(Copyright, 1912, by Frank G. Carpenter.) UATEMALA CITY-The Pan-American rallway will soon be connected with the Guatemale system. It already comes to the boundary of the republic and only twenty-five or thirty

miles of track are yet to be laid to con nect with the Guatemala Central, which comprises the lines running from here to the port of San Jose, on the Pacific, and se which cover the western slope of this country. Indeed, travelers can now go to Maxico City by rail, plecing out the short distance of a day's ride on mules. Moreover, extensive plans are under way to extend the Gustemalan rallways into Salvador and Costa Rica, and within a comparatively short time we shall be able to reach the Panama canal

By Train to Guatemain. in this way Guatemala City is only within about four days from Mexico City. When the break is completed it will be only three days, and the time to St. Louis will be less than six days, while that to New York will be just about one week. From Guatemala City to St. Louis the distance is 2,824 miles. To New York it is 3,884 miles, or about 700 miles less than from New York to San Francisce It needs only an extension of a little more than fifty miles to connect the roads here with those of Salvador, and the day seems to be fast coming when the Pan-American rallway from New York to Buenos Aires will be in operation. The distance between these two points by rail will be only a little over 10,000 miles. and of this between 6,000 and 7,000 miles have already been built. Add to that an extension equal to the distance between here and New York, and we shall have

this great intercontinental railway with

saveral bundred miles to spare.

New Railroads of Central America. Everywhere I go in Central America I hear the people talking of new railroads. One of the projects of Panama is to build a line from Panama City to the town of estates, and the cars fan the leaves of class are about half the first-class. The David, the largest place in the northern part of that republic. Costa Rica will high, many of them being loaded with eventually be connected with Panama. fruit. There is perhaps forty miles of Nicaragua and Honduras, and the concessions for the extension of the roads here mountains, where the vegetation is dryer have already been granted. Both the old and with many herds of cattle are feeding and new lines are practically owned by upon it. Americans, and from New York to Panama the indications are that the lines will be under American control. The is almost like crossing from the valley president of the Pan-American extension of the Nile into the desert. In the valley, to Guatemala is D. O. Thompson, who the rainfall is over 100 inches per year. was formerly our minister to Mexico. The On the highlands there is almost no rain, railroads of Costa Rica are owned by and as you ascend the mountains you pass the Keith syndicate, and the same is through a region like the desert lands true of the railroads of Guatemala. All of New Mexico or Arizona. The ground of the lines have been planned by Ameri- so dry and cacti abound. The trees are cans and built by Americans, and there sliver gray. There does not seem to se will probably be one American company enough moisture to color the leaves. The operating the whole.

From Ocean to Ocean.

citic. This is, with the exception of the not unlike the Jordan, and the vegeta-Panama railroad, which is about forty tion is no more luxuriant than that which miles long, and the Tehuautepec line lines the famed river of Palestine. which is 186 miles long, the shortest of one think of the Rockies. They are bare, all the roads which connect the Atlantic and Pacific oceans. Its total mileage is less than 170 and it runs from Puerto. less than 170 and it runs from Puerto thirsty air plants, the orchids of the des Barrios on the Caribbean sea to Guate-Barrios on the Caribbean sea to Gunte-mala City on the top of the pass, thence leys with irrigated patches along the on over the mountains and thence to stream running through it. Here are san Jose de Guatemain, the port on the thatched huts, the homes of the in-Pacific. The distance from Barries to dians. Such valleys are but a few hunthe capital is 195 miles, and from here dred feet wide and the population to San Jose it is just under seventy-five scanty.

Regular trains are running over both these roads, and when Secretary Knox way. He was taken from one ocean to I left I took a bottle of appollonaris with was here he crossed the continent that the other on special cars with pilot en-gines running along in front to forestall me is a package of cigarettes which comt any danger of accident, and-the unkind me \$5. I gave a \$5 fee to the parlor car had been planted to blow up the train. pay-to be sure that no dynamite mines and was lined with palm branches, flags seventeen dollars to make one of ours, and school children processions from one so that a \$5 bill equals just about 20 cents. end to the other. There were bands at all of the stations, and when the cars passed Carribbean and the capital. It is 100 miles along the sheres of Lake Amititian a fleet mland, lying at the foot of the mountains of canoes manned by Indians went and only 600 feet above the sea. During through certain maneuvers in his honor. the next ninety miles we went upward

The Gustemala Railway.

Atlantic is now largely owned by Minor C. Keith and other constalists, supposed. The acones on the Gautemalan railroad laid out and built by an American engi- for which was about \$65 per day. used to support the president.

were ordered to be set aside for railroad 130 miles up the mountains.

At that place the road stopped. It beit and pushed it on to its completion.

This Northern railway is well built.

The gauge is three feet, and, with the exception of one place, the greatest grade is 3 per cent. For a short distance it is more than 4 per cent. The road has over 300 steel bridges, one of which is more than 600 feet long, and another 442 feet long. The latter bridge is 229 feet high. This road has a guaranteed income of \$200,000 a year, the concession providing that the government will insure the 5 per cent dividend on the \$4,000,000 invested in it. In admitton to this, last year it made more than \$100,000, and the traffic is steadily growing.

Port Barrios to Guatemala City. It was over this road that I came into Guatemala. I landed at Port Barrios on one of the regular steamers which call there on their way from Panama to New Orienne. The port has a wide and deep harbor and vessels of the heaviest draft can come to its docks. The railroads pass for thirty or forty miles through the rich banana plantations of the United Fruit company and carry their freight right to the steamers. While I stayed at Port Barrios about 10,000,000 bananas were oaded, and on my way over the road we

The New Railroads of Central America



plantations. Leaving Port Barrios, the cars go right

into the jungle. They wind their way feet deep. Here the rainfall is abundant, and nature has on her seven-leogue boots. Palm trees a hundred feet high wall the railway, and the vegetation is the most luxuriant to be found in the tropics. After a few miles of much of 3 cents gold per mile and the secondbanana plants from thirty to forty feet such riding, and then you come to the

The scenery now suddenly changes, It only green spots are along the beds of the streams. We can still see the Mota-Guatemala has now an intercontinental gua river, but beyond its banks is the line from the Caribbean sea to the Pa. desert. In its upper course the river looks

My train stopped for breakfast at Zacapa, and my meal cost me \$10. When me, for which I was charged \$4, and paid a boy a dollar to bring me a drink All of these figures, however, represent road was decorated for the occasion Guatemalan money, of which it takes

Zacapa is the biggest city between the over 4,000 feet, and here at Guatemala The road from Guatemala City to the City we are just about a mile high.

Railrond Scenes.

to be associated with the United Fruit are interesting. The passengers concompany, and I am told that they have set of Indians, half-breeds, or ladinos, made arrangements to acquire the other and whites, who are few and far beroads of Gotemals. This is the Guate- tween. The cars are first and secondmala oad, which was formerly called the class, and we had at the end of the Northern railway. Its first section was train a little parlor car, the extra charge neer named Miller. It was begun in 1884 spent part of the journey in the secondas a government project, and it was then class car. The seats were much like provided that every Guatemaian should those of a street car, consisting of long pay \$1 a year to aid in its building. The benches running under the windows and work was started, but a war broke out a back-to-back bench in the center. Hero and the funds for the railroad had to be most of the passengers were Indians or The year following another contract was made, and along in 1882 the work was with crows shaped like a sugar loaf, again under way. At that time 10 per there were many bare-headed Indian women. Both men and women were and 5 per cent of all the town revenues smoking cigars of cigarettes. Their bagconstruction. The contracts were let, and gage was hung up on hooks over their along about 1896 or 1897 five sections had heads. An Indian newsboy in his shirt been built, extending from the searcoast sleeves passed through the car selling

At one of the stations a company of gan at the ocean and its terminus was a soldiers came in. They were barefooted jungle. Many of the ties rotted and the rails rusted, until 1904, when Sir William their hats were of straw. Each man Van Horne. Minor C. Keith and General carried a gun, but this was the only sign Tom Hubbard got a new concession for of warfare about him. I am told they receive from 10 to 15 cents daily and that it was finished in January, 1906, and it the government is always behind in its is now one of the best roads in Central pay. The most of the soldiers are Indians who are forced into the army.

> American Railway Men. The train had an American engineer

SANATORIUM

This institution is the only one in the central west with separate buildings situated in their own ample grounds, yet entirely dis-tinct, and rendering it possible to clissify cases. The one building being fitted for and devoted to the treatment of non-contagious and non-mental diseases, no others benon-mental diseases, no others be-ing admitted; the other Rest Cot-tage being designed for and de-voted to the exclusive treatment of select mental cases requiring for a time watchful care and spe-cial nursing.

were some hours passing through the and an American conductor, and this is They are smart and will try to cheat the case with the other railways of their way from station to station. A man which the towering volcanoes of Agua Gautemala. The natives have no experi- will buy a ticket for a short distance and and Fuego look down and the scene retravelers and that both the first and tion where they expect to get off, trust- road runs in and out along the shores of that they have ever met.

mala Central, and connected with it are and he would send down silver dollars quart bottles of beer and one quart of the extensions which run northward enough to make the fill. almost to the boundary of Mexico. This

system has three or four ports on the Pacific, the most of which are open est part of Guatemais. It has many large through the floor below the stove and a roadsteads, so that passengers have to be reopently landed in baskets. It was at San Jose that Secretary Knox was let lown out of our war vessel, as St. Paul was let down from the walls of Damasus, in a basket. This is the only simiarity I have ever observed between St.

The Guatemala Central was the first railroad built in Guatemala. It was begun about 1877, when an American Wiliam Nanne, who had been general manager of the Costa Rican railway, came as far as the town of Esquintle. This cas completed about 1890 and a little later he received a concession to extend it to the capital. This road is well built and well ballasted. I took a run down over it a few days ago. Its steepest grade is about 3% per cent, but the average grade is not more than 14. Nevertheless, in going from here to Esquintla. distance of twenty-seven miles, the fall s pearly 4,000 feet.

Pennsylvania railroad, and you have al- tracts for the grazing of cattle. ways in sight of volcante mountains. You wind your way out of one valley into another, through hills covered with cattle, now and then seeing coffee plantations and in the low lands great fields of SUITAT. About an hour or so from Guatemala

City you much Lake Amititian, above second-class passenger traffic is good.
First-class fares are in the neighborhood of 3 cents gold per mile and the second-class are about half the first-class. The Indians patronize the roads and the conductors say that they have to watch them carefully to collect all the fares.

Wasted Efficiency.

The chimney was in reality a close that they have ever met.

The chimney was in reality a close this lake, and in one place it crosses it. At the time this section was built, C. P. for booze and as a result of the discovery, Charles F. Hecht, who runs a covery, Charles F. Hecht, who runs a covery, Charles F. Hecht, who runs a poolroom in the building where the false that they have ever met.

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The chimney was found, has had two wars took. The story is that he sent word that if the engineers could not find enough the chimney contained seventy-four ing!"—Washington Star.

The chimney of the discovery of the chimney was found, has had two wars and unproductive occupation of cheering!"—Washington Star.

The West Count. coffee plantations and the coffe traffic regulation size stove pipe connected the forms a big item of frieght. This will heater with the chimney closet. One side be increased when the Panama canal is of the structure was hinged and served completed. Recently many cacao or as a door opening into a recess about chards have been set out and this indus- sighteen inches square and fitted with try is reviving. About fifty years ago five shelves on which the beer was the cacao was carried northward to Mex- placed. A strip of moulding such as was leo on mules, and in some years the used in other parts of the room was amount sent was millions of pounds. An- nailed over the corner and top of the other export was cochineal, a dre made chimney so as to hide the ends and sides from a Bug which covered the cactus of the door. A small keyhole in the door about Lake Amititian. That dye brought was concealed by a picture postcard, in something like \$1,000,000 a year. During my stay here in Guatemain I here and built the line from the seacoast have talked with the chief-railroad men

son, manager of the Guatemala roads; D. B. Hogsdon, manager of the Central, and W. E. Jessup, the superintendent of the Central lines. They all speak enthusiastically of the prospects of Guatemalan development. Mr. Jessup estimates that there are 2,000 square leagues. of land in this country, which will grow sugar case, and that the coffee plantations might be enormously increased. He tells me that there are large forests The ride down to the coast abounds in in the mountains and extensive tracts fine scenery. There are numerous horse- which will grow grain. There are also shoe curves which equal those of the cotton lands and tobacco lands and large

FRANK G. CARPENTER.

KANSAS BEER WITS IN ACTION

Liquor Joint in Rooms with False Chimney and Secret Trapdoors.

A hollow sound that followed the rap then change his ticket while en route, minds you of Switzerland. Lake Ami- of a billy club on the side of a struc-\$100 gold per month, and the engineers tickets back and forth, so that he gets beautifully clear and here are covery in Topeka, of what the local have similar salaries. The conductors a good part of his ride without pay, hot springs which bubble up and breathe police term as one of the most clever tell me that the Gautemalans are great Many men buy tickets short of the sta- forth steam from the surface. The rail- ruses for concealing beer and whiskey

whiskey, when it was found by detectives. To give the chimney a hona fide appearance a gas stove was placed in The western coast is by far the rich- front of it. False plumbing came up be swung to one side.

The room was fitted up with a bed. of the country, including F. G. William a stand, a water pitcher and chairs, An ice chest was kept in the room, was visited by police officers. The closet was but a part of the equipment that tended to keep in the dark what happened on the second floor of the building. The hall door leading to this and other rooms was securely nailed and barred, so that admission to the second floor was possibly only from the pool hall below, in the rear of which was a concealed ladder leading to the room

In the event of the discovery of this ladder the persons who frequented the rooms of the second floor did not expect to be caught napping and a system of electric bells was arranged so that notice of the arrival of officers below could be signalled to the rooms above mmediately.

On the night the raid was made the electric bells were used. The officers broke open the street entrance door and reached the room where the beer was kept only in time to see three men make their exit on the roof through the skylight by means of a folding ladder, concealed when not in use.-Topeka Capital.

Wasted Efficiency.

BIG JANUARY SPECIAL SALE "QUAINT FURNITURE"

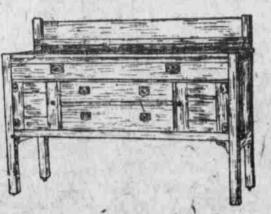


ITEM NO. 1 - Rocker and Chair; regular price \$18.00-Price \$13.50 January Sale

Made by Stickley Bros. Co., who began the manufacture of quaint and unusual furniture several years ago in a very small way. They have grown to be one of the largest manufacturing concerns in Grand Rapids, the great manufacturing center; they have become the leaders in style as well as quality; have been the greatest force in developing quaint furniture, and leaders in the fumed oak finish.

In order to control every part of the furniture they produce they have their own fuming plant where each article when completed in the natural wood is placed and by the burning of ammonia, the fumes color it to the required shade, making a finish that cannot wear off and does not show mars or dents. They also found it necessary to install a modern tan. ITEM NO. 6-Rocker and nery in order to properly treat hides to secure that soft pliable Spanish leather used on their upholstered furniture and cushions, all of which is guaranteed for

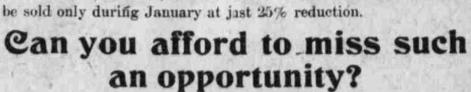




ITEM NO. 2-Buffet; regular price \$60.00-January Sale Price....

To introduce this fumed oak furniture, Stickley Bros., offered us three carloads last year for a January Sale at a reduction of 25% with the understanding that the goods would be sold exactly on this it is by us. As soon as these goods were shown on our floor they were snapped up by our customers and their popularity enabled us to treble our business on Stickley Bros. goods during the year.

From this result they have made us the same offer again this year -three carloads, no more, of their most desirable fumed oak furniture to be sold only during January at just 25% reduction.



ITEM NO. 1-Rocker or Arm Chair (Like illustration) Soft brown fumed oak with Spanish leather cushion seat; good, generous size. Rocker or chair sells regularly at \$18. ITEM NO. 2—Buffet (Like illustration)—60 inches long, 22 inches deep, 46 inches high, antique copper trimmed, fumed oak. Regular selling price, \$60. January sale price. \$45 ITEM NO. 3-Table (Like illustration) - Octagon shape top, 26 inches in diameter, ITEM NO. 4—China Cabinet (Like illustration) -43 inches wide, 16 inches deep, 14 inches high, fumed oak, solid beaten copper trimmings. Regular price \$40. January sale ITEM NO. 5-Davenport (Like illustration) - Fumed oak, heavy design, 72 inches long, 30 inches deep, 38 inches high, loose cus hion seat and back, in best Spanish leather, Regular price, \$75.00. January sale price..... ITEM NO. 6 Rocker or Arm Chair (Like illustration)-Large and comfortable, oak; has mirror back, 44x10 inches; length 60 inches, depth 22 inches, height 53 inches. Regu-ther; loose cushion seat. Substantial and comfortable. Regular price \$15.00. Choice chair or



ITEM NO. 7-Buffet; regular price \$76.00 - January Sale



ITEM NO. 8 - Rocker and Chair; regular price \$15.00-January Sale

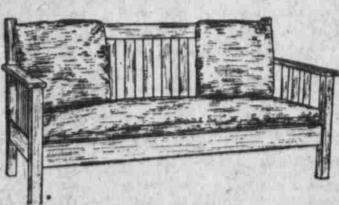
inches, with under shelf; fumed oak. Regular price \$21.00. January sale price \$15.75 Orchard & Wilhelm Carpet Co.



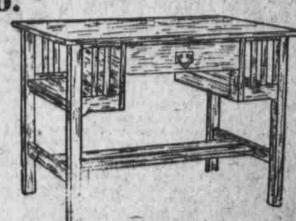
ITEM NO. 4-China Cabinet, regular price \$40.00-January Sale

ITEM NO. 3-Table; regular

price \$6.50—Jan-uary Sale Price... \$4.75



ITEM NO. 5—Davenport; regular price \$56.00 \$75,00—January Sale Price......\$56.00



ITEM NO. 9-Table; regular price \$21 - January Sale Price . \$15.75