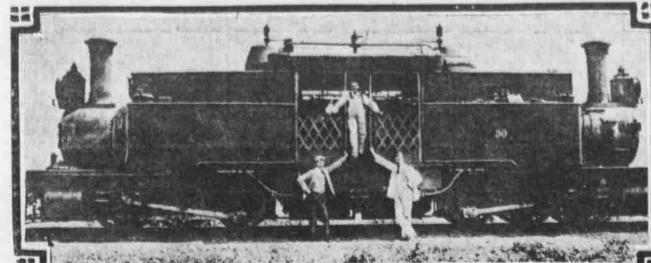
Mexico Still Building Railways



Siamese Twin Engine

EXICO CITY.-Railway travel Mexico just now is mighty uncertain, although the railway officials say they expect things to quiet down from now on and the travel and ousiness conditions to show a steady im-For the last few months things have been decidedly bad on the roads from here to the north. The Mexi-

can Central to El Paso was out of com mission for more than a year, and the Laredo road has had many holdups and bridge burnings. Conditions upon it were especially bad shortly after Madero was killed, and some of the regions through which it passes had many rebels and

As I came here over that route, some months before the battle of Mexico City the passengers on my Irain discussed the possibilities of a tunnel being blown up, and since then some of the bridges have been burned and rebuilt. Holdups by bundles and rebels frequently occur between here and Vera Cruz, and, in fact, there are but few regions where travel is positively safe. If there are soldiers on your train, there is hable to be shoot ing by anti-administration brigands, and your life is in danger. If there are no soldiers the train may be held up and robbed by the rebels or bandits, and the passengers, without regard to nationality, be forced to hand over their money, watches and jewelry at the point of the revolver. In some such cases the pasgiving up all that they have, and in

Mexico's New Railroads.

conditions have practically parallyzed travel throughout a great part of of Mexico, geographically speaking, is quiet, and the freight and passenger business is being carried on almost as reguout of Mexico, but many of them are going about from city to city and there are till some thousands at the capital.

As to the rallway officials, they claim they have been painted. They are planning new construction work, and as soon as quiet is restored a number of new says have just completed a final survey road, including bonds and stock ake 800 miles on several branches of their system within the last twalve Southern Pacific Ratiway in Mexico The Southern Pacific company has added considerably to its mileage on Mexico Northwestern railway has completed its line from El Paso to Chi-

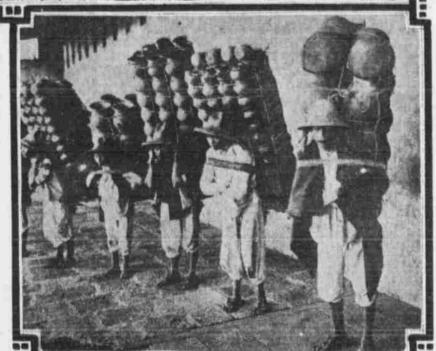
By Rail to Yncatan.

huantepec. One of these is to go from with the United rallways of Yucatan. This road is financed by different capiwill form a main line between the rest of the National railways, as soon as conof the republic and the peninsula of Yucatan, and will enable one to go from the United States to that country by rail. It will open up some of the richest tropical country of the world.

Another important line, financed by cans, has been projected from Acapulca on the west coast through the state of Guerrero to Balsas, on the Balsas river, nection will be made with the National railways. It will open up a semi-tropical region and also large

timber and mineral reserves. Improving the Main Line. in addition to this new construction, the old roads are being improved. Notwithstanding the revolution, the National railways have been relaying much of their main line with eighty-five-pound steel rails and they have improved hundreds of miles of track on that line with rock ballast. They have added to the senger and freight cars. The Mexican railway has during the same time retaid its main track with heavier steel and has turned its engines from coal-burning to oil-burning, while the Southern Parific has been improving its roadway, This work has, of course, been outside

the region of active rebellion. Mexico's Railway System. Few people appreciate how rapidly sh-American country on this hemispuers lifting you out of the tropics and into the who do the operating and running the



Some of the railroad's competitors

other foreigners and 15 per cent by the the Tehauntepec road some of the track Mexicans.

ment owns or controls all the roads. Th's do not grow as large as the mahogany sengers are searched to see if they are is not so. The Mexican rallways are now trees and their ties are more expensive operated by forty independent corpora- to make. On the Mexican road many others foreigners are freed after their tions. The government has the majority steel ties have been employed. These pocketbooks and money rolls have been of the stock of the National Railways are hollow plates, about four inches wide nanded over. For this reason I am hid- of Mexico only, which have altogether ing my money. I always carry a num- about 8,000 miles, and it operates some tie, so made than when turned upside ber of good yellow hills as a reserve fund, other railways, such as the Inter-Oceanic, down they look like a trough. The interfor accidents, and these I now keep in under long-time leases. The government cceanic road uses steel disks to hold the my socks while traveling by train. I is improving these lines, and it is now rails, tying them together with a cross would say, however, that in several hun-dred thousand miles of travel all over gate over 1,116 miles. The most 'mthe world, this is the first time I have portant of these is a road from Tampico to Vera Cruz, with a short line connecting with Mexico City.

The government roads are known as

the National Rallways of Mexico. They this country. This is so, although much consist chiefly of three main lines, which were merged into the one system in 1900. These lines are the old National of forest along the line of the Mexican railway, the old Mexican Central railway Central which might have supplied us in ity as in times of peace. The most of and the old Mexican International rall-In addition to this they include, the foreigners have sent their families the Vera Cruz and isthmus railways ond rate he could supply us with 5,600. He Pan-American railway, which has been replied that the price would be 50 cents built to the Guatemala border. These each. I then said, But suppose I take lines belong to the government in the \$0,000 ties. As to the railway officials, they claim sense that it owns the majority of the hat conditions are not half so bad as stock. The bonds are held abroad, as is I could not let you have them for less also a little more than 49 per cent of the than 76 cents apiece stock. The bondholders are operating the property and the chief officials arlines will be built. The National rall- Americans. The net capitalization of the of a line from Tampico to Matamoras, a standing, is about \$135,000 per mile, apon listance greater than from New York to which it had in 1911 a net income of 3 not think of undertaking to supply that Boston, and they have built something per cent. Preferred stock pays a 1 per number for less than \$1.50 each." cent dividend.

the west coast during 1912, and the is that of the southern Pacific Company of Mexico. This was projected by Harriman as a connection with our Source: Pacific, and includes a number of Bues City without change. The eating arrange along the west coast. It has now almost In addition to this, concessions have 1,000 miles of railroad and has concesbeen asked for a number of lines. Two slons which entall the building of about railway companies have been formed to 500 miles more. The road has been spribuild roads south of the isthmus of Te- ously injured during the revolution, but many of the bridges destroyed have been Santa Lucretta on the Tehuantepec Na- replaced, and improvements will be made per mile. All of the principal railways tional railway to the town of Campeche, as soon as possible and the road comthrough the states of Vera Cruz, Tabasco pleted. The Southern Pacific lines conand Campeche, and it will there connect nect the northwestern part of the country with the port of Guaymas, and they are now in operation as far south as second-class. The peons love to travel, talists. It is now being surveyed and Teple. They will be extended to Guadatalists. It is now being surveyed the construction will soon commence. This construction will soon commence. This of the National railways as soon as the deliars shead he spends it by giving ditions are settled.

Mexico's Oldest Railway. The first railway in Mexico was a dne

from Mexico City to the Shrine of Guadathe British, but to be built by Ameri- years later the concession was granted from Vera Cruz to Mexico City. This was built by British capital under a good concession, and it was completed in 1873 having at that time received something branches, and it cost over \$30,000,000, or about \$100,000 a mile. When it was begun the Indians objected to its construction,

and in order to pacify them the work was begun at both ends and carried on to the meeting point, half way between the coast and the capital. As all the materials came from England, this entaile! an enormous expense, it costing as much as \$5 to bring a steel rall from Vera Crtez seats are hard wooden benches which rolling stock by the addition of many to the capital by wagon. The same was run along under the windows like an oldso for a time of the Mexican Central fashioned street car and have another railroad, which runs from El Paso to Mexico City.

ized at \$46,000,000, and it has always paid no rests for the arms. The cars are a good profit on the investment. For a usually packed with men, women and long time it had a monopoly, and at the children, ranging in color from white to start its freight rates for this haul of a dark copper, the Indian types predomiless than 300 miles were \$76 a ton, and its passenger fares were 10 cents a mile. The road is a marvel of engineering and Nexico has been moving during recent it has some of the steepest grades upon nets and they have shawls of cotton or record. It runs from the lowlands at all over their heads. All sre barewith the character and number of its Vera Cruz right up the mountains, and it silk over their heads. All are bareit has been building such has some grades so steep that a Siamese lines faster than almost any other countwin engine, with a double-header, has tied to their bare feet with strings of the try. It has now more than twice as been constructed to mount them. This same material. They have but little bagmany miles of railroad as either firaln engine has two fire boxes, two boilers gage, with the exception of baskets or or Italy. It has 2,000 miles more than and two sets of driving wheels to make Austria and an equal amount in advance it go. With it the train climbs an aitiof the Argentine republic. It is fur tude of 2,500 feet in twelve miles, and force in the general offices here are shead of Brazil, and there is not a Spanmore than 4,000 feet in twenty-five miles.

which approaches it in railway construc-ion. A large pa. — the old Mexican road The lines now built are more than had ties of mahoga. and ebony. The 16,000 miles and their cost has been over chief objection to the chony ties was that \$500,000,000 in gold. Of these roads 70 per it was hard to drive the spikes into them Newspaper Advertising is the Brad cept were constructed under American and almost impossible to get them out the

auspices, 15 per cent by the English and when the rails had to be changed. On is laid on mahogany ties which cost there The general idea is that the govern- from 35 to 50 cents each. The ebony trees and of the same length as an ordinary piece of iron, but these do not work as well as the solid steel ties

A large part of the Mexican Central railway is laid with wooden ties, and this reminds me of a story one of the constructors tells as to Mexican contracts. Said he:

"The average haclendado here has queer ideas of business. I found a strip with a goodly number of ties. I called upon the owner and asked him at what

" 'And if I want 100,000'

"'One hundred thousand ties!' ex claimed the farmer, raising his hands. doubt whether I could get them out. would be a great deal of trouble. I could

Passenger Travel. I find the Mexican railways well man-Outside of the National railways the aged and the cars exceedingly comfort most important system in the repuoue able. There are Pullman sleepers on all the main lines and under ordinary conditions one can take his berth or draw ing room at St. Louis and go to Mexico

ments are excellent and the farcs are

about the same as in the states. As to local travel, the rates are less than those of our country, the usual firstclass fare being 24-10 cents in gold a mile and the second-class about P4 cents have first and second-class coaches, but only the common people and the Indians use the latter. Nevertheless 75 per cent of the passenger revenues come from the and whenever one of them gets a few himself and his family a railway journey Sometimes he rides as far as he can and then comes back upon foot. One of the great sources of such traffic is the retwo and one-half miles long, which ran ligious shines. The peons go upon pillupe. This was built in 1864, and three travel hundreds of miles by rail in that grimages to them and they sometimes way. The passenger head of the National for the old Mexican railroad, which ran railway tells me that his road brings thousands every year to the church of Guadalupe, and that this traffic alone pays his road \$150,000 in gold every year. like \$12,000,000 in subsidies. The road is by running excursions, and among the The railroads receive a large revenue about 300 miles long, including its events which add to the traffic are the celebrations of saint days, fiestas and such attractions as bull fights, cock fights, horse races and balloon ascen-

During my travels here I have spent considerable time on these second class coaches watching the people. The cars are of the cheapost description. Their double row of benches running through the center of the car with their seats The road from Vera Cruz was capital- back to back. There are no cushions and nating. Most of the men are clad in cotton, wearing sombreros and serapas. The footed, except for sandals of sole leather bundles, which they bring into the cars. trains, are Mexicans.

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