

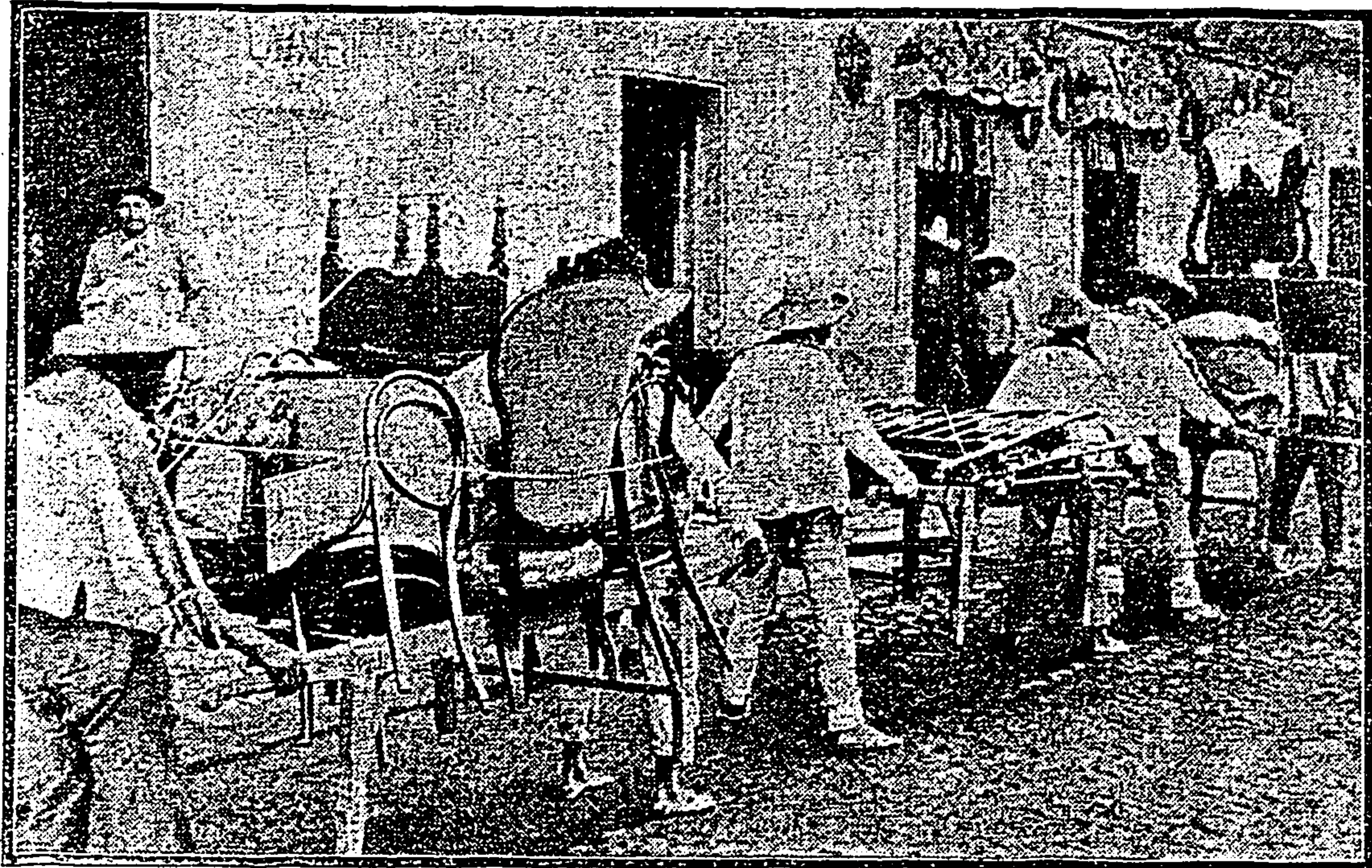
Cargadores, Human Moving Vans, A Striking Feature of Mexico

The cargador is one of the curiosities to the tourists and one of the prominent factors in transportation to the residents of Mexico City but more especially is he a factor in transportation in the interior. He carries everything from a trunk to household furniture. A tourist, upon seeing a party of cargadores jogging along with the entire furnishings of a house, aptly applied the following name to the party, the "Human Moving Vans of Mexico."

They are more than moving vans, however, for no matter what you want carried, a cargador will carry it. He serves as the express wagon for your trunk, as a delivery wagon for your grocer and butcher. He can also be seen carrying large bales of hay and straw and he is not averse to serving as hearse for the funerals of the poorer classes of the city. In fact, there is nothing that he will not carry, even to a safe.

He is usually small of stature, of squat build, with broad, square shoulders and short, stout, well-muscled legs. To look at him, one would never think that he could carry the burdens that he does. This human beast of burden will, if he can once get under the load, carry off with apparent ease boxes, trunks, wardrobes, or any conceivable thing that is not too ungainly for one man to handle and no matter if it weighs between one hundred and three hundred and fifty pounds, he will jog along the street with it with an ease that is startling to the beholder for the first time.

His method of carrying it is just as strange to unaccustomed eyes as the immense loads he can bear. The burden is taken upon his back so that the load rests for the most part



PARIHUELAS WITH FURNITURE.

between his shoulders. A strap or rope is fastened under the load and is taken over the shoulders and ends in a band that rests across the head of the cargador. While the majority of the weight rests between his shoulders the head bears a considerable portion of the weight, in that it prevents the load from slipping down his back.

When a thing is exceptionally

heavy, or the destination exceptionally far, two or three cargadores will contract to carry it to the destination. One will take his turn for so many blocks, while one of the others will carry his hat and trot alongside of him. When the burden becomes too heavy or he thinks he has carried it his share of the distance, he will squat upon his haunches and the other will carefully lower the load to the ground and the retiring freighter will slip his head out of the band and the other will take his place.

Then comes the most difficult part of the operation, namely, to get the box or whatever it may be upon the back of the new worker. The lifting power of these "human beasts of burden" is as small as their carrying capacity is great. A healthy, well-built American boy of 16 or 18 years can do feats of lifting that would put these men in the prime of life to shame, yet once they get a load upon their backs, they will carry two hundred pounds with more ease than an ordinary man can carry a sack of flour. Their back and arm muscles are weak, but their leg, shoulder and neck muscles are magnificent, from a physical culturist's point of view.

In moving furniture, these "moving vans" bring a heavy, stoutly made truck, very much like the trucks seen around railway stations, but wider and instead of wheels at one end it has handles at both. Two men will take one of these trucks, one at each end, and after they have been loaded with enough furniture to weigh down an ordinary spring wagon, they will pick it up and trot along mile without stopping for breath. The method of handling these trucks is very much the same as a single man carrying a box. The weight is borne across the shoulders. It is transmitted by ropes ending in broad bands, usually of carpet or canvas, which fit across the shoulders, back of the neck and passing down over the chest to the handles of the truck. The hands and arms are used only for steadying the load.

Their charges, when compared with the transfer charges in other countries, are ridiculously small. For one peso, a cargador will carry a trunk weighing one hundred and fifty pounds a distance of considerably more than a mile and if you are cold hearted enough, he will accept seventy-five or even fifty cents for the job.

The very cheapness of this labor made people shake their heads in doubt when the first transfer company was brave enough to launch into business in Mexico. But the cargadores are practically not in com-

petition with the transfer companies of the city, as their work is at present almost entirely different lines. The transfer companies get the work that is desired in a hurry and which is too heavy for cargadores to handle. In fact, several cargadores are employed by transfer companies to carry trunks for short distances which would hardly pay them to send a wagon to haul.

The cargadores, however, have a tendency to keep the transfer charges of the companies at a much lower level than they would likely be if their competition was not a factor in the transportation facilities of Mexico. That the cargador is still a factor in transportation will be seen if one cares to visit the stations of the city and watch the dozens of them, with their ropes and bands and their brass number tags dangling from small chains around their necks, waiting for the arrival of trains and around the freight sheds looking for work.

Their honesty is assured by the municipal government, which licenses them and gives each his brass number tag. His photograph, number and all details that will lead to his detection, should he take it into his head to become dishonest, are kept on file and his arrest is sure to follow. He is handled just like all other public conveyances, like the red and the blue coaches.

The age limit seems to have missed this profession. You see cargadores who are but little more than boys, men in the prime of life, and old gray-headed men, who seem to be tottering on the edge of the grave, yet all take loads that would break the back of an ordinary man. Nor, as one would suppose, are they composed of the most ignorant of the lower classes. On the contrary, it is not an uncommon sight to see them sitting on the curb reading a newspaper while waiting for business to turn up.

These freighters of Mexico are diligent, industrious and, for the most part, sober. They take a pride in their work and attempt to outdo each other in the weight they can carry and the distance they can carry it. The rivalry is keen among them and they will bid against each other for a job. Their usual costume is a suit of white canvas and a straw hat of a particular type. Their feet are protected by sandals. In place of a belt, they usually wear a sash of some bright color, usually red. Their suits, white or blue, are generally spotlessly clean. They are a feature of Mexico just as the ricksha is a feature of Japan, and the coolie of China.



A CARGADOR WITH HIS BURDEN.

New Treasures Given To National Museum

The National museum will soon be enriched by the acquisition of numerous very valuable works of art which were donated by the late Don Alejandro Ruiz Olavarrieta, of Puebla. During his life Mr. Olavarrieta spent much of his time and money purchasing the best works of art that he could find in Mexico and in foreign countries which he visited, so he was the owner of one of the most valuable collections of its kind in Mexico.

When he realized that his end was near, he decided to leave his art treasures to the federal government, believing that no one could take as good care of them as the nation.

An inventory was made by a public notary of Puebla. There are 235 paintings by the most famous Mexican and European artists, and a number of other artistic works which can not be mentioned separately.

But to give a slight idea of the importance of this donation, the following works may be cited:

- The Vision of Daniel, by Raphael.
 - The Daughters of Lot, by Ticiano.
 - The Triumph of Faith, by Rubens.
 - The Flight into Egypt, by Rubens.
 - A Madonna, Santa Lucia and Santa Agueda, by Murillo.
 - Nuestra Señora de la Piedad, by Goya.
 - A Madonna and four other pictures, by Velazquez.
 - A Madonna with her child, by Andrea del Sarto.
 - Santa Rosa, by Botticelli.
 - A Spanish young woman, St. Marcus and St. Peter, by Espagnoleto.
- There are, in addition, many paintings by Guido Reni, Rembrandt, Van Ostade, and many of the most famous painters.

The collection of curiosities includes several very ancient Chinese and Japanese jars made of the very finest porcelain, dinner sets, flower pots, etc. There is also a very valuable dinner set which was sent by the Emperor Francis Joseph of Austria to the Emperor Maximilian. This dinner set, it is stated, was one that Francis Joseph used during his nuptial banquet.

Mr. de Olavarrieta spent many thousands of dollars to acquire this beautiful collection. When the decision of Mr. de Olavarrieta was known, the jefe de hacienda of the state of Puebla ordered a very careful inventory to be made, and he sent a communication to the department of fine arts, announcing the valuable donation made to the museum, and enclosing a copy of the inventory made.

The department of fine arts has appointed Don Gerardo Murillo to go to take possession of everything and carefully pack up and bring to Mexico the articles donated by the deceased. Thus far no place has been found suitable to place this rich collection, but probably the paintings will be placed in the San Carlos academy, while the other articles will be sent to the national museum.

NOTHING DOING.

"Will you marry me, my pretty maid?" "What's your salary, sir?" she said. "Ten pounds a week, my pretty maid." "There's nothing doing, sir," she said. —Chicago News.

OLDEST OHIO CLERGYMAN.

John Schaeffer, of North Benton, O., has just celebrated his 101st birthday. He is the oldest clergyman in Ohio, and possibly in the United States. He preached regularly for sixty years.

Mexico Takes Steps To Improve Schools

For the purpose of picking from every quarter of the globe that which is best in educational methods and at the same time adopted to the needs of the public schools of Mexico the department of public instruction now has a number of commissioners studying the work of public instruction in foreign countries.

This is a plan which is used only on a small scale by the other countries of the world and in an irregular sort of way. In most other countries it is not employed at all by the departments of public instruction.

The enterprise shown by the Mexican government in that particular is having a notable effect in increasing the efficiency of the schools of the republic.

This sending of competent commissioners to all parts of the world is entirely in addition to the government's plan of paying the expenses of students who have shown unusual talent or genius in science or art in any of its various branches. The long list of students now receiving this bounty from the government was recently printed in The Mexican Herald.

The department of public instruction in the republic of Mexico realizes that it has a great task ahead and is getting to work with energy and efficiency to make the public schools of Mexico equal to any in the world.

In the list of names of those now in foreign countries in the interest of the department of public instruction will be found many names not unfamiliar to the residents of Mexico.

Miss Bertha Von Glumer is now at New-York, visiting the Froebel schools. Miss Elena Zapata is on a trip to New York, Chicago and some of the larger cities of the United States, visiting the industrial schools for girls, as the government wants to improve

the methods of the "Escuela de Artes y Oficios" for girls. This school is attended by more than 200 girls of the poorer class.

Miss Elvina Nozari is in Italy, reporting on the hand work taught there at the schools for girls.

Mrs. Carren Krause de Alvarez de la Rosa is in Paris studying the organization of the industrial schools of France.

Miss Teresa Guerrero is also at Paris studying the organization of the primary schools.

Miss Clemencia Ostos is at Berlin visiting the normal, primary and common schools. Mrs. Laura Mendez de Cuenca, a very talented woman and bright writer, is also in Berlin studying the primary schools.

Miss Aurora Gutierrez has spent some months visiting the schools of Germany.

Mr. Toribio Velasco is in Paris gathering information as to the best methods for the inspection of schools. Juan Falcón is studying at New York the methods used for the moral education of girls.

Miss Raquel Santoyo, director of the commercial school "Lerdo de Tejada," which is reputed to be one of the best educational establishments in the republic, is now in Paris studying the organization of the commercial schools for girls.

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Colonia Altavista

in San Angel. The surest real estate profits now to be made here is in suburban property. San Angel is the most desirable suburb and Altavista is the best location in San Angel.

This colonia provides street improvements, which are not available in any other part of town. It has an abundant supply of pure mountain water from a well 1060 feet deep. The company offers special inducements in the furnishing of building materials.

SAN ANGEL INN, at the center of the Colonia, is the most beautiful place of the kind in Mexico. It affords a social center and all the conveniences of a hotel to the residents of the Colonia. If you have not seen the new houses there, go out today and look at them. The automobile road is now open by way of Mixcoac and through Colonia Campestre.

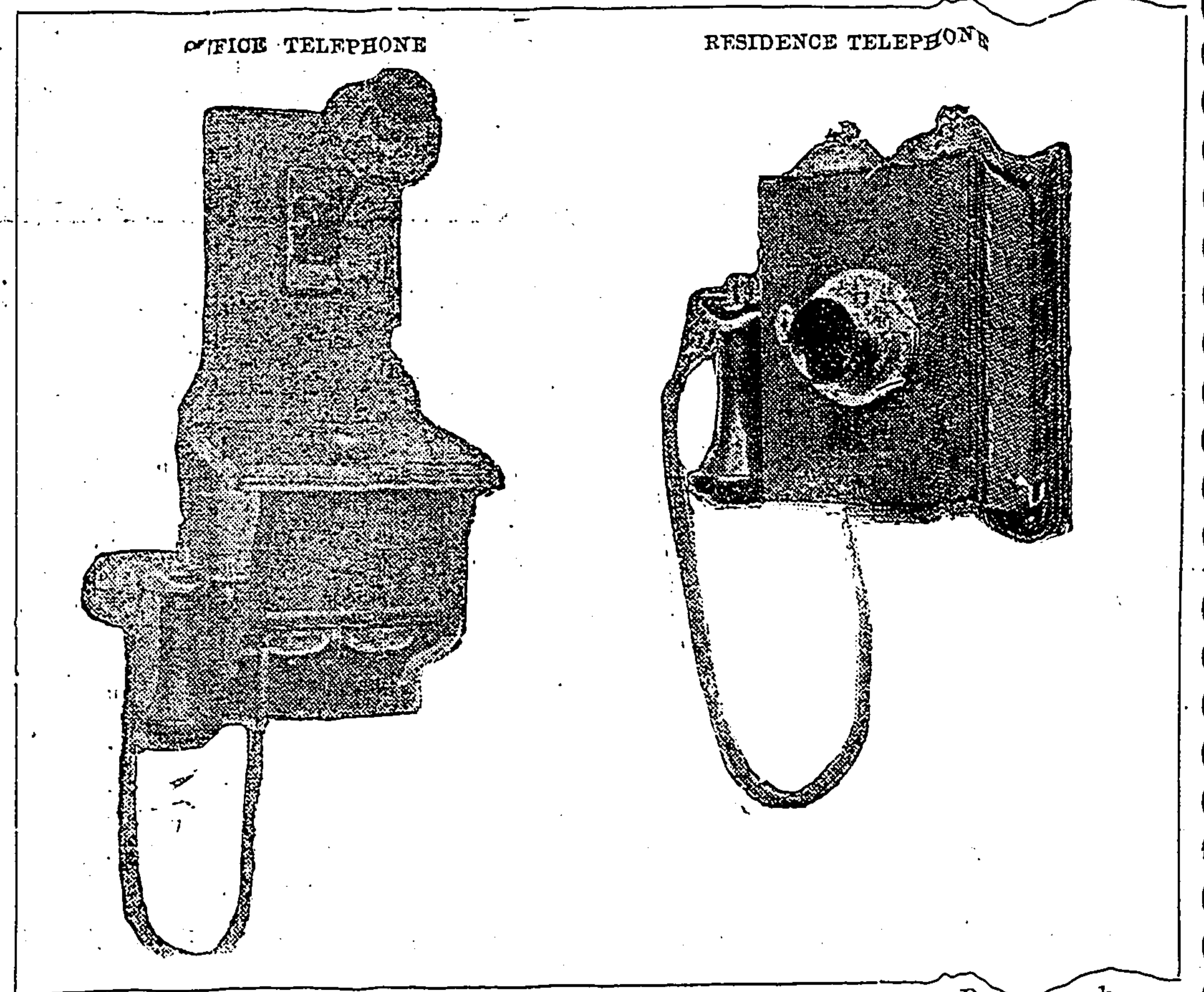
We are selling lots at \$2.50 to \$10.00 per square meter, including street improvements, water and sewer facilities, etc. Write for catalogue and price lists.

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The above cuts show two of the latest styles of the American Bell Telephones in use in the United States, of which we are the sole representatives in the Republic of Mexico, that are to be placed in the offices and residences of our subscribers. The above instruments are used for either local or long distance service. These new telephones, in connection with our extensive underground cable system now nearing completion, and the new central-battery switchboard we are installing, will enable us to furnish our subscribers prompt and reliable telephone service equal to that of the large cities of the United States and Europe.