

ACROSS THE ANDES BY RAIL

Trip Over the Steel Highway Connecting the Atlantic and the Pacific.

WITHIN FORTY MILES OF COMPLETION

Difficult Engineering Problems Overcome—How the Road Climbs the Andes—The Country and People.

(Copyright, 1899, by Frank G. Carpenter.) MENDOZA, Argentine Republic, Dec. 19.—(Special Correspondence of The Bee.)—Across South America by railroad; climbing over the Andes on iron tracks; pulled through the vast pampas of the Argentine by a locomotive...

As it is the railroad is almost completed. There are less than forty miles yet to build, when there will be an iron track from ocean to ocean. The railroad from Mendoza to Buenos Ayres is excellent, although the distance is 654 miles.

A bell rings at the station before the train starts. We skirt the harbor, pass through the well suburbs of Vina del Mar and then come almost at once to the foothills of the Andes.

The actual cost of the completion of the road is estimated at about \$3,000,000. I understand that this was the sum for which W. R. Grace & Co. of New York City offered to finish it.

Would the Road Pay?

The road will pay very well. When completed it will be just about as long as from New York to Chicago and will reduce the time between Valparaiso and London by more than two weeks.

The country is wild in the extreme. Much of the mountains are nothing but a mass of rock and snow inhabited only by condors, with here and there a guanaco, a sort of a species of wild llama.

From Mendoza to Buenos Ayres is about as far as from New York to Cleveland. The cars are not uncomfortable. They are built somewhat after the manner of our air cars, with a lot of little apartments running through the car reached by an aisle outside.

The crossing of the Andes here is not a greater job than the crossing of the Rockies. The mere fact that it is the Andes has exaggerated the difficulties, but the truth is that the highest point of this road when completed will be about 200 feet lower than Marshall pass on the Denver & Rio Grande and less than 500 feet higher than Leadville.

The building of the road is merely a matter of money. It has no engineering difficulties which cannot be easily surmounted, although the Andes are very steep just at this point, making many different kinds of tracks to get over them.

Most of the sleepers have traveling bags on them. All kinds of liquor are kept in the baggage car and you can get anything from champagne to cognac and from apollinaris to beer, by ordering it. There is a little stove in the car upon which the porter makes coffee and brings it to you in the morning before you are out of bed.

At night the bedding is brought into the car from the baggage coach, I suppose, and your beds are made. The sleeping cars are more plainly furnished than ours and the bedding is not so good.

Communicating upon the lack of fine furniture one day an English railroad engineer told me that the companies found that it did not pay to make extravagant cars, for it was so difficult to keep them in order.

At Mendoza to Buenos Ayres is about as far as from New York to Cleveland. The cars are not uncomfortable. They are built somewhat after the manner of our air cars, with a lot of little apartments running through the car reached by an aisle outside.

FREE Medical Treatment FOR Weak Men Who are Willing to Pay When Convinced of Cure. A scientific combined medical and surgical method has been discovered for "Weakness of Men." The proprietors announce that their method is not a "cure" but an "appreciation" without advance payment—no hospital, no medicine, no pills, no surgery, no diet, no rest, no change of location, no change of climate, no change of air, no change of water, no change of food, no change of anything.

(Inches wide, and transfers will have to be made at least one end of it altogether. The plan of construction seems bad. There should be one gauge from ocean to ocean, so that goods can be taken from the Pacific and remain on the cars until they are landed on the Atlantic, and vice versa.)

This railroad when completed will be one of the great scenic railroads of the world. Suppose we cross the continent by it. We start at Valparaiso, the great seaport of Chile, on the Pacific. It has 160,000 people, and its houses are as fine as those of any European seaport.

We step out of the boats onto stone walkways, and are taken in a cable to a fine two-story stone station. There are waiting rooms for first and second class passengers, and we find a crowd in both places. We ask for our tickets, but are told that it is yet an hour before the train starts and that the tickets will be sold until fifteen minutes later.

We try to check our baggage, but are told that we must pay express rates on every pound, and that nothing is free. We get a check, however, and then cross over the track to reach the cars. We step down to do this, for the tracks are sunken and the platforms are level with the floor of the cars.

While we wait for the train let us make a note of the passengers. Beside me stands a young English girl, with school books under her arm, and there are English and German merchants who are waiting for the train for Santiago. There are Chileans, with big hats and ponchos, who have come from the country, and Chilean women who have their faces coated with powder.

A bell rings at the station before the train starts. We skirt the harbor, pass through the well suburbs of Vina del Mar and then come almost at once to the foothills of the Andes. We pass oxen ploughing in the fields, dragging a wooden plow through the mud, and a man is fastened to a yoke on their heads.

Our stop at times like the shrieks of the ocean. We howl at times like the shrieks of the ocean. We howl at times like the shrieks of the ocean.

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cannot be driven into it without first boring holes for them. After the rail is in place it is impossible to draw the spikes out. Such ties are very expensive, so much so that the southern railroad not long ago tried the experiment of importing ties from Australia because they were cheaper than the Paraguay ties.

The most of the railroads are in the hands of the English. Some have been built much like our roads at home, with a heavy capitalization and with their up and downs on the stock market. It is safe to say, however, that more than half a billion dollars has been actually spent in constructing railroads through the Argentine. In the capital stock of the roads footed over \$10,000,000 and their gross receipts were more than \$11,000,000, while the expenses were not more than \$16,000,000.

This made a clear profit of \$15,000,000 gold during that year. The most of the roads are English built, and the rails now being laid by the Southern railway weigh seventy-four pounds to the yard. They are of steel. They are imported from England, from where most of the rolling stock has been brought, although now the chief companies have their own stock, and are making cars. There are a few Baldwin and Rogers engines, but these are chiefly on the government lines.

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INSECT FOES OF FARMERS

Destructive Operations of Chinch Bug Throughout the West.

WHAT AN INVESTIGATION DISCLOSES

Preventive Methods Proposed by the Department of Agriculture—Suggestions of Great Value to the Country.

WASHINGTON, Jan. 28.—(Correspondence of The Bee.)—Of all the pests injurious to the grain crops of our country the chinch bug is generally known as the most destructive. Its ravages have been so great and so widespread throughout the grain-growing districts for many years past that it has caused the most thorough and diligent experiments on both the farm and in the laboratory by our scientists toward its extermination.

In the history of this devastating pest the department has found that its presence was first known by its ravages in the wheat fields of North Carolina in 1785. In that year this state was so overrun with them as to threaten a total destruction of the grain. In the year 1809 the chinch bug again became destructive in that state. In 1820 the pest spread to Virginia, and in 1821 it reached Virginia and in 1840 there was a similar outbreak and both wheat and corn were seriously injured.

During the years from 1845 to 1850 the insect ravaged over Illinois and portions of Indiana and Wisconsin and in 1851 and 1852 again worked havoc in Northern Illinois. It was estimated that in the warlike counties of Illinois in 1850 was \$1,000,000, or \$4.70 to every man, woman and child living in the state. In 1863, 1864 and 1865 the insect was again destructive in Illinois and other western states, its ravages being especially bad during 1864. During that year in computing the losses throughout the extensive districts, comprising almost the entire northwest, it was estimated that about 30,000,000 bushels of wheat was destroyed, together with 138,000,000 bushels of corn, which aggregated a total value of \$73,000,000.

There was a serious outbreak of the chinch bug in the west again in the year 1867. This gives us a total of 1874 the ravages were both widespread and enormous. The computed loss in 1871 in seven states, viz., Iowa, Missouri, Kansas, Nebraska, Wisconsin and Indiana amounted to \$30,000,000. The loss in Missouri alone in that year was about \$10,000,000, and added to his experience that "in the warlike counties of Illinois in 1850 was \$1,000,000, or \$4.70 to every man, woman and child living in the state. In 1863, 1864 and 1865 the insect was again destructive in Illinois and other western states, its ravages being especially bad during 1864. During that year in computing the losses throughout the extensive districts, comprising almost the entire northwest, it was estimated that about 30,000,000 bushels of wheat was destroyed, together with 138,000,000 bushels of corn, which aggregated a total value of \$73,000,000.

Among the precautions measures for destroying the chinch bug the department suggests the sowing of a bacterial enemy with the grain. This fungus grows delicate tubes and cells, which in result of decomposition forms vast masses of microbes, which attack the chinch bug and kill it. The practical utility of parasitic and bacterial enemies in fighting this pest can only be employed in case of excessive abundance and during wet weather. Then it would be necessary that the basic for infection be provided by some central propagating station from which farmers could receive prompt and abundant supply. In the matter of guarding against the spread of the bug more attention is invited to the necessity of destroying it while in hibernation. All dry grass, leaves or other rubbish in which they may shelter should be burned during the winter and early spring.

Fatal effects are obtained by a generous use of kerosene in various ways in fighting these pests, which the department heartily recommends. One method is to spray or sprinkle corn with an emulsion made principally of kerosene, which makes an insecticide inoperative. Diluted and ready for use the emulsion is prepared as follows: Dissolve one-half pound of hard soap in one gallon of water; heat to boiling point, then pour the suds while hot into two gallons of kerosene. Churn the mixture into a creamy consistency; when cool it will form in a jellylike mass. For each gallon of this emulsion use fifteen gallons of water, mix it thoroughly and apply to growing corn. This is especially a good preventive to use for an invasion of bugs from one field to another by sprays on the marginal rows. Another measure including the use of kerosene is to plow a furrow along the edge of the field and saturate it with the oil, thus forming a temporary barrier to the incoming hordes.

Differring little materially from the present methods to check their progress are the various combinations of coal tar and ridges of earth, smoothed and packed along the apex or instead of the ridges of earth a six-inch board placed on edge and the top coated with tar. Another idea is to spread a thin tar line, intersecting it with post holes every fifty rods. The bug comes up to the line, falls and finally drops into the holes. The tar methods are better adapted to wet weather, as the material will not wash away.

With these barriers of either ridge or furrow and the use of coal tar or crude petroleum, supplemented by kerosene emulsion, a very large per cent of the injury from chinch bugs may be prevented, and, with a reasonable degree of watchfulness and prompt action, all injury from migrating hordes may be prevented.

Seattle, Wash., is to have a glass factory. The Oregon tar factory at Healthburg Cal., is being run night and day. The Edgemoor (S. C.) cotton factory is now running night and day, with a full force of hands. We send enough rags to England and Germany every year to furnish 200,000 people with clothes. A \$400,000 company has been formed to establish a silk dyeing and printing works at Lambert's Point, Va. Carpenters of Des Moines, Ia., expect to

Grand Opening

"Exhibition" and "sale" of imported and domestic wash suits for children whose ages range from 3 to 12 years.

February 1, 2, 3 and 4, in our parlors on the second floor of our store, corner 15th and Douglas streets, we will exhibit the largest, best and most complete assortment of foreign and domestic novelty wash suits ever shown in the west.

This superb collection of foreign suits is direct from London, and reflects every passing phase of current juvenile fancy, and in price, as in style, is bound to merit your favor.

This is a "sample sale." You don't buy the sample—but you make your selection from the sample, and your order is sent direct to our "London agent," if you choose an imported suit, and direct to New York, if you choose a domestic one. These suits are made practically to your order, and will be delivered through us about May 1. Among the hundreds of styles shown, is one in particular that is especially attractive, and is called a gros grain pique. This material is being introduced for the first time in the country. In connection with the grand exhibit of high novelties we will show a splendid selection of home products. You will then be able to judge style, quality and workmanship of two countries and to make your choice accordingly.

Hoping you will remember the dates, February 1, 2, 3 and 4, and be sure and favor us with your presence on one or all of those days, we are, Respectfully yours,

Browning King & Co. S. W. Cor. 15th and Douglas Sts.

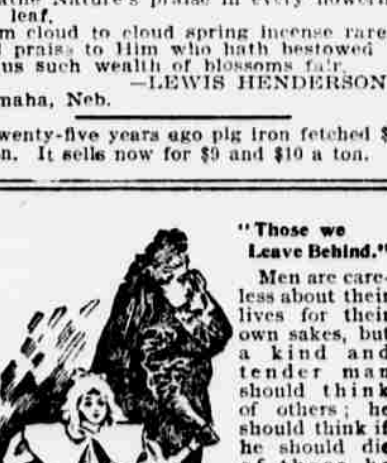


Boy's Washable Suits

THE VOICE OF FLOWERS. (Read before Nebraska State Horticultural Society.) At Nature's throne, free and alone, By zephyr's gentle breeze caressed, How these young heads, so mortal of the art, To voiceless lips, O flowers, Each cup a pulch, each leaf a text, A prayer in each petal soft, That lights the gloom of saddest heart, And grace and goodness sends aloft, Floral apostles with dew-drenched brows, Blush without sin and weep without crime, How these your buds and deeply leaved, And ne'er surrender your love divine. Sweet as the morning light they are, Sweet as a mother's love, Keen as the winds of heaven above, Washed by the springs of crystal dew, Tokens of pure and boundless love, Emblems of innocence divine, Emblems of the brighter land, Where never comes the blight of time, Sweet as the rippling brook that flows, Across Nebraska's fertile plains; An eagle sailing to and fro, Across the billowy grass below, From shore to shore the ocean round, From shaggy mountains, coral reefs, Sweet petals for whom Nature smiles, Breathe soft and deep you towering pines, To every flower in springtime sweet, Spring out your buds and tender arms, And struggling vines begin to creep, Now winter brown gives place to tints, Both soft and rich, as spring draws on, And hearts turn gay, both old and young, Because the spring and life are come.

Omaha, Neb. —LEWIS HENDERSON. Twenty-five years ago pig iron fetched \$75 a ton. It sells now for \$9 and \$10 a ton.

These we Leave Behind. Men are careless about their lives for their own sakes, but a kind and a doctor there but without receiving any help he should die of those he leaves behind. For this reason alone, if for no other, every man should regard his health as a precious treasure not to be thrown away or spent and scattered in vain. If any man's health is weakened or wasted, or run down, he should take the right means to build himself up strong and well, so that he can both live and care for those he loves. He should investigate the virtues of that great remedy, the "Golden Medical Discovery" originated by Dr. R. V. Pierce, chief consulting physician of the Invalid Hotel and Surgical Institute, of Buffalo, N. Y. It is a remedy that makes a man thoroughly well by giving power and capacity to the digestive and assimilative organs. It makes healthy, invigorating blood out of the food he eats. It gives him strength and vitality to put into his daily task. It builds up hard muscular tissues of the throat and lungs, heals inflammation, purges the blood of bilious poisons and makes a man, strong, vigorous and hardy. My husband had been sick a long time, writes Mrs. J. W. Britton of Clinton, Tenn. He had been to the Invalid Hotel and Surgical Institute, and even went to Chicago and consulted a doctor there but without receiving any help. He went to the hospital and was operated on for three months but came home to die. (The doctor here thought, but after awhile he commenced to take your wonderful medicine, the "Golden Medical Discovery" and now, thanks to your most welcome medicine, he can eat anything he wants and is again a well man.) No remedy relieves constipation so quickly and effectively as Dr. Pierce's Pleasant Pellets. They never gripe.



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