

RAILWAY BUILDING IN CHINA

Line through the Heart of the Empire Which Americans Will Construct.

HOW THE CONCESSION WAS OBTAINED

Keenest to an Act of Friendship to an Injured Chinaman by an American—Immense Capital Behind the Scheme.

While the whole civilized world has been discussing the diplomatic contentions of England and Russia for a foothold in China, American capitalists have been working quietly and have succeeded in securing a railroad franchise in the Flowery Kingdom which promises to give that country the biggest boom it has had in its history.

Why the First Plan Failed. Twenty years ago American capitalists tried to secure a railroad franchise in China and for a time the work of protection went on as it seemed, successfully, because the true nature of the project was not thoroughly brought home to the government and people of China.

Some time after this first attempt to introduce a railroad in China there occurred an anti-Chinese riot on our own Pacific coast. A number of Chinese were killed and others were wounded.

Sheng is a personage of great power at Peking. With Ming he divides the patronage of the empire, as far as railroads are concerned. The emperor portioned off the prospective railroad systems of China into two great divisions—the north and the south.

Two days after the receipt of this cable message Havana was blockaded, and the financial world became very uncertain in its attitude toward possible international complications. It was impracticable to proceed with foreign business in which very large sums of money were needed.

Chinese Surprised by Our War. "But the war seems really to have been of remarkable advantage to the railroad scheme in view of the wonderful awakening in the United States concerning our intercourse with China and in view of the remarkable change of attitude of the people of the east toward the people of the west."

How Present Franchise Was Won. Early in the present year ex-Senator Calvin S. Brice, who was associated with the previous railroad scheme, and Frederick P.

Olcott, president of the Central Trust company, came together with the idea of rejuvenating the proposition of a Chinese railroad franchise. They felt that the old project had been abandoned prematurely, that at least the situation might now be reviewed and placed before the Chinese government through the medium of the Chinese minister in Washington, Wu Ting Fang, a much-traveled, well-educated and altogether well-intentioned official.

Mr. Barnes Tells of Negotiations. "I began operations for the new company last March. At first we called all our communications straight to the Chinese capital, but after we spent thousands of dollars for mistakes in transmission we concluded to adopt another plan. I succeeded in obtaining from the throne an imperial edict which was sanctioned by the Chinese Parliament and by his excellency, Sheng Ta Jen, authorizing Minister Wu Ting Fang to act for his government and vesting in him imperial power to close a contract.

Forty Millions Involved. To draw up, negotiate, sign and execute a contract involving \$40,000,000 is an experience that falls to the lot of few men, and when the contract involves 100,000,000 persons in China and is sure to go a long way towards forming the basis of a commercial alliance between England and the United States, the occasion of the signing becomes momentous to say the least.

General way as a sort of framework to go upon, the wording and minutiae of the business being left to his own discretion and judgment. During prolonged negotiations we came nearer and nearer to the point of settlement and incidentally gained a better appreciation of the Oriental character and its peculiar way of doing things. I have spent two winters in the far east and the knowledge there gained stood me in hand during our conferences.

Interrupted by War with Spain. "Two days after the receipt of this cable message Havana was blockaded, and the financial world became very uncertain in its attitude toward possible international complications. It was impracticable to proceed with foreign business in which very large sums of money were needed.

Men Behind the Scheme. From another source, however, some of the names on the roster of the Chinese railway syndicate were learned. Probably no other company exists today which includes so many members of world-wide financial prestige.

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and amazed at these very warlike propensities. It is really so. If the Americans have been delighted with their victory, the people of the east have been dumfounded and there is throughout the whole Orient a greatly increased respect for our armed resources, which already is accruing to the benefit of trade.

Route of the Railway. The city is situated in the heart of the Yangtze-Kiang valley. China, and consists of three municipalities. Han Kow in Chinese means "the mouth of commerce."

Resources of the District. Thus will a direct and rapid means of communication be started with the interior of China. Really very little is known about the country through which the road will pass.

A glance at the map of China will show that this first intimation of American capital must be the beginning of the great strategic system of communication which will compare every part of the empire within a comparatively few hours of the coast.

Very Wide Mouth, but Only Six Feet Deep. The latest advice received from the government survey party at the mouth of the Yukon, says the San Francisco Call, are to the effect that failure has attended the attempt to locate the central bar.

Smelters Erected. Two smelters were erected, and much of the ore was smelted on the spot. This was long before the railroad was built to that point, and the ore and pig iron was transported by means of mule and ox teams to St. Genevieve, on the Mississippi river.

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Sturberg of the Sugar trust, Willard P. Ward, Marcus Sline, and so on through a long list of representatives of banking and commercial interests throughout the country.

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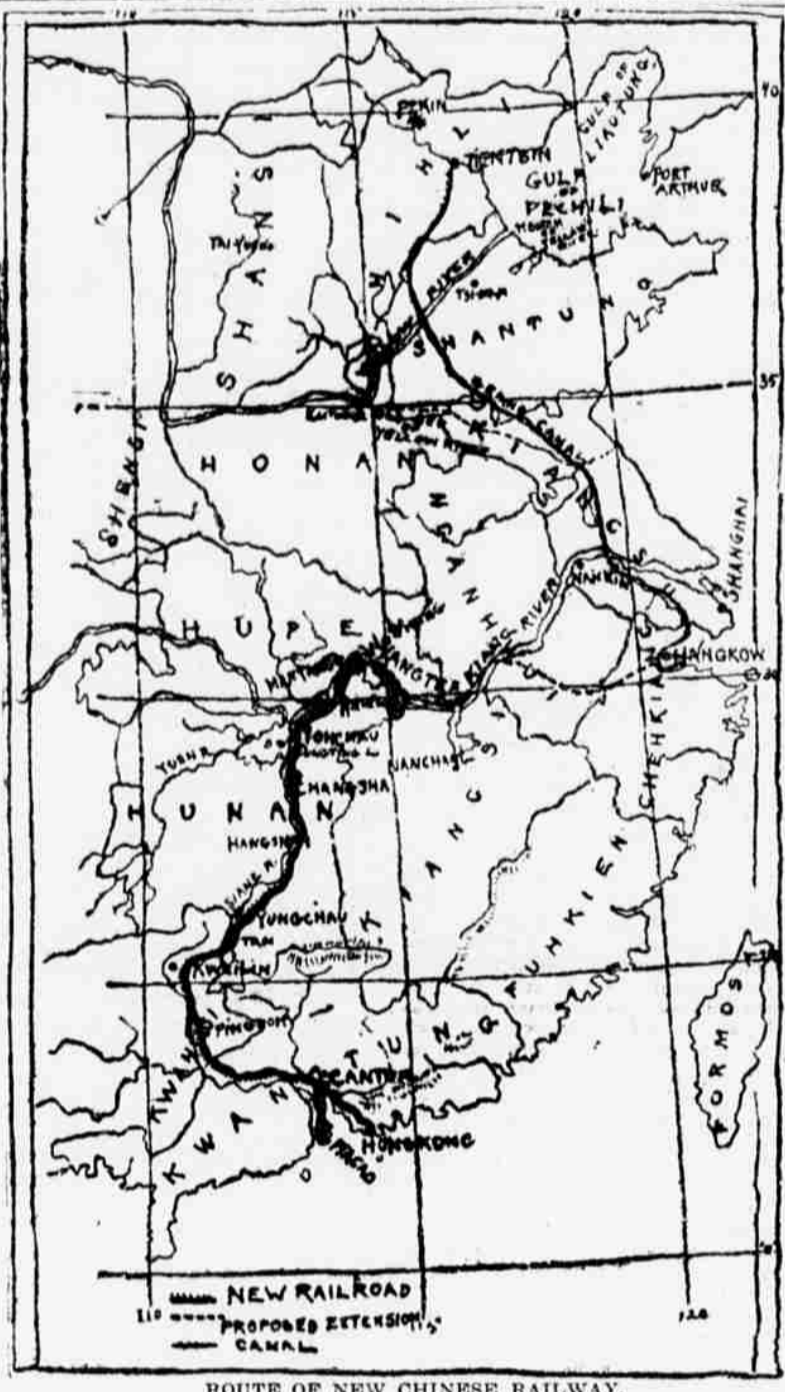


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ROUTE OF NEW CHINESE RAILWAY.

IRON MOUNTAIN EXHAUSTED

Glory of the Wonderful Source of Wealth Has Departed Forever.

MADE MANY FORTUNES WHILE IT LASTED

Story of a Missouri Mining Expedition That Employed Thousands of Men and Changed the Face of the Earth for Miles Around.

Iron mining promised at one time to be one of the greatest resources of the state of Missouri. Iron mountain was discovered very early in the history of the Mississippi valley by the French explorers, who had a remarkable faculty for scenting out mineral resources.

ON THE YUKON BAR.

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Only a Hole in the Ground.

However that may be, after taking out 3,500,000 tons of rich ore as was estimated, the great Iron Mountain mine is no more; its glories are departed; its 1,200 workmen have dwindled to twenty-five, who are now engaged in scraping up and sorting the last of the tailings, preparatory to abandoning the works forever.

Period of Greatest Activity.

In 1869 the company was reorganized, with the following prominent citizens of St. Louis as the sole stockholders: James Harpison, Charles P. Chouteau, Julia Moffitt, Jules Valle, Henry Bell and Felix Valle. The period of greatest activity in working the Iron Mountain mine followed this reorganization.

To Save Doctors' Bills

Use "Gardol" Stoves and Ranges.

Sheriff Protects His Prisoners.

FOREST, Miss., Oct. 24.—The negro rioters from Harpersville were landed in jail here at noon. Sheriff Stephenson and his posse had a fight with a mob of whites who made a desperate attempt to lynch the negro prisoners soon after the party left Harpersville.

Smelting, transporting and charcoal burning.

smelting, transporting and charcoal burning, farming, etc. A city soon sprang up, which at one time had a population of close to 5,000, and for a long period was the largest, liveliest and most prosperous on the Iron Mountain railroad.

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CONSTIPATION

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