

Translation

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From El Monitor Republicano  
Mexico City, Mexico, Nov-19<sup>th</sup> 1891

Municipalities shall be Con-  
trolled by Business and not by  
political Methods.

By persons of thought and discrimi-  
nation who have given study recently  
to the subject, it has been seen that un-  
der political methods City management  
has been a sad and lamentable failure -  
that the Cleanliness, Sanitation, public  
works and public employments in cities,  
even under the best conditions ever yet  
employed either in Europe or America,  
are lacking in almost every essential  
for correct and happy and prosperous

life; and we are not surprised therefore to see the interest that President Harrison and some of the leading and public men, in the United States, are taking in this direction.

We, also, read with pleasure in The North American Review, for November 1891 "How to Improve Municipal Government" - articles by the Mayors of four of the prominent cities in our neighboring Republic. How, Tho: H. Hart, Ex-Mayor of Boston says: The Constitutional duty of the immediate future, it seems to me, lies in the direction of simplifying, improving and, perhaps, enlarging Municipal Government. x x x No City I fear, will ever be well governed that does not invite the highest talent, and that fails to hold out the highest inducement to men of light and learning. The

problem of City government, I believe, can never be solved except by the City itself and by its home citizens. Instead of relieving men of Municipal duties, the latter should be increased; and a great duty well discharged should find its just reward." Hon. Robert C. Davidson, Mayor of Baltimore says: "The City should be invested with discriminating powers for the transaction of its business to much the same extent as is allowed to private corporations: 447.

"There is no reason why our City governments should be considered failures, and they would not be so considered if the majority of the people who live in cities desired their affairs to be conducted on the simple lines of common sense and prudence which are followed in every branch of private

enterprise, and had the energy to enforce their wishes; but the lamentable truth is that such is not the case. x x x.

"In conclusion, the whole question of more efficient City Government will be solved when politics are permitted to have no more place in the management of our Cities than in individual or corporate enterprise." and Hon. Charles F. Bishop, Mayor of Buffalo, says: "The affairs of a City are simply the business of a great Corporation, and should be administered as such. The members of the legislative body or bodies constitute the board of directors, and the people, who are the stockholders, should exercise the same care in electing them to secure competent and fit men as they do in choosing the officers and directors of their private Corporations."

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Now what we wish to say particularly just now is that President Diaz, in February 1890, anticipated President Harrison in the recommendations he is about to make to the people of the United States and the suggestions so strongly made by the Honorable Mayors above quoted, in his approval of the plan for Pacific City, which is the first municipality in the world ever laid out scientifically and perfect in all its details before a house was built, and which at the same time is to be settled and controlled, entirely free from politics, by a regularly incorporated Stock Company. The plan for Pacific City, on Topolobampo Harbor, in North Sinaloa

and the way of how to Colonize its site and to control its streets, water works, street cars, gas, electricity, exchanges, manufactures, stores, farms, gardens, parks, wharves, etc, etc, is the work of Engineer Owen who has devoted twenty years to the study of cities and to their management. He was City Engineer of Chester, Pa. assisted to regulate a large part of Philadelphia and has made visits to the important cities of Europe and America to perfect his studies of how best to build Pacific City - that it may be a model and embrace home, factory and farm in one Corporation. It is owing to the circulation of Engineer Owen's books and plans and to his weekly publications

relating to Pacific City and its management which have awakened such a deep interest in Municipal reform in the United States. It should be Mexico's pride that Engineer Owen has selected Sinaloa in which to erect his Model City, and we urge the representative men of this Republic to encourage him in his plans, for it will attract universal attention and redound to the enlightened and Comprehensive policy of President Diaz and his administration in their commendable zeal to establish model industrial and agricultural colonies in the Western part of the Republic.

We salute Pacific City - the herald of the dawn which will usher in a better idea of how municipalities should be administered.

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1917

# Topolobampo a Failure

Cooperation Has Practically Been Aban-  
doned in The Colony.

Abilene, Kansas, May 28<sup>th</sup> - W. A. Witherspoon, attorney for the Topolobampo Cooperative Colony in which J. W. Briedenthal, C. B. Hoffmann, and other prominent Kansans are interested, returned last week from Sinaloa, where he had been all winter endeavoring to straighten out in the courts the Colony's entanglements. He said today that as a Cooperative venture the Colony had proven a deplorable failure.

The Eastern promoter, A. K. Owen by skilful management secured a title to all the Colonists interests in the ditch which has been under construction during the past three years. The water was shut off and an attempt made to starve the Colonists out. By legal means and through military force the Colonists have been restored to such rights as they had, but they have



little upon which to base an existence, owing to the fact that the ditch is incomplete. Fully \$25,000 is needed to finish it and as no money is coming in the Company is simply endeavoring to perfect titles to the land and give the Colonists deeds in exchange for scrip, given to them for labor on the ditch and lands.

The Company still holds a large body of land and will colonize it on the same principles as is being done in Colorado and Montana irrigated tracts.

There is, says Mr Witherspoon, but 250 Colonists left. There has been an epidemic of grip and malarial fever, causing considerable illness. The Colonists now there will, however, remain and take up permanent residence making themselves farms. Many Northern investors are moving in. Wheat is \$3. a bushel, labor thirty five cents a day, land \$2. an acre. There are 2,000 miles square of prairie, level and rich, ready for cultivation if it can be irrigated, but at present worthless. No more Colonists will be sent out under the old system.

The Kansas City "Star", May 28<sup>th</sup> 1894.

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Translation.

[From "El Estado de Sinaloa", the official organ of the Government of that State, Vol. ~~XXVII~~, no. 49., Oct. 26<sup>th</sup> 1900.]

Most interesting to the Public.

Notice.

The Topolobampo lands are held in common. There is a project of building up thereon a large city, that place being a Harbor of a great importance for its good conditions and its topographical position.

In that portion of said lands known as "Mapao," or the City-site, lots are being unduly sold, thus infringing a State law which reads: "Nobody holding lands in common can sell a portion thereof, but the whole of his or her interest in the same, etc." Said lands have been divided into lots only theoretically.

Up to this day, I do not acknowledge as having legal rights on those lands, as per the original transfers or conveyances (deeds) which I keep in my possession as one of the chief owners, said deeds having been duly registered, and the taxes on said lands being duly paid, but the Heirs of late Dr. Benjamin R. Carman, or any parties to whom said Heirs may have transferred their rights in a due and legal manner; Don

Miguel Careaga, of Bilbao (Spain); the legal representatives of the late firm Becerra Hermanos (provided they hold a legal transfer and conveyance said to have been executed in their favor by the late Don Blas Ibarra); Mrs. Virginia Ibarra de Delgado; Don Eulalio Ibarra, for his inheritance on his father's side; Francisco J. Guerrero, and my sons Carlos and Emilio (both of legal age) for their inheritance on their mother's side; and the right to six lots which the Gaxiola family, of this city, has.

Puerto, this 13<sup>th</sup> day of October 1900.

= Carlos S. Retes. =

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In a pamphlet containing 14 pages issued by The International Construction Company, Kansas City, May 1, 1901, on page 3, one may read as follows:

Division Number Four

"This comprises 1100 miles extending from the Red River, on Texas border, southwesterly through Texas, crossing the Northern States of old Mexico, Chihuahua and Sinaloa to the coast, terminating at the beautiful harbor of Port Stilwell, given by the Mexican Government to The International Construction Company, which Company will construct this division".

On page 7 there is the following:

"From Port Stilwell east to El Fuerte a distance of 75 miles, the grade is almost completed and it is expected that the rail will be laid and the road in operation sometime during the coming fall".

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Another pamphlet published about the same time as the one mentioned above contains 26 pages and 11 photographs. This bears the following title:

"The Business that awaits the first Section of the Kansas City, Mexico and Orient Railway". All the photographs and about seven eighths of the reading matter in this pamphlet are taken bodily from the pamphlet published by Mr. A. K. Owen in London, 1894. In every instance where the first pamphlet mentioned "Topolobampo", "Port Stilwell" is substituted.

And, in a folder -- "The Orient Short Line", published also, probably, in 1901, which contains map showing railroad line from Kansas City to Port Stilwell there is given a description of Port Stilwell, with its "700 square miles of area", but no mention is made of Topolobampo.

And in a "Prospectus" of The International Construction Company, dated February 1, 1903, on page 3, article 4, the following words are printed: "Entrance into Kansas City has been arranged on very favorable terms, and all lands needed for terminals on the Pacific Coast have been purchased."

The map in this "Prospectus" shows the railroad from Kansas City to Topolobampo. "Port Stilwell" is not mentioned owing to the fact that the order given by Mexico to the Company October 10, 1901 to not use "Port Stilwell" in its maps and circulars, etc. was again officially sent to the Company February 12, 1902, in such words that made the Company, at last, heed the injunction.

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To open the State of Sinaloa, as  
The Financial & Commercial Chronicle  
possible.

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June 1-1901.

Kansas City, Mexico & Orient R.R. Progress  
President A. E. Stilwell is quoted as say-  
ing: "Work is progressing finely. Grading  
and track-laying are now being done  
at six places along the route, and  
the number of men at work is being  
steadily increased. The route select-  
ed by the engineers is a thoroughly  
practicable one, the heaviest grade  
being only 2 per cent, and that in  
climbing the Sierra Madre Moun-  
tains. We hope to be the first road  
to open the State of Sinaloa, and  
shall push the work as fast as  
possible."

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NEW YORK TIMES, February 2, 1903.

TOPOLOBAMPO A GOOD NAME.

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Mexico thinks so, at any rate, and forbids Americans to call it Port Stilwell.

Special to the New York Times.

AUSTIN, Texas, Feb. 1. - The Mexican Government has issued official notice that it has never authorized the change of the names of the Port of Topolobampo to Port Stilwell. The notice reads:

"On Oct. 10, 1901, the substitute attorneys of the concessionaire of the Kansas City, Mexico and Orient Railway, were urged to rectify the change that had been made in the name of the Port of Topolobampo in the plans presented on that date for approval, in as much as the Government could not permit that name to be replaced by that of Stilwell.

"On Feb. 12 of last year, (1902), this same department warned the substitute attorney for the company that as it had been learned that the said company continued to call the Port of Topolobampo by another name, notwithstanding the admonition previously conveyed, with a view to the correction of that alteration, it must abstain from giving another name to the said Port of Topolobampo, inasmuch as it had no power to change the name of localities in the republic officially recognized".

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THE MEXICAN HERALD.

MONDAY, FEBRUARY 2, 1903.

PORT STILWELL.

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Say Kansas City and Orient Representatives,  
Is Not Topolobampo.

There seems to have been some misapprehension regarding the intentions of the builders of the Kansas City, Mexico and Orient railway as regards the port of Topolobampo, say the Mexico representatives of Mr. Stilwell, "and the idea has got abroad that it was the intention to change the name of Topolobampo to Port Stilwell.

"It is impossible to build a town or shops at Topolobampo owing to the lack of water and other necessities. For this reason plans have been under way for building a town fifteen kilometers back where a magnificent site has been selected, with an abundance of water and all the advantages for a large city. This town is to be Port Stilwell. As soon as the track is completed between Topolobampo and this new site and plans are submitted for the acceptance by the government of the first hundred kilometers of railway, plans will be submitted at the same time for the city of Port Stilwell. Two steamers are now due from England with rails, at Topolobampo, and a special messenger is now en route to that port with the bills of lading. The agitation, and subsequent confusion over what is a very clear proposition has been caused by outside parties ignorant of the situation which is thoroughly understood by all those interested. Port Stilwell has no connection with Topolobampo, except by rail."

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THE WORLD: SATURDAY, MAY 16, 1903.

WOMAN DECREED VAST FORTUNE.

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California Court Gives Mrs. Owen Title to  
Carmen Estate in Mexico.

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(Special to The World.)

Oakland, Cal., May 15. - Final decrees of distribution were ordered to-day by Judge Hall in the estates of Benjamin R. Elizabeth and Frank Carmen, father, mother and son. By the decrees title to land grants around the harbor of Topolobampo, Mexico, valued at \$72,000,000, have been cleared. On the final probate of these estimates industrial enterprises in Topolobampo, especially railroad enterprises, have been hanging, as the land grants were all along the railroads and no one could get clear title until the properties had gone through probate.

Benjamin Carmen was the American Consul at Mazatlan, where he died in 1886, leaving a valuable estate, consisting mostly of land grants, to his widow, his son Frank and his two daughters, Louise and Militia, who have since married officers in the United States Navy. In 1889 the son died and his share of the estate went to the widow. In 1892 Mrs. Carmen died in Paris, and the daughters were left the sole heirs. Becoming discouraged at the long litigation, the daughters deeded the Mexican lands to Mrs. Marie Louise B. Owen, of Baldwinsville, N. Y., to whom the property was distributed to-day by Judge Hall.

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THE MEXICAN HERALD, SUNDAY, SEPT. 13, 1903.

WITH THE RAILWAYS

Orient Official Denies Reported Cessation  
of Work.

Declares That Road Has Had No Hitch With Colonists, and Incidentally Takes Occasion to Censure Disgruntled Spanish Papers.

Vice President W.W. Sylvester, of the Orient railway has made the following statement in regard to the reported cessation of construction on the concession, due as it was stated, to a difficulty arising over the question of title to lands in the old Owens grant: "There is absolutely no foundation for any statements regarding the suspension of construction work on our line in Mexico or elsewhere. I have just returned from there myself and have been over the actual work, and it is being pushed rapidly both east and west of Chihuahua and from Topolobampo eastward. In all three of these places we are spending large amounts of money and on the Pacific coast, especially where we are arranging to double our forces.

"There are two little Spanish papers in the state of Sinaloa, which are always arrayed against Americans; for that matter, any other nation which goes into their country. One of these papers has persistently maligned us, and articles from it have been copied by eastern papers which are closely affiliated with railroads in this country that are constantly fighting us. As an evidence of their anti-foreign feeling down there they speak of our railroad as 'American invasion', and any other enterprise that might be started there is designated 'commercial invasion'.

"I go into these details that you may see in our case how great a fire a little spark kindleth. The only foundation for all these press items, which have appeared all over the country, regarding the suspension of our work, was based upon the fact that a little vessel, containing about 18,000 ties, destined to our road from San Francisco, and which was all we would require to finish our first 100 kilometers of road from the coast inland, was lost in the harbor of Topolobampo. In some way she broke her rudder and drifted upon the rocks, and vessel and ties sank. As the nearest point from which to order supplies is San Francisco, we were obliged to re-order these ties there, in order to complete the first 100 kilometers as mentioned above. This will require at least 30 days to get a new cargo down there, and pending their arrival we called our local manager to the home office to consult with him regarding pushing the work on the second 100 kilometers, as we are expecting rails for same to be shipped from England at any time. This little accident and the calling of Mr. Case to the home office was the basis of their petty and annoying remarks.

"Now, as regards Mr. Owens' claim, of which you have undoubtedly seen a great deal in the papers, this matter has also been greatly twisted; in some cases probably by parties ignorant of the facts, while in some cases in an effort to do us harm. The Owens' claim has nothing whatever to do with the Orient railroad's concession, in any way, shape or form. Owens' claim was based on an interest he has in some land near Topolobampo harbor. As I understand it he had an undivided interest with some Spanish and other foreign heirs, and has been fighting this matter for the last twenty years in an effort to get the title straightened out. Some months ago the California courts declared his title to these lands legal. Just what value this is seems to me extremely problematic, as California courts cannot deliver lands in Mexico, no matter how they may decide on the title. His suit, however, regarding these lands was not with us, and affects our railroad in no way whatever. Our own lands have been bought and paid for and the Orient railway and its concession are not in any way connected, directly or indirectly, with Owens."

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The Mexican Herald,  
Mexico City, July 9th, 1904.

ORIENT OPERATIONS.

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Trains Will Be Running Over One-  
Third of System by January.

By January, 1905, the management of the Kansas City, Mexico and Orient expects to be operating trains over one-third of the 1,600 miles of the entire system. The road expects to be operating then its own trains from Fairview, O. T., to Kansas City by means of a trackage agreement with the Santa Fe and Missouri Pacific. The Orient track from Fairview to Ellinor is not completed but the contractors say they will have it ready for service within six months.

TRANSPORTATION.

ORIENT ROAD.- The Imparcial prints, an article of less than a quarter of a column on the Orient railway which the following misstatements occur:

"No work is now being done on the road".

"Ten Kilometers have been completed."

"Several suits against the road are now pending in the supreme court of the Republic."

"The concession of Owen to the Texas, Topolobampo and Orient railway was purchased by A.E. Stilwell and there is a row on now between Owen and Stilwell over the provisions - also a row and several suits over a parcel of land claimed by both parties.

The article ends by expressing the hope that work will soon be commenced on the K.C.M. and Orient road.

The truth of the statements made in the Imparcial is as follows:

(1) There is a large force of men at work on the Topolobampo section between the Bay and the mountains in several camps. There is a large force of men at work from Minaca east. There is a large force of men at work from Chihuahua east and several different sections are being worked in the United States.

(2) 100 Kilometers of road have been completed and put in operation between Topolobampo and the Sierras; 75 more are graded and ready for rails. Forty kilometers east of Chihuahua have been completed and put in operation; 50 more graded and ready for rails. One hundred kilometers have been graded from Minaca west and are ready for the rails; and there are 125 miles completed and in operation in the United States and several hundred more graded and ready for rails.

(3) There is not a single law suit pending against the Orient road nor has there ever been a single one in Mexico up

to date.

(4) Mr. Stilwell did not buy Mr. Owen's concession. Mr. Owen did not have a concession to buy. When Mr. Stilwell conceived the idea of running a train direct from Kansas City to Topolobampo, cutting off a few distances between the far East and Near West he had not seen, and probably never heard of Mr. Owen's concession. In fact Mr. Owen had been enjoying a reputation as a floater for several years. If there is any dispute over the titles to any of the land claimed by the Orient railway, it has not been sufficiently dignified by the authorities to be admitted into court.

With these slight corrections the article in our esteemed contemporary was substantially correct.

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The Mexican Herald,  
Mexico City,  
August 6th, 1904.

SUBSIDY ORDERED PAID.

Nearly \$700,000 Will Be  
Paid to the Orient.

Is for the First Hundred  
Kilometers of Section Three  
Another 108 Kilometers Sub-  
sidised Section is Ready for  
the Rails.

D. J. Haff, general counsel of the Kansas City, Mexico and Orient railroad, who has been in the City for some time, announced yesterday that the Government subsidy of \$700,000 on the first 100 Kilometers of the Line from Topolobampo to El Fuerte, over which there has been some controversy, has been ordered paid. The usual reservations, however, will be made by the Government to guarantee ultimate substitution of permanent for temporary constructions. The difference which existed was relative to the amount to be reserved. The matter was compromised. The Government at first proposed to return \$300,000.

The order is addressed by the department of public works to that of the Treasury. The bonds will be immediately turned over by the treasury to the Bank of London and Mexico, the financial agents for the road.

The reservation alluded to is generally from ten to fifteen per cent of the entire subsidy figures, and is fixed upon after expert engineers on both sides have figured on what may be considered the temporary structures of the road and after some paring and shading of figures has been done by the interested parties. The subsidy of \$700,000, is for 100 miles of completed road.

"It must be remembered", said Mr. Haff yesterday, that the Government is not by any means going to pay us a subsidy on all of the line constructed in Mexico. The subsidy is for a particularly arduous part of the road. The road, built or to be built, west of Chihuahua to the coast, is divided into three parts by the Government authorities; first, from the town of Chihuahua to Minaca; then from Minaca, west for 250 Kilometers, and this is known as the second section; and finally from the point 250 Kilometers west of Minaca to Topolobampo, on the coast, and this is known as the third section, and is also 250 Kilometers in length.

ONE SECTION IN OPERATION.

"Now the first section, here mentioned, between Chihuahua and Minaca, is already constructed and in operation. It is some 180 Kilometers in extent and belongs to the Chihuahua and Pacific Company, but there now exists between that Company and ours a traffic agreement, which becomes a lease of this stretch of road to us as soon as our entire road is completed.

"The subsidy then is on sections two and three, namely the 500 Kilometers between Minaca and Topolobampo,

As section two is through difficult mountain country the subsidy thereon is \$12,000 a Kilometer. On section three the subsidy is \$7,000 per kilometer. The 100 miles for which subsidy is now paid is in the third section, running from Topolobampo to El Fuerte. There consequently remains a subsidy of \$4,000,000 to be paid when section two and the remainder of section three are completed.

Work is actively going on in both sections two and three and 108 Kilometers more are now graded, the heavy masonry for bridges have been put in, ties have been delivered and all is ready for the laying of the rails. This is for seventy-two miles west from Minaca and thirty-six east from El Fuerte. Work from both sides is being driven towards the Sierras.

Besides this, and dealing with the parts outside the subsidy sections, it may be noted that east of Chihuahua fifty kilometers are completed and in operation, sixty-four more are graded and ready for rails; and in the United States there are 125 miles completed and in operation and several hundred more graded and ready for rails. As a matter of fact A. E. Stilwell is said to be of the opinion that three years will see the completion of the entire line between Kansas City and the Pacific outlet.

#### PUSHING TRACK EAST OF EL FUERTE.

The laying of the rails east of El Fuerte will be pushed as rapidly as possible, as about seventy-five miles from that town a mining boom exists. Materials and provisions are being carried in there on wagons and pack trains, and in quite considerable quantities. By next spring we hope to be able to relieve the necessities of that camp.

Thence eastward across the mountains will be particularly heavy work. The mere surveying for the road in those parts has required four years' labor by several different corps of engineers. Forty-two tunnels will have to be constructed in the grading across the mountains. You will realize why we are to receive a Government subsidy of \$12,000 for every Kilometer of that section.

The Pacific outlet at Topolobampo is certain of a bright future. Besides our road the Phelps-Dodge people propose to continue their railway from Mazocari to this harbor, and the Yaqui River railroad is to be carried on from the point below La Cananea, where it now terminates, to the port in question. These roads will develop the port and will also materially help our line, as they will discharge freight at Topolobampo, to be hauled over the mountains, routed to Mexico City or to other points.

New York City.

~~August 15~~

August 15 1904

I am just in receipt of a letter  
from Mexico City which states that \$450,000  
has been paid to <sup>Mr.</sup> Hoff, representative  
of K. C. M. & O. R.R. and that \$250,000  
has been retained until construction is  
completed as required by contract.

A. K. Owen



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New York Times,  
September 23rd, 1904.

GERMANS TAKE UP NEW MEXICAN LOAN

London Times - New York  
Times  
Special Cablegram.

*of*  
*the*  
*new*  
*loan*  
*is*  
*being*  
*issued*  
*by*  
*the*  
*German*  
*banks*  
*in*  
*conjunction*  
*with*  
*the*  
*Schaffhausen*  
*Bank*  
*Union*  
*and*  
*the*  
*Dresden*  
*Bank*  
*in*  
*conjunction*  
*with*  
*the*  
*Schaffhausen*  
*Bank*  
*Union*  
*has*  
*taken*  
*up*  
*the*  
*new*  
*Mexican*  
*5*  
*per*  
*cent*  
*gold*  
*loan*  
*for*  
*the*  
*benefit*  
*of*  
*the*  
*Tehuantepec*  
*National*  
*Railway*  
*Company*  
*The*  
*loan*  
*is*  
*issued*  
*with*  
*unlimited*  
*liability*  
*on*  
*the*  
*part*  
*of*  
*the*  
*Mexican*  
*Government*  
*The*  
*interest*  
*and*  
*capital*  
*amount*  
*to*  
*25,500,000*  
*marks*  
*(\$6,069,000.)*

BERLIN - Sept. 22. - The Dresden Bank, in conjunction with the Schaffhausen Bank Union, has taken up the new Mexican 5 per cent, gold loan for the benefit of the Tehuantepec National Railway Company. The loan is issued with unlimited liability on the part of the Mexican Government. The interest and capital amount to 25,500,000 marks, (\$6,069,000.)

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New York Journal,  
October 2nd, 1904.

MORMON ROAD TO OPEN COAST OF MEXICO.

John W. Young financing Co. to  
Build 1,500 Mile Line  
Down Centre of Re-  
markable Valley  
of the Far  
West.

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50,000 Colonists will Leave United  
States.

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Church Millionaires Backing the Enter-  
prise - Bridges on New System  
Present Novel Problems in  
Engineering.

Through the agency of the Mormon people Mexico plans to open up the great fertile valleys between the Sierra Madre mountains and the Pacific Coast. A concession for a railroad through this region has been granted and Bishop W. Derby Johnson has resigned as an official of the Church to manage the project in Mexico. John W. Young has charge of the New York end of the business, including the financing of the enterprise, which will require millions.

While the Mormon Church as an organization is not interested, it is known that big millionaires among its membership are heartily in favor of the new railroad. They expect to make a paying investment in it aside from the outlet it will give to the young men and women of their religion. More than fifty thousand Mormons stand ready to take up their residence in the new country as soon as the way is opened, according to the statement yesterday of a banker interested. There is no idea of moving the head of the Church from Utah.

SPLITS A RICH VALLEY.

The new road is to be about 1,500 miles long and will extend from Ciudad Juarez on the Rio Grande to near Guadalajara, where it will make connections for the City of Mexico over the National Railroad of Mexico. The grant gives a monopoly of railroads along the Pacific Coast, as it forbids the building of any other road within thirty miles of this one. To bar out other lines this one is so laid out as to make another road an impossibility. In stead of diverting the main line for seaports, branches are run off to them, thus simplifying the general scheme of building.

No land goes with the concession, but the land is for sale at such low rates that colonists will have no difficulty in securing desirable sites for settlements. The building of the road, it is said, will be remarkably cheap as it has no heavy grades to overcome. Most of the heavy work is in bridges.

Bishop Johnson is now in Mexico arranging final details with the Government and the work is to be gotten under way in the near future. As the route would supplement the Stilwell line there is a suspicion in many minds as to possible subterranean connections between the new enterprise and either the Harriman or the Gould group of railroads.

NEW YORK HERALD, SUNDAY, FEBRUARY 26, 1905.

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ORDER FOR LOCOMOTIVES.

Kansas City, Mexico & Orient Road Lets \$1,000,000  
Contract for Delivery Next January.

Orders have been placed by the Kansas City, Mexico & Orient Railway for \$1,000,000 worth of locomotives for delivery by January 1, 1906. Officials of the Company expect that by that date about one thousand miles of road will be in operation, including the Pacific coast division and the line extending from Kansas City to Sweetwater, Tex., a distance of 638 miles.

According to M. V. Watson, vice president of the road, the equipment fund amounts to \$2,500,000 paid in. When the road from Sweetwater is in operation it will be possible to deliver cattle from that point to the Kansas City stock yards in twenty-eight hours.

It is expected that by May 1st the entire stock of the two construction companies, the International (\$10,000,000) and the Union (\$2,500,000) will have been subscribed.

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Paragraph from letter dated Topolobampo, Sinaloa,  
Mexico, Feb. 26, 1905.

by John. G. Dawkins:

"The contracts for grading the Orient Railroad between Fuerte and Choix have been let and work will commence this week. Mr. Bentley Mr. Greene and Mr. Law and son have between them some eight or ten kilometers of the contract".

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