THE SHIP RAILROAD.

An Interview With Capt. Jas. B. Eads on the Subject.

The Privileges Granted by the Mexican Government.

Its Probable Advantages to New Orleans.

New Orleans Democrat, Oct 21.

Yesterday morning a reporter of The Democrat bearded the early morning train over the Jackson rail road at Kennerville the purpose of interviewing Capt. It as B. Eads, the famous engineer, in regard to the ship railroad which he is to build across the Isthmus of Tehuantepec for the purpose of transferring vessels from ocean to ocean, thus saving the long voyage around Cape Horn, and bringing the treasurers of the orient

nearer to our doors.

As Capt. Eads, however, was not sceable at that time, the scribe was obliged to wait until the arrival of the train at New Orleans, when he made known his business and received a warm welcome. Accompanying Capt. Eads was Gen. P. Baranda, a senator in the Mexican congress, who, as the party was whirled swiftly towards the hotel, expressed his surprise at the fine appearance of the city, of which he had heard so much, but which he had never before visited.

The general is a fine looking man of apparently 40 or 45 years of age and evidently very friendly to all Americans and American projects. He smiled broadly when the captain introduced the scribe as a "newspaper fiend," and asked if he had "waited awake all night in order to get up early in the morning." He speaks English fluently and takes a great interest in American affairs.

Arriving at the St. Charles hotel the reporter waited until after the party had breakfasted when he was shown to the captain's room and

granted the following interview:
Reporter: Capt. Eads, can you tell
me what became of the Stevens
franchise for the Tehuantepec rail-

Capt. Eads: I know nothing about it with this exception. Mr. Stevens told me a short time ago that he was suing the Learned company, which is the one now constructing an ordinary railroad across the isthmus.

Reporter: How much land has been granted to your company on either side of the proposed ship railway, and how much land will you have at the terminal points?

Capt. Eads: We have a right of way of half a mile on each side through the open country, and of one-eighth of a mile on each side through the visits to this city, but not on the mattowns and cities, with plots a mile ter of the organization of the next wide for stations wherever we may House, for the reason that the Conchoose to have them and find they are gressmen whose votes will determine donated also to aid the work.

are to be built for the passage of

been surveyed will require 1167 miles Maine; and Mr. Dunnell, of Minnesoof railway. On the Atlantic side ta, The race will in the end, probathere are 35 miles of river and on the bly, narrow down between Mr. Keif-

Pacific 12 miles of lake.

Reporter: What is the present conabout evenly divided. Pacific 12 miles of lake. dition of the ports at both ends of the proposed route?

Capt. Eads: Minatitlan on the Atlantic side is a small place of, I should think, about 2,000 inhabitants, the greater majority of whom are native Mexicans and the balace are Americans, Spaniards and a few negroes. Tehuantepec on the Pacific side is a flourishing town of 16,000 inhabitants, and is built almost entirely of stone. Indians mostly constitute its population and these Indians are the finest looking of any to be found on the North American continent. Reporter: What' is the depth of

water at these ports? Capt. Eads: On the Pacific side, at Santa Cruz and Ventoza, there is abundant for all purposes. On the Atlantic side, the mouth of the Coatzacoalcos river has a bar like that of the Mississippi, on which there is but fifteen feet of water at the present time. It can be easily improved, however, by the building of jetties about half the length of those I con-

structed at South pass. Reporter: What depth of water is there in the river, and how large is it near its mouth?

Capt. Eads: It is very nearly as large as the Mississippi for a distance of twenty miles from its mouth and has an average depth of 60 feet. Reporter: What is the highest point

of elevation on the line of your proposed route? Capt. Eads: About seven hundred

feet above the level of the sea, but the grades will be very easy.

Reporter: What privileges have been granted to your company?

Capt. Eads: The privilege of building a railway of ordinary gauge across the isthmus, a telegraph line and a ship railway, with all the wharves, shops, depots, etc., that we may need. The right to import free of duty every thing that we may need for a period of 99 years. Complete exemption of taxation of all kinds for the same length of time. The right to operate the road without interference by the Mexican authorities. The right to charge the highest tolls that the traf-fic will bear. The right to discriminate when fixing tolls in favor of any government that will aid us in build-

ing the road. Reporter: What privileges have been reserved by the Mexican govern-

ment? Capt. Eads: She receives the right to cross her mails, ship of war and troops free of all charge. The right to enjoy for her commerce the lowest charges that are fixed in favor of the commerce of that government that will help to construct the road.

Reporter: Will the railway be nectral in case of European wars or in case of a war of the United States

with a foreign power? Capt. Eads: Yes, sir. The Mexican government reserves the right to prevent war vessels of any belligerent nation from crossing the isthmus be cause that would violate her treaties of neutrality with the nations of the world. Ships of war not belligerent

the isthmus is subject to the same varieties of diseases that the lowlands of the Mississippi, but is at the same time free from yellow fever. The central portion and the Pacific coast is as healthy as in any other part of the

Reporter: How many workmen will be needed in building the ship rail-

Capt. Eads: Probably a force from 7,000 to 10,000 men will found sufficient

Reporter: Where will the tools and provisions for the laborers be bought? Capt. Eads: They will be purchased in the United States, but at what particular points I cannot say Wher-ever they can be furnished the cheap-

Reporter: What will be the probable benefit of the ship railway to New Orleans?

Capt. Eads: That should be patent to the thinking man the moment he glances at a map. It places New Orleans right at the gateways of the entire Pacific commerce, from which it is forever completely shut out by the isthmus. That commerce is estimated by the state department at . Washington to amount to \$1,400,000,000 per

Reporter: How is the Count de Lesseps progressing with his canal across the Isthmus of Panama? Capt. Eads: I do not know, but I

am sure that he is doing everything in his power. It would belie his whole past history were he not, but he has enormous obstacles to contend with; not only a sickly country, but one in which the rains at the present time and for six months in the year, are so constant and tremendous as to prevent any work from being done in the

canal.

Reporter: How about the weather on the isthmus of Tehuantepec; will you have a rainy season there that will interfere with the work?
Capt. Eads: No, sir. No such heavy rains are known there. Some of Mr. Learned's contractors inform

me that the best time to work there is in the winter season, as the rains only come in small showers and these mostly at night. It should not be forgotten that the ship railroad is twelve hundred miles to the north of the scene of DeLesseps labors.

Reporter: What about the jetties? Capt. Eads: An official survey of the mouth of the Missippi was finished a few a days ago and shows that there is both the width and depth of water in the South pass that is required by law.

The Speakership-Wa-hington Special to the Cleaveland Leader.
The race for the Speakership is thus far confined only to the newspapers. Two of the aspirants for the honor, Messrs. Hiscock, of New York, and We have 1,000,000 acres such organization are now in the city. There has, of course though, been a Reporter: How much water way exists, and how many miles of railway are to be built for the passage of ships?

Good deal of canvassing through the medium of correspondence. The principal candidates are Mr. Hiscock, principal candidates are in the spins?

Capt. Eads: The best live that has Mr. Kasson, of Iowa; Mr. Reed of

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A man drove up at a terrific pace to the railroad station at Farwell, Mich., and inquired for his wife. She had eloped with a neighbor, and was about to take a train for the East. 'Thank goodness, I'm in time!" the husband cried in great excitement. The wife shrank coweringly into a seat and the bystanders expected a tragedy. "Here's your baby," he continued. producing a wee bit of a girl; "reckon you forgot her in your hurry. Now you can get off as fast as you like.' Leaving the baby with the runaway pair he drove away with his placidity entirely recovered.

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Capt. Eads: The Atlantic side of

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PROBATE NOTIE.

in the matter of the Estate of James K. Ish, deceased. Notice is hereby given that the creditors of Notice is hereby given that the creditors of said deceased, will meet the administrix of said Estate, before me, County Judge of Douglas County, Nebraska, at the County Court Room in said County, on the 6th day of December, 1881, on the 6th day of February, 1882, and on the 6th day of April, 1882, at 10 o'clock a. m. each day, for the purpose of presenting their claims for examination, adjustment and allowance. Six montes are allowed for creditors to present their claim, and one year for the administratrix to settle said estate, from the 6th day of October, 1881, this notice will be published in The OMAHA WESKLY BEE for four weeks successively, prior to the 6th day of December, 1881.

[A true copy.]

A. M. CHADWICK, County Judge.

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themselves under the name of the "Omaha Implement Company."

2. The principal plan of transacting the business of said incorporation is Omaha, Neb.

3. The nature of the business of said incorporation is the sale of general farm Machinery, Buggies and Wagons.

4. The amount of capital stock authorized is \$50,000 to of which \$6,500.00 must be subscritted and one half of sail last mentioned sum be paid in before said company shall commence business, said stock to be divided into shares of \$100 ach.

5. The highest amount of indebtedness that can be incurred by said incorporation is two thirds of the capital stock paid in, and there shall be no individual liability on the part of the stock holi-

individual liability on the part of the stock holders thereof.

6. The affairs of said corporation are to be conducted by a president, secretary and treasurer, who shall constitute a beard of directors.

7. Said corp ration shall commence on the 13ta day of September, 1881, and shall terminate on the 1st day of September, A. D. 1890.

D. Bura.

D. BURR.
E. D. VAN COURT.
D. P. BURR
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Omaha, Neb., Oct. 3, 18





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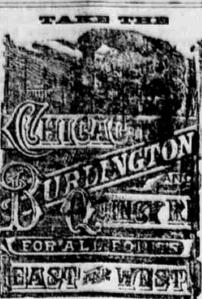
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