

**HONDURAS  
INTEROCEANIC RAILWAY:  
PRELIMINARY REPORT**

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Honduras Interoceanic Railway: Preliminary Report by E. G. Squier

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**E. G. SQUIER**

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INTEROCEANIC RAILWAY:  
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INTEROCEANIC RAILWAY.



PRELIMINARY REPORT.

By E. G. SQUIER.

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OFFICE OF COMPANY,  
13 PARK PLACE, NEW-YORK.

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1854.

# HONDURAS INTEROCEANIC RAILWAY.

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13 PARK PLACE, NEW-YORK.

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## OFFICERS.

AMORY EDWARDS, *President.*

E. G. SQUIER, *Secretary.*

AUGUSTUS FOLLIN, } *General Agent in Honduras.*  
U. S. Consul, Omoa, }

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## NOTICE.

ALL the rights, interests, privileges, and property of the HONDURAS INTEROCEANIC RAILWAY COMPANY have been divided, by act of the original Grantees and Proprietors, into the fixed number of ONE THOUSAND SHARES, represented by an equal number of Share Certificates.

The Company does not propose to issue Stock, nor to open books for Stock Subscription, until their road shall be located, and actually under contract, and the cost of constructing the same, and putting it in working order, accurately known.

To aid in carrying forward the work to that point, a limited number of the above One Thousand Shares have been reserved in the Treasury for sale, at rates to be determined by the Board of Directors.

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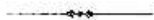




# HONDURAS

## INTEROCEANIC RAILWAY.



I HEREBY submit to the Associates and Board of Directors of the Honduras Interoceanic Railway, a summary of the *reconnaissance* made by me, in the year 1852, of the line of the proposed "HONDURAS INTEROCEANIC RAILWAY." This *reconnaissance* was conducted with great rapidity, but the results are clear and conclusive, and may be summed up in a very few pages.

Lieut. JEFFERS, who was attached to the expedition, almost immediately after his return to the United States, was ordered to the Brazil Squadron. In consequence of this circumstance, his complete report has not yet been received. His preliminary report, however, will be found in the Appendix, in conjunction with a letter from AMORY EDWARDS, Esq., President of the Company, who has recently returned from Honduras, and a communication from Capt. THEODORE LEWIS, in reference to Puerto Caballos, the northern terminus of the proposed Railway.

Appended hereto are also, 1st. A general outline map, showing the actual and proposed routes of Interoceanic Communication; 2d. A Sketch Map of the line of the road from sea to sea; 3d. A chart of Puerto Caballos, the northern or Atlantic terminus, from

the surveys and soundings of Lieut. Jeffers and Capt. Lewis ; and 4th. A chart of the Bay of Fonseca, the southern or Pacific terminus of the proposed road.

The general map of Honduras, and the general and sectional maps of the road, are still in the hands of the engravers, but will be attached to my final Report, which will comprise also a general account of the topography, climate, productions, resources, population, etc., etc., of Honduras.

Respectfully,

Your obt. servt.,

E. GEO. SQUIER.

## I.—GENERAL OBSERVATIONS.

THE line of the proposed "HONDURAS INTEROCEANIC RAILWAY," commences at Puerto Caballos on the Bay of Honduras, in Lat.  $15^{\circ} 49'$  N., and Lon.  $87^{\circ} 57'$  W., and runs nearly due south, across the continent, to the Bay of Fonseca on the Pacific, in Lat.  $13^{\circ} 21'$  N., and Lon.  $87^{\circ} 25'$  W. The total length of the line from anchorage to anchorage, or from five fathoms of water in Puerto Caballos to five fathoms of water in the Bay of Fonseca, is 148 geographical, equal to about 160 statute miles. This line lies wholly in the State of Honduras, whose territorial right and sovereignty over it has never been called in question. Starting at Puerto Caballos, the line of the proposed road pursues a course a little east of south, across the plain of Sula, until it strikes the Rio Ulua, near the town of Santiago. Thence it follows the valley of that river, now called the Humuya, to its very source, in the great plain of Comayagua, a distance of not far from 100 miles from Puerto Caballos. At the southern extremity of this plain there is a slight elevation, which constitutes the "summit" between the Atlantic and Pacific. Here the sources of the Humuya interlock with those of the Rio Goascoran, which flows through its proper valley, into the Gulf of Fonseca.

Two important facts are to be observed in tracing this line: 1st. The valleys of the Humuya and Goascoran, in conjunction with the central plain of Comayagua, *constitute a great transverse valley extending from sea to sea, completely cutting through the chain of the Cordilleras*; and 2d. That this great transverse valley or natural cut, extends due north and south, and permits the location of the proposed road so that, in its whole course, it will scarcely deviate five miles from a right line. These natural conditions, not less than capacious, safe, and altogether unexceptionable harbors at both extremities, and a country entirely salubrious, distinguish this line as combining the obvious and primary requisites for an