

**A MATTER OF GEOGRAPHY.**



"We are now exactly 1,000 feet above the level of the sea."  
"What sea?"  
"The guide-book doesn't say."  
Refuted.  
"Just think of it! One person in every 37 in England is a pauper!"  
"Why, John," she returned, "it isn't so. I met more than 37 people in London last summer, and there wasn't a pauper in the lot!"

**Nebraska Directory**

**If you wish to be Cured of Constipation Use Uncle Sam Breakfast Food**  
A delightful food made from wheat and flax—nature's own remedy.  
Ask your grocer **No Certainly Knows**

**MARSEILLE CORN SHELLER**  
JOHN DEERE PLOW CO., OMAHA

**TYPEWRITERS ALL MAKES**  
TAFT'S DENTAL ROOMS  
1517 Douglas St., OMAHA, NEB.

**WELDING (auto genous)**  
BERTSCHY MOTOR CO., Council Bluffs.

**WANTED** Experienced Salesmen to sell fine...  
FRANZ H. WRAY, M. D., Omaha, Neb.

**CAREY'S ROOFING**  
SUNDELAND ROOFING & SUPPLY CO., Omaha, Neb.

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J. C. WOOD & CO., Omaha, Neb.

**DOCTORS**  
Searles & Searles, Specialists for MEN AND WOMEN

**STEEL WOOL SOLE RUBBERS**  
Best Made, Prices THE SAME

**AMERICAN HAND-SEWED SHOE CO.**  
OMAHA

**\$20,000.00 FREE**  
IN PIANOS & ORGANS FREE

**SCROLL, CHURCH, LODGE or SOCIETY**  
FREE \$30,000 WORTH OF PIANOS, ORGANS

**The Bennett Company, Omaha**

**RAILWAYS IN BOLIVIA**  
BY DANIEL P. WILES



**FREIGHT STATION AT PULACAYO, BOLIVIA**

**A**S A RESULT of having lost its Pacific seaboard province of Antofagasta, following the war with Chile in 1879, Bolivia found itself shut off from the sea and dependent upon its neighbors for an outlet to the great world.  
Great as was the blow to national pride, for the Bolivians felt the loss of Antofagasta more keenly than even the French that of the Rhine provinces, and serious as was the loss to the national treasury of the revenues derived from the rich nitrate fields of the lost province, yet the blow was perhaps less heavy than the Bolivians themselves then thought.  
It changed entirely the country's economic outlook and pushed it forward into lines of development which in all probability would otherwise have been delayed for many years. Even prior to 1879 the nitrate fields were for the most part owned by foreigners, the Bolivians themselves being engaged in gold and silver mining. But the taxes from nitrate production paid in a large measure the expenses of government and with the loss of this revenue the state was forced into consideration of the economic development of the country in other lines than gold and silver production alone.

The settled part of Bolivia was then and is to a large extent yet, that high table-land, one of the most spacious and elevated plateaus to be found on the globe, which lies between the western and the eastern Andes. This table-land extends from about the Argentine border in the south into Peru on the northwest, and is from 60 to 150 miles in width.  
On the Chilean border the western Cordillera is in reality less a mountain range than a line of huge cliffs. The table-land is itself 12,000 to 13,000 feet above sea level and slopes gradually 2,000 or 3,000 feet up to the crest of the western hills and then falls away abruptly nearly three miles down, 15,000 feet, to the desert land lying between the foot of this immense line of cliffs and the Pacific ocean.  
To the east of the table-land lies the high Andes, the Cordillera Real, rising in Illampu, Illimani, Ancochuma and Sajama over 21,000 feet. North, east and south from the Cordillera Real the land falls away to the great Amazon and Parana plains. This country, three-fourths of Bolivia in area, is but little settled, but is in natural resources and soil one of the richest parts of the world.  
It could easily sustain an agricultural population greater than the whole present population of South America.

The first and most pressing need to Bolivia is railways. This need was recognized to a certain extent prior to the war with Chile. As far back as June, 1863, the national assembly authorized the president to enter into contracts for the building of railways, and in 1868 a concession was granted to a citizen of the United States to build a railway from Cobija to Potosi with a government guaranty of seven per cent on the capital invested. In addition, the concession carried a grant of land one league on each side of the line. A number of other concessions were made in 1869, 1873, 1874, 1877, 1878 and 1879.

In 1904 the Bolivian national office of immigration and statistics issued a volume of nearly 400 pages containing the acts, decrees and concessions in aid of railways, covering the years 1850 to 1904. Every effort was made by the government during this period to induce capital to invest in railway construction in the country. Perhaps nowhere else in the world were such inducements held out by any country to secure the end sought as by Bolivia, following the termination of the war with Chile. These inducements were offers of land, mines, exemption from taxation and customs duties, government guaranties, financial aid and exclusive privileges. But unfortunately for Bolivia the offers were not made in the right quarter. In its eagerness to secure results, concessions were granted to and contracts made with the most irresponsible parties, in many cases mere adventurers without capital or influence. The net result was naturally to retard rather than to help railroad construction.

In 1904 all that Bolivia had to show in railways as a result of 40 years' legislation and innumerable contracts were the Guanaqui and the Antofagasta roads. The former gave an outlet from La Paz to Lake Titicaca, whence passengers and freight were transported across the lake by boat to the Peruvian port of Puno and thence by the Peruvian railway to Nollehdo on the Pacific. The total length of the road from Alto de La Paz to Guanaqui on Lake Titicaca was 87 kilometers (54 miles). The gauge was one meter (39.37 inches) and the rails weighed 18 kilograms per meter—about 12 pounds per foot.  
The Antofagasta, Bolivia's first railway, had a total mileage of 925 kilometers (573 miles), a gauge of 75 centimeters (29.53 inches) and rails weighing 17.40 kilograms per meter, or about 11 pounds per foot.  
It was not until 25 years after the outbreak of the war with Chile and 20 years after the signing of the agreement of April 4, 1884, which marked the close of that war, although it did not con-



**TRACK LAYING NEAR ORURO**

clusively settle all the questions arising therefrom, that on October 20, 1904, at Santiago, plenipotentiaries of the two countries signed the treaty of peace and friendship which put a final end to all disputes between Bolivia and Chile and secured in addition concessions to the former.

In the preceding year, 1903, was signed the treaty of Rio de Janeiro with Brazil. Under this treaty an exchange of territories between the two countries was effected. Bolivia acquired on the southeast the strip of



**LAKE TITICACA AT GUARQUI**

territory lying between its boundary and the Paraguay river, and Brazil acquired Bolivia's claim to the Acre region on the northeast. The latter territory being considered the more valuable, Brazil stipulated to pay a cash indemnity of £2,000,000 sterling.

These two treaties were of immense consequence to Bolivia: first, in relieving her from the old railway and mining entanglements; second, in securing the construction of the Arica-La Paz railway; third, through the loan of Chilean credit in internal railway construction; and fourth, in providing a cash fund of £2,300,000 with which to guarantee or to begin the actual construction of the trunk lines.

Following the ratification of the treaties negotiations were opened with prominent European and American capitalists and on May 19, 1906, a contract was signed with the National City Bank and Speyer & Co., of New York. The contract was signed in La Paz by a representative of the concessionaires and additional stipulations were made on May 22.

Under article III of the contract the concessionaires obligate themselves within a period of 10 years to construct the following railway systems:

- (a) From Oruro to Viacha, with a branch to the river Desaguadero, connecting with the Arica line.
  - (b) From Oruro to Cochabamba.
  - (c) From Oruro to Potosi.
  - (d) From Potosi to Tupiza, by Caiza and Catacaita.
  - (e) From Uyuni to Potosi.
  - (f) From La Paz to Puerto Pando.
- All of these roads are to be one-meter gauge except the last two mentioned, which, in the discretion of the concessionaires, may be of 75 centimeters gauge.  
The cost of the railways is estimated at £5,500,000 sterling, including £1,200,000 allowed for the La Paz-Puerto Pando line.  
The concessionaires are authorized to issue two classes of bonds—first mortgage and second mortgage, or income bonds. The first mortgage bonds, which are a first lien, are authorized to the amount of £3,700,000 sterling, bear five per cent interest and are payable in 20 years. The interest for 20 years is guaranteed by the government of Bolivia.  
A further issue of additional first mortgage bonds to the amount of £2,000,000 sterling is authorized in case the sum of £5,500,000 proves insufficient to build the lines. These bonds will



**UNLOADING RAILS AT GUARQUI, BOLIVIA**

bear six per cent interest and the interest will not be guaranteed by the government. The second mortgage of income bonds run for 25 years, bear five per cent interest and are a second lien on the roads.

Under an agreement made in London in 1907 by the Antofagasta and Bolivia Railway Company, which is a British corporation and Speyer & Co., the Antofagasta Railway Company agreed to guarantee the interest on the line from Oruro to Viacha and in addition to make a payment to the concessionaires for a majority of the line's stock. This agreement made necessary the law, mentioned above, signed by President Montes on December 1, 1908. The purpose of this agreement is to make the new lines serve as feeders to the Antofagasta line instead of playing the part of competing lines, as would have been the case had the original program of construction been carried out.

The Oruro to Potosi line of the original plan would partly parallel the Antofagasta line. It is very probable that a complete merger of the interests of the Antofagasta and Bolivia Railway Company and the American concessionaires will be made.

**A STOUT THING**

Miss Burden was not devoid of good sense, but she had brooded over her neighbor's treatment of her until it seemed both intolerable and lawless. It involved a question of shares in the privileges of a certain spring of water and of rights in a certain path, and disagreement over these had led to other differences, small and large, until the main issue seemed hopelessly confused.

Finally Miss Burden resolved to consult a lawyer, to ascertain if there might not be comforting relief for her feelings in a lawsuit. When a woman's exasperation reaches the point where she is ready to resort to the law, she is to be dreaded, and Miss Burden went to Lawyer Fairman's office with a long and spirited story of her wrongs.

Unfortunately for her plan, these wrongs were rather of word than of deed, and rather of fancy than of record. What the neighbor wanted to do and talked about doing, and even what he meant to do at some future time, did not greatly impress Mr. Fairman. He gently suggested to the angry client that her mood was unjustified by what had actually happened and concluded his advice with some words which she never forgot.

"Don't go to law, my dear lady, until you have some facts to take with you. Law by itself is a poor friend; but a fact's a stout thing—a fact's a stout thing!"  
The country lawyer's wisdom is sound philosophy for every day in the year. Fancy gives birth to a long train of children, good and bad, and they all have legs and arms of characteristic slenderness and a grasp on life too gentle to be controlling. Set them in line of battle and Master Fact will scatter them all like dry leaves—for in deed and in truth a fact is a stout thing.—Youth's Companion.

**Just an Bad.**  
Courtesy over the telephone is a virtue, and it's just as offensive to the girl at the switchboard to be called a Dutch maid as it would be to be told that her hat isn't on straight.—Hartford Times.

**Poor Opinion of Countrymen.**  
One of the great intellects of England has stated that not above 50,000 people in all Britain can read and understand the ordinary London newspaper.

**DOCTOR'S PRESCRIPTION**

Quickly Cures Rheumatic Pains, Also Splendid System Builder.  
Go to any good prescription druggist and get the following and mix them: If he does not have these ingredients he will get them from his wholesale house.  
One ounce compound syrup of Sarsaparilla, and one ounce Toris compound. Add these to a half pint of first-class whiskey, and use a tablespoonful before each meal and at bed time. The bottle must be well shaken each time. This simple remedy is one of the most effective known. The restorative action will be felt after the first few doses.  
The Last Resort.  
"They're going to increase the tax on beer!" "Then we won't drink any." "And they're going to increase the tax on spirits." "Then we won't drink any." "And they're going to tax wine." "Then we won't drink any." "And they're going to tax inheritances!" "Then let's drink up our money!"  
Finis.  
Wigg—Scribbler's stories all have such sad endings.  
Wagg—Yes, they generally find their way into the wastebasket.—Philadelphia Record.

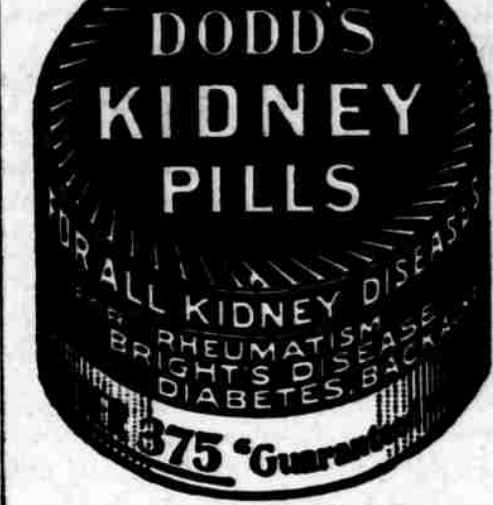
**FERRY DAVIS' PAINKILLER**  
has no substitute. No other remedy is so effective for rheumatism, neuralgia, toothache, headache, cold, hay, grasses, etc. Put up in 2c, 5c and 10c bottles.

Some people's cast-off happiness, like their cast-off clothes, would make some other people very happy.

It's the judgment of many smokers that Lewis' Single Binder 5c cigar equals in quality most 10c cigars.

If a man is a liar it is useless to tell him so. He knew it all the time.

Dr. Pierce's Pleasant Pellets regulate and invigorate stomach, liver and bowels. Cleanse the system, break up biliousness, constipation, etc. Do not grip.



**DODD'S KIDNEY PILLS**  
For Rheumatism, Gravel, Gout, Diabetes, Bright's Disease, etc.



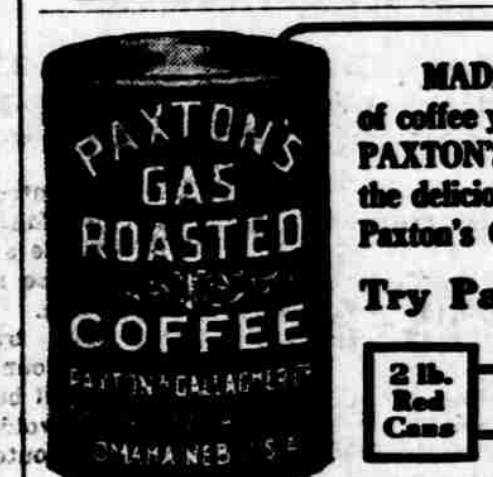
**For Rheumatic Pains**

As we get older the blood becomes sluggish, the muscles and joints stiffen and aches and pains take hold easier. Sloan's Liniment quickens the blood, limbers up the muscles and joints and stops any pain or ache with astonishing promptness.

**Proof that it is Best for Rheumatism.**  
Mrs. DANIEL H. DIEHL, of Mann's Choice, R.F.D., No. 1, Pa., writes:—  
"Please send me a bottle of Sloan's Liniment for rheumatism and stiff joints. It is the best remedy I ever knew for I can't do without it."

**Also for Stiff Joints.**  
Mr. MILTON WHEELER, 2100 Morris Ave., Birmingham, Ala., writes:—  
"I am glad to say that Sloan's Liniment has done me more good for stiff joints than anything I have ever tried."

**Sloan's Liniment**  
is the quickest and best remedy for Rheumatism, Sciatica, Toothache, Sprains, Bruises and Insect Stings.  
Price 25c, 50c, and \$1.00 at All Dealers.  
Send for Sloan's Free Book on Rheum. Address: DR. EARL S. SLOAN, BOSTON, MASS.



**MADAM—Do you remember that best cup of coffee you ever drank? It must have been PAXTON'S GAS ROASTED COFFEE because the delicious flavor and captivating fragrance of Paxton's Gas Roasted is always remembered.**  
Try Paxton next time you buy.  
2 lb. Red Cans See if your grocer has it 25c per Pound

School children should eat **Quaker Oats** at least twice a day

**Paper-Hangers & Painters**

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**SICK HEADACHE**  
CARTER'S LIVER PILLS

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