«A FREE PRESS IS THE MOST CERTAIN PROMOTER, AS IT IS THE SAFEST GUARDIAN OF A HEALTHY PUBLIC OPINION.»

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MEXICO, October 18, 1874.

Foreign News Abreviated.

safe trade being opened up with the interior.

for the uniform treatment in all countries of Captains of vessels concerned in collisions with other vessels.

or of taking observations during action.

** The other day, a pupil in one of the Dum-The teacher has had the volume thrown back on advanced age.

** A return has been issued showing the number of dogs registered in Ireland in the year 1872, and the receipts and expenditure under the Dog Regulation act of 1865. The total number of dogs registered was 302,307; the amount of license duty received was £30,230, and after payment of £12,039 for expenses incurred in the administration of the act, the surplus of £18,191 was paid over to the counties, towns, and townships.

The deepest mine in Cornwall is Dolcoath now about 720 yards from the surface. The workmen descend and ascend by means of man-engines, and Capt. Josiah Thomas, the manager, as an illustration of the healthy condition of the workmine for forty years. During all that time he has miles per day in addition to his labor, and a calthis man has, during his forty years' work, walktimes round the earth, or half the distance to the moon.

contemplated schools of design at Munich.

** The Pine Bluff (Ark.) Press states that Colonel John G. Ryan, of that place, has, after a

A Perilous Balloon Voyage.

M. Durnof and his wife, who ascended in a the crowd, and for the space of 300 metres went in a northerly direction. Our course then changed to the north-east, and shortly afterward we saw the French and English light-houses at sea, and we seemed to be going more toward England than toward France. There were no vessels to be seen and must economize my ballast. I decided to pass the night watching the extremity of the rope seventy metres long, and every time the rope touched the water I threw out a very small quantity of ballast. At 4 A. M., just before sunrise, I threw all the light ballast out, and discovered that during the night I had been driven in a north-easterly direction. Not knowing the distance I was from the nearest land, and fearful of being driven by another current to the northward, I resolved to try to lower myself on to a vessel. I perceived many of all sizes below me. Being then 1,600 metres high, I manœuvred so as to get down, and toward 5 o'clock I succeeded. The lower current of the wind was blowing north-west. It is impossible to describe my extreme thirst, and my poor wifewhom I tried to console by telling her that we were going in the right direction—did not lose courage. I showed her two vessels in the direction we were falling and I made her understand that we were trying to get stopped by one of them. I noticed that the smallest of the vessels, a fish-

ing smack, manœuvred and tried to cross my path. The sea was very rough indeed. Without any fear Lopened the valve, and descended until the ropes were trailing in the water, and in an instant we were past the vessel. The crew of the smack, however, launched their small boat and two men rowed it toward us. It was then 6 o'clock, and seeing the good-will of the fishermen to come to help us, I resolved to stop the speed of the balloon by springing the valve until the car filled with water, and thus give more resistance to the progress of the balloon. However, when I turned round I could not see the vessel. From time to time tremendous waves broke upon the balloon, clovering us with water, but still the balloon res sted, and my fear then was that the balloon might burst, in which case we should assuredly have been lost. At 7 o'clock we again sighted the smack on the horizon, and saw that she was pursuing us, and we noticed that by degrees she came

closer to us. The cold was very severe and our limbs were becoming benumbed. My wife's limbs were benumbed, and at each jerk of the balloon she became weaker and weaker. The smack con-** Advices from the west coast of Africa are | tinued to approach us and was now within 500 | very satisfactory. The King of Ashantee has paid metres. I pointed it out to my wife and it renewanother sum of \$5,000 on account of the indem- ed her courage. What was more tiring was being nity, and there is every prospect of a good and obliged to hold her in my arms. The smack was then very near us, and I raised myself on the ** Proposals have been made by England to ropes and saluted the crew. They saw us and the leading powers of Europe for the conclusion of | launched their boat, being 200 metres ahead of an international convention providing regulations | us. The small boat was manned by the master | (William Oxley) and the mate. They came nearer to the car and took hold of the rope. At this time their boat was nearly sinking on account of the Experiments are being made by the Rail- strong jerks of the balloon; but they did not lose road Committee at Woolwich, to ascertain the courage, and, taking hold of my wife's hand, dragbest means of inflating a ballon on a field of bat- | ged her as best they could into their boat. I saw tle. The special object of these inquiries is to in- | the danger they were in, and I began to cut the troduce an aeronautical system of reconnoitering, ropes that were following the balloon. I had cut the greater part of them when I was dashed against the boat, into which I let myseif fall. I like my fries seminaries was awarded a volume of Bunyan's | wife, lay helpless at the bottom of the boat. The Pilgrim's Progress, for proficiency in writing. | men let go the ropes of the car, and the balloon rushed off at a mighty speed toward Norway. The his hands with the note: «I return the volume, as | boat returned to the smack; we were put on board I consider it rather antiquated for a prize in this and taken into the cabin, and a good fire did not fail to bring us round. We have only to thank the men for their care and the kindness shown to us during the voyage to Grimsby, which lasted until 9 A. M. this morning.»

On landing at Grimsby, M. and Mmme. Durnof were heartily cheered by hundrebs of fishermen and other spectators. In the afternoon they were sent by Mr. Hewitt, the French Consul at Hull, to the London French Consulate office.

London Telegraph.

A Portable Railway.—A novel portable railway has been lately divised in France by Mr. Corbin. The invention is one having a wide range of application, since it may be employed in any locality about which it is desirable to transport ings, states that one man has been working in the | masses of bulky material. The track used is of wood, and consists simply of longitudinal pieces lived at Connor Down, a distance of five miles | joined by cross-bars, and made in lengths of a size from the mine, so that he has been walking ten | to be easily transported. These are laid in position wherever required, and serve as ways for the culation which Capt. Thomas has made shows that | trucks, which are nothing more than rectangular platforms, having a pair of small wheels at one ed 120,000 miles, which is equal to a journey five | end and an attaching apparatus at the other. A number of these vehicles are joined together to form a train. In brickyards the bricks are piled A movement, which is not the less strong | directly upon the platforms. In the gathering of because hitherto it has been rather of a covert | agricultural products, baskets are employed, which than of an open nature, is going on in Germany, are carried to various portions of the field and the object of which is to effect the centralization | thence taken to the trucks for transportation. The of German art in the capital of German Imperial | inventor says that, with ten trucks and twenty power. Berlin, say the instigators of this move. baskets, half of the latter being constantly in use, ment, is the only fitting place for the exhibition | four workmen can pull and transport, to a disand gathering together of the art treasures of Ger- | tance of 800 feet, forty tons of beets or like vemany, since within its precincts are centred the getables in a day. One man, he adds, can easily political power and life of the German Empire. | draw the ten loaded trucks, with over a ton of In conformity with the craving for central unifica- | contents, along the ways. The railway is exceltion. Munich is threatened with the loss of all that | lently adapted for transporting material over soft Cornelius and Kaulback achieved for her, and the or plowed ground, and might be used in all opera-Bavarian Chambers, indifferent to the reputation of | tions requiring the removal of stone and earth. her art schools, are, on political grounds, with- With the aid of a horse, a still larger number of holding the funds necessary for the erection of the trucks than above mentioned may be moved at

Theatres in New York .- The old Park Thealong delay, obtained possession of the will of his | tre (so called because it faced the Park) was the late brother, Gen. W. A. C. Ryan, made on the property of John Jacob Astor, who rented it for day before he was executed by Burriel, in Cuba; | \$17,000 a year. This was then the largest rent and that by this will the colonel comes into pos- | paid for any place of amusement in the Union. session of property valued at not less than \$150,- | Booth's Theatre rents for \$60,000 a year, which, as the season is only eight months, is \$7,500 per month, or about \$300 per night. The rent of the Bowery is 525,000 per annum.

Applied Science—Preparation of Aluminium. balloon from Calais Aug. 31, were landed at Gerneri of London prepares this metal by placing Grimsby on Sept. 4. M. Durnof says: «At 7:55 P. | a mixture of 100 parts of alumina, obtained in M. the balloon went up amid the acclamations of the usual way from kaolin, etc., with 40 parts of charcoal, heated to redness, in retorts at a dark red hent, and leading chlorine into them from an iron gasometer lined with lead, and closed with gas tar covered with hydrochloric acid. The volatilized chloride of aluminium formed is condensed in vessels of sheet iron, glazed internally, and is at sea and night was coming on. I felt that in that | decomposed by an electrical current produced by case I should be obliged to make a long voyage, a magneto-electrict machine. The liberated chloride is returned to the gasometer.

> Bazaine's Defense.—Marshal Bazaine has discovered that he was not tried by a jury of his peers; therefore his sentence was null and void; and, therefore, his parole at Sainte Marguerite was made to be broken on occasion. This ingenius sophism may satisfy the conscience of the escaped convict, but most candid people will consider it a very weak defense. That a trial under the laws of the French Republic could not be in evident, but the Marshal did not then find fault with the composition of the court. That he dishonestly fled from his mild duress and now seeks to excuse himself by saying that he never was properly tried, will only confirm the justice of the verdict that he was guilty at Metz of conspiracy

Miscellaneous.

-Thirteen tons of barnacles were recently removed from the bottom of an iron ship, after a voyage from Bombay to Liverpool.

-The Boston Post profanely mentions «that | in blasting Hell Gate the engineers are said to be careful not to dam East river.»

-Miss Adams, of Boston, niece of Charles Francis Adams, is about to wed at the American estacion. legation at Paris a prominent officer of the British

-If brains were absolutely necessary to the conduct of a newspaper the Washington Chronicle would have died long ago .- Pittsburg Commercial. And Pittsburg would have been minus the Commercial, but it wouldn't have hurt her much.

The bridge in Mazatlan called «Infiernillos will in the future be called "Juarez."

FERROCARRIL MEXICANO.

Itinerario, de los Trenes desde el 1º de Octubre de 1874, hasta nueva disposicon.

LINEA PRINCIPAL.

TRENES DE SUBIDA.					IDA.			TRENES DE BAJADA.						
Tren de Pulque,		Tren de Carga,	Tren Mixto.	Tren de Pasajeros	de Arman in T		- <u> </u>		DISTANCIAS EN Kilóme- Millas in- Pasa tros. glesas.		Tren de Carga,	e i Tren	Tren de c arga eventual.	Tren de Pulque,
A. M. 5 30 4 10	J.		P. M. 4 30 3 20	P. M. 9 00	2634	4233	MEXICO			12 00 A. M.	A, M.	A. M, 7 00	J	P. M. 2 00 3 05
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1 45 1 00 12 10 12 00			1 35 1 00 12 20 12 10 11 35	7 00 6 42 6 15 6 10 5 45	221 215 <u>3</u> 205 <u>3</u>	356 <u>1</u> 346 <u>1</u> 331	Ometusco	774 923	42 473 57 <u>1</u>	2 16 2 35 3 02 3 12 3 41		9 40 10 00 10 35 10 45 11 20		4 50 5 25 6 00 6 25
11 30		31	11 25 10 50 10 15	5 35 5 10 4 45	193 <u>1</u> 186 <u>1</u> 1763	311 <u>1</u> 2993 284 <u>1</u>	Soltepec	1124 124 1394	693 77 86 <u>3</u>	3 51 4 20 4 45		11 30 12 05 12 45		7 00
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		2 15 1 50 P. M. 12 30		10 35 10 25 9 05	91 <u>3</u> 91 <u>3</u>	152 ₄	Maltrata	271½ 291¾	168]	10 40 12 00	7 20 7 25 8 45	Tren mtxio con un coche de 21 clase		
	P M. 7 00 5 20 5 10 4 15		12 10 11 10 10 25	8 50 8 00 7 20	S2 703 653	132 1133 1053	ORIZABA. Fortin Córdoba	2913 310 318	181 <u>1</u> 192 <u>1</u> 1971	P. M. 12 20 1 05 1 32 1 35	1	A. M. 9 30 10 30 11 00 11 20		
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	9 40 9 35 A. M. 9 00	<u></u>	4 40 A. M. 4 00	2 30 A. M 2 00	ЭŸ	154	Tejoría VERACRUZ	4084 4233	2533 2633	5 05 5 40	Sl	4 15 5 00	S	JL
Tren de Pulque.		de	Tren de carga eventl.	de .	Dista de Ver	ncias acruz.	ESTACIONES.		rs de Mé- co.	2 ₋ 1	dc	Trenmix- to con un coche de 21 clase.	carga	de
	TRENES DE SUBIDA.					·		TRENES DE BAJADA.						

RAMAL DE PUEBLA.

TR	ENES A	APIZAC	0.		TRENES A PUEBLA				
TREN MIXTO	TREN MIXTO.	Distancias en millas ingls.	Distancias en kiļ6metros.	ESTACIONES.	Distancias en kilómetros.	Distancias en millas ingls.	TREN MIXTO.	TREN MIXTO	
9 30 8 45 0 05 A. M. 7 45	4 30 3 45 3 00 A. M. 2 30	291/13/1-2	47 301 12	APIZACO. Santa Ana. Panzacola PUEBLA.	16 <u>3</u> 35	10½ 21¾ 29¼	P. M. 1 30 2 05 2 35 3 00	P. M. 5 00 5 40 6 20 6 45	

NOTAS.

1. Los boletos vendidos á los pasajeros solo valdrán para el dia de su emision; sin embargo, el pasajero que tenga boleto para el viaje de Veracruz the conduct of Marshals of the Empire is quite | a México o de Veracruz a Puebla, o viceversa, puede dividir el viaje, pasando la noche en Orizaba y completándolo al dia siguiente.

2. Los pasajeros que quieran ir del ramal de Puebla á las estaciones entre Apizaco y Veracruz, deben tomar asientos en el tren que sale de Puebla á las 2. 30 A. M., y cambiar de tren en Apizaco.

Los que quieran ir del ramal de Puebla á las estaciones entre Apizaco y México, deben tomar asientos en el tren que sale de Puebla á las 7 45

3. Los pasajeros que quieran pasar de las estaciones entre Veracruz y Apizaco al ramal de Puebla, deben cambiar de tren en Apizaco. 4. Para la comodidad de los que quieran almorzar, los trenes de pasajeros que corren de México á Veracruz y viceversa, se detendrán tres cuartos

de hora en Boca del Monte, y los trenes mixtos que corren directamente entre México y Puebla, se detendrán tres cuartos de hora en Apizaco. 5. Los despachos de boletos se cierran cinco minutos antes de la hora señalada para la salida de los trenes. Los pasajeros que no compren boletos en los despachos de las estaciones, tendrán que hacerlo en los trenes, pagando un veinticinco por ciento adicional, cuando menos hasta la próxima

6. La llegada de los trenes á las estaciones intermedias; será: para los trenes de pasajeros, 3 minutos, y para los de pulques, mercancías y trenes mixtos, 5 minutos antes de la hora señalada para su salida; excepto en los

casos expresamente indicados arriba. 7. Los trenes saldrán á las horas señaladas por los relojes de la empresa, tomando estos por regulador el reloj de la catedral de México.

8. La empresa hará todo esfuerzo para asegurar la puntualidad de sus México, Octubre 1º de 1874.

trenes, pero no será responsable de las consecuencias de cualquiera demora, renunciando el interesado expresamente el artículo 2634 del Código Civil.

9. Una linea fuerte en tinta negra puesta debajo del tiempo de los trenes, indica que en esta estacion se cruzarán dos ó mas treues. Una línea negra quebrada indica que en esa estacion el tren pernocta. 10. El pulque que se remita á Boca del Monte y estaciones entre Boca

del Monte y Veracruz, y que va sin conductores, será llevado por el tren de pasajeros sin flete adicional.

11. La carga que se remita por el tren de pasajeros, pagará segun tarisa

de equipajes. 12. La empresa no responderá por ningun bulto de carga ó de equipaje que no tenga un rótulo completo y asegurado de la manera indicada en el Aviso Fecha Tres de Abril de 1873, que á la letra dice: «Se avisa al pú. blico que, á fin de evitar las equivocaciones que puede causar la semejanza de las marcas sobre los bultos pertenecientes á diferentes dueños, desde el 15 del presente mes no se recibirá en las estaciones del ferrocarril, ni responderá la empresa por ningun bulto que no lleve una etiqueta o rotulo en que conste claramente el nombre del consignatario y el de la estacion a que debe ser trasportado. Estas etiquetas, que deben ponerse conveniente y seguramente sobre los bultos antes de dejarlos en la estacion, pueden ser de género, de carton ó papel, segun la naturaleza del empaque.»

13. El domicilio de la empresa para los efectos del contrato de trasportes y para cualquiera reclamación judicial, es el de la ciudad de México, en

que tiene su principal oficina. 14. Para las horas de los trenes en el tramo de Guadalupe, véase el

itinerario correspondiente. 15. Véase el Reglamento correspondiente, para las demas condiciones bajo las cuales la empresa trasporta pasajeros y carga.