NUMBER 45.

PATRIOTISM OF THE FRENCH

Independence Day Dates From the Fall of the Fastile.

A GLIMFSE CF PRESIDENT CARNOT.

Paris as Seen Through an American's Eyes on a Fete Day-Street Fakirs and Th ir Wilcs.

Panis, July 16 .- [Special Correspondence of THE BEE. |- The people of France celebrate the birth of the republic on the anniversary of the fall of the Bastille. For more than 100 years the July 14 has been to the Frenchman a day of general jubilation, in which all the features of our Fourth of July, Decoration day and Thanksgiving are com-

The French language may contain no word to express what the Anglo-Suxon designates as home, but patrie, patriotism and liberty awaken among all classes an intense sentiment to which the July demonstration gives full vent. As the metropolis and capital of France, Paris is naturally the center of all festivities although the celebration of the day extends to every city, village and hamlet in the whole republic.

The Fourth for Three Days.

With us, independence day begins and ends within twenty-four hours; but a single day does not afford the Frenchman sufficient scope for letting himself loose and winding himself up. Officially the fete extends over three days and three nights; and the extent to which the authorities, national and local, participate, affords an example which Americans might profitably emulate. The order of public exercises is arranged by the officiols and made public by large posters and through the press many days in advance and the people regulate themselves accordingly.

This year the 14th fell on Tuesday. Already on the Friday and Saturday preceding active preparations were begun and by the following Monday the whole city was gaily decorated with many-colored flags, banners and devices. The tri-color in itself forms a handsome material for such ornamentation, but the French do not confine themselves to their own flag. All the leading nations were represented and mingled their colors with those of France upon this festive occasion. A marked exception was, however, made as regards Germany. Among the thousands upon thousands of bannners to be seen

Not One German Standard could be found. On the other hand, of all foreign flags that of the United States most frequently comes in view. It is particularly upon the hotels and restaurants, cafes and retail shops that the stars and stripes are displayed. It is difficult to say whether sympathetic feeling for the leading sister republic of the world or a desire to attract the patronage of the numerous American travelers has weighed down the scales in favor of the starry panner. Of course it is to be expected that the public buildings would be decorated on a grander scale than those of private individuals, but still, the ordinary citizens take pride, each, in displaying upon his house or shop as many tastefully arranged banners as ces permit is not at all confined to Paris. I have passed through several of the suburbs and in each the decorations did credit to the residents. And each arrondisement or local district had its own programme of celebrations in addition to the general order of festivities.

A Glimpse of the President. According to the official proclamation the t noteworthy event was to be the opening the new Avenue de la Republique en Monday afternoon with exercises presided

over by President Carnot. Inasmuch as the president's platform was located in such a position that comparatively few people would be likely to find accommodations for viewing the ceremony, I made use of a pleasant Sunday afternoon to inspect the estreet in advance of the morrow's crowd. But what was my surprise, as I walked up and down the entire length of the new thoroughfare, to find at least 10,000 people of various grades and classes engaged in the very same occupation. The avenue leads in a straight line from the Place de la Republique to the cemetery of Pere La Chaise. The presidential platform at the west end was a mest gorgeous affair draped in dark red velvet with gilt trimmings and festoons of bunting. For some little distance tri-colored banners floated from lofty poles erected on each side or the avenue, while the buildings from one end to the other were one mass of fluttering flags. At the head of the avenue rises the cemetery of Pere La Chaise, the most celebrated burial ground in Paris. It is situated upon a series of high hills and surrounded by an exceedingly heavy stone wall, thus forming a natural fortification-a fact taken advantage by the communists in 1871 who

Here Made Their I ast Stand until they were shot down, men, women and children to the number of some 20,000. Within this cemetery are interred the bodies of many citizens of France, famous in the various fields of art, learning, politics and war. For beauty the place can not be compared with Greenwood or Oak Hill and few of the graves can be traced historically for more than 100 years; the land has been simply laid out with winding avenues and these thickly lined with row after row of family vaults. The significance of the cometery at this time hes in the fact that the recurrence of the great fete gives occasion for elaborate floral offerings at the resting places of the dead.

Some Fam us Parisians. On this same Sunday evening I saw a few of the famous Parisian street balls already in operation though as yet, their patronage was not very extensive. Monday and the official opening of the Avenue de la Repub lique passed off smoothly. The barometer of Parisian enthusiasm continued to rise through the evening dances and illuminations, but only to reach its highest point upon Tuesday, the long-looked for July 14.

Missed the Firecrackers. The morning opened clear and warm. All the governmental departments and most of the shops and offices had closed for the day and the streets were very early filled with merry crowds of people. And they seemedto copy themselves hugely despite the absence of the deadly firecracker and the dread terpedo. The first number on the official ptogramme was the unveiling of a statue of Danton on Boulevard St. Germain. Although a local morning paper had announced that a collision with the red republicans was expected and had warned all except safe distance from St. Germain an overpowering curiosity to see whatever might of frosted giass looked like a take place, impelled me to take the risk. Fortunately or unfortunately, anticipations | de la Concorde was all ablaze with

the appointed time, only a short but appreciative murmur ran around the awe-stricken throng which soon afterwards dispersed gradually and quietly.

To many the free matinee performances at the subsidized theaters proved the greatest attraction. Everything was arranged upon the extreme democratic principle, no tickets whatever were issued. Long before daylight groups of from 100 to 300 and gathered about the entrances of the principal thesters and there they waited with good-natured patience until the doors were opened for the performance which commenced at a o'clock.

Reviewing the Military. The great event of the day was the grand

military review by President Carnot at the hippodrome of Long Champs. Every cab and carriage, omnibus, tram car and railroad coach was called into requisition by the multitudes flowing out of the city. Although armed with a ticket of admission to one of the reserved stands, I thought that I would display a bit of American enterprise by arriving on the field at least one hour before the time when the troops were to move. It was not yet 2 o'clock as I entered Long Champs itself. With the exception of the ground necessary for the review every foot of space around the racecourse was black with people standing ten and twenty deep while the branches of the surrounding trees were often bending under the weight of overzealous spectators. Many Frenchman make a picnic out of the day; they go to the Bois de Boulogne early in the day with their family and friends and repair to the hippodrome in time to see the military exhibition. Even in the reserved stands, French enterprise had succeeded in appropriating all of the chairs and left a precarious standing room for those who arrived an hour ahead of time. According to a rough estimate, there must have been not much less than 200,000 spectators on the grounds. As the members of the French cabinet drove to their place, shouts of applause rang in the air, but became more gen eral when President Carnot made his appearance. Yet it was only a moderate applause; the people did not seem wild with delight, and the enthusiasm must have been omewhat disappointing to everyone who has seen the hearty reception accorded the president of the United States upon all public

There was but little delay by the troops in taking up their positions and shortly after o'clock the commander of the day his staff saluted the presiwho returned the salute by rising, removing his hat and bowing. The band in the lead took up its position and the infantry began to march. As might be expected the cadets from the Polytenchnique and from St. Cyr received the greatest recognition from the audience, but applause was also given to the few companies of reserves. As a whole, the moving columns

in the variegated uniforms interspersed here

and their by mounted officers and gay

March of the Troops

tri-colored banners presented an impressive spectacle. Individually the men do not seem very formidable; for on the average they seem a little below the medium height and weight. The infantry have a swaying gait even exaggerated by a wide swing of the left arm which though, perhaps, useful to the soldier prevents that machine-like motion which to the spectator forms the chief attraction of a military march. After the infantry had passed, the artillery trotted by and then came the cavalry at a full galoo. heavy steel breast plates are still retained. The cavalry regiments then drew up in a long line and concluded the review with a brilliant charge. The president then with drew, but few of the 30,000 troops remained

return to the city. The main thoroughfares of the city were by this time one continuous mass of moving humanity. In the throng could be found people of all the various classes;

upon the field over which the spectators now

swarmed in their endeavor to basten their

Rags and Silks Intermineled with liveries and military uniforms. Besides the European people, the cosmopelitanism of Paris brings to occasional view the ne gro, Chinaman, Turk, Moor and Japanese More interesting, however, are those who look upon the fete as an opportunity to reap a golden harvest; for this purpose the freedom of the city was given to all. It seemed to me that the vast borde of fakirs and beggars that attend every circus, county fair and heliday in the whole United States had launched themselves upon Paris at one fell swoop. They are the same here as elseonly more numerous and more importunate, It seemed that everyone who had anyway tained bodily injury, who possessed starved looking children or had only his own woo begone face upon which to rely, had placed himself upon the street corner to waylay passing pedestrians with imploring hands and outstretched hat. Though many may have deserved charity, in the confusion those who displayed the prettiest faces or feigned

the most abject misery seemed to touch the public purse to the greatest extent.

Some Familiar Fakes. The fakirs, too, seemed like old acquaintances. There was the man with the toy balloon, the cane seller, the circus lemonade vendor. On almost every public square the merry-go-round had been erected, while catch-penny side-shows, portable-shops, and even lotteries, disptayed alluring advertise ments. Thousands of medals, artificial flowers and many-colored birds, banners and tricolored cockades were disposed of at various prices. And I must not forget Mr. Hit-one baby-for-one-cigar, who is found in Europe as well as in America. Add to all this the street singers and fiddlers, the stranded actor gathering his own little audience, the Punch and Judy shows, the man who decks himself in a crownless felt hat and boidly asserts that he looks just like the great Napoleon, the fancily dressed woman with her tortune-telling birds, and we have a picture grotesque as

Then Came the Lireworks. With dusk began the liluminations, and

these were not confined entirely to public buildings. I took a walk up the boulevards and Champs Elysces and back to the Place de la Concorde. It was like a scene in fairyland. The cafes and restaurants were all gaily lighted with long rows of brilliant gas jets; in one or two incancescant electric lights supplanted gas. On all the public buildings and churches luminous rows of gaslights traced the position of the cornices upon the background of darkness so that the whole building stood out in fiery outline. The illumination of the ministerial department was still further embellished by large shields formed of lighted gas jets emblematic of the different branches of the government. The Arc de l'Etolie shone as a flery mass, while the broad avenue leading up to it was bordered on each side by strings of lighted these with Irish proclivities to keep at a lamps hung between the thickly planted lamp posts. Each light encased in its globe

luminous amber bead. The Place proved deceptive. The ultra-radicals had the same bead-like strings of lights hung in been forewarned by the police and as the every direction and reflecting a mallow glow

drapery fell from the monument precisely at | In the beautiful fountains on each side of the obelisk. Of the statues surrounding the square, that representing Strassburg had been covered with wreaths and flowers as if it were a monument to the dead. Portions of this funereal decoration had been sent by various societies in Alsace and Lorraine. The view up the river was magnificent. Upon the Eiffel tower a great electric arc light changed its color successively to blue, white and red, while the base was encircled at several stages by lines of light. At its side rose

> the palace of the Trocadero, like a A Crown of Gleaming Jewels surrounded by a double coronet. All this but served as a setting for the public display of fireworks-the whole spectacle upon a magnificent and almost extravagant scale. Such a display would scarcely be possible except in Paris, where the government takes upon itself the task of amusing the populace. The expense must be enormous, for there are hundreds of public buildings in Paris. In the Champ Elysees Piace de'ia Concorde alone

> there were no less than 25,000 gas lights. Numerous street balls had been in operation all evening, but it was only toward midnight that they assumed their characteristic proportions. Anyone who laid claim to the title musician, easily found employment for the night at some public square or cafe, and when the supply of so-called musicians ran out, every hand organ that could play a waltz or polka was called into requisition. The principal dance was held on the pavement of the Piace de l'Opera, where the proprictors of a sensational newspaper had sup-

> A Paris Street Dance is by no means a select affair. It is true that many working people take part, but yet the chief participants belong to No one the dregs of society. insists upon the forms of etiquette nor is a proper introduction required. The quadrille eems to be the favorite, though it sometimes becomes degraded so as to approximate a mild can-can. The round dances are the ones that afford opportunity for promiscuous embracing. The number of people who took part in these dances was something astonishing, and they seemed never to tire of the sport. All night long the strains of music continued. A repetition on a smaller scale on the night of the 15th was required before the excited enthusiasm of the pleasure-living Parisians could be dampened sufficiently to cause them to desist.

VICTOR ROSEWATER. EDUCATIONAL.

Prof Wilfred H. Munro has been chosen superintendent of university extension by Brown university in Rhode Island.

Prof. Jeremiah Jenks of the university of Indiana, has accepted the chair of social, poitical and municipal institutions in Cornell

Michigan has amended its state laws s that children suffering from consumption or thronic catarrh must be excluded from pub-

university.

Pronunciation "bees" have taken the place of the once exciting and profitable spelling bee. In the various summer schools pronun-ciation bees have become episodes of great interest and not a little hilarity. The state of New York supports seven schools for deaf mutes, in which there are about one thousand three hundred publis.

These schools have graduated many thous nds, and most of them are doing well. Lieutenant N. G. McAlexander, Twenty-fifth United States infantry, now at Fort Missoula, Mont., has been detailed as profes-

sor of military science and tactics at the Iowa Wesleyan university at Mount Pleas-Work on the Northwest universi ing of the Christian church at Buenna, Wash., will be begun at once. The building will be four stories high and will cost \$50,000

and will be patterned after the Lincoln, Neb., Christian university. The spiritualists in camp at Chesterfield Ind., have had a "manifestation" command ing them to build a college. Mr. Carroll Bronnenberg gave a number of acres of land

to serve as the college grounds, and headed a subscription for the erection of the college proper with \$1,500 in cash. Among the prominent men who have recently inited the American society for the extension of universityteaching are Dr. Phillip Brooks, bishop of Massachusetts; ex-Presi

dent Rutherford B. Hayes, Eras'us Wiman, Oscar Strauss, Franklin McVeagh, W. C. P. Breckenridge and Sir Daniel Wilson. The motte of the American society for th extension of university teaching is to help those who help themselves. Its efforts will be directed toward stimulating each locality not only to bear the support of what may be called purely local work, but also to assis the national society by contributing toward

George A. Pillsbury of Minneapolis has en dowed the Pillsbury academy of Minneapolis with \$5,000 for five free scholarships at the new university of Chicago, to be awarded to five students of the academy who have attained the highest grade in scholarship. Charles L. Colby has endowed the Beaver Dam Academy with five similar scholar

The Princeton exploring party will do Mon tana, Idano and Yeilowstone this trip. The first object of the expedition is to determine to some extent the resources of the tin mines and to make the usual collections of fossils and specimens. The fourteen senior students are led by Profs. W. R. Scott and W. F. Magic and will return early in October.

When the beautiful new granite art build-ing of Bowdoin college is completed it will have the distinction of being almost the only, if not the only, building devoted exclusively to art in any American college. The art treasures of Bowdoin include about one hundred and fifty drawings by the old masters, covering and including the period from Titian to the year 1800. The collection was personally made by James Bowdoin.

THE OLDEST INHABITANT.

Mrs. Frost of Marietta, O., is 107. In the person of Tunis Brewer, now nearly ninety-three years old, St. Louis possesses an old citizen. He was born November 20 1798, in New York, twelve miles west of Al

At St. Helen, Cal., there is a book agent who is ninety-two years old and who was never shot at, thrown through a window or worried by a deg in all his long experience. They must be a very patient people out there. Unquestionably the oldest triplets in the

country are Abraham, Isaac and Jacob Kile of Rockhill, Bucks county, Pa. Their age is eighty years and they are among the nine survivors of a family of twelve children, two of whom are older than the triplets, the youngest of the nine being seventy-four. "Granny" Sarah Davis, a well known colcred woman, died at Indianapolis on the 20th ult., at the advanced age of 105 years. She

laimed that when her master returned from

the revolutionary war she was a crawling child, and this would make her 110 years of

The family has an authentic record of In Toledo, O., the other day, there died a venerable colored woman, who was certified to be 115 years old, and the undertaker who laid her out, and found her somewhat tough and stiff jointed, was of the opinion that she was at least 135 years of age. The old wo-man had smoked a corn cob pipe as long as any one could remember—the "long" referring to a period, and not to a pipestem, as a carcless reader might imagine.

Denver is a curious place and is often vit-ited by remarkable people and phenomena of all descriptions, but previous records were knocked completely out when Jonas Carpenter of West Virgicia, took a stroll around the ter of West Virginia, took a stroll around the city. Jonus was born in Lowdon county, Virginia, in the year 1742, being now 148 years old. He is now enroute to California on a visit to his son in law, who is over eighty years old and is stopping over as the guest of W. T. Sawyer, a native of his own state. By way of a clincher, it is stated that Carpenter never tasted whisky or tobacco.

MEXICO AND HER RAILROADS.

Two Hundred and Fifty Million Dollars Invested by American Capital.

WHERE BRAIN AND BR . WN ARE RECOGNIZED

Something About the En Iding of the Mexican Central-Ties of Steel

and Ebony-Ihird Class C. Ps.

[Corprighted by Frunk G. Carpenter.] Mexico City, July 25, 1891.—[Special Correspondence of The Ben.]—The United States has about \$250,000,000 worth of capital in Mexican railroads. We practically control the railway systems of the country and our only competitor is England whose investments amount to little more than one-fourth as much as ours. These railways are already paying and Mexico promises to be one of the most profitable railway countries of the future. A great railroad development is going on in the country, and about two thousand miles of new roads are now under construction.

The country has now over five thousand miles of road in active operation, and during tny stay here I have travelled over roads which have been opened only a few weeks, and I have penetrated country into which the iron horse seemed to plough its way through the wilderness.

In going over the Inter-Oceanic railroad, which is a narrow guage running from here to Vera Cruz, I passed through a rich agricultural region and found wast areas of rich but as yet untilled land. These lands were at the same altitude and in the same climate as that of the best coffee growing districts of Mexico and the road will develop

many new coffeestates. At this writing it is only completed for a little over two hundred miles running from Mexico to the great town of Puebla and thence on to the mountain city of Jalapa, but within a month it will be opened for traffic clear to Vera Cruz and within a short time it will have a line complete from Mexico City west to the Pacific slope. Its managers tell me that its income is already large.

It connects with the Mexican narroy guage system which goes from Laredo, Texas to the City of Mexico and it carries cars right through to Vera Cruz. There is no doubt but that it will ray. It is managed by Mexicans but it is largely owned by English

The Mexican Southern railroad which Grant proposed has been taken up and is being fast pushed down into the state of Oaxaca to Tehuamtepec, and this will give Mexico another connection with the Pacific.

The Mexico Central has its surveyors at work laying a route from the great city of Guadalajara to the Pacific, and I expect to take a trip within a few days from Aguas Calientes right across the eastern part of Mexico to Tampico. This road has just got into running order and it promises to be one of the great railroads of the future. Then American capital is building a road from to Fampico, and Mormon Monterey capital is building another road down through Chihuahua from New Mexico, and this will also top the Pacific and the great mining regions of the west,

During the past two years twenty concesold roads have been granted, and Mexico was never more awake to the advantages of steam communication. Last year more than thirteen million passengers patronized the railroads and nearly a million tons of goods vere carried in the freight ears.

An Iron Band About Mexico. This railroad development of Mexico really began about the time of the panic of 1873, when the old English line which runs from Vera Cruz up the mountains to Mexico City was completed. It has been building off and on for fifteen years and the government helped it along with \$12,000,000 in subsidies: It was one of the most expensive roads ever built and it cost about \$30,000,000 to construct the three hundred miles which constitute the

main line and two short branches.

The peons and the Indians objected to it and all its material had to be brought from England, and in order to parify the peonle, the building was begun at both ends and more than half the ties and rails had to be carried up the mountains and on to Mexico City. It cost \$5 a rail to bring them from Vera Cruz to the capital, and this was for the benefit of the teamsters.

This same provision was adopted in the building of the Mexican Central railroad, that great trunk line which now runs from El Paso over twelve | undred miles south to Mexico City. The building of it had to be begun at both erds, and the material used from the Mexico City end was shipped to Vera Cruz, and at high freight rates sent ses this Mexican road to the capitol. I shipped its rails and its iron from England but its rolling stock came from the United

The old Mexican road is entirely English though the chief director and president, Mr Thomas Brauhiff, was born on Staten island of Scotch-Irish parents. The road is a broad guage, and it is splendidly ballasted and well constructed. It has some of the steepest grades on record and in going from the coast

It had for a time a monopoly, and it charged just what prices it pleased. Its first-class freight rates were at the start \$76, and when the freight was carried by passenger trains the rates were \$97 a ton. For a long time it charged over 10 cents a mile for passeng fares, and it now charges more than 5. It enpitalized at \$40,000,000 and I understand that it pays dividends on this capitalization It has reduced its rates since the organiza tion of the Mexican Central and now that the Inter-Oceanic is completed, it will have to make still further reductions.

Ties of : teel and Ebony. This Mexican railroad has steel ties, and Mexico has perhaps the most costly ties in its railroads that you will find anywhere in the world. The Mexican Southern which is be ing built towards Tehuantepec uses no other cind than steel, and the Tampico division the Mexican Central has ties of ebony and

manogauv.

The chief objection to the chony ties is that it is so hard to drive the spikes into them, and it is almost impossible to get them out when they want to change the rails. The steel ties are not so expensive as it would seem. They cost from 90 cents to \$1, Mexican when laid down here and this is from 70 to 8 cents American. They are hollow plates of steel about three-eights of an inch thick, the steel about three-eights of an inch thick, the length of an ordinary tie and about four inches wide. When turned upside down they look like a trough, and the earth is packed in and around them. They seem to take a very firm tie and hold the rails ctly. Oak ties cost from 85 cents to \$1

Cedur ties cost about \$1.15, and almost an kind of a tie is worth 50 cents. The Inter Occurre uses steel disks with a cross piece of iron, but these do not seem to work as well as the all together steel ties. The Mexican Central, which has a fine roadbed, uses wooden ties, and the same is the case with the Mexican National or American narrow guage through line.

Mexican Ideas of Contract. Speaking of the Mexican Central ties reminds me of what one of the engineers of the road told me as to Mexican contracts. Said he: "The average hadlendade, or farmer of Mexico, has curious ideas of profit and work. Along the line of the Mexican Central there was a man who owned a strip of forest which was filled with good tie-timber. I asked him if he could furnish me 5,000 ties, and what they would cost me. He replied that he could and he would let me

'have the 5,000 for 50 cents apiece. But sup-pose I want 50,000 said I. 'O then,' replied the Mexican, 'I will have to charge you more, and I couldn't let you have them for less than 75 cents apiece.' And if I want 100,000! I went on. 'Well,' said the sur-prised farmer, '100,000 would be a great deal of trouble, and I couldn't think of undertak-

Railway Construction in Mexico. The above is one of the peculiarities of railway construction in Mexico. The roads have to be built by peons and it costs about as much to construct them, notwithstanding the cheap labor, as it does in America. I have talked with a great many men engaged in railroad business and they tell me that the Mexican will not do one-fourth the amount hat the American workman does, and only the muscle work is done by the Mexicans.

Indians who work on the road get from 50 cents to 75 cents a day, and this is more than the average wages paid them otherwheres. The railroads have in fact increased the prices of labor along the lines of the railroads, but they do not work much better for an increase of salary.

One contractor who offered them double

wages for extra work, tells me they did very well for the first two weeks, and then they layed off until they drank up their surplus. There are some Mexican brakemen employed on the railroads, but as a rule the men engaged in running the Mexican trains are Americans, with a few Englishmen on the old line from Vera Cruz to Mexico.

The Wages of Americans on the Mexican roads are fairly good. Passen gers conductors on the Mexican Central get \$165 month, and I think they get a vacation of a month every year. Engineers are paid by the kilometer or the distance traveled, and they make from \$200 to \$250 a month. On the Inter-Oceanic narrow guage engineers get salaries of \$150 a month, and the salaries f passenger conductors are \$100, and thos of engineers \$200 on the Vera Cruz road Among the Americans engaged on the rail-ways I did not find one who was dissatisfied.

They all appeared to like the climate, the people and their work, and not a few of them had married Mexican girls, or better, had brought American wives to Mexico.

The Mexican Central Railroad. The biggest railway system in Mexico is that of the Mexican Central. It is owned principally by Boston capitalists, and it runs rom El Paso along the backbone of Mexico for 1,250 miles to the City of Mexico. It has two branches, one of which reaches out to Tampico on the gulf, and the other of which

will extend to the Pacific.

It is a broad guage, it is well ballasted, and it has American cars and through carriages from New York and Chicago to the City of Mexico. It is connected with the Atchison, Topeka & Santa Fe railway, and is one of the great trunk lines of the world.

It taps a population of about four million people and there are twenty cities along its route, the inhabitants of which would aggregate a million. Cutting across the great desert of Chinuahua, it strikes into the gar-den of Mexico at Aguas Calientes, and from thence on the ride for hundreds of miles to the City of Mexico is through perpetual

Grades on the Mexican Central.

Some of the grades of the route are very steep, but it has not the picturesqueness of the Vera Cruz line which is one of the most picturesque railways of the world. This Vera Cruz line has some grades so steep that a sort of Siamese-twin-engine has been con-structed to mount them, and this engine has two heads and two boilers in the center with two sets of driving machinery to make it go. With it the train climbs 2,500 feet upwards in twelve miles, and over 4,000 feet in twen-ty-five miles, and you go from the tropics to the temperate zone in the ascent. Scenery Beyond Description.

The branches of the Mexican Central promise to be very profitable. The scenery of the new Tampico branch surpasses in wildness and picturesqueness that of the Denver & Rio Grande, and it is said there is

no road on the American continent that will compare with it. It will be the same with the road running from Irapuato to the Pacitic, some of the gorges of which are said to be 3,000 feet deep, and the walls of these gorges are perpendicular. A short strip of the Tampico road cost \$10,000,000 for cor struction, and the Pacific branch promises to

be equally expensive. Mexican Coal Roads.

So far Mexico has been greatly retarded So far McKrish has occur greatly retarded by the lack of coal. The country has had to import all the coal used in manufacturing, and coal has ranged in price from \$13 to \$26 at ton. A great deal of that now used comes from Indian Territory, but the Inter-National road which runs from Eagle Pass on the Terre from the Terre or where it conthe Texan frontier to Torreon, where it connects with the Mexican Central, opens up quite an extensive coal field, and I am told that large coal fields have been discovered near the Tampico land. The Mexican South ern Southern will open up both coal and iron mines, and there are bright prospects that Mexico will soon be able to do a great part

of her own manufacturing. The immense area of new country and new resources opened up by these roads cannot be appreciated. The Mexican Southern will tap some of the richest mining regions of the country and it will pass through agricultural ands which are now worth but a few cents an acre, but which will soon be extremely

valuable. The same is true of this Mormon road, which, though not under the Mormon church, is operated and being built by capitalists who are Mormons and at the head of whom is Mr. Young, the son of the prophet Brigham Young. This read will go through the Sierra Madre mountains and will tap some of the richest mining countries in the

It will open up rich valleys and will proba-bly be populated by the more enterprising people of Utah. It is said that the Mormon Colonies Now in Mexico

can afford to carry their products in the shape of butter and potatoes, for 200 miles in wagons and sell them in competition with the butter and potatoes snipped from the United States by rail. When this road gives them better facilities, they may be supplying the greater part of Mexico with their products. As it is now there is a bloomer to the same transfer of the same transfer products. ducts. As it is now, there is a big margin for the sale of all kiinds of agricultural products in Mexico, and this is especially so of dairy products. American butter brings 75 cents and \$1 a pound here, and cheese is proportionately high. Our Narrow Guage Through Line.

The Mexican National road is the 'name of the narrow guage line which runs from the City of Mexico to Loredo, Tex. This is also owned by the United States, and it is the owned by the United States, and it is the shortest line from New York to Mexico.
You can get into the cars in the City of Mexico on Monday, and Saturday morning you will find yourself in New York. The road is now on a paying basis and it is becoming more and more profitable. It passes through some of the best parts of Mexico, and a ride on it from the City of Mexico to Celava is like going through a part of Switz-

Celaya is like going through a part of Switz-erland married to the most picturesque re-gions of the Himalaya mountains. The read winds in and out through the beautiful valley of Mexico, passing the great castle of Chapultepec as it leaves the carital and dashing out of the lakes and into the mountains at a few miles distant.

The mountains come upon you abruptly, and you plough your way right into them. You skirt wide guages, wind along rocky deiles with rushing streams cutting the earth

You shoot out of the rough hills into

smaller fills covered with green and a second vailey gives you pictures that make you think of Italy. You go by a rose-colored church which was built hundreds of years ago upon a hill, and down in a vailey below it you see a village that makes you think of the Austrian Tyrol. the Austrian Tyrol.
You whizz through the village, Bare-headed women with frowsy-headed babies on

their backs, stare at you. Little girls clad only in blankets wave their hands, and a peon porter who is carrying a great bundle on his back, scowls at the train as we dash through. You notice that this part of the country is well cultivated. The valleys are patch-works of crops, and the little old fashioned towns seem to be filled with workers.

What queer towns they are and how curious the houses! They are more like huts
than homes, and their low, ridge roofs of
boards are tied on with ropes and kept
steady with great rocks placed here and

more tall, slender and divine.

there upon them. There are few windows and no chimneys, the doors are low and the

people as a rule are dressed in cotton. Now you go up the mountain. The road winds about in horse shoe curves and loops, and an hour later you are looking down thousands of feet upon the village you have just passed through. You stop at Toluca, one of the cleanest, prettiest little cities in Mexico and then go on through a rich faring such a job as that for less than \$1.50

ming country till you come to Celaya.

The road from here to San Louis Potosi is less interesting but at this city you find a great future trading center of the republic, and you go on northward to Monterey, which is a Mexican town in the mountains, now much boomed by Americans, and a day later you find yourself in Texas and on your way to New York.

A Model Railroad Management. Every railway I have passed over in Mex ico I found well built and well managed. The cars run slower than ours do, but the roads are well ballasted and sleeping cars and passenger coaches are good. All tho roads have second and third class carriages and the last are patronized by the Mexicans only.

They are the same size as the ordinary pas

senger coach save that they have long un-chusioned benches running through them just under the windows and another bench with two seats and one back runs lengthwise through the center of the car from one end to the other. All of the men wear big hats and all of the

women and girls have shawls of cotton or silk about their heads. They are by all odds the most picturesque travelers you see in Mexico and the only travelers who represent the Mexican people. FRANK G. CARPENTER.

HONEY FOR THE LADIES.

The riding habits this season are sym phonies of symmetrical grace and beauty. Some of the newest veils being worn at this moment are the clear Russian nets with the skeleton plush spets. A "capote turoan" is of black tulle with

large dots, surmounted by a wreath of tea roses and three large black feathers. The fashion of wearing handsome cont accompanying dress skirt is gaining ground. One of the many smart toilets worn by a lady artist at a fashionable summer resort is

rimmed with black lace flounces and draper For dust cloaks rough hairy materials have come to the fore, renerally shot and very often unlined, starting either from the collar band or from a yoke reaching to the feet and drawn in at the waist.

made of Spanish yellow broche crepe,

A pretty seashore toilet consists of a vest of old gulpure lace gathered at the front of the waist and opening over a plastron of blue foulard with blue dots. The insertion and uffs are of guipure and the sleeves and skirt of the foulard. The lovely rose tints used in evening dres

this season appear more than ever charming, especially in fabrics of soft clinging silk, sheer veilings over surrah and under grenadines, lace, net, and other beautiful diaphanous textiles. A yachting tollet consists of a white flan-nel sairt trimmed at the bottom with a band of blue linen striped with white. A white flarnel enemise with a blue collar opening to

show a sailor's jersey, and a white flannel cap complete the toilet. Many of the best tailors and dressmakers are cutting even rich silk gowns on the cross. This gives a certain novel look to the dress and at the same time a more graceful effect than the old straight form. Extra wide silk

Dressing sacques and night-gowns seem to sell better than any other articles; then comes short petticoats, V-shaped necks and sailor collars are having quite a run on night-gowns. Skirts and drawers sell better with yokes, which have become general. The white serge dresses for mountain and

beach uses are no longer decorated with

only is used in this manner.

metal cord passementeries and ornaments. The most fashionable of these gowns are trimmed with white silk basket braids in traight rows or in fancy points and are Shees have superseded boots for dress occasions, the toes very pointed, the heels very high, coming well up on the instep, and invariably brogued, whether made in black

patent leather, brown Russia leather or col-ored calf, showing stockings open-worked and embroidered. Designs in underwear for tall and short. tout and thin forms are shown with lace and ribbon trimmings or simple feather-stitched edges. Lovely shades of lavender, pink and yellow charm the eyes, but common sense tells us that natural and white models

will wear and wash better. Few materials are prettier for dressy after noon wear than the new printed crepons, they fall so softly, and the crinkled grounds give such a subdued effect to the flowers with which the goods are patterned. A silk foundation skirt greatly improves the appeararce of the dress, but this is by no means

A handsome picture hat for a garden party is made of satin braid Panama with a Nea-politan braid edge. The brim is wide and very pliant. It is trimmed with a trail of hops, shaded oats and a bunch of hazel nuts ntermixed. The hazel nuts are of the pale green unripe color. The hat is banded with colden green velvet.

A pretty, general costume to wear during vacation time where one's means are limited and a great variety of gowns is therefore impossible, is a skirt of white serge, a white China silk waist or blouse, a white cloth blazer, and a white felt Vassar hat trimmed with a white silk band and white pompons. White castor gloves and a plain untrimmed

parasol make a charming addition.

The beautiful wash silks are sold at such surprisingly low prices that they have in a great degree taken the place of zephyr glug-hams, batistes, and fancy lawns, for morn-ing wear, as they cost but very little more the yard than genuine French gingbains.
Dresses of these silks are simply made. with belted waist and slightly gored skirt with full back, or with a sheath skirt and pointed bodice.

The ladies of Berlin who have been in the

habit of riding in the riding school in silk tights petitioned for authority to appear in the Theirgarten, or park, in that costume and to ride after the fushion of men, with one leg on either side of the horse. The petition was denied by Baron Ritthofen, chief of police, on the ground that the appearance of females in such unusual attire would be ike to cause a commotion and lead to a dis-

turbance of the peace. A lady correspondent writes to defend pipe smcking by men who will burn tobacco in some form. She states the fact that pipe tobacco of the very best quality costs less to the smoker than the commonest kinds of rigars, and leaves a saving that will admit of numerous household luxuries, including a very pretty bonnet now and then. Her ar-

guments are strong and will admit of no answer when they come from a wife who will tolerate a pipe smoking husband.

Some wonderful embroideries are used for the corsciet bodies, and the interior of high Medici collars, but the most fashionable people. ple abjure the collars cut on the cross, with a seam down the center of the back, that are unsigntly and burlesque of aspect when seen from the rear; the smartest high collars stand out broad at the side, with an edging of feathers, forming a becoming background to the neck, a reproduction of the fashions of the Venetian dames in the middle ages.

Mrs. Rorer, aged ninety-nine, mother of sheriff Clinton Rorer of Montgomery county, Pennsylvania, died recently on Wynnewcood avenue, Germantown. Her husband fought in the war of 1812.

A World correspondent, writing from Nar-agansett Pier, says: "Miss Barnes of ragansett Pier, says: "Miss Barnes of Chicago holds court here, and royally she looks, this gem of the west, with lashes long and curling, kissing for a moment the beau-teous cheek, then slowly lifting themselves to reveal large, black eyes, with great fires hidden in their slumbrous depths; tiny diamond studded cars that look like rose petalls dipped in dew; a mouth the fairles themselves could use for a retreat and christen heaven; the whole crowned by a mass of red-gold braids wound like a coronet about the shapely head. Juno, in all the volupthousness of love and conquest, never had form

MAY GET THEIR MONEY BACK

Foster's Stealings from the New York Produce Exchange May be Recovered.

HIS FATHER LEFT HIM A FORTUNE.

Now it is Proposed to Attach the Bequest to Cover the Defalcation -Story of the Embezzlement.

NEW YORK, August 1.-Alexander E. Orr, the president of the produce exchange, posted on September 28, 1889, a formal notice to the board which said in effect that William R. Foster, jr., the counsel for the gratuity fund of the exchange, was a defaulter to the exent of \$168,000. The embezzler was a member of the firm of Foster & Wentworth, atterneys-at-law. He was not only a shrewd young business man, but a well read lawyer, A few days before President Orr posted the notice that Fester was an embezzler. Managing Clerk Bedell of the law firm of Shipman, Barlow, Larouque & Choate was arrested on a charge of embezzlement by his employers. He succeeded in getting away with nearly \$200,000 by forging transfers of mortgages and appropriating the amounts paid in.

Foster took an unusual interest in this case. He never failed on any occasion to express sympathy will Bedell, and while talking with one or two of the members of the gratuity fund the day after the arrest, said. "I hope Redell will get off. He was to blame to a certain extent, but we all know that it is an easy matter to get rid of \$100,000 or \$200,000 when luck is not running the right way, You can drop a few thousand deliars at a faro table in a very short time, and when you drop a \$500 note into the hands of a pretty woman occasionally it all amounts up very

rapidly. Alexander Munn, one of the trustees, scared by this sympathetic excuse for Hedell's wrong-doing, after consulting with his brother officers, decided to make an investigation of the securities, in the way of mortgages, that Foster as counsel for the gratuity fund held. Formal notice of intention to examine the books was given. Foster promised to meet the trustees at his office on Wednesday, September 26, but he never turned up and has not been seen in New York since. A friend of his recognized him on a Long Island railroad train that morning. He was evidently bound for Bay i'ort, L. I., where he lived like a prince in a house that cost him \$30,000. His companion was his 'niece," a pretty young woman of twenty years.

On September 26 the books were gone over rnd the mortgages were examined by the trustees. They discovered that fourteen out of the forty hold by Foster had been can-celled by payment by the mortgagers, and the amount aggregating \$165,000 had been stolen. On the following Monday a further defalcation of \$25,000 was found.

On January 5 counsel for the exchange obtained judgment against young Foster for \$54,994. On January 11 his father, William R. Foster, paid \$25,000 to the trustees on his son's account, bringing the indebtedness down to \$143,000. In accepting this amount the trustees reserved their right to proceed against young Foster at any future time. The father paid in the money on that understanding. While these negotiations were going on

young Foster was enjoying himself in the City of Mexico. He afterwards sailed for Spain. He is at present in McTrid. On December 20, 1890, Mr. Foster, who was, by the way, one of the founders of the produce exchange, died, leaving an estate valued at 1,000 Mr. He because the state valued at 1,000 Mr. He because the \$20,000 work of \$1,000,000. He bequeathed \$200,000 worth of the trustees of the produce exchange decided to bring suit againt the executors for the \$143,000 still due and owing by the heir, Mr. Foster, jr. There was great excitement among the members of the exchange when the news of this determination leaked out yesterday. The concensus of opinion was that every dollar of the amount would be recovered in time. The greater part of the property left to the son is in New York city and all of it is in the state. Two weeks ago a Pinkerton detective was dispatched to Madid to negotiate with young Foster. Foster's friends here believe that be will make the amount good out of his father's estate, notwithstanding the fact that he is safe from criminal prosecution, as there is no extradi-tion treaty between Spain and the United States that covers this offense. If the Pink-erton courier is unsuccessful the civil suit against the executors of Foster's estate will be pushed to the bitter end.

CONNUBIALITIES.

One marriage out of every four in Japan ends in a divorce, and yet the Japanese seem to be still trying to acquire a more modern civilization. More than sixty women have notified

Engineer Colwell, of Connecticut, that they are willing to go up in a balloon with him to become his wife, Now that Mrs. James Brown Potter, Kitty O'Shea, and Nina Van Zandt are all married the store of remance in the world is way

down below normal.

He (deeply in love, but proud as Lucifer)— Do you love me! She—No. He—Well, 1 fancied you did. you know, and I wanted to tell you that I am already engaged. He-Yes, darling, and it shall be the

pose of my life to surround you with every comfort and to anticipate and gratify your every wish. She-How goo And all on \$12 a week, too! She How good of you, Harry ! The Georgia bachelor is being hunted from his lair by some legislator-a married man no doubt—who thinks he has too much com-fort in his single state. This man has introduced a bill in the state legislature to tax

unmarried men to support the branch colleges of the state. A young couple, aged twenty and fourteen years respectively, have the profound sym-pathy of all true lovers. They have been arrested on their way from Virginia to North Carolina, whither they were bound in search of a minister who would marry them. They had already travelled 200 miles on foot.

The latest announcement from Washington s that the marriage of Miss Lulu Eustis and Mr. Thomas Hitchcock, jr., of New York, will occur at Manchester-by-the-Sea in August, and that the wedding will be a quiet one. Miss Eustis, who, like her brothers, is greatly devoted to conching and outdoor enjoyments, has an income of nearly \$40,000 a year, and her future hasband has a lesser amount but can afford to play pole and lead

germans. Paris is said by a correspondent to be the lady who was known in New York before her marriage as the beautiful Miss Jaffrey. She is an extremely tall and rather robust woman, possessing almost amazonian pro-portions, and when she waits abroad her fine figure towers above the petite Parisien-nes. She is said to be a dazzling sight in the glory of her treusseau, and the people evince their interest in her by admiring stares.

their interest in her by admiring stares. John J. Cox and Mary Ann Cox, a brother and sister secured licenses in Philaceiphia, authorizing them to become the respective husband and bride of Helen A. Borgman and William I. Borgman, who are also sister and brother. Mr. and Miss Cox are residents of Andalusia, Bucks county, and the home of the Borgmans is in Philaburs. The double worlding is to take place shortly. "It was wedding is to take place shortly. "It was only two weeks ago," remarked Licence Clerk Bird, when the pair had departed, what two brothers came here to get licences to marry two sisters. This last Borgman Cox sig-zag arrangement is somewhat-

TREET. Kate Field: The mother of a governor, the wife of a governor, the sister of a governor, the niece of a governor and the aunt of a gov-