THE TWO REPUBLICS

«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.

*** Advices from the west coast of Africa are very satisfactory. The King of Ashantee has paid another sum of $5,000 on account of the indemnity, and there is every prospect of a good and safe trade being opened up with the interior.

*** Proposals have been made by England to the leading powers of Europe for the conclusion of an international convention providing regulations for the uniform treatment in all countries of Captains of vessels concerned in collisions with other vessels.

*** Experiments are being made by the Railroad Committee at Woolwich, to ascertain the best means of inflating a ballon on a field of battle. The special object of these inquiries is to introduce an aeronautical system of reconnoitering, or of taking observations during action.

*** The other day, a pupil in one of the Dumfries seminaries was awarded a volume of Bunyan's *Pilgrim's Progress*, for proficiency in writing. The teacher has had the volume thrown back on his hands with the note: «I return the volume, as I consider it rather antiquated for a prize in this 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 workings, states that one man has been working in the mine for forty years. During all that time he has lived at Connor Down, a distance of five miles from the mine, so that he has been walking ten miles per day in addition to his labor, and a calculation which Capt. Thomas has made shows that this man has, during his forty years' work, walked 120,000 miles, which is equal to a journey five times round the earth, or half the distance to the moon.

*** A movement, which is not the less strong because hitherto it has been rather of a covert than of an open nature, is going on in Germany, the object of which is to effect the centralization of German art in the capital of German Imperial power. Berlin, say the instigators of this movement, is the only fitting place for the exhibition and gathering together of the art treasures of Germany, since within its precincts are centred the political power and life of the German Empire. In conformity with the craving for central unification, Munich is threatened with the loss of all that Cornelius and Kaulback achieved for her, and the Bavarian Chambers, indifferent to the reputation of her art schools, are, on political grounds, withholding the funds necessary for the erection of the contemplated schools of design at Munich.

*** The Pine Bluff (Ark.) Press states that Colonel John G. Ryan, of that place, has, after a long delay, obtained possession of the will of his late brother, Gen. W. A. C. Ryan, made on the day before he was executed by Burriel, in Cuba; and that by this will the colonel comes into possession of property valued at not less than $150,000.

A Perilous Balloon Voyage.

M. Durnof and his wife, who ascended in a balloon from Calais Aug. 31, were landed at Grimsby on Sept. 4. M. Durnof says: «At 7:55 P. M. the balloon went up amid the acclamations of 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 at sea and night was coming on. I felt that in that case I should be obliged to make a long voyage, 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 wife—whom 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 fishing smack, manœuvred and tried to cross my path. The sea was very rough indeed. Without any fear I opened 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 rested, 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 continued to approach us and was now within 500 metres. I pointed it out to my wife and it renewed her courage. What was more tiring was being obliged to hold her in my arms. The smack was then very near us, and I raised myself on the ropes and saluted the crew. They saw us and launched their boat, being 200 metres ahead of 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 strong jerks of the balloon; but they did not lose courage, and, taking hold of my wife's hand, dragged her as best they could into their boat. I saw the danger they were in, and I began to cut the 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 myself fall. I like my wife, lay helpless at the bottom of the boat. The men let go the ropes of the car, and the balloon rushed off at a mighty speed toward Norway. The boat returned to the smack; we were put on board 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 masses of bulky material. The track used is of wood, and consists simply of longitudinal pieces joined by cross-bars, and made in lengths of a size to be easily transported. These are laid in position wherever required, and serve as ways for the trucks, which are nothing more than rectangular platforms, having a pair of small wheels at one 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 directly upon the platforms. In the gathering of agricultural products, baskets are employed, which are carried to various portions of the field and thence taken to the trucks for transportation. The inventor says that, with ten trucks and twenty baskets, half of the latter being constantly in use, four workmen can pull and transport, to a distance of 800 feet, forty tons of beets or like vegetables in a day. One man, he adds, can easily draw the ten loaded trucks, with over a ton of contents, along the ways. The railway is excellently adapted for transporting material over soft or plowed ground, and might be used in all operations requiring the removal of stone and earth. With the aid of a horse, a still larger number of trucks than above mentioned may be moved at once.

Theatres in New York.—The old Park Theatre (so called because it faced the Park) was the property of John Jacob Astor, who rented it for $17,000 a year. This was then the largest rent paid for any place of amusement in the Union. 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. Thr rent of the Bowery is $25,000 per annum.

Applied Science—Preparation of Aluminium. Gerneri of London prepares this metal by placing a mixture of 100 parts of alumina, obtained in the usual way from kaolin, etc., with 40 parts of charcoal, heated to redness, in retorts at a dark red heat, 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 decomposed by an electrical current produced by 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 the conduct of Marshals of the Empire is quite 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 and treason.

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 legation at Paris a prominent officer of the British navy.

—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 «Infiernillo» 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.

Tren de Pulque.	Tren mixto con un coche de 2ª clase.	Tren de Carga.	Tren Mixto.	Tren de Pasajeros	DISTANCIAS EN Millas inglesas	DISTANCIAS EN Kilómetros.	ESTACIONES.
A. M. 5 30			P. M. 4 30	P. M. 9 00	263¼	423¾	MEXICO
4 10			3 20				
			3 15	8 05	243	391¼	Tepexpan
3 40			2 45	7 45	236	380	San Juan Teotihuacan
3 12			2 15	7 25	229	368½	Otumba
2 50			1 55	7 13	225¼	362½	La Palma
2 20							
1 45			1 35	7 00	221	356¼	Ometusco
1 00			1 00	6 42	215½	346½	Irolo
12 10			12 20	6 15	205¾	331	
12 00			12 10	6 10			Apam
			11 35	5 45			
11 30			11 25	5 35	193½	311½	Soltepec
			10 50	5 10	186¼	299¾	Guadalupe (hacienda)
			10 15	4 45	176¾	284½	APIZACO
		9 20		4 30	176¾	284½	APIZACO,
		8 20		3 50	161	259	Huamantla
			MIXTO.				
		7 35		3 15	150¼	241¾	San Márcos
		6 50		3 12			
		6 40		2 45	139	223¾	Rinconada
		5 50		2 05	126¼	203¼	San Andrés
		A. M. 4 30		1 15	107¼	172½	BOCA DEL MONTE
		4 30		P. M. 12 30	107¼	172½	BOCA DEL MONTE
					103	165¾	TANQUE
					97½	157¼	BOTA
		2 15		10 35	94½	152¼	Maltrata
		1 50		10 25			
		P. M. 12 30		9 05	82	132	ORIZABA
	P. M. 7 00		12 10	8 50	82	132	ORIZABA
	5 20		11 10	8 00	70¾	113¾	Fortin
	5 10						
	4 15		10 25	7 20	65¾	105¾	Córdoba
	4 00		10 05	7 10			
	2 25		8 40	6 05	53½	86	Atoyac
	2 15		8 30	6 00			
	1 30		8 00	5 30	47¼	76	PASO DEL MACHO
	1 10		7 45	5 20	47¼	76	PASO DEL MACHO
	12 25						
	12 20		7 15	4 50	39¼	63¼	Camaron
	11 10		6 05	3 55	26	42	Soledad
	11 00		5 55	3 45			
	10 20		5 20	3 13	19	30¾	La Purga
	9 40						
	9 35		4 40	2 30	9½	15½	Tejería
	A. M. 9 00		A. M. 4 00	A. M 2 00			VERACRUZ
Tren de Pulque.	Tren mixto con un coche de 2ª clase.	Tren de carga.	Tren de carga eventl.	Tren de pasajs.	Distancias de Veracruz.		ESTACIONES.

TRENES DE SUBIDA.

TRENES DE BAJADA.

DISTANCIAS EN Kilómetros.	DISTANCIAS EN Millas inglesas.	Tren de Pasajeros	Tren de Carga.	Tren Mixto.	Tren de carga eventual.	Tren de Pulque.
		Mª noche. 12 00	A. M.	A. M. 7 00		P. M. 2 00
		A. M.				
						3 05
32½	20¼	1 00		8 00		3 15
43½	27¼	1 23		8 30		3 40
55¼	34¼	1 46		9 00		4 15
61¼	38	2 00		9 20		4 35
		2 13				
67½	42	2 16		9 40		4 50
77¼	47¾	2 35		10 00		5 25
92¾	57½	3 02		10 35		6 00
		3 12		10 45		6 25
		3 41		11 20		
112¼	69¾	3 51		11 30		7 00
124	77	4 20		12 05		
139¼	86¼	4 45		12 45		
139¼	86½	5 00	1 15	Pasa el Ramal de Puebla.		
164¾	102½	5 42	2 20			
182	113	6 12	3 00			
		6 45	3 20			
200	124¼	6 50	4 05			
220½	137	7 25	4 55			
251¼	156	8 15	6 00			
551¼	156	9 00	A. M. 5 30			
257¾	160¼					
266½	165¾	10 30	7 20			
271½	168¾	10 40	7 25			
291¾	181¼	12 00	8 45	Tren mixto con un coche de 2ª clase		
		P. M.				
291¾	181¼	12 20		A. M. 9 30		
310	192½	1 05		10 30		
		1 32		11 00		
		1 35		11 20		
318	197¼	2 20		12 10		
		2 25		12 35		
337¾	209¾					
347¾	216	2 55		1 05		
347¾	216	3 05		1 20		
360½	224	3 28		1 55		
		4 00		2 55		
381¾	237¼	4 10		3 00		
393	244¼	4 35		3 35		
408¼	253¾	5 05		4 15		
423¾	263¼	5 40		5 00		
Distancias de México.		Tren de pasajs.	Tren de carga.	Tren mixto con un coche de 2ª clase.	Tren de carga eventual	Tren de Pulque.

TRENES DE BAJADA.

RAMAL DE PUEBLA.

TRENES A APIZACO.

TREN MIXTO	TREN MIXTO.	Distancias en millas ingls.	Distancias en kilómetros.	ESTACIONES.
9 30	4 30	29¼	47	APIZACO.
8 45	3 45	18¾	30½	Santa Ana.
0 05	3 00	7½	12	Panzacola
A. M. 7 45	A. M. 2 30			PUEBLA

TRENES A PUEBLA

Distancias en kilómetros.	Distancias en millas ingls.	TREN MIXTO.	TREN MIXTO.
		P. M. 1 30	P. M. 5 00
16¾	10½	2 05	5 40
35	21¾	2 35	6 20
47	29¼	3 00	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 á México ó de Veracruz á Puebla, ó 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 A. M.

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 estacion.

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

9. Una línea fuerte en tinta negra puesta debajo del tiempo de los trenes, indica que en esta estacion se cruzarán dos ó mas trenes. 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 tarifa 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 público 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 ó rótulo en que conste claramente el nombre del consignatario y el de la estacion á 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 reclamacion 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.

México, Octubre 1º de 1874.

LA EMPRESA.