

circle, drawn between Panama and Yokohama, passes through the Gulf of Mexico at Corpus Christi, more than one hundred miles east of San Francisco, and through the Aleutian Islands. We may assume that the average saving in distance by the Tehuantepec route over Panama to all points on our Atlantic coast, and to Europe is about twelve hundred and fifty miles. The ordinary freight steamer makes about ten miles an hour, or say two hundred and fifty miles a day. Assuming the time of crossing the two isthmuses to be the same, it will take a steamer about one day to pass through the Panama Canal, and the freight about two days to pass over Tehuantepec from ship to ship, leaving still four days to the average of Tehuantepec.

This railroad constructed in a most substantial manner, and provided with the very best facilities, equipment, etc., in order to handle a large amount of traffic at the minimum cost per ton. Modern machinery and methods will enable this railroad to conduct a profitable business at a rate of not to exceed \$2 a ton from ship hold to ship hold, and with the best modern loading and unloading facilities, proper wharves, warehouses and harbor terminals, the time from ship to ship should not exceed an average of two days.

It is fair to assume that modern cargo steamers are able to handle the average run of ocean freights with profit

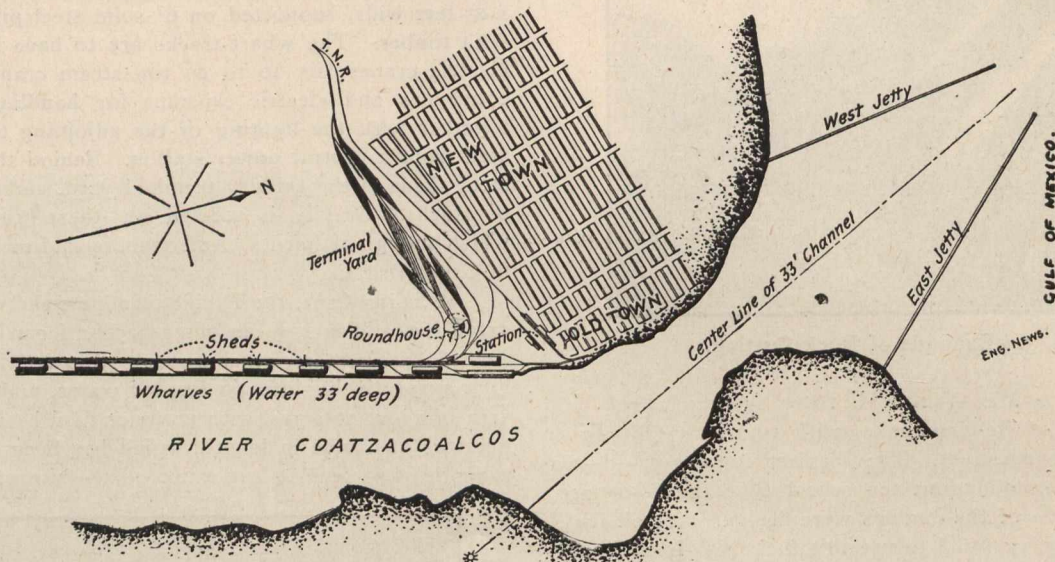


Fig. 8.—Harbor at Coatzacoalcos: Atlantic Terminus.

But a more recent verdict in favor of the Tehuantepec route, is that of Mr. J. F. Wallace, (late Chief Engineer to the Panama Canal Commission), in an address delivered before the Illinois Manufacturers' Association at Chicago, March 2nd, 1906. He said:—

While the construction of the Panama Canal will confer great benefits on the commerce of the world, the com-

on a basis of one-tenth of a cent per ton per mile, or, in round figures, \$1 per 1,000 miles. The advantages of the Tehuantepec route over the existing route to the far East by way of the Suez Canal are as follows:—

From New York to Australia, say the port of Sydney, the saving of distance by way of the Tehuantepec Railroad would be 5,700 miles, and any railroad rate across the Isthmus of Tehuantepec, less than \$5.70 per ton, should take this business from the Suez route. In addition it would

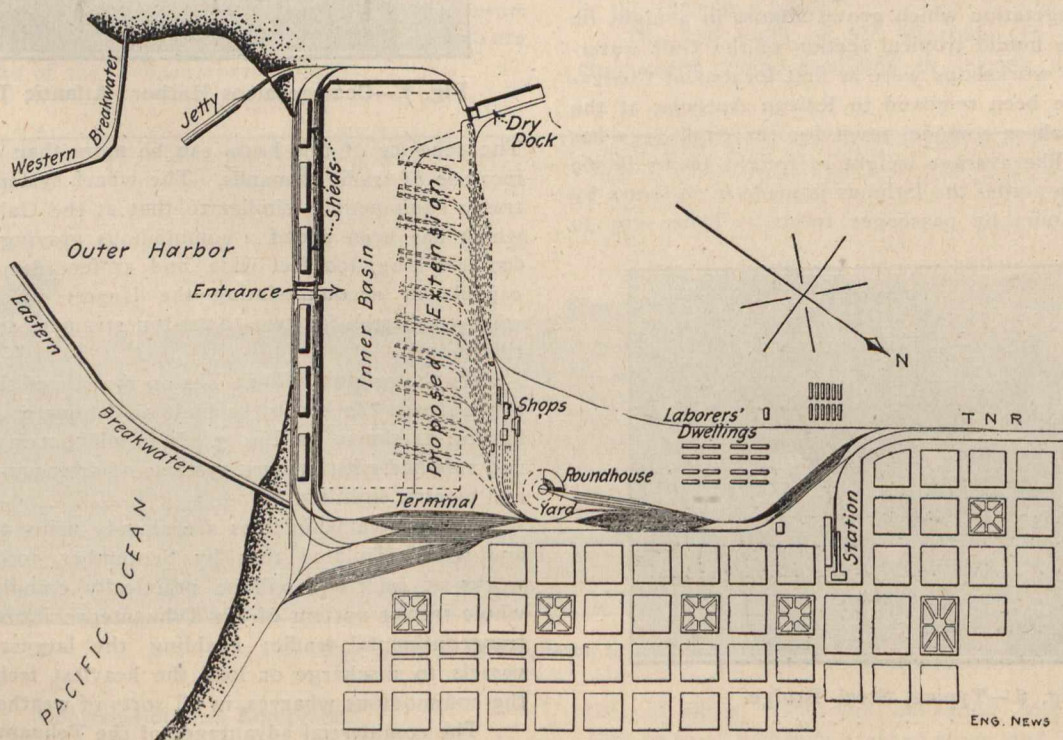


Fig. 9.—Harbor at Salina Cruz: Pacific Terminus.

mercial interests of Great Britain have not been blind to the possibilities of a project and route which will, in a large measure, anticipate the future benefits of the construction of the Panama Canal, and give immediate results, pending its accomplishment, with strong probability of being able to retain the trade if once secured. I refer to the railroad transportation facilities which are about to be completed in the interests of British capitalists, across the Isthmus of Tehuantepec, a distance of about 176 miles.

save the time it requires an ordinary cargo vessel to steam 5,700 miles, minus the time required to transfer the freight across the isthmus by rail. This would make an actual saving of time of at least 15 days, even allowing the maximum of four days for the isthmian transit.

From New York to India and China points, this route would not be so material, as the line of least resistance from a traffic standpoint would be over the transcontinental lines through San Francisco, Seattle and other Pacific ports.