MEXIC St. Louis ProQuest pg. 1 AN CENTRAL A ST. LOUIS ROAD: H. CLAY Post - Dispatch (1879-1922); May 8, 1902; Historical Newspapers: St. Louis Post-Dispatch (1874-1922) PIEROE IS NOW ITS MOVING

MEXICAN CENTRAL A ST. LOUIS ROAD

H. Clay Pierce Is Now Moving Spirit.

HE **ALSO** DOMINATES FRISCO

HEADQUARTERS OF MEXICO'S GREATEST LINE ARE HERE.

There Will Scon Be a Branch of the Frisco From Brownwood to Spof-

ford, Tex., and Trevino, Mexico.

MEXICAN CENTRAL FIGURES. .

Lines owned:
City of Mexico to Ciuda Juarez, 1224 miles.
Slins to Marfil, 12 miles.
Tampleo line, 407 miles.
Gauadainjara division, 161 miles.
Amecia extension, 55 miles.
La Vega to San Marcos, 20 miles.
Tula to Pachuca, 44 miles.
Lugana extension, 40 miles.
Lugana extension, 72 miles.
Mexico City bett line, 6 miles.
Zamora extension, 61 miles.
Other branches, 24 miles.
Total, 2153, miles.
Locomotives, 206.
Passenger cars, 124.
Frolght cars, 3828.
Floating equipment, two tugs and 13 light-

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ican Central Railway from Boston to Louis, as determined by the directors Boston Wednesday," said Bennett Was-Mexican Central Railway from Boston to St. Louis, as determined by the directors in Boston Wednesday," said Bennett Wasserman Thursday morning, "is another of those long steps St. Louis has been taking since her recent awakening from a thrity-year sleep, to put her in possession of the trade that is her natural right. "She is to be to the Southwest what Chicago has been to the Northwest and what New York is to the East, the chief financial and distributing point. The influence of Mr. H. Clay Pierce has brought the headquarters of the Central here. And there is where they should be. The Rock Island was farseeing enough to understand what destiny has in store for St. Louis. So was the Santa Fe.
"The whole trend of railroad movement is toward the development of the vast territory of which St. Louis is the commercial metropolis." Mexican

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citi metropolis.
Three St. Louis Men
in the New Directory.
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Three St. Louis men were chosen to the directory of the Mexican Central Railway Wednesday. They are H. Clay Pierce, president of the Waters-Pierce Oil Co.; Breck-enridge Jones, first vice-president of the Mississippi Valley Trust Co.; J. S. Van Blarcom, vice-president of the National Bank of Commerce, and Eben Richards, lawyer and member of the Council.

The Mexican Central offices are to be in the new National Bank of Commerce builting as soon as that structure is habitable. They are now at 70 Kilby street, Boston. They are now at 70 Kilby street, Boston. They are now at 70 Kilby street, Boston. Central syndicate, has been moving so quietly in his railroad undertakings that he has not nitracted much attention in St. Louis, his home. He is the active spirit in the Frisco, which is building, buying and forming operating arrangements to make it

Central syndicate, has been moving so quictly in his railroad undertakings that has no a structed much attention in St. Louis, his home. He is the active spirit in the Frisco, which is building, buying and forming operating arrangements to make it a transcontinental ilne.

It is the connection of Mr. Plerce so importantly felt in both roads that makes it clear to the railway public that the Frisco and the Mexican Central are to be one great system in fact, if not in corporate name.

The \$10,000,000 loan the Mississippi Valley Trust Co. of St. Louis made for the Mexican Central in January with so little fusand feathers that many of the St. Louis brokers did not know the loan, was made, was engineered in St. Louis because of Mr. Plerce's connection with the road. It opened the eyes of Wall street to Mr. Plerce and to St. Louis as a new financial center.

Roston took \$3,000,000 of there bonds. St. Louis took \$3,000,000 of there bonds. St. Condens and Edinburgh. These bends were given, President Walsh of the Mississippi Valley in Chicago. New York, London and Edinburgh. These bends were given, President Walsh of the Mississippi Valley in Chicago. New York, London and Edinburgh. These bronds were given, President Walsh of the Mississippi Valley in Chicago. New York, London and Edinburgh. These bronds were given, President Walsh of the Mississippi Valley in Chicago. New York, London and Edinburgh. These bronds were given, President Walsh of the Mississippi Valley in Chicago. New York, and Edinburgh.

The purchase of the Guif line gives the Mexican Central, by the building of a short line from Zapolan to Manzanillo, the only railway line across Mexico.

Manzanillo has recently been dredged by the Mexican Central of the Mississippi valley a shorter tway to Europe than he way to the Mississippi valley a shorter way to Europe than he will cut the distance to the Philippines and Hawall 700 miles. I