

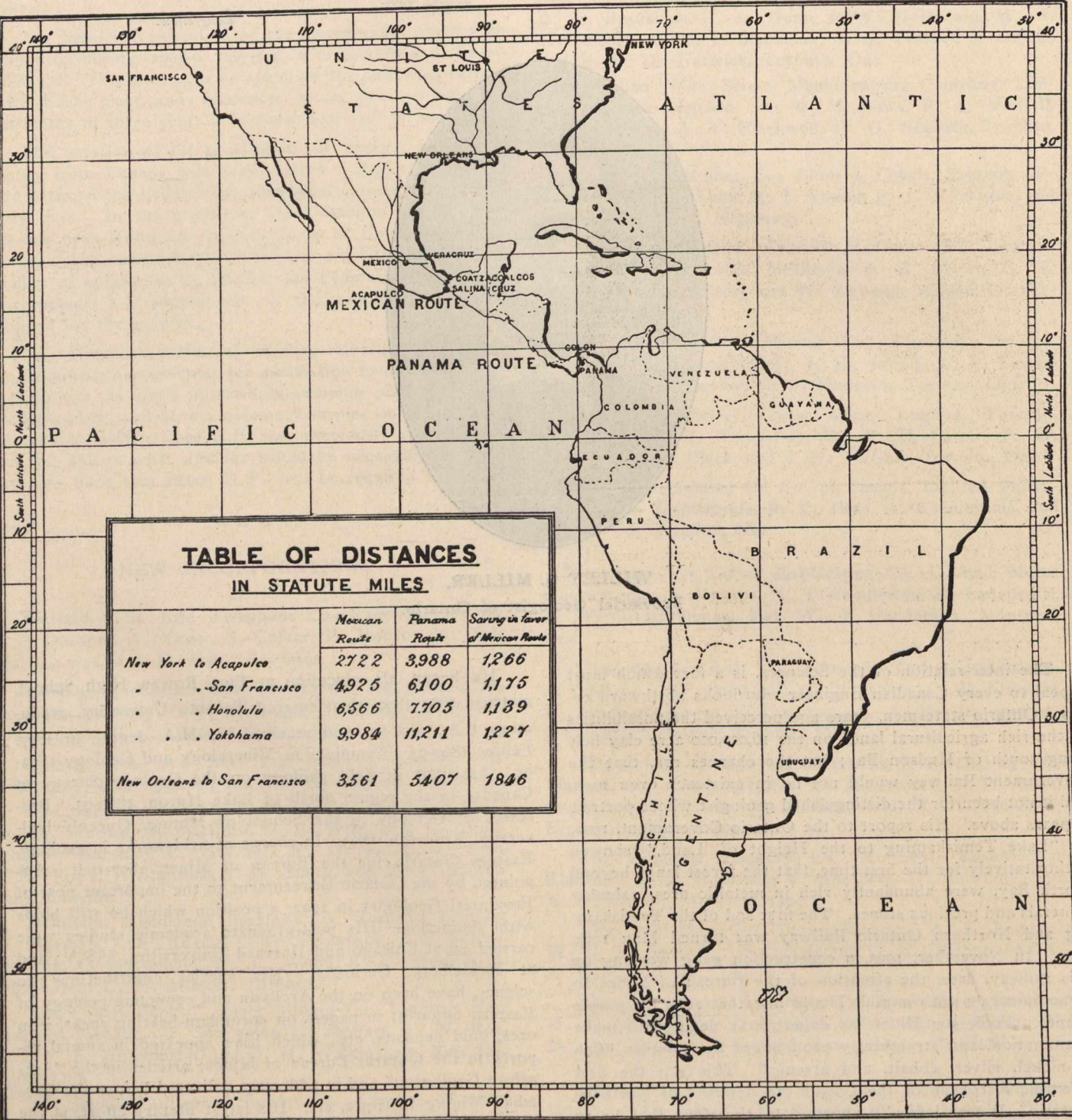
THE BRITISH ENGINEER IN MEXICO
THE TEHUANTEPEC RAILWAY.

By The Editor.

[Inasmuch as the Tehuantepec Railway represents one of the finest achievements in the annals of modern railroad engineering, we have deemed it an opportune moment to set before our readers a brief illustrated account of its reconstruction: especially as the work was done by a firm that floats the Union Jack. We are indebted for most of the descriptive data and illustrations, to Mr. James Millar Whitfield, of Toronto—one of the first engineers on the staff of Messrs. S. Pearson & Son, Ltd., who worked on the Tehuantepec Railway: also, to "Engineering News."—EDITOR.

Historical.

There is evidence, that Cortez in 1520, built a military road from the city of Tehuantepec on the Pacific, to the head waters of the Coatzacoalcos on the Atlantic, and that it was used for a hundred years. This route has always been looked upon by far-seeing men of affairs, as an ideal



MAP SHOWING THE RESPECTIVE INTER-OCEANIC ROUTES OF THE TEHUANTEPEC RAILWAY AND THE PANAMA CANAL
Fig. 1.

The Isthmus of Tehuantepec, is the narrowest part of Mexico, and offers the most direct route in the world for commerce to the Orient, and western coast of North and South America.
As will be seen by the above map, Fig. 1, the Tehuantepec route offers a considerable saving of distance between important commercial points, as compared to the Panama Canal.

short-cut between the Occident and the Orient. The first survey was made in 1774, by a civil engineer named Augustin Cramer, by order of the Spanish viceroy at the time. Since then, project after project has been set on foot to connect the oceans by canal or railroad, but all have met with failure; due to thwarting causes: political, industrial, financial. In 1879 a concession was granted by the Mexican Government to an American—Edward Learned, of New York City—with