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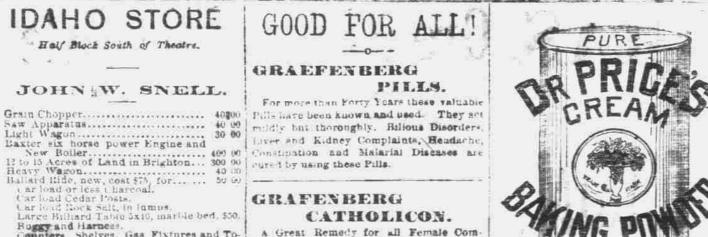
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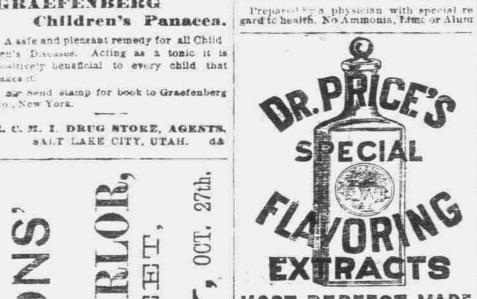
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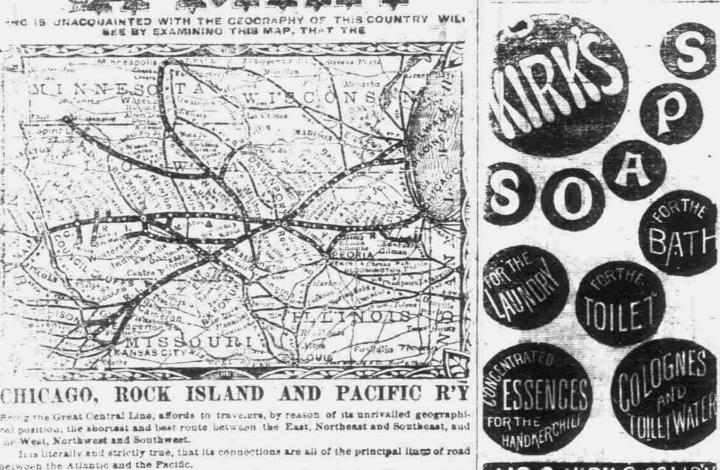
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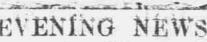
cal position, the shortest and best route between the East, Northeast and Southeast, and ir West, Northwest and Southwest. has literally and strictly true, that its connections are all of the principal limes of road netwoen the Atlantic and the Pacific.

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A REMARKABLE RAILROAD. IN A WONDERFUL COUNTRY. THE ANDES TO BE SCALED BY THE

TRON HORSE.

Michael P. Grace, of New York, the brother and partner of Mayor Grace, lately concluded the purchase from the government of Peru of the wonderful Orova Railroad, the con-struction of which made Henry Meigs, the California fugitive, not only rich, but famous. This road has been counted as the eighth wonder of the world, for there is nothing in the Rocky Mountains or the Arps which compares with it as an example of engineering science or presents sublimer scenery. But neither scenic grandeur nor engineering gentus alone can make a rail-road pay, particularly if it goes no-where. In this instance the money gave out when the road was only par the grading and tunnels between Chica and the mines have been completed and it only remains to lay the rails and

put in the bridges to send put in the bridges to send

A LOCOMOTIVE OVER THE ANDES
into the great valley which stretches north and south between the two Cordilleras. This Mr. Grace has a set to do. The completion of the line to the mining regions will cost \$10,000,000, but the portion of the line already constructed and in operation, with all its rolling stock, station houses, and equipments of every sort, he gets for practically nothing, as under the conditions of a ninety-nine years' lease he has the use of the railroad and all that has the use of the railroad and all that belongs with it for nothing for the first seven years, and pays but \$25,000 per year for rental for the property during he remainder of the term. In other Price Baking Powder Company, Chicago, Words, Mr. Grace gets a property Which cost \$27,600,000—eighty-six miles of railroad already equipped and in operation, fifty miles of the most expensive tunneling and grading in the world—for nothing, provided he will complete the line. And more than this, he gets the Cerro del Pasco silver mines, which were discovered 250 years ago by the Jesuits, and have yielded hundreds of millions of dollars, even under the primitive system of working which has been applied to them by the monks and the native In-dians. This Cerro del Pasco district has given Peru its fame for mineral wealth, and competent engineers as sert that it contains the

> WORLD. The silver is not fissure veins, but in an enormous mass of ore, similar to the carbonates of Leadville, yielding from \$40 to \$100 per ton, and worked at a cost of \$3 per ton. Even the tailings, which the priests and Indians have left during the two and a half centuries they have been digging away in their rude, manner, can be shipped to New York at a profit, and they amount to millions of tons with silver enough in millions of tons, with silver enough in them to pay the cost of constructing the road, and affording it a business that will pay the expense of operation. About 10 per cent. of the Cerro del Pasco district is now occupied by native miners, who are pegging along in the old-fashioned way, losing more silver than they win in their opera-tions, and securing about one-quarter of the profit they could gain by the use of improved machinery. Their mines are constantly flooded with water, and ave to be abandoned the greater part of the year. There are also a number of old mines which were worked first by the Jesuits and then by the govern-

RICHEST SILVER DEPOSIT IN THE

ment, but which were long since given up and allowed to fill with water These abandoned mines Mr. Grace agrees to pump and place in works; order, and when they are cleared has the privilege of working them his own profit for 99 years. The locminers have agreed to give him 20 per cent, of their gross product for introducing pumping machinery and operating it. The same set of pumps will serve the whole district, and the revenue which will be derived from THE NATIVE MINERS

will pay the expenses of keeping is order the mines which Mr. Grace will operate. It is estimated that \$750,00 will clean up the property and pay for he necessary machinery to do moroug work, and the profits cannot be over-mines is true. I will not repeat the fables and traditions about these mines, of which the air is full. The El Dorado, for which the world was hunting two centuries ago, was but shadow of the substance said to have been found here. Away in the heart of the Andes, almost beyond the reach of nen, involving an enormous cost for transportation, and an expense of oper ation which miners of modern time would consider unprofitable, the priests and monks in past centuries have found untold tons of treasure. The one-fifth which was always se apart for the Kirg of Spain, and o which a record was scrupulously kep by the Viceroys, reached into the mil ions, and the tithes which were pair to the Church amounted to millions During the last few decade

the mines have scarcely been worked, or as large a product of silver as Peru could consume was found in more con-

THE RAILROAD vas begun by Mr. Meigs in 1870. Starting from the sea, it ascends the narrow valley of the once sacred Rimac, rising 5,000 feet in the first forty-six miles, to a healthy valley, where the people of Lima have found an attractive summer resort; then it followed a winding, glddy pathway along the edge of precipices and over bridges that seem suspended in the air, tunnels the Andes at an altitude of 15,645 feetthe most elevated spot in the world where a piston rod is moved by steam, and ends at Orova, 12,178 feet above the sea. Between the coast and the summit there is not an inch of down grade, and the track has been forced through the mountains by been forced through the mountains by a series of sixty-three tunnels, whose a series of sixty-three tunnels, whose aggregate length is 21,000 feet. The great tunnel of Galera by which the pinnaple of the Andes s pierced, will be, when completed, 3,300 feet long, and will be the highest elevation on the earth's surface weere any such work has been undertaken. Besides boring the mountains of grante and blasting the mountains of granite and blasting the cliffs along their sides to rest the track upon, steep outtings and superb bridges, the system of reverse tang-ents had to be adopted in canyons that were too parrow for a curve. So the track zigzags up the mountain side, on the switch and back-up principle, the train taking one leap forward, and after being switched on to another track, another leap backward, until the sum-mit is won; so that often there are

our or five lines of track parallel to each other, one above another. ON THE MOUNTAIN SIDE.

Almost the entire length of the road was made by blasting. There was no earth in sight except what was carted up for use in ballasting, and the work of grading was done, not by the pick and shovel, but with the drill and hundreds of thousands of pounds of powder. It is estimated that the construction of this road cost Peru 7 000

Is presented nowhere more impressively than along the canon of the Rimac river, which this railroad follows.

here at the bottom bi the caffon, and where it occasionally spreads out into a valley of minute dimensions, are the remains of towns and cities whose history is unknown. Here is a region which bears no resemregion which bears no resem-blance to any other picture of uature: lifted above the rest of the world as coldly and calmly silent, as impenetrable as the Arctic stars. Here was developed a civilation which left me-morials of its advancement, genius and industry carved in massive stone, and written upon the everiasting hills in symbols which even the earthquakes symbols which even the earthquakes have been unable to crase, Here are the ruins of cities more populous than any that have existed in Peru since, evidence of industry which their destroyers were too indolent to imitate, and a skill which could cope with everything but the destructive weapons of the invaders. A survey of their remains justifies the estimates of

their remains justifies the estimates of their enormous population, which are that the people once herded in these narrow valleys were as numerous as those now spread over the United States. The struggle they had to main-tain themselves is shown by the traces of their industry and patience. They built their dwellings upon the rocks, and buried their dead in caves to uti-lize what soil there was for agriculture. tially completed, there remaining fifty miles between the present terminus (Chicla) and the point which was a med at—the mines of Cerro del Pasco, probably the richest and most extensive silver deposit in the world. Most of the sea to fill these SUNKEN GARDENS.

They terraced every hill and mountain side, and gathered soil from crevices the mighty winds which sometimes blow down the valley. It is, at least, c rtais that the Incas did not raise pumpkins or watermelons, for they would have rolled down the sides of these farms, which look as if they were standing on end. The irrigation system of the lucas was perfect, their ditches extending for hundreds of miles, curving around the hills, here sustained by high walls of masonry, and there cut through the living rock. They were carried over narrow val-leys upon enormous embankments, and show evidences of engineering Metgs railroad above the clouds into the mountains. Massive dams and reservoirs were creeted to collect the doods that came from the melting snows, and the water taken to localities which are rainiess. Under these conditions, in this great struggle for existence, the Incas established and sustained a government, the first in which the equal rights of every human being were recognized, and worshiped a being whose attributes were similar to those of the Christian God. The great sea, breaking with ceaseless

thunder upon the rocky coast, knpressed THE DWELLER IN THE DESERT with reverence and awe, and he who shivered in the snow-capped mountains recognized by an equally natural logic that the sun was the source of light and happiness. Hence these two objects—the sun and the seawere personified and seated upon the thrones of the magnificent pan-theons of the Incas. The race which conquered them came with dripping swords and just for plunder. Skilled in the arts of peace, but powerless in war, there was no adequate resistance, and the blood-and-gold-thirsty Pizarro rode up tals valley on a mission of nurder, rapine and destruction. The towers stand as he left them; roofless walls, he a silence which not even an echo will agitate. Occasionally the Spaniaris built new places of residence to utilize the improvements of the Incas, but three years ago the Chican army came down the valley and treatd the Peruvians as Pizarro treated the ce which he found here. It takes a power of steam to ascend this road with its average grade of 4 per cent., but in coming down the notiers are allowed to cool, and only steam amough is kept to hold the brakes and blow the whistle. We came

down part way in a hand-car at the was as exciting a ride as one can im-agine.—New York Sun.



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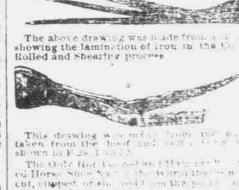
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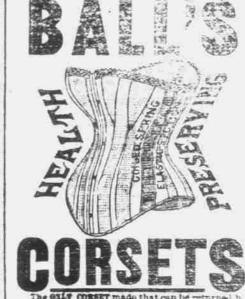


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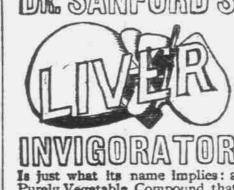
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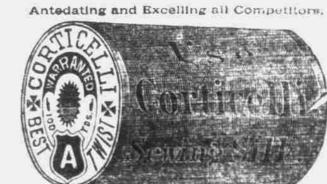
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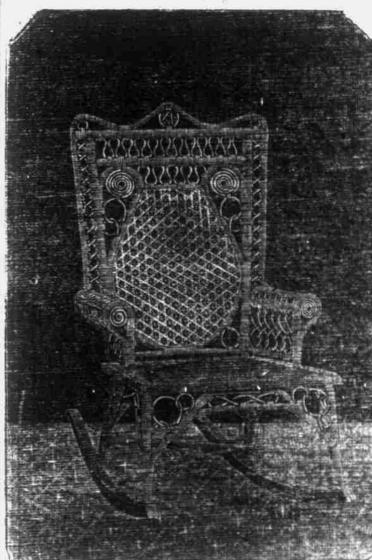
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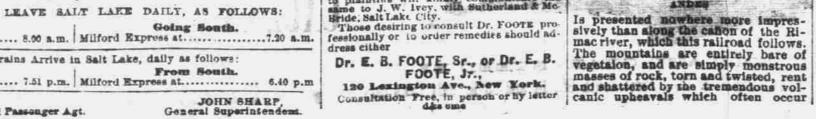
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