



Courtesy of Sead'n

*Buenaventura, Colombia's principal Pacific port, with a magnificent harbor and most up-to-date dock facilities.*

Such industries as have been established in Colombia—most of which are still in their infancy—are growing steadily from day to day.

Among the products manufactured in the country are textiles, sugar, matches, chocolate, candy, cigars and cigarettes, cement, artificial stone, tile, beer, ice, soap and candles, shoes, bottles, glassware and porcelain, soda water, distilled liquors, perfumes and many other articles. There are also flour mills, saw mills, electric light and power plants, iron foundries; and a large oil refinery that produces all the gasoline, kerosene, lubricating oil and similar articles that are consumed in the country.

*Home Industries*—The popular “Panama” hat is not made in Panama. It comes from Colombia and Ecuador. Hat making is a large community industry in Colombia. Hats usually are made by women, and it takes from one day to one week to weave a hat, according to its fineness.

The “fique” fiber is a raw material used in making bags for grains and other products, rope, etc., and this manufacture is another important industry in Colombia.

## COLOMBIA

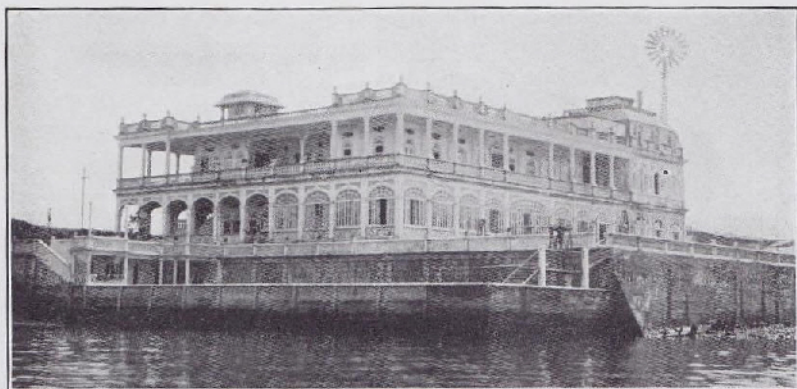
*Reptile Skins*—Dangerous though it is, alligator hunting is a popular occupation in Colombia, especially on the larger streams flowing through dense jungle land. Colombia is becoming one of the largest exporters of the world of reptile skins, on a scale that is growing daily.

*Mother-of-Pearl*—The mother-of-pearl oyster is found in abundance on Colombia's sea coasts, and mother-of-pearl fishing is one of the leading industries of the country.

*Tortoise Shell*—Beautiful objets d'art and other articles are manufactured from the shells of the great tortoises that inhabit the waters of Cartagena Bay and other points on the coast of the country, and this, too, is a profitable Colombian industry.

*Animal Life*—Colombia is a paradise for the game hunter, as wild animal life of almost every kind abounds, including jaguars, panthers, tigers, pumas, mountain lions, wild cats, nutrias, bears, foxes, ferrets, weasels, opossums, armadillos, peccaries, tapirs and rabbits, to mention only a few of the many varieties. Deer hunting is a particularly diverting sport in Colombia. Ducks, geese, partridges and other game fowl are also found in abundance.

*Hotel Estación, Buenaventura, cooled by gentle breezes from the Pacific.*





Colombia, nearest South American country to the United States.

	FROM NEW YORK:		
To Mexico City .....	2,205 miles	To Buenaventura .....	2,610 miles
To Bogotá .....	2,500 miles	To San Francisco .....	2,675 miles

## COLOMBIA

The variety of birds is so great that it is impossible to mention but a few of them. Colombia's bird life ranges from the mighty condor of the Andes to the humming bird, and there are many song birds such as the nightingale, the thrush, etc., as well as many bright plumaged parrots, macaws and others, which are the charm of Colombia's jungle forests.

Colombia's rivers and streams teem with fish of every sort, and on her sea shores game fish of every variety may be caught.

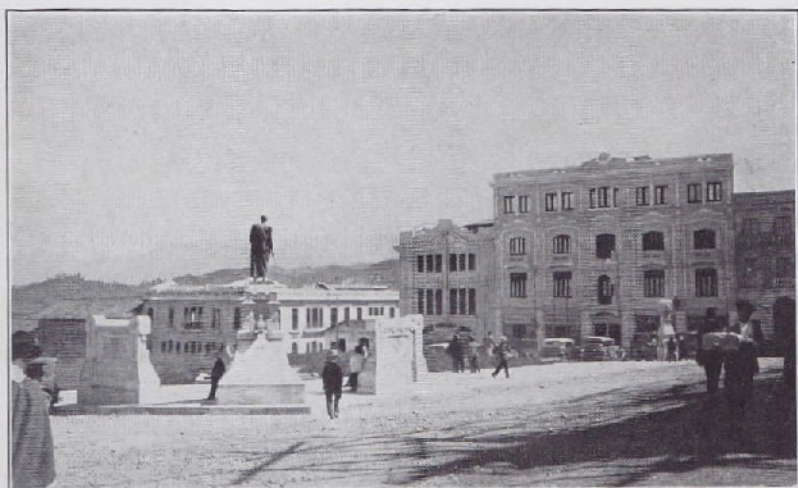
**Commerce**—Colombia's principal imports are: textiles, metal products, drugs and pharmaceuticals, food stuffs, machinery and agricultural implements, paper and paper products, crockery and glassware, leather and leather goods, electrical appliances, paints, greases and oils. In 1932, the total value of imports was \$30,469,-790.64.

Exports, consisting principally of coffee, bananas, gold, platinum, petroleum, hides, tobacco and rubber, amounted, in 1932, to a total value of \$70,396,670.63.

*Barranca Bermeja, present center of Colombia's oil industry. Colombia is rapidly becoming one of the world's important producers of oil.*  
Courtesy of Scadta



## COLOMBIA



*Plaza de Bolívar in Manizales, a city at the foot of the majestic snow-capped Mount Ruiz, and an important coffee producing center.*

**Banking System**—The banking system of Colombia is similar to the Federal Reserve System of the United States, in that it has as a basis a central bank of issue, the Banco de la República (Bank of the Republic), which corresponds to the Federal Reserve Banks in the United States. Law 24 of 1923 provided for the establishment of the Banco de la República, following suggestions made by the financial mission headed by Professor Kemmerer, which came to Colombia at the invitation of the National Government. The bank opened for business in July, 1923, with a capital of \$10,000,000 Colombian currency.

**Gold Standard**—Colombia's favorable trade balance and fiscal organization place her currency in a very sound position, exchange being almost always at par with the United States dollar.

The monetary system is based on the gold standard, the unit being the "peso", divided into one hundred cents and equivalent to \$0.97 $\frac{1}{3}$  U. S. gold.



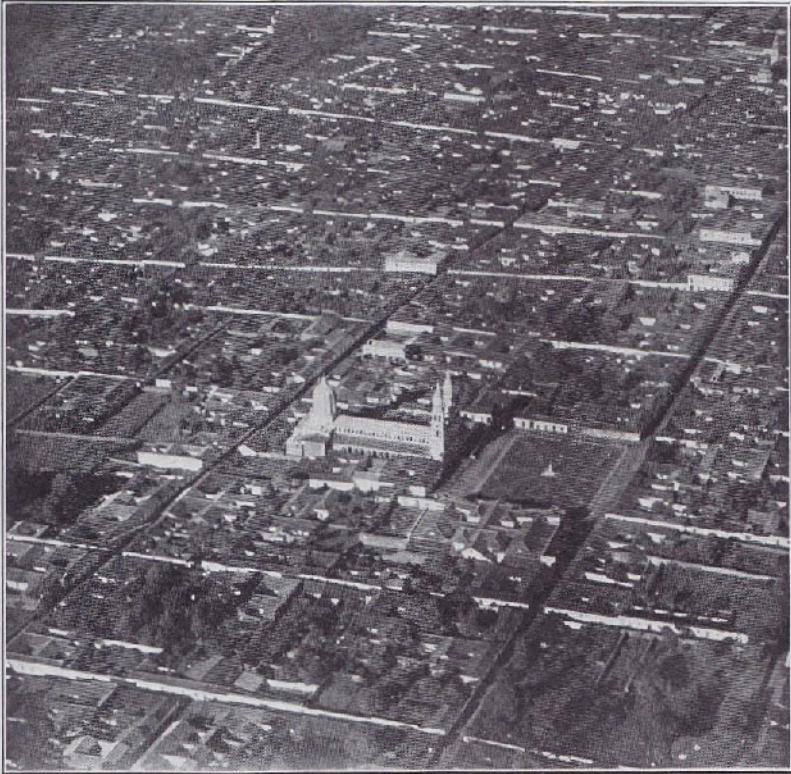
*State House of the Department of Caldas, Manizales.  
Recently destroyed by fire, Manizales has  
been rebuilt in modern style.*

**Cities\***—The principal city is Bogotá, the capital of the Republic (population 235,421), the city of perpetual spring. Let us quote what the Honorable Samuel H. Piles, former American Minister to Colombia, has said about Bogota:

“ . . . . On this plain (the Plateau or Savanna of Bogotá), we find Bogotá, the unique capital, representing the story of the old and the new, the quaint and the modern. Here are long and curiously-wrought narrow streets, old Spanish houses with overhanging balconies and iron-grated windows, through which the beaux and belles whisper as in the days of old, while yonder are broad avenues skirting a charming, semi-tropical park, smiling at the foot of a strangely beautiful, but somewhat jagged range of mountains which encircles the city at an altitude ranging from 750 to 2,500 feet above the plain, standing like a grim sentinel above the majestic city it guards. Here it is that the finest of cultivated Spanish is spoken; here it is that unusual culture and refinement are to be

*\*Figures of population of the cities mentioned are taken from the 1928 census.*

## COLOMBIA



Courtesy of Sendin  
*Bird's eye view of Bucaramanga, a rapidly growing  
city of Colombia.*

found, with schools, colleges, universities and museums of art; here it is that the highly educated classes speak at least three languages—Spanish, French and English; here it is that gallant men and beautiful women are to be found; here it is that roses equal in beauty to our American Beauty roses bloom outdoors every day in the year; here it is that true Castillian hospitality is to be found with a sincerity of feeling and purpose not to be misunderstood.

“When sufficient railways, highways and tourist hotels shall be constructed throughout the mountain regions of the Eastern range of the Andes, one can enjoy any climate desired within a few hours from Bogotá, that city itself having a sunlit temperature of



*Harvesting the coffee berry. Coffee growing is Colombia's principal industry. She is the world's largest producer of mild coffee.*

about 60°. Within a few hours from the capital one can find perpetual spring, tropical summer, perpetual fall or freezing winter surrounded by such scenery as the eye seldom beholds. Colombia is, therefore, destined to be one of the world's greatest playgrounds and her tourist travel will some day be one of her greatest assets."

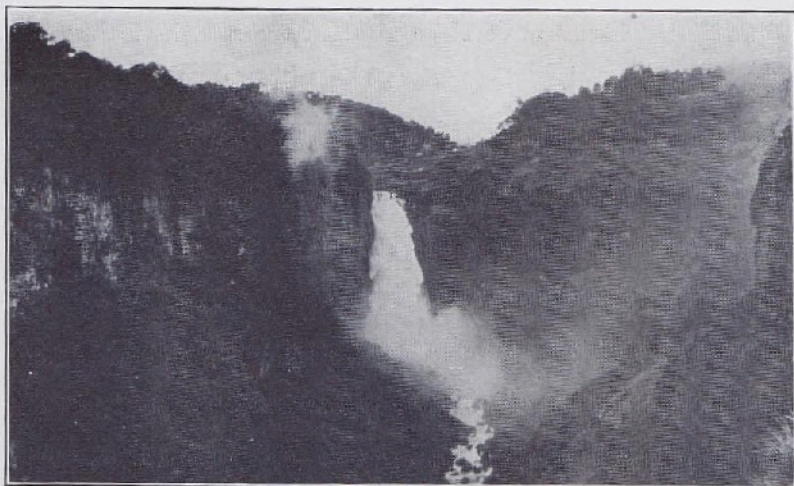
Barranquilla (139,974 inhabitants), capital of the Department of Atlantico, lying on the Magdalena River, near its mouth, is connected with the seaport, Puerto Colombia, by a 28-kilometer (17 mile) railway. Barranquilla is the terminus of all steamer lines navigating the Magdalena river, and through it passes the greater portion of imports and exports of the Republic. It is an important air port, at which the planes of the "Scadta" that make daily connection with the principal cities of the country arrive and depart. Important work has been accomplished in the opening of the Bocas de Ceniza, the deepest branch through which the Magdalena flows into the sea but which, due to its many natural obstructions, is not navigable at the present time without great danger. When this undertaking is realized, Barranquilla will become a magnificent sea port. Because of its geographic position, Barranquilla is one of the most important commercial centers of the country.

Cali (population 122,847), capital of the Department of Valle del Cauca, has made great progress during the last few years and



## COLOMBIA

---



*Another view of the awe-inspiring Tequendama Falls, the beauty of which is accentuated by the splendor of the surrounding mountain scenery.*

has attained great commercial importance. It is a center of communication of great activity. The Ferrocarril del Pacífico (Pacific Railway) connects Cali with the port of Buenaventura on the Pacific Coast, at a distance of 175 kilometers (108 miles). The same railway connects Cali with Popayán to the south, at a distance of 159 kilometers (99 miles), with Cartago on the north, 173 kilometers (108 miles). At Cartago, the Pacific Railway connects with the Caldas Railway, running to Manizales, a distance of 117 kilometers (73 miles). Communication with Bogotá is relatively rapid, inasmuch as the highway over the Andes from Armenia to Ibagué, 93 kilometers (58 miles) is covered in a very pleasant trip by automobile (from 4 to 7 hours), and thence the trip is made by through train to Bogotá. Cali is situated very near the Cauca river and is connected with this important waterway by tramways. Lying in the Cauca Valley, so famous for its natural beauty and its agricultural wealth, Cali is the center of a very progressive region. Roads and highways place it in communication with a whole empire of commercial and industrial activity.

Medellín (population 120,044), the capital of the Department of Antioquia, is considered the second city of the country on account

of its beauty, its urban development, its commerce, its industry and its cultural advancement. It is the center of a great coffee growing region.

Medellín is connected with Puerto Berrío on the Magdalena by the Antioquia Railway, a distance of 196 kilometers (114 miles), also with the Cauca river, 127 kilometers (70 miles); and by the Eastern Railway with the towns of Marinilla and Rio Negro. Medellín is the terminus of several automobile roads, the principal one of which is the great highway to the sea which will place the city in direct communication with the port of Nicocli on the Gulf of Urabá, of which highway 140 kilometers (87 miles) have been completed. Medellín is also an important airport.

In Medellín is the University of Antioquia, as well as numerous colleges and other educational institutions which indicate the advancement of the city. Many beautiful buildings are to be seen in the city, among them the Cathedral, the University, the Antioquia Railway Station, the Junin Theater, the Banco Republicano, Banco Alemán-Antioqueño, the Vásquez, Olano, Moreno buildings, the Seminary, the Hospital and the Mint.

Cartagena (population 92,494) is one of the most beautiful cities of the Republic and was the one of greatest commercial importance of South America in the sixteenth century, for which reason it was the victim for many years of attacks by corsairs and pirates. For this reason the Spanish government fortified the city and made Cartagena one of the first strongholds of the American continent. The walls and defenses of Cartagena, which are still preserved, cost Spain over sixty million dollars in gold. In 1815, during the war fought by Spain's possessions to gain their independence from that country, Cartagena withstood a memorable siege laid by the Spanish army, which won for her the title of "Ciudad Heroica" (The Heroic City).

The harbor of Cartagena is one of the most beautiful in the world. The city today is a commercial and industrial center of great importance. It is connected with the Magdalena river by the Cartagena Railway, 105 kilometers (65 miles) in length, and a considerable portion of the interior commerce of the Republic is carried out via this route.

## COLOMBIA

---

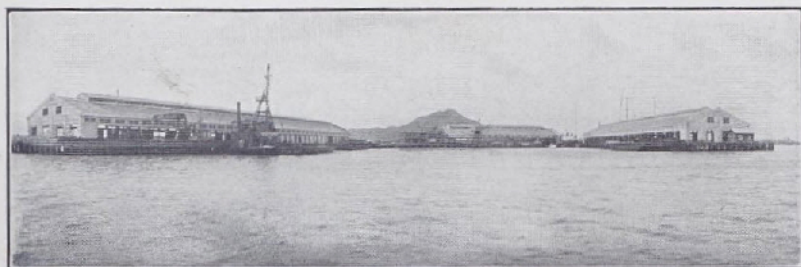
Manizales (population 81,091) is the capital of the Department of Caldas. It is the youngest important city of Colombia, having been established in 1847. In a short time it has attained a place among the flourishing cities of the country.

Manizales is the terminus of the railway system of the Departments of Caldas, Valle del Cauca and Cauca, with a total length of approximately 800 kilometers (496 miles), which places it in communication with the Pacific. It is connected with the La Dorada Railway and the Magdalena River by an aerial cable way 72 kilometers (45 miles), over which a large part of the coffee it exports is carried, as well as the goods it receives from the Department of Caldas. The region surrounding Manizales is one of great industrial activity, in which are found prosperous towns, great coffee plantations and rich gold and silver mines.

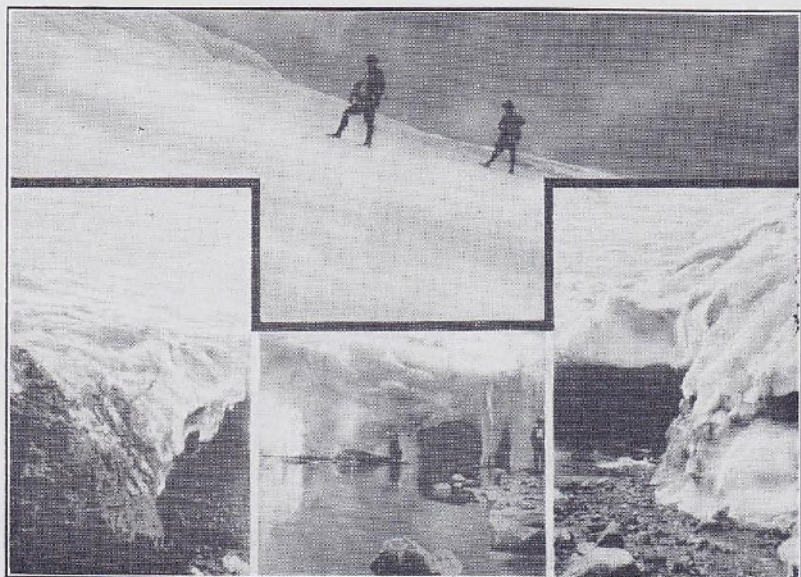
Upon the ruins left by a disastrous fire that destroyed practically the entire town a few years ago, a modern city has been raised, which enjoys all up-to-date public services and all the advancements of civilization.

Other important cities are: Ibagué (56,333 inhabitants), capital of the Department of Tolima; Cucuta (49,279 inhabitants), capital of the Department of North Santander; Bacaramanga (44,083 population), capital of the Department of Santander; Pasto (43,163 inhabitants), capital of the Department of Nariño; Popayán (31,839 inhabitants), capital of the Department of Cauca; and Santa Marta (30,942 population), capital of the Department of Magdalena.

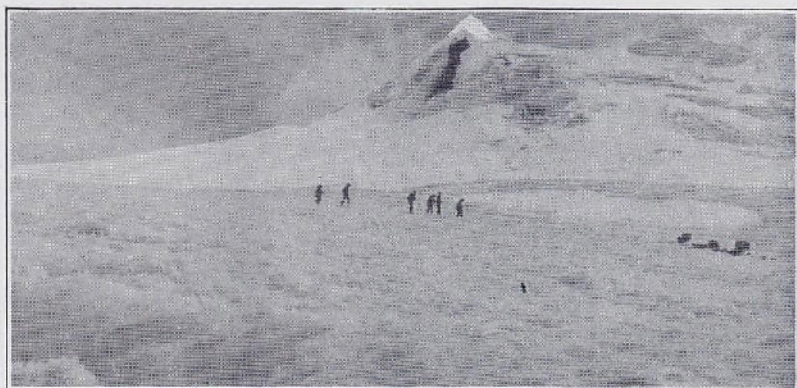
*Newly-constructed and modern piers at Cartagena,  
on the Atlantic.*



COLOMBIA

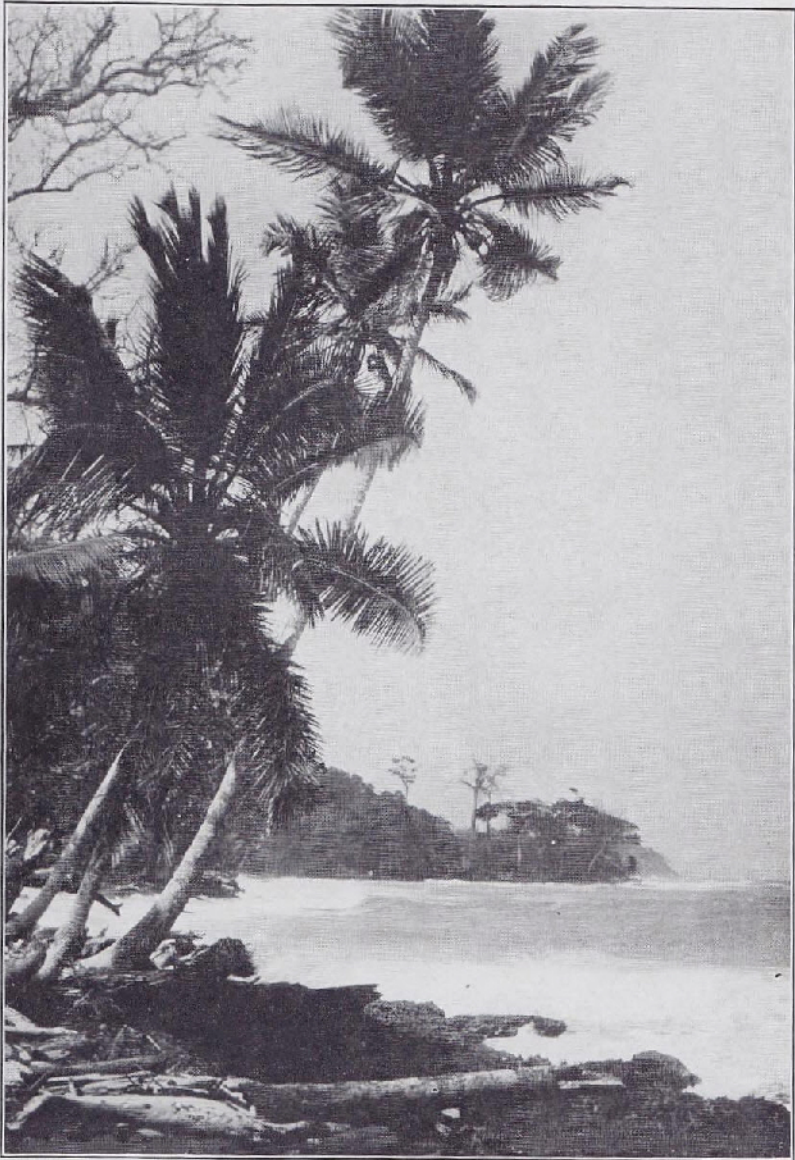


*Snow-capped peaks in the heart of the Tropics, in  
Colombia. Above, Mount Ruiz (13,453 feet altitude)  
and Laguna Azul (Azule Lake);  
below, Mount Santa Isabel.*



COLOMBIA

---



*Pinorroa Bay, where the exuberance of tropical  
vegetation is displayed in all its splendor.*

## SPORTS IN COLOMBIA

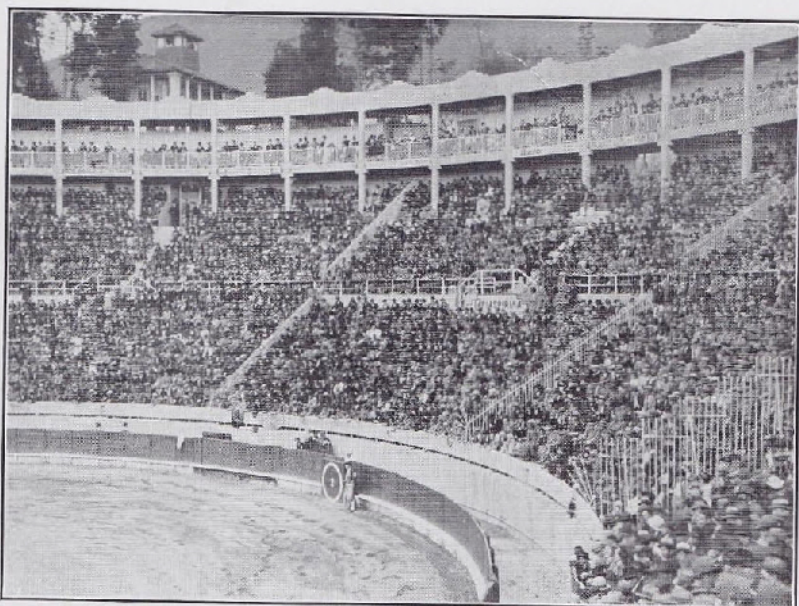
**T**OURISTS visiting Colombia are agreeably surprised to learn of the many opportunities offered them to enjoy their favorite sport, including golf, tennis, polo, football, jai-alai, baseball, boxing, swimming, etc.

And, of course, those who enjoy the typical Latin American sport of bull fighting will find one of the most modern bull rings in Bogotá, where the larger part of the populace turns out on Sundays to see the exhibitions of dexterity put on by the best toreadors of Spain and Mexico. Other important cities of Colombia also have bull rings, where lovers of the sport are to be found on holidays and Sundays.

Some of the most beautiful country clubs of South America are to be found in Colombia. Bogotá is a golfer's paradise. An excellent 8-hole course has just been finished, and the greens and fairways are surrounded by eucalyptus trees. In Medellín the greens are surrounded by coffee trees, and coffee grown on the course is consumed at the Club House. There are also golf courses at Barranquilla, Manizales, Santa Marta and Cali, which are considered quite excellent.

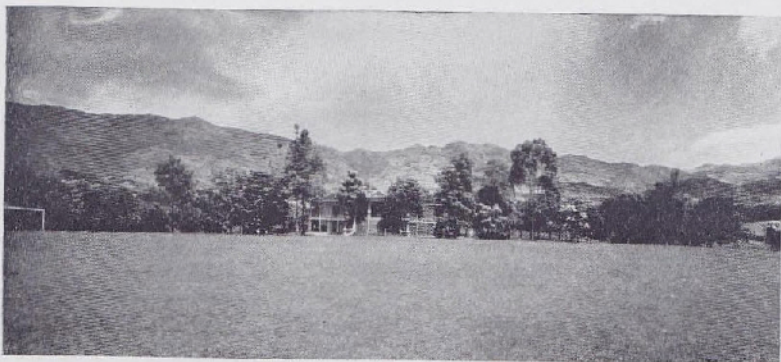
Colombia's national sport is association football, and every city of importance has a municipal field at which large throngs gather to see national and local championship games played.

COLOMBIA



*The Bull Ring, Bogotá, where the fans of this popular Spanish and Latin American sport gather every Sunday.*

*The Country Club, Medellín, with beautiful surroundings and facilities for all sports.*



## TOURING COLOMBIA

**I**F the tourist wants to get away from the current flowing every year to the oft visited centers of Europe and to enjoy a new kind of emotion, a new pleasure in travel, "far from the madding crowd"; if he longs to see something different, something that will give him a new point of view and a broader vision of the less known scenes of the world, what ought he to do? The answer is simple: Make a pleasure trip to Colombia!

The ocean voyage is delightful. As a general rule, steamers sailing from New York call at one or more ports of the Antilles, and here the tourist commences to discover a new world.

The steamer crosses the Caribbean Sea, the sea of so many legends. It may, perchance, follow the same route as did some pirate centuries ago, bearing the trophies of some successful venture; because on this body of water were carried out incredible feats of audacious adventurers and countless dramas of heroism and plunder, of blood and death, which endure in history with all the colors painted by those times, and which today read like fiction.

The six to eight days spent on the steamer pass like a dream and before our eyes lies the jewel of the centuries called Cartagena. Along the shores of the beautiful harbor stand many old Spanish fortresses, like historic adornments, which complement the great wall surrounding the older part of the city. In the background rises the great "La Popa" hill, crowned by an old Spanish church. The fortresses and walls raised by the Spaniards in Cartagena were some of the most notable military defenses of their time and a rare historic relic. In fact, practically the whole city is a relic, for, within its walls is found, in the midst of the American continent of the twentieth century, a city of Spain of the sixteenth century.



A short trip by automobile, by airplane or by steamer and rail, takes us to Barranquilla, one of the most progressive cities of Latin America, with excellent waterworks and other modern improvements. The Hotel del Prado has no reason to envy any other good hotel in the principal cities of the world. There is a Country Club, as well as other social clubs, which are the pride of this flourishing city. As Barranquilla is the most important air port of the country, it is only natural that the tourist should avail of these facilities and make a flying trip to Santa Marta.

The view of the harbor of Santa Marta from an airplane is one of singular beauty. Looking towards the horizon, one contemplates on one hand the Atlantic Ocean and on the other, the immense grey mole of the Sierra Nevada whose snow-capped crest rises some 27,000 feet above sea level.

Returning from Santa Marta, we may make several sight-seeing trips from Barranquilla: up the Magdalena river in a gasoline launch; through neighboring towns by automobile; to the bathing beach and the wharves of Puerto Colombia by railway.

Now we take passage on a comfortable river steamer, with good state-rooms, equipped with electric fans, serving good meals and with a well stocked bar; and commence a most interesting trip through the dense tropical vegetation through which the Magdalena river winds, and which ends at Puerto Berrio. We take lodgings at the excellent and very modern hotel situated at this river port, and the following day continue our trip by railway to the city of Medellin.

We are pleasantly surprised to find ourselves in a beautiful city, clean and modern, whose streets, intercepted by many parks and gardens, are adorned by buildings of charming architecture, beautiful churches and modern homes, as well as by many artistic statues of Colombian heroes. The public services of the city—waterworks, electric car lines, power plant, etc., are all excellently managed. The climate is delightful, and the valley on the floor of which the city lies, embellished by the surrounding hills covered with forests and pasture lands and crossed by crystal streams is indeed beautiful. There are a number of first-class hotels, a country club, a swimming pool, a race track and many other attractions to divert the tourist.

Numberless sight-seeing trips by railway, automobile, and horseback may be made to places of interest near by.

Continuing our trip, we decide to do something that completely changes the nature of our tour: to fly to Bogotá by airplane.

There is nothing so impressive as the view of the tropical jungle which passes slowly under our gaze, the sun reflecting all the wealth of color with which Mother Nature adorns herself in the tropic zone

Ahead of us is infinite space and there beneath us in kaleidoscopic array we review the parade of forests, plantations, streams and hamlets. We have to climb to the crest of the mighty Andes. The plane takes the air in long spirals until reaching a great altitude, then suddenly darts forward in a straight line through the limpid sky. Curiosity conquers fear and we raise our heads to the little windows to enjoy or to tremble at a startlingly beautiful spectacle. Far below us we see the clouds which at times make the earth wholly invisible to us. And we view at the bottom of a tremendously deep chasm the sinuosities, the depressions, the crests of the mountains which symbolize the grandeur of the Andean cordillera. With hardly time to arouse from our absorption in these scenic wonders, we arrive at Bogotá, 8,640 feet above sea level.

The delightful climate, excellent hotels, beautiful buildings, works of art of every sort, the natural wonders and, above all, the very cordial hospitality of the people, make Bogotá an ideal spot for the tourist to spend from a week to any number of years, without noting the passing of time.

With positive regret we leave Bogotá, taking the train that is to carry us to Ibagué. En route we have an opportunity to view close at hand and without any nervousness, the beauties of nature which we had contemplated on our airplane trip to Bogotá.

At Ibagué we take an automobile which crosses a beautiful mountainous region of charm and great natural resources, as well as of unsurpassed scenic beauty, arriving in a few hours at the city of Armenia. At Armenia we again board a train, to continue our trip on to Manizales.

Manizales, an important commercial center in one of the richest coffee producing regions of the country lies on the flank of the majestic Ruiz Cordillera. Due to its unique topography, Manizales



*Rocky columns of Tynjuelo, near Bogotá:  
a spectacle of rare beauty.*

is the terminus of a number of cable ways, one of which runs to the Magdalena river. After visiting the points of interest of this city: its churches, its magnificent State House, its social centers, etc., nothing can be more agreeable than a trip through some of the coffee plantations which practically surround the town, and especially a trip to the summit of the Páramo del Ruiz, which proudly raises its snow-capped crest at a short distance away. In the very midst of the tropics we make a genuine Alpine ascent!

The Pacific Railway takes us on to Cali, crossing a large part of the Cauca Valley, famous for its enormous natural wealth and its incomparable beauty. This wonderful region lies at a height of 3,000 feet above sea level, and is renowned for the fertility of its soil and the charm of its scenery. It is twenty miles wide and a hundred and forty miles long; and is watered by the Cauca river and many other streams flowing from the flanks of the Western and Central Cordilleras of the Andes. Great industries are being de-

veloped in this present-day promised land, in which are found a number of prosperous towns and cities, the principal one of which is Cali.

We establish our quarters in a splendid, modern hotel; visit the Country Club and other social centers, the swimming pools, the churches, etc.; we admire the progress being made by a flourishing city; enjoy its many attractions and, with deep regret, leave it to go on to other scenes before our time is up.

A short railway trip takes us to Popayán, an historic city, the cradle of many illustrious men of ancient and noble ancestry, coming from a long line of the Spanish nobility, who have occupied prominent positions in the life of the country. Situated at the foot of the volcano of Puracé, it has an agreeable climate; and the houses, many of them dating from Colonial times, give it a touch of seignioralty and distinction.

We return to Cali and the same Pacific Railway takes us on to Buenaventura, on the shores of the Pacific ocean. An excellent hotel offers us its hospitality. And after a short visit to points of interest, we go on to the piers, which in themselves are a most modern and wonderful piece of work, where we board the steamer that is to take us back to the homeland, transiting the famous Panama Canal within a few hours after our departure.

And in the light of the setting sun, caressed by a breeze which blows lazily over the great ocean, we watch the green coast disappear in the distance, and bid a fond farewell to the Colombian shore, with the hope that we may soon return to this hospitable Treasure Land.



## FROM NEW YORK TO COLOMBIAN PORTS

*Colombian Line*—A regular weekly service between New York and Colombia is maintained by the Colombian Steamship Company, the United States Government mail contractors.

Every Thursday a Colombian Line steamship leaves New York on the following route: Port-au-Prince (Haiti), Puerto Colombia, Cartagena, Cristobal (Canal Zone), Kingston (Jamaica) and New York. Three weeks of this delightful ocean voyage will cost the tourist only \$160.00. Regular trips, one way, \$120.00; round trip, good for three months, \$180.00. The price includes passage for the entire time of the cruise as well as comfortable sleeping quarters and satisfying food.

For so small a cost as to be amazing, one may book passage on one of the comfortable steamers of the Colombian Line, making it one's private yacht for three full weeks.

*Grace Line*—This Company maintains a fortnightly service direct to Puerto Colombia and Cartagena on the popular California steamers. Vessels of this line also sail direct to Buenaventura fortnightly from New York and on alternate Saturdays express steamers to South America call at Cristobal and Balboa, where connections can be made for east and west coast Colombian ports. The minimum fare from New York to Puerto Colombia, Cartagena and Cristobal is \$125.00, and to Buenaventura, \$160.00. Single rooms and rooms with private bath are available at a small additional cost.

*Pan American Airways System*—Three main air routes lead from the United States to Colombia. At Miami, Florida, airlines and railways from all points eastern in U. S. connect directly with the world's largest airliners, the large 4-engined, 44-passenger Clipper Ships which fly directly across the Caribbean to Barranquilla via Havana, Cienfuegos, Cuba, and Kingston, Jamaica. Elapsed time on this route is 27 hours including an overnight stop at Kingston. The fare between Miami and Barranquilla is \$123.00; round trip, \$211.40. At Barranquilla, this line connects with planes of SCADTA for Bogotá and other interior points.

## C O L O M B I A

---

At Brownsville, Texas trains and airplanes from West-central cities of the United States connect with Pan American airliners flying through Mexico and Central America to Cristobal. From this point, the traveler to Colombia has three options: He can fly eastward along the north coast of Colombia to Barranquilla, on the trans-continental shuttle route that connects at Trinidad with the line down the east coast of South America; he can fly directly to Turbo or Medellín via the UMCA line and hence to Bogotá via Scadta; he can fly down the west coast of Colombia, via Pan American Grace Airways to Buenaventura. Elapsed time from Brownsville to Cristobal is three days. The fare to this point is \$214.00 one way and \$385.20 round trip, the additional fare into Colombia depending on the route followed.

The third route, furnishing connections with the west coast of the United States, is provided by the affiliated Aerovias Centrales, S. A., flying in one day from El Paso to Mexico City, where it connects with Pan American airliners through Central America to Cristobal, as well as to Havana, Miami, and points throughout the West Indies. The fare from El Paso to Cristobal is \$250.50 one way, and \$450.90 round trip.

*United Fruit Company*—Steamships of the Great White Fleet maintain regular sailings to Cartagena, Puerto Colombia (Barranquilla) and Santa Marta. Agencies are maintained in each of these ports. No matter whether it is passenger business or freight traffic, the United Fruit Company is in a position to meet any situation. Its docks are modern, facilities exist for speedy loading and discharge of steamers, as well as storage.

	<i>Per Capita Fares</i>	
	<i>One Way</i>	<i>Round Trip</i>
In double rooms without private bath.....	\$110.00	\$165.00
In superior double rooms without private bath..	120.00	180.00
In double rooms with private tub bath.....	140.00	210.00

From New Orleans and San Francisco steamships leave weekly for the Canal Zone, where connections may be made with steamers mentioned above.

BIRD'S EYE VIEW OF COLOMBIA

POSITION:

- 1) Latitude: 12°24' North, 4°17' South.
- 2) Longitude: 66°7' and 79° West.
- 3) Boundaries: *North, Atlantic Ocean; South, Ecuador, Peru and Brazil; East, Brasil and Venezuela; West, Pacific Ocean; Northwest, Panama.*

AREA:

- 1) Area: 1,150,220 Square Kilometers (444,270 Square Miles).
- 2) Greatest Length: 1,900 Kilometers.
- 3) Greatest Width: 1,300 Kilometers.
- 4) Comparative Area: third largest of South America; larger than France, Germany, Austria and Belgium together.

GEOGRAPHIC FEATURES:

- 1) Coasts on two Oceans:
  - a) On the Atlantic, 1,650 Kilometers.
  - b) On the Pacific, 1,500 Kilometers.
- 2) Topographic Features:
  - a) The Andes Cordillera, divided into Eastern Cordillera, Central Cordillera and Western Cordillera.
  - b) Group of mountains called Sierra Nevada.
  - c) High table-lands.
  - d) Great plains.
- 3) River Systems:
  - a) Western System: Mira, Patia, San Juan, Atrato Rivers.
  - b) Central System: Cauca, Nechi, San Jorge Rivers.
  - c) Magdalena System: Magdalena, Paez Prado, Saldaña, Bogotá, Carare, Opon, Soga moso, Lebrija, Cesar Rivers.
  - d) Eastern System: Orinoco Amazon, Napo, Putumayo, Caquetá, Guaviare, Vichada, Meta, Apure Rivers.
- 4) Climate:
  - a) Torrid zone, up to 1,000 meters above sea level.
  - b) Temperate zone, from 1,000 to 2,000 meters above sea level.
  - c) Cold zone, from 2,000 to 3,000 meters above sea level.
  - d) Frigid zone, lands over 3,000 meters above sea level.

# C O L O M B I A

## POPULATION:

(1928 Census)

- |  |  |
|--|--|
| <p>1) Inhabitants, 7,851,000.</p> <p>2) Increase in ten years, 28.21%.</p> <p>3) Races:</p> <p style="margin-left: 20px;">a) White 35%.</p> <p style="margin-left: 20px;">b) Negro 5%.</p> <p style="margin-left: 20px;">c) Indian 2%.</p> <p style="margin-left: 20px;">d) Mixed 58%.</p> <p>4) Education:</p> <p style="margin-left: 20px;">a) Universities.</p> <p style="margin-left: 20px;">b) Colleges.</p> <p style="margin-left: 20px;">c) 7,495 primary schools with 531,658 pupils in 1931.</p> <p>5) Religion: Roman Catholic, but religious freedom for all.</p> | <p style="text-align: center;">PRINCIPAL CITIES:</p> <p>1) On the Atlantic Coast: Barranquilla (139,974 inhabitants), Cartagena (92,494), Santa Marta (30,942), Riohacha (9,960).</p> <p>2) On the Pacific Coast: Buenaventura (25,334), Tumaco (31,018).</p> <p>3) In the Interior: Bogotá (235,421), Cali (122,847), Medellín (120,044), Manizales (81,091), Cúcuta (49,279), Bucaramanga (44,083), Popayán (31,839), Ibagué (56,333), Neiva (29,988), Tunja (19,064), Pasto (43,162).</p> |
|--|--|

<i>Departments</i>	<i>Area</i>	<i>Population (1928)</i>
Antioquia .....	65.595	1,011,324
Cundinamarca .....	22.300	1,056,570
Caldas .....	14.035	655,411
Valle .....	21.100	531,570
Bolívar .....	60.450	646,759
Tolima .....	23.560	442,257
Atlántico .....	3.070	242,820
South Santander .....	31.740	586,102
Magdalena .....	56.340	242,000
Boyacá .....	70.000	950,264
Cauca .....	28.065	317,781
North Santander .....	23,200	328,872
Nariño .....	31.235	411,784
Huila .....	26.925	207,034
Intendencies .....	131.095	105,031
Commissaries .....	541.510	115,421
Totals.....	1,150,220	7,851,000



INDUSTRIES:

- 1) Agriculture: Almost all agricultural products can be raised in Colombia.
  - a) Coffee: Production, over three million bags of 60 Kilograms (135 lbs.), per year. Exports in 1932, 3,184,328 bags of 60 Kilos; value \$42,-910,412.00. Exported to the United States, 88.09%; to Europe, 10.97%; to other countries, 0.94%. Average cost of coffee during 1932: 11.22 cents per pound.
  - b) Cultivation of Bananas: Larger scale production for export is confined to the banana zone of Santa Marta. Exports in 1932, 7,021,000 stems; value, \$6,007,273.00.
  - c) Cotton, sugar cane, corn and many other products for local consumption; tobacco (exports in 1932, \$77,809.00), ivory nuts (exports in 1932, \$21,965.00).
  - d) Great forests with timber, medicinal plants, rubber, fiber, etc.
- 2) Cattle:
  - a) Bovine cattle: 7,500,000 head.
  - b) Sheep, hogs, etc.
  - c) Packing house, capacity 500 head per day.
- 3) Mining: Almost all minerals are found in Colombia.
  - a) Gold: Production in the first 6 months of 1933, \$3,010,-805.00.
  - b) Platinum: Exports in 1932, \$495,056.00.
  - c) Petroleum: Production in 1932: 16,414,000 barrels; exports in 1932, 15,320,000 barrels; value \$16,437,783.00. A refinery supplies local consumption of oil products.
  - d) Emeralds: The best in the world are found in the Muzo mines.
  - e) Coal: Great deposits undeveloped. Consumption is supplied locally.
- 4) Manufactures: Textiles, sugar, hats, matches, chocolate, cigars and cigarettes, cement, beer, soap, candles, shoes, bottles, glassware, carbonated waters, flour, lumber, petroleum products, etc.

## C O L O M B I A

### TRANSPORTATION AND COMMUNICATIONS:

- |  |  |
|--|--|
| <p>1) Railways: 3,150 Kilometers constructed, not including industrial railways.</p> <p>2) River navigation: Magdalena, Cauca, Atrato, Sinu, San Juan, Patia, Meta, Caquetá, Putumayo, Amazon.</p> <p>3) Automobile highways, 7,000 Kilometers; other roads, 63,500 Kilometers.</p> <p>4) Daily air service for mail and passengers between all important cities, established by the Scadta (Sociedad Colombo-Alemana de Transportes Aéreos). The Scadta also runs to Panama and Guayaquil. The Pan American Airways, twice a week, connects Colombia with the United States and other countries of the continent.</p> | <p>d) Telephone line, 318,069 Ks.</p> <p>e) Radio Stations in Bogotá, Barranquilla, Medellín, Cali, Cúcuta, Santa Marta, Barranca Bermeja, Bucaramanga, Cartagena, Manizales, San Andrés, Pasto, Tumaco, Quibdó, Ocaña, El Encanto, Guapí, and five others under construction.</p> |
|--|--|

During 1932 the Scadta airplanes flew 1,008,581 kilometers, transporting 7,908 passengers and 909,111 Kilos of freight.

- 5) Main cable ways:
- a) Between Manizales and Mariquita (72 Kilometers).
  - b) Between Ocaña and Gamarrá (48 Kilometers).
- 6) Telegraphs, Telephones, Cables, Radio:
- a) Telegraph offices, 896.
  - b) Telegraph line 38,012 Ks.
  - c) Cable line direct to Buenaventura, Cartagena, Barranquilla, Bogotá and Cali — Cable-Telegraph communication with all cities of Colombia.

### RAILWAYS AND CABLEWAYS:

#### NATIONAL

#### *Ferrocarril Central del Norte.*

*Terminals: Bogota and  
Puerto Wilches*

1st Section, from Puerto Wilches heading towards Bucaramanga .....	109
2nd Section, from Bogotá heading towards Bucaramanga .....	207
Suesca branch road .....	2

#### *Ferrocarril del Pacífico*

Buenaventura-Cali-Cartago ..	398
Cali-Popayán .....	159
Zarzal-Armenia .....	58
Palmira-Pradera .....	20
Pereira-Armenia .....	56

#### *Ferrocarril de Girardot*

Girardot-Facatativá .....	132
---------------------------	-----

#### *Ferrocarril del Tolima*

Girardot-Ibagué .....	76
-----------------------	----

C O L O M B I A

<i>Ferrocarril Tolima-Huila-Caqueta</i>		Bogotá - Facatativá - Puerto Liévano .....	180
From Espinal heading towards Florencia		El Dintel branch .....	15
Espinal-Baraya .....	121	<i>Ferrocarril del Nordeste</i>	
<i>Ferrocarril Nacederos-Armenia</i>		Bogotá-Sogomoso .....	252
Nacederos-Armenia .....	56	<i>Ferrocarril de Antioquia</i>	
<i>Ferrocarril de Nariño</i>		From Puerto Berrío to the Cauca river	
From Tumaco heading towards Pasto		1st Section: Puerto Berrío Medellín .....	194
Aguaclara-El Diviso .....	92	2nd Section: (a) Medellín-Río Cauca .....	144
Mira branch road .....	5	(b) Concordia-Anzá .....	32
<i>Ferrocarril Esmeralda-Pamplona</i>		(c) Cáceres heading towards Puerto Valdivia .....	14
From Cúcuta heading towards Pamplona		<i>Ferrocarril de Caldas</i>	
Esmeralda-El Diamante .....	22	Manizales-Cartago .....	117
<i>Ferrocarril del Sur</i>		<i>Ferrocarril Ambalema-Ibagué</i>	
From Bogotá heading towards Fusagasugá		Ambalema-Ibagué .....	65
Bogotá-San Miguel .....	40	<i>Ferrocarril Santander-Timba</i>	
Tequendama branch .....	10	Santander-Timba .....	22
<i>Ferrocarril Central de Bolívar</i>		<i>Tranvía Ferrocarril de Oriente de Bogotá</i>	
Cartagena-Gambote .....	44	From Bogotá heading towards Villavicencio	
<i>Ferrocarril de Barranquilla</i>		Bogotá-Olarte .....	26
Barranquilla-Puerto Colombia	28	<i>Tranvía-Ferrocarril Oriente de Antioquia</i>	
<i>Ferrocarril del Magdalena</i>		From Medellín heading towards the Magdalena river, between Nare and La Dorada	
Santa Marta-Fundación .....	95	Medellín-Marinilla-Río Negro	50
Branches .....	110	<i>Northern Caldas Cable Way</i>	
<i>Cúcuta-Gamarra Cable Way</i>		From Manizales heading towards the North of Caldas	
Gamarra-Ocaña .....	48	Manizales-Las Muelas .....	20
<i>Manizales-Choacó Cable Way</i>		<i>Manizales-Villa María Cable Way</i>	
Manizales-Cuevasanta .....	8	Manizales-Villa María .....	2
DEPARTMENTAL AND MUNICIPAL			
<i>Ferrocarril de Cundinamarca</i>			
From Bogotá heading towards Palanquero on the Magdalena river			

## C O L O M B I A

### CONCESSIONS

<i>La Dorada Extension Railway</i>	<i>La Dorada Railway (Cable Way Extension) Co.</i>
La Dorada-Ambalema ..... 111	Manizales-Mariquita Cable Way ..... 72
<i>Colombian Railway and Navigation Co.</i>	
Cartagena-Calamar ..... 105	INDUSTRIAL
<i>Tropical Oil Co.</i>	<i>Ferrocarril Apulo-San Antonio.</i> 5
Barrancabermeja-Infantas ... 22	<i>Ferrocarril Puerto César-Curralao</i> ..... 10
<i>Ferrocarril de Cúcuta</i>	<i>Ferrocarril Ingenio de Sincerín</i> 40
Cúcuta-La Grita ..... 60	Total ..... 3,469
Cúcuta-Puerto Villamizar ... 55	
Cúcuta-La Frontera ..... 16	
Cúcuta-Esmeralda ..... 21	

### COMMERCE:

Exports from Colombia, 1932: \$70,-396,670.63. To the United States \$54,-053,555.00.

Imports to Colombia, 1932: \$30,-469,790.64. Imports to Colombia from the U. S. \$12,841,253.78.

#### Principal exports in 1932:

Coffee .....	\$42,910,412.00
Gold .....	3,223,829.00
Petroleum .....	16,437,783.00
Bananas .....	6,007,273.00
Platinum .....	495,056.00

# C O L O M B I A

## FINANCE:

- 1) Public debt in 1932.  
 a) Resumé of foreign long term loans outstanding on December 31, 1932, equivalent in Colombian currency:

<i>The Nation</i>	
In £ sterling . . . . .	\$ 5,292,108.00
In dollars . . . . .	58,656,150.00
<i>Departments</i>	
Antioquia . . . . .	30,112,950.00
Caldas . . . . .	9,026,850.00
Cundinamarca . . . . .	12,113,850.00
Santander . . . . .	1,880,550.00
Tolima . . . . .	2,217,600.00
Valle . . . . .	7,637,175.00
<i>Municipalities</i>	
Bogotá . . . . .	7,356,825.00
Barranquilla . . . . .	1,869,420.00
Cali . . . . .	2,528,400.00
Medellín . . . . .	11,573,100.00
<i>Banks</i>	
Banco Agr. Hip. . . . .	12,366,375.00
Banco Agr. Hip. (£) . . . . .	4,387,860.00
Banco de Colombia . . . . .	2,222,850.00
Banco Hip. de Bogotá . . . . .	4,817,925.00
Banco Hipotecario de Bogotá (£) . . . . .	10,145,066.82
Banco Hipotecario de Colombia . . . . .	9,537,150.00
	\$193,742,204.82

- b) National Internal Debt, Dec. 31, 1932, \$35,362,415.80.

- 2) Currency in circulation: Apr. 30, 1933, \$58,804,000.00.

- 3) Budget.

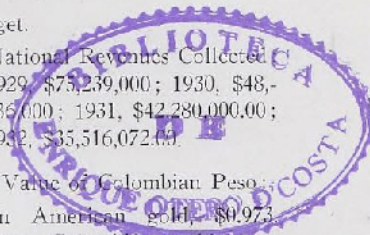
- a) National Revenues Collected  
 1929, \$75,239,000; 1930, \$48,936,000; 1931, \$42,280,000.00; 1932, \$35,516,072.00.

- 4) Par Value of Colombian Peso:

- a) In American gold, \$0.973.  
 One Colombian gold peso equal to 1,5976 grammes of pure gold, 0.91666 fine.
- b) One U. S. Dollar par value, 1.0275 Colombian Peso; Average exchange 1929, 1.033; 1930, 1.035; 1931, 1.035; 1932, 1.05; 1933, 1.16.

- 5) Rate of Interest:

- a) Rate of rediscount charged by The Bank of the Republic, since July 17th, 1933, 4%.



## GOVERNMENT:

- 1) Form of Government, Republic.
- 2) Political Division: 14 Departments, 3 Intendencies, 7 Commissaries.
- 3) President of the Republic, 1930-1934: — Dr. Enrique Olaya Herrera.

## HISTORY:

- 1) Discovery, year 1499.
- 2) Conquest, from 1499 to 1550.
- 3) Spanish Colony, from 1550 to 1810.
- 4) War of Independence, from 1810 to 1819.
- 5) Republic, from 1819 to date.