This employment," says the journal of one of the surveyors, "caused us to pay a rather minute attention to the road,

which is dusty in the extreme, and in as ill-conditioned a state as can be imagined, owing to the neglect of the present inhabitants, for the carriage road having been finished with a parapet of brick on each side, it would have taken very little trouble to have kept it in repair. On the right-hand side are the remains of an Indian village, dating before the conquest, and the village of Bella Vista, a more agreeable place than Callao, which, however, is not very high praise. It contains a hospital under the superintendence of Mr. Patrick Gallagher, who had been an assistant surgeon in the navy. The building was in progress, and promised to afford considerable accommodation to the sick. It is intended to receive seamen of the merchant service as well as of the Royal Navy, and is not a government establishment exactly, although under government control. The land on both sides of the highway is unproductive, through the want of water; for if irrigation is neglected, the country becomes a desert, but if attended to, the result is extraordinary, and a land of running brooks is not more fertile, or can show better crops or brighter foliage.

“Troops of mules, laden and unladen, passed on the road; these poor beasts are treated in a brutal manner by their drivers. There is a custom here, which seems cruel, but which it appears is well intended, as tending to promote freer respiration: the nostrils of these animals are slit up or opened towards the eye. One would imagine such a practice would not be adopted without having experienced the benefit of it, although from the specimens one sees of humanity in this part of the world, nothing could excite surprise in the way of outraging it.

“Clattering omnibuses with six horses went to and from Lima every two hours, raising such clouds of dust that it gave a fair idea of the Simoom. We arrived at what used to be called the half-way house; affording refreshment to man and horse, to the scandal of the adjoining church. In times gone by, it is said the *pulperia*, offering good brandy, was more frequented than the place of worship, but on the day of our visit it was deserted, and the church, in a dilapidated condition, seemed likely to disappear also. On approaching the city, the prospect improves; irrigation has been attended to, and for the last two miles an avenue of willows adorns the road; Indian corn, lucerne, oranges, lemons, pomegranates, and bananas flourish with the utmost luxuriance. This beautiful approach is at intervals further ornamented by circuses, lined with stone seats, affording room for carriages to turn, and was the work of the Viceroy, the Marquis of Osorno, well known by his kind and generous conduct to Vancouver. He was then called Don Ambrosio O’Higgins. Unfortunately he died in the third year of his viceroyalty, which prevented the completion of the avenue to Callao. Had his design been carried out, how different would be the journey between the port and the capital! The neglect of the people has in some measure destroyed the benefit arising from the place. In one part a filthy slaughterhouse attracted such numbers of flies and insects, that they proved a perfect plague. In another a horse had been left dead, and the troops of dogs rushing was a sight in itself. The energy of wild animals was never more naturally shown than in these tame ones, bounding, rushing, yelping, howling,

towards the prey. Yet the plantations and gardens, the avenue, the seats and circular spaces, the mountains on either side, the city gates before, and the shipping and road of Callao with the bold outline of San Lorenzo in the background, form as fine an approach to a city as can be imagined.

“We did not arrive at the gates of the city until near sunset, having ascertained the height of Lima to be 453 feet above the level of the sea at Callao. Others have called it 511 feet, the difference arising, perhaps, from the latter being taken up to the cathedral, which is on a gradual rise from the gate.

“The gateway is a triple arch of good proportions, but, like the wall itself, mouldering and decaying. The guardhouse, like our ideas of Lima, referred to better days, is large and lofty, but apparently little used. The gate-keeper received us with civility, asking us in, and making eager inquiries whether our labours tended to the formation of a railway, which has been much spoken of, and is now (1852) actually in progress. We were stopped more than once on the road to answer the same question. This entrance to Lima disappoints expectation; the street is all but in ruins, not one house in ten appearing inhabited.

“Lima is surrounded by a rampart or wall, formed of the adobes*, about twenty or twenty-five feet high, and

* Jarvis, in his ‘Scenes and Scenery in the Sandwich Islands,’ makes the following remark on adobes:—“These bricks no doubt are of precisely the same make and pattern as those required of the children of Israel by their Egyptian task-masters. Indeed, the resemblance between a group of Hawaiians making the bricks, and the implements employed by them, are strikingly similar to a hieroglyphi-

about nine feet in breadth at the Cordon, so that, though not adapted to resist modern warfare, it would afford considerable resistance to any popular outbreak. It was built to guard against the incursions of the Indians, about the year 1686, during the viceroyalty of the Duke of Palata. The entry of that Viceroy into Lima is distinguished in history, by the two streets he passed through, from the Callao gate to the palace, having been paved with silver. This for Peru was no great matter, proving the old proverb, 'too much of one thing is good for nothing.' The silver was probably not the least injured by being so exposed, the ingots having been cast in masses twelve or fifteen inches long, four or five broad, and three or four in thickness; the principal, indeed the only expense, was in laying them down and taking them up again. The value of the metal was estimated at eighty millions of crowns, or about sixteen millions sterling.

"It was now quite dark, and we plodded on through dreary streets, passing gloomy convents, and more by good luck than management avoiding two or three open drains, of villanous aspect and worse perfume. However, we were cheered up again by the sight of fine gateways opening into clean airy courts, the walls painted in fresco or adorned with flower-pots and creepers on trellis-work. The houses of the richer class are built more or less in this way, the view of which compensates in some measure for the blank walls facing the streets. We cal painting some 4000 years old. . . . *Adaub* was the Egyptian word for this kind of brick, and it is still used by the Copts, etc. Doubtless the Saracens derived it from the Egyptians, and carried it into Spain; thence it went to America, and from America to the Hawaiian Islands; continuing westward, it may arrive at the land of its birth."

passed half-a-dozen squares, or *quadras* as they are termed, the Spaniards having a fashion of building their cities at right angles, and generally, if the ground permits, at equal distances. The plan, if not followed with too much uniformity, is a good one; Lima, built by authority, and rising quickly, is square upon square 108 yards each way. Its monotony is certainly not pleasing; the same objection may be made to the new town of Edinburgh.

“The streets, ill lighted and worse paved, were at last passed, and we turned into the Calle del Comercio, gay and cheerful, well lit up, and making a splendid appearance with its numerous shops, rich with the manufactures of France, Germany, and England; there we were glad to find an inn. Having taken some refreshment, we started for Callao. In one of the darkest and most gloomy of the streets we chanced to meet ‘the Host,’ on the way to the house of some dying person. The carriage in which the consecrated bread was conveyed gave warning of its approach by the tinkling bell. The attendant priest chanting the ‘*miserere*,’ the kneeling figures at every door, the uncovered and respectful passengers in the street, the light displayed at every window, rendered the whole an interesting sight.

“The road to Callao seemed deserted. We had heard that robbers were prevalent, and every now and then a shrill whistle in the distance, answered in another direction, appeared as if parties were abroad. But we did not see anybody, and our party, three in number, armed with a theodolite and legs, a boat-hook-staff and measuring-rod, made a formidable appearance, and would,

no doubt, have repulsed double the number furnished with less scientific weapons."

On the 22nd of December, H.M.St.S. Cormorant arrived from Panama and Payta, where she had been for the mail, bringing intelligence from England to the middle of October. Steam communication is now exerting its influence on this coast. Valparaiso, and the intermediate ports of Chile, Bolivia, and Peru, have monthly communication with Callao, Panama, Buenaventura, Guayaquil, and Payta; and the calms and light baffling winds which form such a bar to the intercourse with the ports of Mexico and the more distant regions of Upper California and the Oregon territory, are now little thought of.

On the 24th we sailed from Callao in company with the Pandora. The trade-wind carried us smoothly along, and on the 27th we sighted Lobos de la Mar, or de a Fuera in Captain Fitzroy's chart, an island about ten miles in circumference and forty-five miles from the mainland. This place is famous in the buccaneering annals. Woodes Rogers says, "The inhabitants have neither wood, water, nor any vegetable; the soil is a white clay mixed with sand and rocks, and several veins of slate; here is, however, good riding for ships in about twenty fathoms water. Penguins, pelicans, boobies, and a kind of fowl like teal, that burrow in the ground, and seal abound." The good anchorage he mentions would appear to refer rather to Lobos de Tierra, thirty miles N. by W. $\frac{1}{2}$ W. of Lobos de a Fuera, and only ten miles from the mainland.

On the 28th we made the Silla de Payta, a remark-

able range of hills, 1300 feet high, and of much darker colour than the lower cliffs. We had now nearly reached the extremity of the great desert which, with little intermission, extends 1300 miles, from Coquimbo in Chile, to within a few miles of Parina Point, near Payta. The sudden change from the extreme aridity of this barren tract, to the dense foliage of the forests of Guayaquil, is striking. On a smaller scale the same phenomenon may be witnessed at every port on the coast, where a little rill descending from the Andes produces on each side a belt of verdure, which disappears as soon as the influence of the stream is overcome by the mighty desert. In the afternoon another Lobos, or Seal island, was in sight, making like a part of the mainland. On drawing to the northward with the fresh southerly wind, the channel between it and the continent became distinct. The cliffs are very white, and resemble a ship under sail. The extreme regularity of the shore is extraordinary; the ramparts of a line of fortification could hardly be more exact or formal in their outline. Having hauled round Payta Point we anchored. Several American whalers, a Peruvian schooner of war of one hundred tons, and a few small coasters were lying in the bay. We were informed at Callao that at this time of year, on the change of moon, a heavy swell is generally experienced. It was new moon on the 28th, and on the 29th of December the Captain's gig was swamped in landing, and the Pandora's very nearly so. This swell is said to be common on the coast. Payta is chiefly visited by the whale-ships, but it is also a port of some note in supplying the interior; Lima, even when Callao was blockaded by the

Chileno squadron under Lord Cochrane, and again in 1835, received everything from foreign countries by way of Payta.

On the 29th of December we sailed from Payta, and on the 31st anchored in the Gulf of Guayaquil. We were looking out for the lighthouse on the island of Santa Clara, or, as more commonly called, Amortajado, but were unable to see it, for a good reason, because it was not lighted, and being unacquainted with the set of the currents we were compelled to anchor. Amortajado lies about midway between Tumbez and Puna, about four leagues from either shore. It is a small rocky island, of little service, except as a station for a lighthouse at the entrance of the river Guayaquil. Since 1831 one has been erected, but the superintendent told us that it was indifferently supplied with oil, and could not be kept always alight. The surf is heavy, particularly at high water, when some difficulty is experienced in landing. The island should not be approached too closely, especially on the east and south-east side, where detached rocks with deep water between are lying two and three miles from the shore. At our anchorage we felt the strength of the river Guayaquil, the ebb setting south-south-west, and the flood east, about one knot or a knot and a half an hour. It was at Tumbez, about twelve miles south-cast of this island, that Pizarro first stepped on the soil of Peru. He landed on Santa Clara, which was then uninhabited, and only occasionally visited by the warlike people of Puna, for purposes of sacrifice and worship.