

Across South America by Rail.

The Great Trans-Andean Railroad Which Will Connect the Atlantic and Pacific.

It runs across Chile and the Argentine, and is within fifty miles of completion. A Big Chance for American Capital. How the Road Will Connect the Atlantic and Pacific. The Great Trans-Andean Railroad Which Will Connect the Atlantic and Pacific. It runs across Chile and the Argentine, and is within fifty miles of completion. A Big Chance for American Capital. How the Road Will Connect the Atlantic and Pacific.

Mendoza, Argentine Republic, Dec. 18.—Across South America, by rail. Crossing over the Andes on the Pacific coast, through the vast province of the Argentine by a locomotive, joining the Atlantic and Pacific by an iron band—the project, the completion of which is now being actively pursued, is a problem almost solved. The clouds of war as to the boundary question have cleared away. Both countries are now financially in a better condition, and they will soon have money for public improvements. Chile is especially anxious that the road should be completed, and I was told at Santiago that almost any responsible American syndicate can get the job with a certainty of a few years and a fair chance for a big interest in its investment.

Forty miles yet to build. As it is, the railroad is almost completed. There is less than forty miles yet to build, when there will be an iron track from ocean to ocean. The road from Mendoza to Buenos Ayres is excellent, although the distance is 450 miles. I traveled upon the track from Valparaiso, Chile, on the Pacific, to very nearly the Argentine boundary. It is well built.

At present trains are running over the whole road three times every week, travelers being taken over the unfinished part in a day or two miles or in a carriage. River and little children make the trip without much inconvenience, and during the summer there is plenty of travel. With the whole it requires now only four days to cross South America by this line, and when the last link is joined I am told that the trip from Valparaiso to Buenos Ayres will be made in twenty-five hours.

It will cost three million dollars. The actual cost of the completion of the road is estimated at about three million dollars. I understand that this was the sum of which W. H. Cress & Co. of New York offered to build it. For a long time it was thought that the Chilean government would award the contract for the road to some one, or other the deal fell through. When I was in Santiago I had conversations with prominent officials close to the president who told me that the government was now in an offer and that it would probably guarantee a very high rate of interest on the capital required. I was also told that an American syndicate would probably get the preference.

Would the road pay. The road will pay very well. When completed it will be just about as long as from New York to Chicago, and will reduce the time between Valparaiso and London by more than two weeks. It will get all the travel which now goes from the west coast around the Strait of Magellan, to Europe and Australia, and will establish a line of communication between the Pacific and the Atlantic. It will also establish a line of communication between the Pacific and the Atlantic. It will also establish a line of communication between the Pacific and the Atlantic.

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THE ANDER BY RAIL.

This railroad which completed will be one of the great economic landmarks of the world. It will connect the Atlantic and Pacific. It will also establish a line of communication between the Pacific and the Atlantic. It will also establish a line of communication between the Pacific and the Atlantic.

THE PAMPER IN A RAILROAD CAR.

From Mendoza to Buenos Ayres is about as far as from New York to London. It will connect the Atlantic and Pacific. It will also establish a line of communication between the Pacific and the Atlantic. It will also establish a line of communication between the Pacific and the Atlantic.

THEY SCRATCH THE MIRGORS WITH DIAMONDS.

In coming upon the track of the Trans-Andean Railroad, one finds a number of small diamonds. They are found in the mountains. They are found in the mountains. They are found in the mountains.

THE RAILROADS OF THE ARGENTINE.

And still the Argentine is one of the best railroad countries in South America. It has more railroads than any other country in the world. It has more railroads than any other country in the world. It has more railroads than any other country in the world.

ARGENTINE PAMPER.

The tracks go for hundreds of miles over land which is perfectly level and so level that the rails are laid on the ground. They are laid on the ground. They are laid on the ground.

HOW RAILROADS ARE BUILT.

The most of the railroads are in the hands of the British. Some have been built by the British. Some have been built by the British. Some have been built by the British.

COUGHING INJURES AND ILLNESS.

Coughing injures and illness. Coughing injures and illness. Coughing injures and illness. Coughing injures and illness. Coughing injures and illness.

THE SMALLEST THING MAY CAUSE THE GREATEST ILLNESS.

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ZION'S SAVINGS BANK AND TRUST COMPANY,

Nos. 1, 3 and 5 Main Street, Salt Lake City, Utah,

pays 4 per cent interest on 1 dollar or thousands

During the last six years the growth of the deposits in this Bank has been most satisfactory; having increased from \$800,000 to over \$2,000,000. Many of our depositors began with small amounts and have gradually increased their accounts until some now reach thousands of dollars. We encourage such deposits. The success of a man depends more on what he SAVES than what he makes. Have YOU saved anything? Open an account and add to it from time to time what spare money you have. Interest is compounded four times a year and if not drawn is added to the principal and bears interest the same as original deposits. Write or call for any information desired. No trouble to answer questions.



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