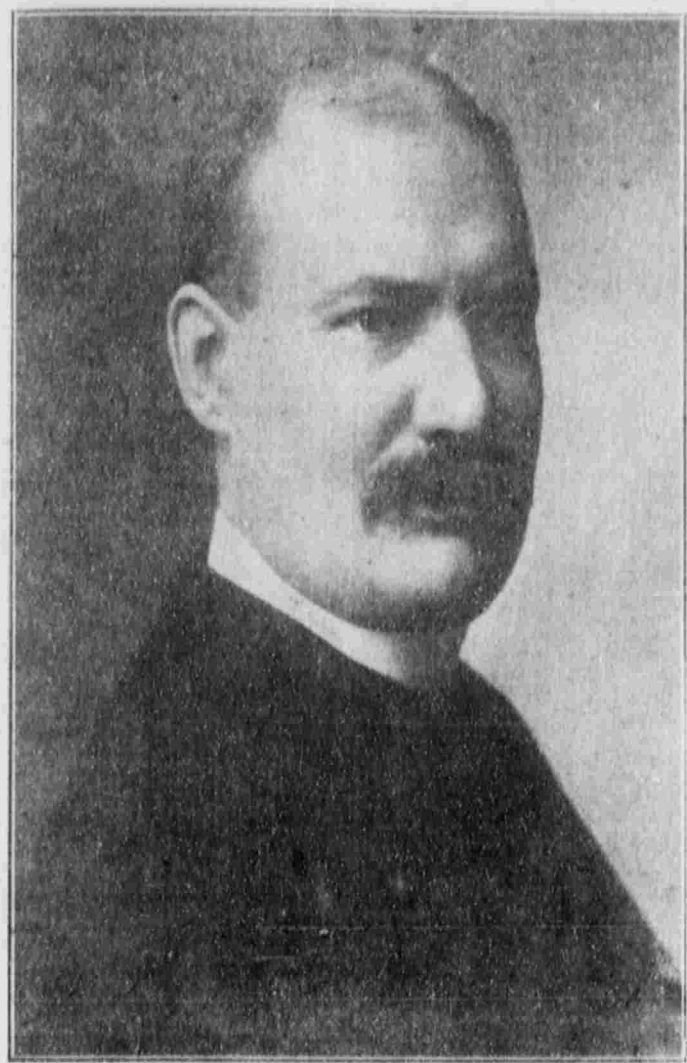


# CERRO DE PASCO

## FAMOUS ANDEAN SILVER MINE NOW WORKED FOR COPPER.

**A Big Scheme Backed by American Millionaires—Eight Million Dollars Already Spent in Railways and Works—Twenty-Seven Thousand Tons of Pure Silver—Over the Andes to the Amazon by Rail—The Pacific Company's New Concessions—Automobiles to the Capital of the Incas—The Hidden Treasures of the Andes.**



IRVING B. DUDLEY.

Our Minister to Peru and His Talk With Mr. Carpenter for the Desert News.

(Special Correspondence of the Desert News by Frank G. Carpenter.)

WASHINGTON, D. C.—"What promises to be one of the chief mining enterprises of our hemisphere has been started by Americans in the heart of the Andes."

This spoke Mr. Irving B. Dudley, our minister to Peru, as we chatted together in Washington prior to his leaving for his post, last week. I spent some time with Mr. Dudley in Peru, when I visited that country a few years ago, and, with him, went to the top of the Andes on the railroad built by Henry Meigs, the Californian, at an enormous cost about 30 years ago. That road is the highest mountain railway of the world. It takes you in one day from the Pacific ocean clear to the top of the Andes and lands you on the other side more than three miles above the sea. The road goes through some of the richest mineral territory of South America, and it was originally intended to reach the famous Cerro de Pasco silver mines. Meigs' money gave out before he got there and, although the road had been continued after his death, it was from 50 to 70 miles away from Cerro de Pasco when I rode over it.

**AMERICAN CAPITAL IN PERU.**  
"The enterprise I refer to," continued Minister Dudley, "is connected somewhat with the railroad by which we traveled to the tops of the Andes. It is the purchase of the Cerro de Pasco mines by a corps of American millionaires headed by J. H. Morgan, D. O. Mills, Henry C. Frick and others, among whom are said to be the Hearst heirs

and the Vanderbilts. The company is largely composed of men who have been connected more or less with the great copper mines at Anaconda, Mont., which are supposed to be the richest copper mines on the globe, but which may be equaled by Cerro de Pasco. They have already spent \$3,000,000 in purchasing the property and in extending the railroad to Cerro de Pasco and I understand that they will spend \$2,000,000 more before next fall. They have bought up the mines from the individual owners, not asking concessions of the Peruvian government, and their work is all done after practical business methods. They are said to have in the neighborhood of 300 mines and almost everything of value in that immediate vicinity. They expect to extend the railway to coal mines about 12 miles farther on so that they can have their own fuel for the smelters."

**VAST COPPER DEPOSITS.**  
"I thought the Cerro de Pasco mines were silver mines, Mr. Dudley?"  
"So they were, but copper has been found under the silver and the ore now taken out is a mixture of silver and copper. This is the copper age and copper mining is now paying better than silver mining. I see it estimated that the Cerro de Pasco company will be exporting within less than two years about 5,000 tons a month, or 60,000 tons per annum. This will represent a value of almost \$15,000,000, five times the value of the copper of Chile. It will be more copper than Spain and Portugal, the great copper countries of Europe, produce."

**TONS OF SILVER.**  
"Tell me something about the silver of Cerro de Pasco?"  
"These mines have been producing silver since the seventeenth century," said our minister to Peru. "They were

discovered by an Indian shepherd who came out one night where the town of Cerro de Pasco now stands. That place is more than 14,000 feet above the sea and it is usually bitter cold after dark. The Indian built a fire before going to sleep and awoke next morning to find that the stones under his fire had melted and a lump of silver slag lay in their place. Since then thousands of tons of pure silver have been taken out of Cerro de Pasco. Twenty-seven thousand tons had been mined as far back as 1824, and altogether more than 300,000,000 worth of silver has been produced.

"Much of the silver ore was shipped to Europe," continued Mr. Dudley. "The smelter was built as Chasapaca on the railroad about 15 miles from Cerro de Pasco and for the past few years the ore has been carried there on the backs of llamas. A llama will carry only 100 pounds. It is a stubborn beast and will lie down and refuse to go if overloaded. As a result the cost of transportation has been enormous, and only the best of the ore could be taken to the smelter. There must be a great deal of silver still in the dumps about these mines. This ore is now being carried to the smelter by the new railroad built by the American syndicate. I understand, however, that the rates of transportation by llamas have been so reduced that they are carrying ore at about the same freight rates as the railroad, the animals walking along beside the tracks."

**PERU'S MINERAL WEALTH.**  
"Is Peru still rich in gold and silver, Mr. Dudley?"

"Yes, but it is hard to tell just how rich it is. Much of the country has not been thoroughly prospected, and the mines may be better farther down. In these Cerro de Pasco mines the upper deposits consisted of a great body of low-grade silver ore, more than a mile and a half long by three-quarters of a mile wide. This was worked down to a depth of about 300 or more feet, and then tunnels had to be driven in to drain the mines. They have been making immense tunnels still lower down, and the tunnel companies claim certain rights which will possibly conflict with those of the American syndicate."

"As you go down in these mines the silver ore changes to copper, and, as I have said, it is the copper and not the silver that is valuable now. There are probably good copper mines in other parts of Peru; and Bolivia, you know, has very valuable deposits of almost pure copper. There are gold mines in different parts of the country, and also mines in lead, zinc and quicksilver. Altogether, there are more than 5,000 different Peruvian mining claims on record, one-third of which, perhaps, are unworked."

**PACIFIC COMPANY'S NEW CONCESSION.**

"When I was in Peru, Mr. Dudley, some New York parties, known as the Pacific company, had a concession for coal mines in the Andes, and were about to build a railroad to them. What is that company doing?"

"The Pacific company has recently secured new concessions, and valuable ones. It has a strip of land running from Pacasmayo to Chimbote, and extending from there back up the Andes to one of the navigable branches of the Amazon. There are coal mines in the territory, and with the concession goes the right to build a railroad to get this coal to the seacoast. One of the great troubles about the west coast of South America is the lack of good coal. There are mines in southern Chile about the Bay of Concepcion, but the coal there

is not of the best quality. The deposits extend for some distance along the coast, and far out under the water. Hundreds of miners are employed and the men work in tunnels away down below the bed of the ocean. As a result, mining is expensive and coal from Australia and England competes with the Chilean coal. The coal that the Pacific company's railroad will open up is on the highlands of the Andes, and it will cost but little to get it down to the seacoast. If they have as good deposits as they think their concession should be a very valuable one."

**RAILROADS TO THE AMAZON.**  
"I suppose that a railway will be eventually extended by the Pacific company to the Amazon?"  
"Probably so," replied Minister Dudley, "but you must remember that it is only a concession as yet. There is no road built. It is also planned to extend the Oroya railroad to the Ucayali river, which is one of the navigable branches of the Amazon. The distance from the end of the Oroya line, the same road we have been talking about in connection with the new copper properties, to the Ucayali is only about 150 miles. When it is built one can go in barges and boats down that river to the Amazon. That road would open up the Peruvian territory adjoining the Acre territory which Bolivia has just sold to Brazil. There are valuable rubber forests in that region, and it is probable that similar forests are also found on Peruvian soil. The government would like to have a railroad there, so that it could quickly transport troops to that point in case of trouble. The Brazilians are, you know, to build a railroad in that region to facilitate travel to and from the Amazon."

**THE BACKWOODS OF PERU.**  
"It must be difficult for Peru to control her territory on the eastern slopes of the Andes. They are practically inaccessible, are they not?"  
"As far as easy travel is concerned, yes," said the minister to Peru. "Take Iquitos, which is in Peru, on the Marañon, a great river that forms a part of the Amazon. It used to be that of olden days from Lima to Iquitos some times went around the Strait of Magellan and clear up the Atlantic coast of the continent to the mouth of the Amazon. At present a favorite way to go to the lathums of Panama and then up the Amazon. One can go up the Oroya road and thence down by trail to the Ucayali and thence by boat on to Iquitos, but that takes several weeks, and in coming back it would take more, as the boats go much more slowly up stream. You can go from New York to Iquitos in less time, I venture, than it would require to get there from Lima by way of the Ucayali. There are steamers from New York to Manaus, which is 1,000 miles up the Amazon, and there are smaller steamers from Manaus to Iquitos."

**AUTOMOBILES FOR THE INCA CAPITAL.**

"How about the railroad that takes one from the Pacific to Lake Titicaca? Has it been extended?"

"That road has an extension to Sucre, and from there a wide carriage road has been built to Cuzco, the old capital of the Incas. There are freight automobiles now used to connect Cuzco with the trains, and this road ought to open up the ruins of that famous city to visitors. There are good trails from the Pacific to Lake Titicaca, and it will now take but a short time to reach Cuzco from there. Cuzco is a

town of about 25,000 or so. It is the center of a rich province and a busy place, though a few nothing of its political importance of the past. At the time that the Spaniards came it was perhaps the richest of all the Indian cities south of the equator. Pizarro got much of his booty from there, and the tradition is that he took from one native temple 40,000 pounds of gold and 80,000 pounds of silver. Some of this came from the temple of the Sun, at Cuzco."

"How about the hidden treasures of the Incas, Mr. Dudley? It is said they buried their gold in the Andes when the Spaniards began to rob them?"  
"You will hear such traditions in all parts of the Andes, but I doubt whether there is much truth in them. The Spaniards carried away about all the gold and silver that the Incas had mined, and so far as I know, but few hidden treasures have come to light. You see, the Incas were the ruling class and the rest of the people practically worked for them. As a result, most of the silver and gold came into their hands, and they turned it over to the Spaniards. Such mining as they did was after the rudest methods, and the product could not have been very great. Nevertheless it is said that the Spaniards, for a time, shed their horses with silver, and Pizarro, when he captured Atahualpa, the Incas king, by treachery, agreed to release him if he would fill a room 17 feet wide and 20 feet long with gold. This was done, and history tells how Pizarro then went back on his word and put the king to death. It is said that some of the treasures of the Incas were buried, shortly after this, in Lake Titicaca and elsewhere, but, if so, they are yet to be found."

**BOLIVIA'S NEW RAILROADS.**  
"I understand, Mr. Dudley, that a new road has been built from Lake Titicaca to La Paz?"

"Yes, a road has been built, but it does not go down into the city of La Paz. You may remember that there is a great plateau away up there, almost three miles above the sea, in which Titicaca and La Paz lie at a distance of 40 or 50 miles apart. Titicaca lies in one basin, La Paz in another. The road begins at Guaqui, the port of Bolivia, which you reach by sailing across Lake Titicaca from Puno in Peru. The new railroad crosses the plateau to the Alto, or rim of the basin containing La Paz, and there stops. As you get out at the depot you can walk a short distance and look down at the chief city of Bolivia, which lies about a thousand feet below you. There are new carriages which take you down to the city, but plans have been made for cable or electric lines, and eventually these will probably go through."

"Bolivia also expects to build new railroads with the 2,000,000 pounds which it received from Brazil for the Acre territory, and among the lines proposed is the one from La Paz to Oruro, in the Antofagasta line, thus giving Bolivia a railroad outlet to the Atlantic. I believe there are also propositions to connect with the Chilean and Argentine railway systems."

**ELECTRICITY IN PERU.**

"In Peru developing along electrical lines?"

"Not very rapidly," was the reply: "but we have electric lights in Lima and many of the factories are run by electricity. Some of the interior cities are so lighted. We have electric tramways now running from Lima to Cuzco, our chief port, a distance of eight and a half miles, and we have also a tramway from Lima to Chorrillos."

Something, however, went wrong with the current, and it did not descend. "It came down to within seven feet or so of the tracks, and there it stuck. Then hoarse whispers and frantic orders, given in low, hoarse voices, sounded in the wings. The audience tittered."

"Suddenly the dead man rose. He rose slowly. He advanced to the footlights. 'No rest, even in the grave,' he said, in a sepulchral tone."

"Then with his long, thin arms he reached up and pulled the curtain down."

**Facts for Catarrhal Sufferers.**  
The mucous membrane lines all passages and cavities communicating with the exterior. Catarrh is an excessive secretion, accompanied with chronic inflammation, from the mucous membrane. Hood's Sarsaparilla acts on the mucous membrane through the blood, reduces inflammation, establishes healthy action, and radically cures all cases of catarrh.



THE HIGHEST RAILROAD IN THE WORLD, Built by A. W. McClure of Salt Lake for Himself and His American Associates.

las, on the coast. Both of these companies will probably do well."

**AMERICAN TRADE WITH PERU.**

"How about our trade with Peru, Mr. Dudley?" I asked.

"It is steadily increasing, although the people of the United States do not make much effort to push it. When I first went to Peru the Germans exceeded us in their exports to that country. We are now far in advance of them and second only to Great Britain. Our trade today is almost three times what it was when I first came to the country, and it seems to me that the prospects for a continued increase are good."

"What do we sell to Peru?" I asked.  
"Wheat, breadstuffs and all sorts of hardware and machinery. Much of the wheat comes from our Pacific coast states. The machinery is largely from the east. This trade will be benefited by the Panama canal."

"What do we buy of Peru, Mr. Dudley?"

"We buy a great variety of things, among others medicines and chemical products, foodstuffs, and wool, and especially cotton. The Peruvian cotton commands a far higher price in the markets of the world than our own cotton. It has a long fiber which is so much more like wool than cotton that it could be passed off for wool. It is used in making hats, hosiery and underwear. The factories mix it with wool and the articles into which it goes have a finer luster and finish than those made of pure wool. This cotton is of different colors, some white, some brown, and some almost red. So far the area of cotton territory has been limited, but companies have been recently formed to irrigate the lands of northern Peru, which will bring much more cotton soil into cultivation. The most of the desert, you know, will blow

some like the rose if it can only have water."

**PERU'S NEW PRESIDENT.**  
"What are the political conditions in Peru at present, Mr. Dudley. Do you have many revolutions?"

"There have been no political troubles during my stay in Peru, and there are no indications that there will be any in the future. The country is quiet, and the people seem contented and happy. The death of President Candamo was followed by the selection of Jose Pardo to take his place, and the wheels of government have moved smoothly on. President Pardo, although his political career has been a short one and his experience in government small, makes an excellent president. He is a young man, not over forty, who has been engaged in business for the greater part of his life, and who up until a year ago had had but little to do with politics or the government. He was chosen by President Candamo as his chief ministerial adviser, and upon Candamo's death he naturally became president. He is a very patriotic man, and is anxious to do well for Peru. He says he will devote his energies to improving the roadways and other communications of the country and to bettering the people along educational lines."

FRANK G. CARPENTER.

**PIRATING FOLEY'S HONEY AND TAR.**

Foley & Co., Chicago, originated Honey and Tar as a throat and lung remedy, and on account of the great merit and popularity of Foley's Honey and Tar many imitations are offered for the genuine. Ask for Foley's Honey and Tar and refuse any substitute offered as no other preparation will give the same satisfaction. It is mildly laxative. It contains no opiates and is best for children and delicate persons. F. J. Hill Drug Co.

**THE WAY OF THE WORLD**  
Is via the

**Forced Sales**  
We must raise \$15000.00 on our stock. Prices smashed to pieces. We are selling 1847 Rogers Bros. Knives and Forks

**\$3.25**  
Per Set.

**JOHN DAYNES & SONS,**  
PIONEER JEWELERS,  
26 MAIN STREET.

**THE DIRECT LINE** from Utah to Kansas City—St. Joe—Chicago—Galveston—El Paso also to mining camps and health resorts of New Mexico and Arizona.

**3-TRAINS DAILY-3**  
For passenger and freight rates—Free literature and all other information address C. F. Warren, General Agent, The Atchison, Topeka & Santa Fe Railway Co., Salt Lake City, Utah.

### PROPOSED DOWIE TEMPLE FOR ZION CITY.



The picture shows the exterior of the great Shiloh tabernacle which John Alexander Dowie intends to build at his famous Zion City. He has had the project in mind for several years, but his recent pecuniary embarrassment delayed its commencement. Now, however, he expects to begin the construction of what he terms the "most magnificent temple of worship in the country." It will be of oriental style and will cost about \$500,000. The interior will be in horseshoe form and will seat 16,000 persons. It is to be constructed of limestone blocks supported by steel frames.

**"When you obtain anything yourself for half price, somebody else must have paid the other half."**

**TREE TEA SELECTED WISDOM**

The pure, good tea, sold in packages only.

**M. J. Brandenstein & Co.,**  
Importers,  
San Francisco.

**HIS PATRIOTISM WAS OZZING.**

When the late William L. Wilson, the great tariff reformer, was made postmaster general, he was called on by the narrator, but there had scarcely been an interchange of civilities when big Ben Butterworth of Ohio came howling in, and with hearty good will monopolized his old friend and antagonist of the house of representatives, finally saying:  
"Tell me, Wilson, how you like this new job?"

"I suppose that I shall like it," answered the gentle, scholarly statesman. "But I am beginning rather disconsolately. I passed my tariff bill, then went to Mexico, was taken ill and came near dying, came back and engineered the bill in conference while suffering with erysipelas, finally passed the amended bill, and was then invited here to this arduous position. I'm all tired out to begin with, and feel like one of my comrades in Stonewall Jackson's brigade during the Civil war."

"You see, we had been chasing Fremont, Banks and Shields all over the hills and valleys of Virginia for two or three months, and we were all tired



ARCHDUCHESS MARIA OF AUSTRIA.

ran branch are at the head of religious houses. The beautiful young Archduchess Maria Immaculata, who is also a princess of Tuscany, is to follow the example of so many of her aunts and other relatives in forsaking the gay world. The Hapsburgs have not always managed to keep the family honor above reproach, but they have certainly done their share toward furnishing titled superiors to the religious orders.

### DAN DALY'S HUMOR.

A theatrical manager of New York was talking the other day at the Players' club about the late Dan Daly.

"No man," he said, "ever had a stronger, finer sense of humor than Daly. To this sense of humor his success was due. He made his parts always. His alterations and additions to the playwright's work were what gave his parts their unique note."

"But Daly sometimes allowed his sense of humor to carry him too far. Thus, at the beginning of his career, he nearly spoiled a melodrama in which he played a minor role."

"In the second act of this melodrama Daly, in the role of a butcher, was supposed to be killed. A rival butcher, after shooting him, ran off, and the curtain descended on the dead man lying alone in the center of the stage."

"The piece was playing in a small Indian colony. At the end of the second act Daly was duly shot, and the murderer duly made his escape."

## BEWARE OF IMITATIONS of FOLEY'S HONEY AND TAR

On account of the great merit and popularity of FOLEY'S HONEY AND TAR for Coughs, Colds, and Lung Trouble, several manufacturers are advertising imitations with similar sounding names with the view of profiting by the favorably known reputation of FOLEY'S HONEY AND TAR.

**DO NOT BE IMPOSED UPON**

We originated HONEY AND TAR as a Throat and Lung Remedy and unless you get FOLEY'S HONEY AND TAR you do not get the original and genuine.

Remember the name and insist upon having FOLEY'S HONEY AND TAR. Do not risk your life or health by taking imitations, which cost you the same as the genuine.

FOLEY'S HONEY AND TAR is put up in three sizes—25c, 50c and \$1.00.

**Prepared only by FOLEY & CO., 92-94-96 Ohio Street, Chicago, Illinois.**

**SOLD AND RECOMMENDED BY**

**F. J. HILL DRUG CO.**