

MEXICO'S NEW RAILWAY

Will Open up an Important Exporting District for Fruit

COMMERCIAL SHORT CUT

Since 1774 Many Unsuccessful Attempts Were Made to Construct a Canal or Railway - Completion Due to Efforts of President Diaz - Chances for Sugar Growing.

All Mexico is rejoicing over the completion of the Tehuantepec National Railway across the Isthmus, and the announcement that the harbor terminals are to be finished for the big steamships of the Pacific and Atlantic lines carrying Hawaiian sugar from Honolulu with returned cargoes of American merchandise.

The Mexicans are rejoicing because President Diaz has accomplished this great enterprise, giving Mexico and the world a line across the Isthmus, which will develop an enormous business in commerce and affording the completion of the Panama Canal. So that by the time Mexico's stupendous enterprises shall have been opened to the world Isthmus routes will become popular and the great gulf streams of business will tend that way from all parts of the globe.

Diaz, like his friend and predecessor Juarez, is a half-breed. Both men were unable to speak the Spanish language, both arose from sheep herding to become lawyers, judges, senators, patriots and statesmen, and both solved the problem of self-government in Mexico.

He will be remembered as the man who achieved the impossible—built a tunnel through the mountains, draining the city of Mexico of its pestilential waters and reducing the death rate from seventy-two per thousand to something like a civilized record. Under his wise rule two hundred millions of American capital have been invested in Mexico.

It is surprising how many attempts have been made to construct a canal or a railroad across the Isthmus of Tehuantepec. In 1838 the government entered into a partnership contract with Pearson & Sons, of London, and the name "National Railroad Company of Tehuantepec" was given to the company. With a working capital of \$5,000,000 work was begun in earnest, employing the best up to date machinery and methods. Rapid progress was made and shortly the railway was completed.

The great problem was to secure permanent depth of harbor on the Gulf side of the Isthmus, where the Ixtapalcoatl River enters the ocean. It was found that after dredging out the harbor to the depth of thirty feet a few tropical storms filled the basin with silt and alluvial deposit washed down from mountains, reducing the depth to only twelve feet.

Then it was decided to follow the Suez system, so successful at New Orleans, and build jetties, all of which would cost millions of dollars. But the work has been pushed and will soon be completed and ready for large ships of deep draught with room thirty to thirty-two feet of water on the bar. The railroad terminals of Coatzacoalcas are a mile long, with three tracks stretching up and down the water front. About thirty millions in gold has been spent at terminals alone.

On the Pacific side of the Isthmus the depth of water is unlimited. There is no natural harbor, simply a stricture of the coast at the town of Salina Cruz, near the old city of Tehuantepec. To protect the harbor from the tremendous ocean storms that beat against the unprotected shores, immense breakwaters of stone and masonry have been built at the cost of millions, but the work has been so well done and constructed on true scientific lines that shipping will be amply protected, and the largest vessels enabled to load and unload cargoes in severest weather.

The latest news in regard to the enterprise is that the American-Hawaiian Steamship Company has closed a contract with the railroad company through Pearson & Sons for the transportation of all the business of the steamship company between Atlantic and Pacific ports over the railroad.

Here is what Sir Westman Pearson said of the Tehuantepec Railway on his return to England recently when interviewed by the London Chronicle:

"We hope that trade by the Tehuantepec route will commence in July of next year. The railway is completed, and the harbor works are pushed forward. We shall inaugurate a steamship connection in July by arrangement with a powerful steamship company, which will run eleven boats, averaging ten thousand tons. The boats on the Atlantic side will be run from Coatzacoalcas to New York, and on the Pacific from Salina Cruz to San Francisco, calling at the Hawaiian Islands.

"This is going to be one of the great routes of the world. It will divert traffic that now goes around Cape Horn and by the Suez Canal. It will compete, too, with the American transcontinental railroads, for we shall be able to convey goods from the Pacific to the Atlantic coast of the United States in twenty days, which is less time than that occupied by the express freight trains of some railroads."—New York Times.

Remember Samson's fate, young man, and be careful how you use your jawbone.

MARCHES OF FAMOUS MOBS.

In Europe Fearful Slaughter Attended These Uprisings.

The march of a mob to lay its unbearable wrongs before the ruler has occurred several times in history, as in the case of the march on the winter palace at St. Petersburg, emphasizing the condition of the Russian workmen, "dumb driven cattle."

In connection with this portentous event an apparent parallel most readily recalled is that of the march of the French mob on the palace of the King at Versailles. The results were different. At St. Petersburg the swift volleys of the troops brought the mob into the subjection of complete terror. In France the King hastened and returned to Paris, to his faithful subjects, who later hooted him and his Queen as they went to death. The French King's weakness, say some, destroyed him. "Coward!" is the comment on the King's action in turning his Cossacks and Artillery loose on the mob that sought only its "Little Father." Perhaps some kind of proper judgment on the action of those two rulers can be obtained by recalling that of a third king, Richard II. of England, and the famous Wat Tyler.

The agitator, just as Father Gopon did, led a horde to London to lay their grievances before the King. And strangely enough the number was 100,000 persons. Their aim was to get possession of the King and pass laws for the good of the realm. With the peculiar level-headedness of the Anglo-Saxon race, so-called, this King met his subjects accompanied only by the Lord Mayor, Sir William Walworth, and a few attendants. He was only a boy, this King, but a fearless one. "I am your King and Lord," he said. "What will you?" "We will that you free us forever," they replied; "us and our lands." He listened to the complaints and then said to them kindly enough, "Go back to your homes; your King will redress your wrongs."

Later on the King met Tyler, and the latter, making a threatening motion, excited a fear in the Lord Mayor, and was promptly struck down by Walworth's mace and killed. It is hardly necessary to add that the wrongs complained of were after all never redressed until by the slow growth of constitutional liberty the English people "found" themselves. Seven thousand men are said to have perished in this peasants' revolt.

Not only, however, in autocratic countries have such marches been witnessed. It is not so many years ago that this country saw Coxe's march on Washington. Laughable as this effort was, it was a sign of the times no less important in its period perhaps than that of Tyler's march, or the French mob's, or that of the Russian workmen. It was the expression of a great discontent. But the times had changed. Coxe's band was laughed out of existence by a people whose laws are lenient.

The French peasants in the thirteenth century banded themselves together under the name of "Jacques Bonhomme" (Good Man Jacob) and demanded redress of their vacillating king from the destitution and poverty which had been wrought to the whole countryside by the prolonged Anglo-French war. Falling in reaching the monarch's ear, the peasants broke up into bands whose avowed purpose was to murder and rob the rich. They were hunted down and slaughtered in thousands by the king's soldiery and by the men-of-arms of various feudal lords.

Mirabeau (of the French revolution), Wat Tyler, Peter the Hermit, Father Gopon, even Coxe, are of the same type. They are men of the people; in their own persons the human concentrated expression of great wrongs. The proper answer to their demands is not guns, but justice.

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One Piece Railway Wheel. A process for making a one-piece steel railway wheel has been devised. For a 33-inch wheel an ingot about 16 inches in diameter is used, and with steam hammer and hydraulic press the ingot is forged until the hub and web are brought to practically the finished size. It is then subjected to a process of heat treatment, so that the outer portion of the wheel is brought to a rolling heat, while the web and hub are kept at a lower red heat.

In the center of Africa lives a tribe whose governing assembly has adopted the strict rule that no member engaged in a debate is allowed to speak longer than he can stand on one foot.

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FERRET THAT LIKES MUSIC.

Entertaining House Pet that Dances and Plays to Music.

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One day the keeper decided to administer a dose of medicine, so with the bottle and a whip he climbed to the top of the cage. Was that tiger cross? You would have thought so if you had seen him throw back his great head and snay at the whip. The keeper, after enraging him, poured a little medicine down the lash, which he gradually withdrew, until in its place there was a tiny medicinal stream, at which the tiger kept biting and snapping, too much surprised, it seemed, to distinguish between whip and liquid. When he turned away his head the medicine was poured over his paws, and when he had licked them clean that day's treatment was completed.—St. Nicholas.

Down in Georgia they have hit upon a brand new and most successful scheme of turpentine production. The plan, which is in successful operation in three mills that I lately visited down there, does not depend on the tapping of pine trees as by the ordinary way, but utilizes old stumps, slabs, sawdust, and any old odds and ends of pine refuse. The turpentine is extracted by a steaming process, and from twelve to twenty gallons can be had for each ton of material. As the material costs next to nothing, and as turpentine is worth 54 cents a gallon, it can be seen at a glance that there is money in this kind of manufacturing. In the opinion of experts, the quality of the turpentine made in this way is of the very best.—Washington Post.

A remarkable suggestion, bearing upon the survival of organic life at extremely low temperatures, was made in a paper by Prof. Travers of University College, Bristol, read recently before the Royal Society in London. He said it was quite possible that if living organisms were cooled only to temperatures at which physical changes, such as crystallization, take place with measurable velocity, the process would be fatal, whereas if they were cooled to the temperature of liquid air no such change could take place in finite time, and the organism would survive.—Exchange.

The stuffed horse of Napoleon I., formerly preserved in the Imperial Museum, but long since lost sight of, has been found hidden away in the national storerooms. The coat is white, with brown spots here and there, and on the thigh is branded the letter "N." surmounted with the Imperial crown. This most interesting relic was presented to the government of the Second Empire by the Natural History Society of Manches-ter.

Warren Sheley, a young son of Dr. O. C. Sheley of Independence, is the possessor of a full grown ferret, a present from some place in Kansas. The animal has the appearance of an elongated white rat with a kitten's tail, and is not only thoroughly domesticated, but is about the most entertaining house pet imaginable.

It plays with a string like a kitten and is very fond of music, dancing in a kangaroo sort of fashion when its young master whistles a lively tune. It seems especially fond of a zither owned by Master Sheley, and never seems quite so well satisfied as when resting its long, pinkish body across this instrument and scratching the strings with its claws. In addition to being a rare pet, the ferret is sure death to rats and mice, not to mention chickens. It is said to be able to kill any dog that attacks it, its method of protecting itself being to fasten its needle-like teeth in the dog's throat and then to cling there until it has sucked away the animal's life blood. Master Sheley's pet, however, seems friendly enough to his big shepherd dog, the two playing together in perfect comradeship.—Kansas City Journal.

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THE STATE AT A GLANCE.

—There is at present great oil excitement in northern Jefferson county, caused by the striking of a forty-barrel gusher on the farm of Washington Kahl, in Eldred township, and a three-barrel pumper on a nearby property. The find was made about four days ago, and already six more holes are being put down.

—After being released from some months organization deadlock by pulling straws at the court's