

CHAPTER XXXII

Some minor railways—The Pan-American—Hidalgo and North-Eastern—Coahuila Coal Railway—Coahuila and Zacatecas—Parral and Durango—Mexican Northern—Chihuahua and Pacific—Jalapa and Cordoba—Tlaxcala Railway—San Rafael and Atlixco—San Gregorio—Potosi Central—New Mexico and Arizona—Mapimi Railway—Toluca and Tenango—Some smaller lines.

THE Pan-American Railway, or so much of it as applies to Mexico, is at present but a minor factor in the Systems of the Republic. Its total length does not exceed 200 miles, but, when completed, it will attain 300 miles. It runs from San Geronimo, a station, on the National Tehuantepec line, to Tarachula, the frontier town of the neighbouring Republic of Guatemala, with a small branch from Tarachula to San Benito, on the Gulf of Tehuantepec. The ultimate idea of extending to the City of Guatemala must be pronounced as very problematical of accomplishment, inasmuch as a very unfriendly feeling exists at the present time between Mexico and Guatemala, owing to the very discreditable conduct of the Government of the latter Republic in connection with a political assassination upon Mexican territory, which naturally greatly incensed the Mexican Government, diplomatic relations between the two States being still very strained.

Without the extension to Guatemala City the Pan-American Railroad will be of little value either to its present proprietors or to the great Inter-State scheme, of which it is supposed to be the beginning—or shall I say a link? The construction work has been hurried through with a view to serving the districts commercially. Thus, at first but very indifferent work was put into the bridges, culverts and station-buildings, or on the main-track itself. So poor was the original con-

structional work in fact that last year practically the whole line was washed out, most, if not all, of the bridges being carried away by the heavy floods which were experienced, but which left unharmed those on the Tehuantepec Railroad adjoining. All around the country was devastated, but the good solid construction of the Tehuantepec stood, little or no damage to either bridges or track occurring. Settlers who were already established on the line of the Pan-American Railway were practically ruined; and although the track has since been almost rebuilt, and this time with more care and greater regard to permanency, the colonisation of the district has suffered greatly, and since that date it has proceeded but slowly. If the original ideas are carried out in regard to serving the district, and the amount of traffic in any way comes up to expectation, the line should prove a dividend earner; but, as I have said, without the extension from Tarachula to Guatemala City, of which very little prospect can now be said to exist, the undertaking cannot possibly prove to be remunerative. The line has been completed within 40 miles of the Guatemalan border, which is expected to be reached by January 1st, 1908.

Trains are now run for a distance of 260 miles. It will require a construction of 25 miles within the borders of Guatemala itself before any connection between the Pan-American Railroad and the Guatemala Central Railroad can be made. The point to which the Pan-American had actually attained last June was Huixtla, a distance of 400 kilometres (250 miles) south of San Geronimo, and still 65 miles from the Guatemala Central Railway. The Mexican Government has already paid the Pan-American Railroad as subsidy \$5,000,000 (£500,000), and with the completion of the road to the Guatemalan border and the erection of all permanent bridges, a further and final \$2,000,000 (£200,000) will be paid.

The Coahuila and Zacatecas Railway is the outcome of the enterprise of Mr. William Purcell, who obtained a concession from the Federal Government, and in 1896 built the line from Saltillo to Concepcion del Oro. The distance is one of 130 kilometres (say 80 miles), and the principal freight carried is composed of the ores from the Mazapil mines. The

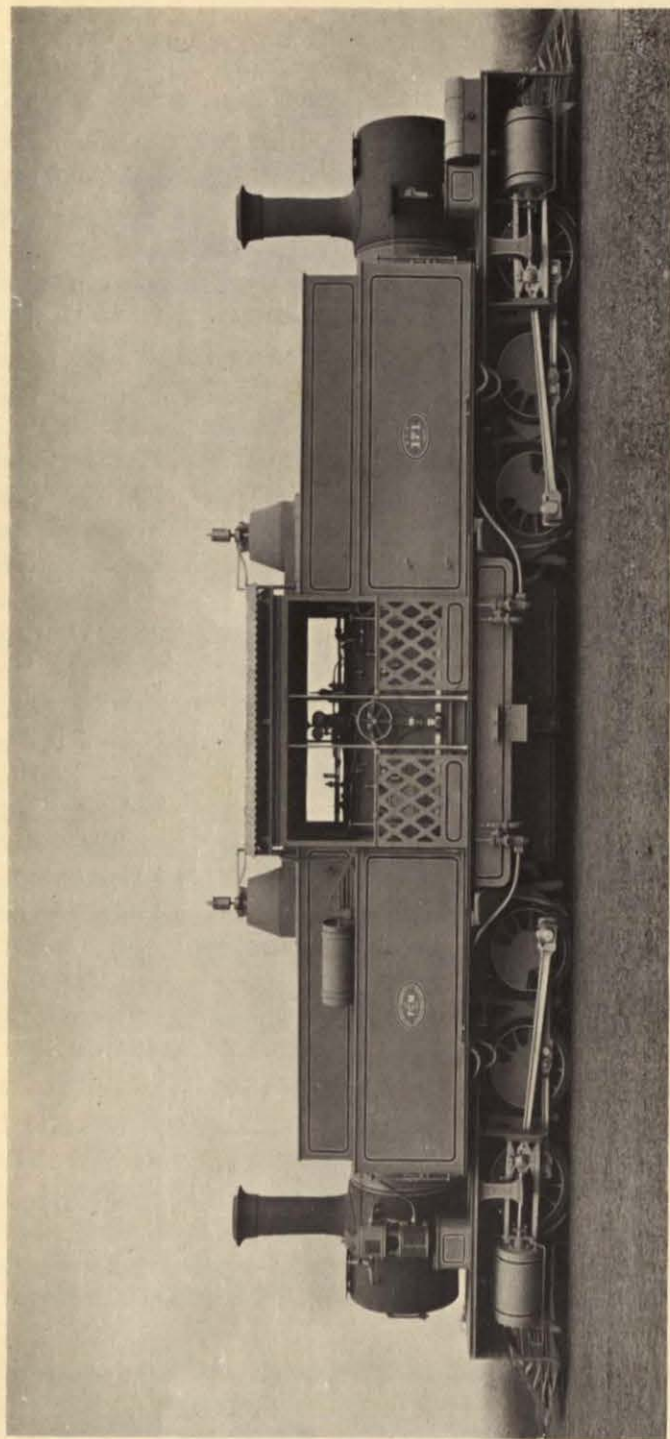
whole of the necessary capital was subscribed locally. The contributors accepted 6 per cent. Debentures. The total cost was £120,000, which sum included full equipment. Compared with some other railway construction in Mexico, this moderate price probably constitutes a record, especially recollecting the rough and difficult country passed through. Branches have been thrown out to the camps of San Pedro de Ocampo and Bonanza, the whole cost of their construction being defrayed out of revenue, the line having been a pronounced success from the commencement of its career. The State Government contributed £15,000 towards the cost of construction.

The Hidalgo and North-Eastern Railway (F. C. de Hidalgo y Nordeste) is a profitable and well-managed concern, formerly owned entirely by Mexicans. It is now part of the system of the National Railways of Mexico. The Hidalgo and North-Eastern has five divisions: (1) Mexico City to Tortugas (98 miles); (2) Mexico City to Pachuca (69 miles); (3) Pachuca to Tulancingo and Tortugas (63 miles); (4) Irolo to Pachuca (38 miles); and (5) Ventoquipa to Beristain (21 miles). At various points it connects with other Mexican lines, including the Mexican Central, the Interoceanic, and the National.

The Coahuila Coal Railway (F. C. Carbonifero de Coahuila), in the State of Coahuila, is a small coal-carrying line, running between Barroterán and Musquiz, a distance of about 25 miles, and connecting at Barroteran with the International Railway.

The Coahuila and Zacatecas Railway (F. C. de Coahuila y Zacatecas) serves the important district between Saltillo (the capital of the State) and Concepcion del Oro, a distance of 78 miles. There is also a branch line of 17 miles between San Pedro and Avalos. At Saltillo, the line connects with the National lines and the Coahuila and Pacific, which is now acquired and worked by the Mexican Central Railway.

The Parral and Durango Railway (F. C. de Parral y Durango), an American Company, with head offices in Pittsburgh, Pa., U.S.A., and executive offices at Parral, Durango, has a main line of 45 miles in length, and a mine-line of about 8 miles. The line is being extended gradually to the west of Parral (one of the most important mining centres in



THE MEXICAN RAILWAY.—New type of Fairlie locomotive made by the North British Locomotive Company, Glasgow, N.B.—see p. 279.

Mexico), and will there serve a rich agricultural and grazing district.

The Mexican Northern Railway (F. C. Mexicano del Norte), built and owned by American capitalists, with head offices at New York, has a total track of 78 miles in length, and runs from Escalon, in Chihuahua, to Sierra Mojada, connecting that region with the Mexican Central system.

The Chihuahua and Pacific Railway (F. C. de Chihuahua al Pacifico) is an American enterprise, serving the great mining and agricultural district lying between Tabaloapa Junction and Temósachic, a distance of 172 miles. The line is, on the whole, well constructed, the bridges being of steel, and the culverts and abutments of good masonry. A further extension will be made from Temósachic to Dedrick, 35 miles distant, where big saw-mills are already in existence, and others are being commenced. The line at Chihuahua, itself at an elevation of 4,700 feet, rises still higher in its westward course by a gradual grade until it reaches 6,500 feet elevation.

The Jalapa and Cordoba Railway (F. C. de Jalapa Cordoba), built and owned by an American corporation, has 19 miles of track, and this is considered one of the most attractive scenic lines in the Republic, as it is, in spite of the almost continual filmy mists which prevail in this portion of the country. The local line joins up with the Interoceanic Railway, and the distance from Mexico City is 127 miles.

The Tlaxcala Railway (F. C. de Tlaxcala) runs from the town of that name to Santa Ana, a very trifling distance, and connects up there with the Mexican Railway.

The San Rafael and Atlixco Railway (F. C. San Rafael y Atlixco) has a length of 69 miles, and runs from the capital (Mexico City) to Apapasco. It is a native-built and native-owned line, and has a branch from Atlantla to Ozumba, a little over 3 kilometres in length. The line passes through Amacameca, which lies on the plain at the foot of the mountains Popocatepetl and Ixtaccihuatl. There the railway joins the Interoceanic Railway, the station being 35 miles from Mexico City.

The San Gregorio Railway (F. C. San Gregorio) has a short 30-mile track running from Marfil, near Guanajuato,

to El Chorro, and at Marfil connects with the Mexican Central. It is a small line, with its offices in Guanajuato, and is connected with some important mining interests in that city.

The Potosi Central Railway (F. C. Central de Potosi) has a 10-kilometre track, with offices in San Luis Potosi and Aguascalientes. The line runs between Los Charcos and Chorcees. At the latter place it connects with the National Lines of Mexico.

The New Mexico and Arizona Railway (F. C. de Nuevo Mexico y Arizona) is an American-owned line, with head offices at Chicago, running between Nogales and Benson, a distance of 83 miles. At the former place it joins the Sonora Railway, and at the latter it connects with the Southern Pacific.

The Rio Grande, Sierra Madre and Pacific Railway (F. C. Rio Grande, Sierra Madre y Pacifico) is an American-built and American-owned line of some 156 miles, the head offices being at New York. It starts from the frontier Mexican town of Ciudad Juarez (which faces El Paso on the American side), and runs to Terrozas, passing through the town of Guymas, about midway. At the starting-point the railway connects with the Mexican Central line, and just across the frontier (El Paso) it joins up with the Atchison, Topeka and Santa Fé, the Texas and Pacific, the El Paso and South-Western, and the Western of El Paso lines, thus forming an important link.

The Mapimi Railway is a short 15-mile line from Bermejillo to Mapimi, in the State of Durango, at the former place connecting with the Mexican Central Railway.

The Matehuala Railways Company, Limited (Ferrocarriles de Matehuala, S.A.), a locally-formed concern, with Mexican Directors and managers, owns the line running between Matehuala and La Paz, a total length of 21 kilometres (about 13½ miles).

The Oaxaca and Ejutla Railway (F. C. de Oaxaca a Ejutla) has a length of track a little over 44 miles, and is a native-owned concern. It runs to Ocatlán as well as Ejutla.

The Nacozari (Sonora) Railway (F. C. de Nacozari) was built and is financed by American capital, the offices being

in New York. The line is one of 77 miles in length, and at Agua Prieta connects with the El Paso and South-Western Railway.

The Tranvia Vecinal de Yucatán has a short 13-mile track, owned and managed locally, running from the town of Cacalchen, in the State of Yucatán, to Hoctun in the same State.

The Agricultural Railway of Tlaxco (F. C. Agricola de Tlaxco) has a 15-mile track, with offices in Puebla, and runs from Apizaco to Tlaxco, through a good and improving agricultural district. At the former place it connects with the Mexican Railway, and at the latter with the Interoceanic.

The Cozadero and Solis Railway (F. C. Cozadero a Solis) has a line of 23 miles, and runs from Cozadero to Nado, at the former place connecting with the Mexican Central lines. There are five stations.

The Toluca and Tenango Railway (F. C. de Toluca a Tenango) is a native owned and managed line, running from Toluca, in the State of Mexico, to Atla, a distance of 19 miles. There is a branch line from Toluca to San Juan de las Huertas of 10 miles, worked by the same Company.

The Industrial Railway of Puebla (F. C. Industrial de Puebla) works two short lines, one from Puebla to Cholula and Huejotzingo, and the other from Puebla to Fabricas and Valor. There are about nine stations on the whole of the two lines.

The Mineral Railway of El Oro (F. C. Minero de El Oro) belongs to the El Oro Mines Co., Limited. The length of the track is 30 miles. It runs from a place called Tultenango, where it connects with the National Lines of Railway, to Yondese, there being one passenger train daily each way.

The Mexican Mineral Railway (F. C. Minero Mexicano) is an American concern, owned and run by the Monterey Smelter interests. It has a length of 13 miles, and starts from Fundicion, 2 miles from Monterey, in the State of Nuevo Leon, and runs to San Pedro. It connects with the Mexican Central, the National, and the International lines of railway. It has seven stations.

The Potosi and Rio Verde Railway (F. C. Potosi y Rio Verde), also an American-built and owned line, of 38 miles in

length, runs from San Luis Potosi to Chuacatal. It connects up with the National and Central Railways. It has seven stations.

The Torres and Prietas Railway (F. C. de Torres a Prietas) is a Mexican-owned line of 13 miles in length, running from Minas Prietas to Torres, in the State of Sonora, joining up with the Sonora Railway. There are three stations.

The Ixtlahuaca Railway (F. C. Ixtlahuaca, Mani y Nijini) is a Mexican owned and managed line, with offices both at Ixtlahuaca and Mexico City. The length of track is 28½ miles, and there are eleven stations.

The Valley of Mexico Drainage Railway (F. C. del Desagüe del Valle de Mexico) is a short Government line of some 24 miles, as its name indicates, connected with the drainage works of the city. It runs from Gran Canal to Tajo de Tequiquiac, and is managed by the Ministry of Communications and Public Works. It has connections at Gran Canal with the Mexican Central and Hidalgo North-Eastern Railways.

The Monte Alto Railway (F. C. de Monte Alto) is a native-owned and managed line of some 35 miles, running from the City of Mexico to Capetillo. At Tlalnopantla it joins up with a tram line called "The Tlalnopantla Railway," and runs thence to San Pedro. There are fourteen stations on this road.

The Hornos Railway (F. C. de Hornos) is a Chihuahua local line of some 27 miles in length, and having eight stations.

Among some of the lesser-known lines may be mentioned:—

The F. C. Villa Cardenas al Rio Grijalva (5 miles); F. C. de Cordoba a Huatusco (14 miles); F. C. de Tlacotepec a Huajuapam de Leon (47 miles); F. C. Cananea, Rio Yaqui y Pacifico (39 miles); F. C. Militar, Vigia Chico a Santa Cruz (35½ miles); and a few others.

CHAPTER XXXIII

Steamship lines—Government support and encouragement—American, European and native lines—Ward Line—Mallory Line—British lines—Royal Mail Steampacket Co.—Revival of British interests—Mexican-Canadian services—Swedish, Norwegian, French and German lines—Methods of German competitors—Presidential trip to Yucatán—Native subsidised lines.

AMONG the many wise acts of President Diaz's Government has been the fostering of several steamship services between Mexico and the rest of the world, with the result that the overseas transportation facilities of to-day will compare both for number, regularity and importance with those of any civilised country in the world. While the Government does not encourage shipbuilding as a native industry, recognising that, as matters are at present, it is easier to buy ships from abroad and to encourage those sailing under a foreign flag, than to invest many millions on its own account, there are one or two elaborate plants for building steel, iron and wooden vessels to be found in the Republic. One such is at Frontera, in the State of Tabasco, where a complete outfit of machinery and tools obtained from the U.S.A. is at work.

It is, however, in subsidising fast and regular mails that the Government has shown its interest and great discernment, so that trade even with the non-contiguous territories shows a marked increase in every direction from year to year. This is all the more remarkable when it is remembered that, previous to 1887, Mexico was practically isolated so far as activity in maritime commerce or communication was concerned. Up to 1896, 21 steamship lines had contracts with the Government for carrying the mails; but to-day this number is increased to at least 25, and promises to be still further added to, as time and opportunity suggest.