RIALROAD RIVAL TO PANAMA CANAL

WILL RELAY FREIGHT FROM COAST TO COAST IN SOUTH AMERICA

A railroad that is to be a rival of the Panama Canal? Just so, and it is not 60 miles long, in the interior of the South American continent, and neither company is within hailing distance of either of oceans. Sounds rather preposterous? Perhaps. But read the text, and perhaps it will sound more reasonable. The statement does not seem that this railroad is going to transport ships from one ocean to the other. It does mean, however, that it is likely to divert a considerable amount of traffic between Europe and certain sections of the Pacific coast of South America, which would otherwise utilize the canal, to an entirely new route. At least, that is the conclusion of the author of an article entitled "The Quiaca-Tupiza Rival to Panama Canal," which appears in the December issues of the Bulletin of the Pan American Union.

Quiaca and Tupiza are the names of two little inland towns in South America, the first in Argentina and the second in Bolivia. The first is linked up with the railway system of the former and the second with those of the two neighboring countries, and it is the ambitious hope that it may become the "new Panama" this side of the Atlantic.

The Bulletin writer points out the building of this road was undertaken not quite ten years ago by the Argentine government, as a commercial venture for development of a large state. It has in both the highlands and the lowlands of the country. It sought access to the outside world through three channels. First, direct from the Highlands to the Pacific. This has already been accomplished by the means of three roads stretching at Antofagasta, Arica and Mollendo, three Pacific ports. Second, through Argentina. This is also to be accomplished by the La Quiaca-Tupiza road. Third, direct to the Atlantic, the Amazon, and Brazil. It is with the second circle that we have at present to do.

"On August 21, 1913, President Montes, of Bolivia, on behalf of the Bolivian government, accepted the proposal of Charles A. Vega, of Paris, for the construction of the La Quiaca-Tupiza Railway, connecting the Bolivian and the Argentine railway systems. The work was undertaken by the Vega syndicate for a lump sum of $1,500,000; [illegible]

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"The Bolivian railway system, the building of which was undertaken not quite ten years ago by the Argentine government, was a commercial venture for development of a large state. It has in both the highlands and the lowlands of the country. It sought access to the outside world through three channels. First, direct from the Highlands to the Pacific. This has already been accomplished by the means of three roads stretching at Antofagasta, Arica and Mollendo, three Pacific ports. Second, through Argentina. This is also to be accomplished by the La Quiaca-Tupiza road. Third, direct to the Atlantic, the Amazon, and Brazil. It is with the second circle that we have at present to do.

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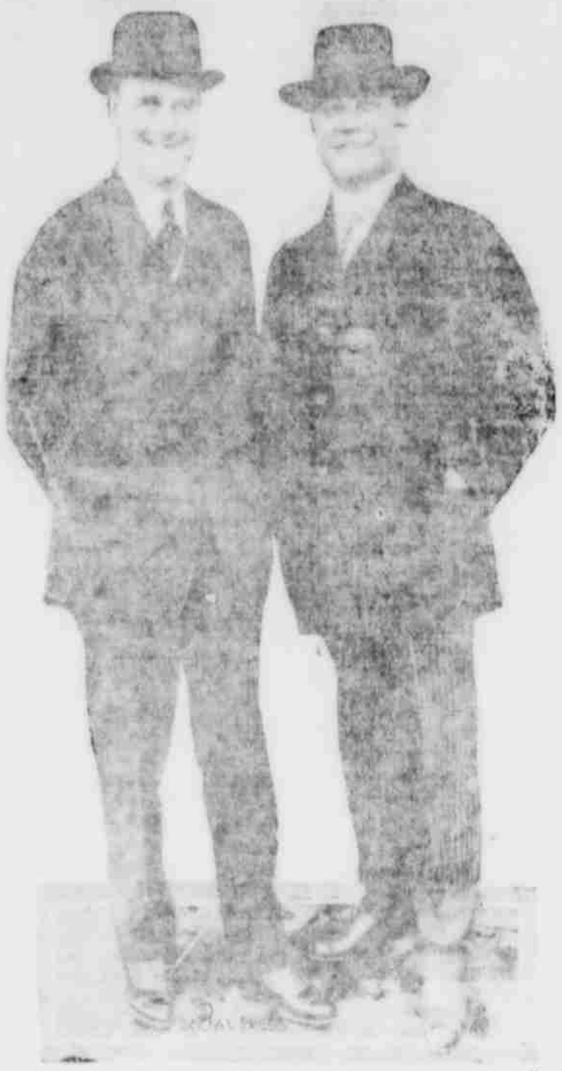
Promoters' $60,000 Fight Smile



Tex Rickard — Stan McCracken

Tex Rickard, only 5 feet of Stan McCracken's long, lanky frame, and he has established a new record for large gate receipts in inferior [illegible] Willard, $60,000 and 75-80 Dempsey expenses, a ten round [illegible] New York city. Rickard did [illegible]

[illegible] Bolivia weight [illegible] sentiments to its building over those lines, associated with Bolivia, and the northern boundaries do. The importance of the work consists in the fact that it introduces the competing line between the railroad systems of the east and west coasts of South America by providing a shorter and more direct route from Europe to Bolivia and the West Coast, and in particular that part of the West Coast which is actually nearer the continent [illegible]

[illegible] about September 1st [illegible] in April this season in the [illegible] anticipation before the opening of [illegible] the opening of the Panama Canal. [illegible] the building of this road, were ahead and had been in gear after the Panama Canal traffic the rather of the story tells us as follows:

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