

pioneers looked for the announcement that the anticipated purchase of land had been finally concluded. Indeed, as if to add to their suspense, the announcement was made almost every week, and as often contradicted. Many had left their former homes with little property, and now found themselves in a new country where a laboring man could earn but fifty or seventy-five cents a day and all other means of support, except manual labor, exhausted. And so passed the entire summer of 1885. Many became discouraged and turned back. It was, in fact, in June of 1886, before any permanent settlement was made. A purchase had by this time, however, been made; and a corporation was afterward formed under the laws of the State of Colorado, with the name of the Mexican Agricultural and Colonization Company, organized for the purpose of holding title to the land purchased and to conduct the business of colonization in Mexico.

With the sanction of the executive of the nation, A. F. McDonald, on Feb. 26, 1886, at the City of Mexico, bargained with Sr. Paricio Gomez del Campo for 20,000 acres of land where Diaz is now situated, some 49,400 acres at the present site of Juarez, and about 60,000 acres, consisting in great part of timber land, in the mountains at Pacheco. As soon as the surveys had been made, the tents and wagons that had all this time in most cases served the colonists for homes, were removed to the chosen sites of Juarez and Diaz, and the work of redeeming the desert commenced.

Under the regulations of the Mexican Colonization and Agricultural Company, the towns were laid out in blocks about twenty-four rods square, and on the outer edge of the platted town farming lots were surveyed, varying from five to twelve acres, and colonists were permitted to choose as they pleased, whether a lot or a block in town or a farming lot, or both. For social and political reasons it has been thought best by the corporators not to divest themselves of the title to the land in favor of any of the colonists, but rather to give them a practically perpetual lease on what they wish to make use of; and, to avoid having the little pass from the company by proscription, a nominal rental of fifty or seventy-five cents per annum is charged for each lot. If a colonist wishes at any time to leave, he may sell his lease, or, if he transgress the rules of the company, he may be obliged to vacate the premises, after receiving a fair price, to be determined upon by arbitration, for his improvements. A number of the settlers at Diaz express some dissatisfaction at not being able to obtain titles to their homes, but it is believed that a majority of the colonists prefer the present arrangement to any other. There is, however, plenty of land near any of the settlements to which a clear title may be obtained for the purchasing; and, in the settlement of Dublan, the title to all the land will, it is expected, be held by the individual settlers, as will also be the case at the proposed settlements on the Boca Grande tract north of Diaz, and at Palomas. In fact, it is expected that all the land owned by Hon. John W. Young, comprising nearly three millions of acres,

will be disposed of by his agent, Wm. Derby Johnson, Jr., at regular, sale to settlers. Furthermore, the colonists making homes on the lands at present owned by Hon. John W. Young, will receive privileges from the Mexican government in the way of land and customs dues. But to accomplish the object in view, and, in doing so, to bring the corporation under the laws of the hacienda of Mexico, the Mexican Colonization and Agricultural company relinquished the donations of the special contract, and, by this means, as an offset thereto, have the right to pass upon the moral status of all settlers admitted to their lands. Being participated in by the settlers themselves, this right will always remain a great inducement for colonists to make homes in the company's territory.

Since their organization in 1886, Diaz and Juarez have made steady progress, and to their number has been added Pacheco, surveyed in 1888, and Dublan, laid out for settlement in 1890 by George M. Brown. An idea of the rapidity with which Mexico is being settled by the Mormons may be gained from the fact that though the other colonies have received considerable accessions of new comers, the population of Dublan, nearly all of whom have arrived in the last eight months, will now number about three hundred and seventy-five souls.

It is expected that the settlement of Palomas, which has been laid out for some time, will be made the supply point for all the Mormon settlements in Mexico; and the graders on the Mexican Northern Pacific Railway as well. The manufacture at this point of shoes and boots and of leather is also in contemplation.

The prospects are that in ten years from today the colony so nobly planted in 1885 will have grown to be a prosperous commonwealth, in the enjoyment of all the blessings the soil can yield or liberty bestow.

However, one may consider it, Mexico is an interesting country. Whether the topic is the people or the government, there is something about it altogether unique.

Though Mexico has not occupied an enviable position in the current opinion of the United States since the war of 1846, the masterly way in which the lines of her policy have been drawn since the death of the Emperor Maximilian, is fast placing her in the race for the preferments of political greatness against all the world. It will be an interesting study for the sociologist of the future to note the difference between the treatment the native races have received, in this country and our own. Incorporated into the polity of the nation, and sometimes at the forefront of the government, the Indian race of Mexico has produced a number of men who will take rank among the first statesmen of the earth.

With the knowledge that in whatever the nation has done for independence and improvement, the part of the aborigines is conspicuous, it needs only to glance over the records of Mexico's achievements, to be fully convinced of this. The statecraft manifested by the Mexican government in the construction of its railroads, gives one something of an idea

of the genius of the people, and from a study of the method pursued one may get an insight into the distribution of power under their constitution.

The first railroad of Mexico, the Mexican, connecting the City of Mexico with the eastern seaboard, at Vera Cruz, was completed on January 17, 1873, and since that time the railroad building of the country has for the most part been carried on in accordance with a predetermined plan, under the lead of the government. It was considered necessary by the leading minds of the nation that, in order to give the country the proper outlets for the purposes of commerce and to connect the population centers that troops could be sent to the seat of any possible insurrection without delay, there should be nine systems of railways, distributed over the country very much as we find them today.

The Mexican railway, giving the capital connection with the world, being at that time already completed, a subsidy concession was made in 1880 for the building of the Mexican Central trunk system traversing the middle country from the capital north to El Paso, Texas, with branches to the sea embracing the country on either side. In the year following, three subsidy concessions were made, one to the Mexican National Railway, passing along the eastern side of the plateau, and connecting Laredo, Texas, with the City of Mexico; another to the International and Inter-oceanic Railway, crossing the isthmus of Tehuantepec, a distance of one hundred and forty miles, from ocean to ocean; and a third was obtained by General Grant, for the Mexican Southern, from Pueblo to Oaxaca, serving as a continuation of the Mexican Central along the middle country to the south. The road next in order subsidized crosses the country from the harbor at Acapulco, on the Pacific, to Vera Cruz, on the Atlantic, through the capital, and is known as the Inter-oceanic. From Benson, Arizona, to Guaymas on the western seaboard, the Sonora Railway gives easy access to the Pacific coast on the northwest, while the Monterey & Gulf Railway covers the coast on the Atlantic side, from the northeast to Alvarado, south of Vera Cruz. In order to complete a grand national system, or network of railways, crossing the country at convenient distances from sea to sea, east and west, and with lines running parallel with and near the coast on either side, one in the middle of the country, and one on each side at either edge of the table land, it is only necessary to complete the line along the western edge of the plateau; and that is the work now being done by Hon. John W. Young. The new road commences at Deming, New Mexico, and passes along the western edge of the Mexican table land for six hundred miles, when it descends to the Pacific Coast at Topolobampo Bay, thence paralleling the coast to Guaymas.

Each of these roads receives a considerable subsidy from the government; but, when the contract for building the Mexican Northern Pacific Railway was entered into, the executive declared that no more railroads should be subsidized in the Republic. The entire Mexican railway system was completed. There are