

The Mexican Railway

VERA CRUZ ROUTE

The Mexican Railway

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MEXICO CITY - PACHUCA - PUEBLA
ORIZABA - CORDOBA - VERA CRUZ

Standard Gauge Short Line
ELECTRIFIED OVER THE MOUNTAINS



© Hugo Brehme

Mount Orizaba—Snow Crowned and Majestic

The Rail Trip of a Thousand Wonders

From Vera Cruz to Mexico City—From Tropic to Temperate Zone Climate at Elevation of 7350 Feet

SO MANY scenic marvels of such wide variety come within the range of the traveller's vision between Vera Cruz and Mexico City on the line of the Mexican Railway, that no visit to the Republic is complete unless this daylight wonder trip is included.

The full scope of natural splendour—snow-capped mountains, tremendous gorges, towering cliffs, broad, fertile mesas, turbulent streams and tumbling waterfalls—all are included in the panorama that unfolds its fascinating scenes throughout the 264 miles of daylight travel.

Vera Cruz, so called from the fact that Cortés landed there on Good Friday, 1519, naming the place "La villa rica de la Vera Cruz" (The rich town of the Holy Cross), the tidewater terminal of the Mexican Railway, is the oldest and most important seaport on the Mexican Gulf Coast. It has many attractions for the visitor, not only in the city but nearby. A short distance from the harbour, easily

reached by boat, is the famous Castle of San Juan de Ulua, the cornerstone of which was laid in 1528 on the spot where Juan de Grijalva first landed ten years before. From here a magnificent view of the harbour and the surrounding country is obtained. Large warehouses and wharves with modern equipment for the prompt loading and discharge of cargo are found here. Good hotels, sea bathing and other delightful features make Vera Cruz popular for week-end excursions from Mexico City. The Terminal Hotel in the railway station is a favoured stopping place.

On leaving Vera Cruz the up-to-date trains of the Mexican Railway, with their commodious saloon-observation cars, travel smoothly over the firm, highly maintained roadbed. At the beginning of the journey the traveller is carried through lowland tropical country, passing at intervals fields of tobacco and sugar cane, as well as banana plantations.

MEXICO CITY-NEW YORK RAIL-WATER CIRCLE TOUR FARE, via Havana and Vera Cruz in one direction (corresponding to Tour A described on pages 39-40 but of shorter final limit), including hotel accommodations, meals, sight-seeing trips and sleeping cars en route will be quoted on application to Tourist Agents.

MEXICAN RAILWAY



The people of Córdoba are proud of their Cathedral and Plaza

At Paso del Macho the oil burning locomotive gives way to one operated by electricity, for we are approaching the giant mountains which have been in sight all the way from the coast, and to reach Mexico City, two hundred and sixteen miles away, these mountains must be scaled.

A few miles beyond Paso del Macho we cross the San Alejo Bridge, 318 feet long. At Chiquihuite siding there is another bridge 220 feet long, and just before we reach Atoyac there is a bridge spanning the Atoyac River. Between the two latter bridges, and immediately between Tunnels 1 and 2 are the beautiful Falls of Atoyac. Soon, Potrero, with its important sugar mills, is passed, and within half an hour we arrive at Córdoba, 2,713 feet above sea level.

Córdoba, founded in 1618, by order of the Spanish Viceroy Diego Fernandez de Córdoba, is the center of a rich coffee growing region. Tobacco and pineapple plantations, banana and mango groves are also found in the immediate vicinity.

At Fortín, the next stop, baskets of tropical flowers and fruits may be bought from the many vendors who come to meet the train. From here the railroad turns sharply to the right and begins the journey through Metlac Ravine. On the opposite

side of this ravine, in the depths of which a tropical river churns its way, can be seen another set of rails, on a terrace cut from the side of a precipice. The line passes through five short tunnels before it reaches the higher level and turns the flank of the hill. The train then glides over the Metlac Bridge, a very skillful piece of engineering work 350 feet long, built upon a curve of 325 feet radius, on a 3 percent grade, 92 feet above the river. Eight cast iron and masonry enclosed pillars support it. As the train comes up the flank of the opposite mountain the ravine widens and exposes its tropical charms to the traveller.

Magnificent forest trees, palms of many kinds, and patches of luxuriant tropical jungle can be seen, and sometimes a vale snuggled between sheltering hills. The general plan when building the line was to curve round the mountains rather than to drive long tunnels through them, and this is well seen from the number of short tunnels through which the train passes after leaving Metlac Bridge. From the last of these tunnels the train emerges upon an extensive table land, whence the eye looks upon broad valleys, billowy mountain ranges, and many straw-thatched native huts. Passing Sumidero the train soon reaches Orizaba.

Orizaba occupies the site of an Indian village which existed centuries before the Spaniards came. History records that the Aztecs conquered it in 1547 and that they named it Ahuailixapan, (Joyful Waters) because of the many streams which burst from the verdure covered mountain sides and dash down the vale to lower levels. One of these gurgling streams, the Orizaba, plunges through a rocky ravine in the town and adds charm to it. Its power was utilized by the Spaniards as early as 1553, when they established a flour mill—perhaps the first one erected in America. Orizaba received its charter in 1774. Now the town is an important manufacturing center having large cotton and jute mills, as well as famous breweries. Several hundred feet below the town, reached by a funicular railway, is the Valley of Tuxpango where the waterfall has been harnessed to supply electric power. The generating plant there is the source from which the Mexican Railway draws its current for the operation of the electrified section of the line over the mountains.

Many tourists like to stop over at Córdoba or Orizaba, either to enjoy the quaintness of these

Vera Cruz—Mexico City—Standard Gauge Short Line



VERA CRUZ ROUTE



semitemporal towns, or else to avoid the sudden transition from sea level to the higher altitudes.

Leaving Orizaba and the neighbouring industrial centers of Rio Blanco, Nogales and Santa Rosa the train crosses the Encinal Valley and threads the Infiernillo Canyon to arrive at Maltrata, more than fifteen hundred feet higher up. Conifers and mountain scrub oaks of the temperate zone have taken the place of banana, coffee and coconut groves through which our train has been passing.

From Maltrata the train zig-zags north, south, east and west up the hills. Sitting on the observation platform at the rear of the train we can trace the road below as it doubles and twists and loops its way downwards among the valleys; at times as many as six sets of rails being visible. Finally we arrive at Alta Luz, from where there is an awe inspiring view over the plains below. It is like the view from an airplane, the village of Maltrata looking for all the world like a checkerboard more than two thousand feet below. Leaving Alta Luz we soon pass over Wimmer Bridge, 90 feet long, built over a chasm from the ridge of which there is another magnificent panorama. Boca del Monte, 7,924 feet above sea level, on the eastern edge of the great Central Plateau is gained almost immediately, and the steepest part of the climb is over—more than five thousand feet in less than forty-two miles!

At Esperanza, a few miles further on, the traveller obtains an expansive panoramic view of the giant snow-capped Citlaltepétl, often known as the Peak of Orizaba. This giant mountain, shaped like a great ant-hill, is the second highest peak on the North American Continent, being topped only by Mt. McKinley in Alaska. At this station—Esperanza—time is allowed for the traveller, who seeks a novel variation in his diet, to lunch at the station restaurant, where, if he has not already done so, he may taste the national dishes. The electric locomotive here is replaced by an oil burner, for, although the line still ascends till it reaches the summit, 8,320 feet at Acocotla, the grades are easier.

From Esperanza the train traverses the Central Plateau. Tropical vegetation has been left behind and fields of corn, wheat, magueyes are seen on either hand. The maguey plant which after a short distance is to be seen on every side is known as the Century plant or American aloe or pulque plant. It is from this plant that the famous native drink—pulque—is obtained.



The "Sacred Serpent" is much in evidence at "La Cuidadela"

Apizaco is the junction point for Puebla less than thirty miles away. Picturesque little villages dot the scene and there are occasional glimpses of the workers in the fields. At Ometusco a line branches off to Pachuca which is the center of one of the largest and richest silver mining districts in the world. While traversing this plateau the great snow-capped volcanoes of Popocatepetl and Ixtacihuatl are visible to the south.

As the train approaches Teotihuacán the Pyramids of the Sun and of the Moon, and the Temple of Quetzalcoatl can be seen. These monumental remains of the Toltecs and Aztecs are strange and fascinating and their history is still largely shrouded in mystery. Teotihuacán, more fully described elsewhere herein as a nearby point of tourist interest, is a popular trip of one hour from the City of Mexico by trains of the Mexican Railway. Round trip tickets at special fares are on sale every day.

Shortly before reaching our destination we pass the town of *Guadalupe Hidalgo, better known as 'La Villa'. Here is the famous Basilica of Our Lady of Guadalupe, built to commemorate the appearance of the Virgin to Juan Diego in 1531.

And so we arrive at Mexico City (*Buenavista Station*), one of the queen cities of the American Continent.

*New name, Colonia Gustavo A. Madero.

Electrified Over the Mountains

MEXICAN RAILWAY



Electrification

The mountain section of the Mexican Railway between Esperanza and Paso del Macho is operated by electricity. Mr. Thomas A. Edison describes the movement of electric trains: "No grinding, no jerking, no puffing, no disturbed slumbers,—just a keen sense of moving swiftly, of being propelled by a power vastly in excess of requirements—you ride with ease, you are at ease—it is the very last word in transportation."



Hugo Brehme

The rail journey between Vera Cruz and Mexico City is a continuous panorama of exciting interest. Superb peaks, brawling streams, gracefully arched bridges, picturesque villages and at every stop the crowds of friendly and interesting people make it a unique experience.



The Descent to the Tropics

In the first pages of this book the journey from Vera Cruz to Mexico City was described. The downward trip from Mexico City to Vera Cruz is equally as fascinating as the upward climb over the mountains. Many tourists make the daylight trip in both directions. The unfolding panorama of scenery viewed

from both sides of the train is entirely different on the downward and upward trips. The colours of the scenery are changed by the changed inclination of the sun at the different hours of the daylight trips over the mountains, the southern range of the Sierra Madre.

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Mexico City and Nearby Points of Interest

THE CATHEDRAL, consecrated as The Church of the Asunción de María Santísima, is said to be the largest church building on the Continent. It is a gigantic structure of basalt and gray sandstone with very thick walls, occupying the entire north side of the great Plaza de la Constitución, commonly called the Zócalo. The twin towers rise 203 feet above the atrium. The cornerstone of the present building was laid in 1573, but it was not until 1667 that this building was completed. The towers were not finished until 1791. The two most interesting altars are those "Del Perdon" seen on entering by the south door, and "Los Reyes" immediately behind the High Altar, both done in the Churrigueresque style. The Capilla de los Santos Reyes (the Chapel of the Holy Kings) is a replica of a chapel in the Cathedral at Sevilla where some of the Spanish Kings are buried, and although begun in 1718 it was not entirely completed until 1837.

The Sagrario Metropolitano, though joined to the Cathedral, is a distinct church in itself. The present building dates from the middle of the Eighteenth Century. It is one of the three important examples of Churrigueresque church exteriors now in existence in the Capital. It is remarkable for its two elaborately and intricately decorated facades, similar in design and of equal value. The interior is nobly proportioned.

The National Museum, a short distance to the east of the main entrance to the Cathedral, and adjoining the National Palace, houses a most interesting collection, and to one interested in the past and present Mexican history it is a treasure house. The famous Aztec Calendar Stone is to be seen here, as well as a great variety of idols and household gods found in various parts of the Republic. Also, there is a fine collection of pictures illustrating some of the best known of the ruined

**MEXICO CITY-
NEW YORK
RAIL-WATER
CIRCLE TOUR
FARE**

via Havana and Vera Cruz in one direction (corresponding to Tour A described on pages 39-40 but of shorter final limit), including hotel accommodations, meals, sightseeing trips and sleeping cars en route will be quoted on application to Tourist Agents.

The Cathedral in Mexico City is the largest in the western world, and noted for its impressive beauty



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cities of Mexico, and an unusually interesting exhibit of regional costumes. The Museum is very rich in archeological exhibits, and the visitor will be able to gain a more comprehensive understanding of Mexico's remarkable past through a few hours spent in this institution.

The National Palace, fronting on the Zócalo and near the Cathedral, is a massive structure of two stories of stone and concrete with a third of the pink tezontle, of which many of the oldest buildings are constructed. Above its central doorway hangs the Liberty Bell of the little parish church at Dolores Hidalgo, on which the patriot priest, Miguel Hidalgo, sounded the call to arms of his faithful people who, under his leadership wrested Mexico's independence from Spain in the year 1810. Cards of admission can be obtained free.

The Academy of San Carlos, nearby, houses some of the best paintings in the country, many having been removed from the churches and ecclesiastical buildings after the passage of the Reform Laws. All the best Mexican painters are represented and there are in addition many examples of the works of the great artists of the Old World. This collection may well be studied in connexion with that in the National Museum.

The National Library occupies the former Church of St. Augustine at the corner of Avenida Uruguay and Isabel la Católica. This magnificent structure shelters some 200,000 volumes in all, printed in English, German, Spanish, French,

Italian and Latin. The Library was established by Juarez in 1867 with the books taken from the University, the Cathedral and many other ecclesiastical sources.

Chapultepec Castle, is situated on an eminence about 200 feet high, a short distance from the center of the city, and is surrounded by a very lovely public park, described as one of the most beautiful on the Western Hemisphere. Here one may see many fine old ahuehuate trees, a large artificial lake, and botanical and zoological gardens. The Castle itself was begun in 1783, but now bears little resemblance to the original structure, restorations and changes having been effected by successive governments. It is now an official residence of the President of the Republic.



This aerial view shows Mexico City's Alameda with the notable Juarez Memorial, and the National Theater with its marvelous gardens at the right

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Xochimilco, often called the Venice of Mexico, is about fifteen miles south of the city. Originally the place was an open lake, but gradually as the Indians made for themselves long rafts of interlacing twigs which they covered with earth, and on which they often erected their dwellings, pushing them about the lake, the place took on the appearance of a Venice. The rafts have since become permanent tracts of land, surrounded by the canals, and on which tall trees grow in abundance, and today flowers and vegetables for the use of the city are grown here in great quantities. It is a favorite picnic center, and the scene presented on Sundays and holidays with many native canoes decorated with flowers, variegated foliage and fruits gliding over the still waters, is a very gay one.

***San Angel** is a popular residential suburb with many fine modern homes, eight miles southwest of the city. Originally an Indian suburb of Coyoacan, it derives its present name from the Carmelite Monastery that was begun here in 1615 and of which the Church and some other portions still remain. The Church has three magnificent tiled domes, bright with many colours, and it is a favourite subject with the painter. The famous San Angel Inn is a very attractive center for luncheon parties and for those seeking the quiet of the countryside, yet within convenient distance from the city it is an ideal spot at which to spend a few days.

El Desierto de los Leones, The Desert of the Lions, is a charming pleasure spot about ten miles from the city, reached by an excellent motor highway which traverses a beautiful scenic area. This old Carmelite monastery, built in 1606 and now largely fallen to ruin, is surrounded by a superb forest, through which run many charming footpaths. The scenery from the monastery is surpassingly beautiful. Refreshment stalls and booths, picnic tables, and gay crowds on Sundays and holidays make this a most interesting and pleasant place to visit because of the brilliance of life and colour to be seen, as well as for the interest aroused by the crumbling old structures that now are being restored by the Government.

The Church and Convent of San Agustín de Acolman can be reached by motor from the city or from the Pyramids of San Juan Teotihuacán. This structure was built in 1539, and is one of the oldest extant of those built by the Spanish immediately following the Conquest.

**New name, Villa Obregon.*



© Hugo Brehme

The National Library is a treasure-house for students



© Hugo Brehme

Chapultepec Palace and Park are a sightseers' paradise



© Publishers' Photo Service

The "Floating Gardens" at Xochimilco are quaint and colourful

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Side Trips for the Tourist in Mexico

NOT all the interest for the traveller lies strictly within the City of Mexico. Many short side trips may be made to excellent advantage to places of absorbing interest, scenic beauty and unusual charm.

The main line and various branch lines of the Mexican Railway take the traveller to and from these places on convenient schedules, and in up-to-date travel luxury. The following are but a few of the many interesting side trips that are recommended to the visitor who may wish to gain a comprehensive view of the country and its people, within a short distance from the Capital.

Puebla, 116 miles from Mexico City, is situated on the Great Central Plateau at an elevation of 7,100 feet. It is one of the oldest cities of Mexico and it has preserved many of the architectural features of its early Spanish builders. The city is noted for the beauty of its fine old Cathedral, and for the archi-

tectural loveliness of many of the more than sixty great churches. Called "The City of the Angels," Puebla lies in a charming valley at the foot of two great snow-capped volcanoes, Popocatepetl and Ixtaccihuatl. Its manufactures of cotton, cloth, pottery and glassware contribute to the prosperity of the people.

Cholula, "The Holy City of Anahuac," is nearby Puebla. It is said that at the time of the Conquest, 400,000 people lived here and in the valley surrounding the city. A prominent feature of the town is the pyramid which is crowned with an exquisite little church. From the court-yard, which extends the whole way round the church buildings, we look out upon one of the most interesting and restful panoramas in the whole of Mexico. On a clear-weather day, and such days are common in the Cholula section, the wonderful panorama seen from the pyramid includes all three of the



Aztec Calendar Stone. The Original is in the National Museum at Mexico City



The Indians are turning today to expert native handicraft



Exquisite feather work and other manual arts reflect their skill

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principal volcanoes of the valley. With the sun shining out of a blue sky and the distant snow-capped mountain peaks, seemingly suspended in the ether, and below the fields of corn and the natives with the everlasting "burro"—the donkey which lends such picturesque atmosphere to many a scene throughout the Republic—comes the thought that here, one could rest forever.

Tlaxcala is reached by tramway from Santa Ana on the Puebla branch line of the Mexican Railway. Here are to be seen many ancient relics of the Tlaxcalans who allied themselves with Cortés in his Conquest. The Church of San Francisco, said to be the first edifice for Christian worship constructed in the Western Hemisphere, is here with its original pulpit. This church was built in 1625, and the original structure has been preserved virtually without change.

Pachuca, Capital of the State of Hidalgo, is the terminus of a branch line from Ometusco. Here is one of the richest silver mining regions in the world. Mining methods, machinery and smelters are of the most modern and up-to-date kind.

San Juan Teotihuacán, about 28 miles from Mexico City, is the site of the Pyramids of the Sun and of the Moon. The Temple of the Sun, and the Path of the Dead, are among the most notable of the archeological structures of extraordinary interest. The Regional Museum, open free until 4 P. M., contains a most extensive and fascinating collection of objects unearthed in this vicinity. A manual training school in the immediate vicinity also has a fine exhibit, largely of the handicraft of the pupils. San Juan Teotihuacán is reached by daily train service from the *Buenavista* station of the Mexican Railway to Teotihuacán. Between Teotihuacán and the Pyramids, about 2 kilometers, conveyances are available.

While it is not located on line of the Mexican Railway, no tour of Mexico would be complete without a visit to **Cuernavaca**, the Capital of the State of Morelos. It is a quaint city of upwards of 10,000 inhabitants. It is a thoroughly delightful open air sanitarium, very popular with the people of Mexico City and with all travellers who are fortunate to visit it. The automobile road between Mexico City and Cuernavaca is in good condition and traverses a country of magnificent mountain scenery. Cuernavaca is of uniformly salubrious climate all the year around. The town has a venerable quaintness that



At Tlaxcala is the first Christian pulpit used in New Spain

is quite in contrast to the more modern cities. The Palace of Cortés was built in 1530 and it is now the seat of the State Legislature. The market place is unusually attractive, noted for its cleanliness and it is a busy spot to which the industrious Indians of the surrounding country bring pottery, textiles, woodenware and other articles of their handicraft for sale. The country boasts of its very fine fruits and flowers, many of which are indigenous thereto. The famous Borda Gardens, at Cuernavaca, were laid out in 1716 by a Frenchman who made his millions in silver mines and spent them lavishly on his chosen retreat. Herein the Emperor Maximilian and his Empress, Carlota, found rest from the cares of state. The gardens are extremely beautiful with their terraces, arcades, pergolas, arbours and artificial lakes. Cuernavaca has several well managed hotels which are popular with the tourists. Reservations over the week-end should be made in advance. From Cuernavaca excursions are made by motor car to the celebrated Cacahuamilpa caverns which are more extensive than Mammoth Cave, in Kentucky, and of equal beauty.

This brief list is no more than a beginning of a catalogue of the pleasant places near Mexico City that will richly repay the tourist for visiting them. Short trips will reveal to him new phases of the land and of the lives and activities of the people. Officials of the Mexican Railway will gladly lend their expert assistance in the arrangement of itineraries of whatever scope may be desired.

Electrified Over the Mountains

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↑
Mexico's monument to National Independence, Paseo de la Reforma, Mexico City

Shrouded in mystery the Pyramid of the Sun at San Juan Teotihuacán keeps its secret →



Hugo Brehme

← *Old Spanish Highway, en route to the Pyramids of San Juan Teotihuacán*



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Mexico City's street markets are sources of interest and pleasure to the visitor



© By Burton Holmes from Ewing Galloway



The Cathedral at Puebla, famous for its bells

The National Palace in Mexico City is a vast and imposing structure



© By Burton Holmes from Ewing Galloway

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The Bull fight, heritage from Old Spain, is enjoyed by all



*Ewing Galloway
Mexico City, like all metropolitan centers, has its traffic problems*

By Burton Holmes from Ewing Galloway

A fountain in The Alameda, one of the pleasantest of scores of beautiful parks in Mexico City



Publishers' Photo Service



Hugo Brehme, Mex.

The foundation of the Church at Cholula rests upon an ancient pyramid

The Mexican people are passionately fond of flowers, and flower markets are everywhere

The ascent of Mt. Orizaba begins at San Andres Chalchicomula



Hugo Brehme, Mex.



By Burton Holmes from Ewing Galloway

Standard Gauge Short Line -- Electrified Over the Mountains



The Call of the Sea

On to Mexico — A Foreign Land a Step Away

“**W**HAT do they know of England who only England know?” This slogan for a hundred years or more appeared on the editorial page heading of one of the principal London dailies. It may well be paraphrased to read “What do they know of America who know only the United States?”

Spirited Americans of the United States are reaching out for a wider personal knowledge of and closer contact with that greater area known to the world at large as The Americas. They are athirst for more authoritative and more intimate understanding of their neighbours than can be had from books, and in their quest are becoming the world's most active and exploratory travellers in lands other than their own.

Nearest of the foreign lands is Mexico, whose people, manners, customs, dress, are so utterly different from those of the north; whose sights and

scenes, whose natural characteristics and wonders are so amazingly impressive and beautiful that to see them is to assure a wealth of new, valuable and delightful experiences.

The mysterious charm of the sea in its most agreeable aspects is felt on the pleasant cruise between New York and Vera Cruz, the port at which one disembarks for the inland journey to Mexico City over the Mexican Railway. Sailing southward in the Atlantic along the eastern coast of the United States, the steamer swings around the extreme tip of Florida and makes a brief stop at Havana. Thereafter the course is a little south of West, across the beautiful expanse of the Gulf of Mexico, past the peninsula of Yucatan and into the sheltered harbour of Vera Cruz, where connexion is made with the Mexican Railway for the interior states and cities.

Vera Cruz may also be reached by sea from New

Mexico City one-way and round-trip fares via Vera Cruz are shown on Page 38

Mexico City All Year Rail-Water Circle Tour Fares, Diverse Routes, on Pages 39-42



© Ewing Galloway

Vera Cruz can boast of a Waterfront of Exceptional Interest

Vera Cruz — Mexico City — Standard Gauge Short Line



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Spacious Hotel and Railway Station in one, the "Terminal" is the Vera Cruz terminus of the Mexican Railway

Orleans, a somewhat shorter but none the less alluring voyage of about seventy hours across the Gulf of Mexico.

Upon these too-brief voyages is felt the deep "call of the sea" that touches the secret places of the soul. Its lure is ever fresh and impelling, ever romantic and satisfying. The fret and care of cities, the responsibilities of life fade away and vanish in the glory of moonlit nights at sea and the pleasant idleness of an ocean voyage such as this.

Mexico—a foreign land a step away—has for decades of years claimed and held fast the interest of tourists from every land. Mexican life in the larger cities, in the picturesque little villages, along its travelled highways and off the beaten paths, has ever been and ever will be crowded with fascination and interest for the traveller. And when the time eventually comes to sail away, one leaves Mexico with reluctance and with the determination to come again.



© J. F. Birean, Vera Cruz

Plaza de la Constitución, Vera Cruz



© Publishers' Photo Service, N. Y.

Lighthouse, Post Office and Customs House—Vera Cruz



© Hugo Brehme, Mex. City

Parish Church, Vera Cruz

Electrified Over the Mountains

How to Reach Vera Cruz by Sea From New York and New Orleans

*Mexico City one-way and round-trip fares via Vera Cruz are shown on Page 38
Mexico City All Year Rail-Water Circle Tour Fares Diverse Routes, on Pages 39-42*

New York Service

LUXURIOUS and dependable passenger and cargo steamship service is maintained all the year around by the Ward Line between New York City and Vera Cruz, the seaboard terminal of the Mexican Railway. Sailings from New York are weekly and calls are made at Havana, Cuba, and at Progreso, Mexico. Northbound sailings from Vera Cruz are made on regular schedules every week, calling at Havana enroute. Stopover at Havana is permitted upon application to the ticket selling agency. The trip between New York and Vera Cruz is a delightful voyage of five days.

In this service are the splendidly appointed steamships "Oriente" and "Orizaba," and the popular Steamship "Siboney," which provide a wide range of private accommodations.

These steamships are notable for their generous deck space for games, sports and recreation; for their spacious and beautifully appointed lounges, smoke rooms, tea rooms, libraries, writing rooms and other public places, including the ball room and the dancing deck. An excellent orchestra provides music for daily concerts and dancing every evening. The dining rooms are large, light, beautifully decorated and sumptuously appointed, in keeping with the excellent cuisine and service.

All-Inclusive Mexico City trips from New York City by the Ward Line include transportation with stateroom accommodations from New York to Vera Cruz and return by these steamers; sightseeing trip in Havana; transportation from Vera Cruz to



A Vaccaro Line Steamer



One of the fast and commodious Ward Liners in regular service between Mexico, Cuba and New York

Mexico City and return by the Mexican Railway, with parlor car seat reserved for the daylight trip and sleeping-car berth reserved for the night trip; first-class hotel accommodations at Mexico City, with meals on the American plan, and extensive sightseeing trips in and about the City.

The principal office of the Ward Line (New York and Cuba Mail Steamship Company) is located at Pier 13, East River, foot of Wall Street, New York.

New Orleans Service

The American Fruit and Steamship Corporation (Vaccaro Line) operates a dependable passenger and cargo steamship service between New Orleans, La., and Vera Cruz, with sailings from New Orleans and Vera Cruz every week. The voyage between-ports is an alluring trip of seventy golden hours across the Gulf of Mexico. Reservations are made with the office of Standard Fruit & Steamship Company, General Agents, Union Indemnity Building, New Orleans, or branch agencies at other points.

Through tickets, one-way and round-trip, are issued by railroad agents from Chicago, Cincinnati, Cleveland, Atlanta and other points to Mexico City via New Orleans and Vera Cruz. The railroad ticket agents will make stateroom berth reservations in advance. Liberal stopover privilege is allowed at New Orleans to the holders of through tickets, subject to the customary notice requirements of the terminal railroad and steamship lines. Through ticket fares are ordinarily lower than the combination of local ticket fares.



Two Fast Express Trains daily in each direction between Mexico City and Vera Cruz First and second class through Coaches.

Daylight Service—Trains Nos. 1 and 2 carry Reclining-Chair Saloon-Observation-Dining Cars between Mexico City and Vera Cruz. Comfortable, roomy standard-gauge Cars—a **restful and picturesque trip**. Broiler-Buffer serving all meals, table d'hote and a la carte.

Night Service—Southward, Train No. 5 carries Drawing-room Sleeping Cars Mexico to Cordoba and Vera Cruz. Cordoba Sleeper on No. 7 from Orizaba. Northward, Train No. 6 carries Drawing-room Sleeping Cars Vera Cruz and Cordoba to Mexico. Cordoba Sleeper is ready for occupancy from 9.00 P. M. Comfortable, roomy standard-gauge Sleeping Cars. Broiler-buffer serving all meals, table d'hote and a la carte.

▲Main Line Time Table

READ DOWN				READ UP				READ DOWN				READ UP													
5	3	1	Miles	STATIONS				Kms.	2	4	6	5	7	1	Miles	STATIONS				Kms.	2	8	6		
P.M.	P.M.	A.M.		Lv. || Mexico Buenavista. Ar.	425	P.M.	A.M.	A.M.				A.M.	P.M.	P.M.		Lv. Esperanza. Ar.	180	P.M.					A.M.		
*8 25	*7 30		0	La Villa	418	6 50	11 05	7 05				*2 02	*1 35	152	Boca del Monte	174	12 39						1 27		
8 39	4 19	7 44	5	Santa Clara	410	6 33	10 48	6 48				2 12	1 46	155	Alta Luz	166	12 28						1 17		
8 47	b4 29	b7 53	10	San Cristóbal	403	b6 19	b10 36	6 35				2 33	2 07	160	Maltrata	153	11 32						b12 22		
8 55	b4 37	b8 01	14	Tépepan	393	5 58	10 16	b6 15				b3 05	2 39	169	Encinar	143	11 07						b11 57		
b9 09	4 49	8 13	21	Xometla	385	b5 49	b10 08					3 30	3 04	175	Santa Rosa	142	11 03						b11 53		
	b4 57	b8 21	25	San Juan Teotihuacán	380	5 43	10 02	b6 01				b3 33	3 07	176	Nogales	140	10 59						b11 49		
b9 24	5 04	8 29	28	Otumba	370	5 31	9 50	b5 49				b3 42	3 17	179	Rio Blanco	138	10 54						b11 44		
b9 39	5 16	8 45	35	La Palma	364	5 23	b9 43	b5 41				3 51	A.M.	3 26	Ar. || Orizaba. Lv.	133	10 45	P.M.					11 35		
b9 50	5 23	8 55	38	Ar. Ometusco. Lv.	358	5 15	9 36	5 34				4 04	*7 35	3 36	Lv. Orizaba. Ar.	133	10 35	5 55					11 25		
9 59	5 35	9 09	42	Lv. Ometusco. Ar.	358	5 15	9 36	5 34				4 21	7 55	3 54	Sumidero	121	10 18	5 37					11 08		
10 05	5 35	9 09	42	Xala	355	b5 08	b9 31							190	Metlao	119									
	b5 38	b9 13	45	Irolo	348	4 58	9 22	b5 18				4 36	8 13	4 10	Fortin	115	10 02	5 20					b10 53		
b10 17	5 46	9 22	48	Acopinalco	341	4 50	b9 15	b5 11				4 48	8 27	4 22	Ar. Cordoba. Lv.	107	9 47	5 01						10 38	
b10 24	b5 53	9 29	52	Apam	332	4 40	9 06	5 02				4 58	8 37	4 32	Lv. Cordoba. Ar.	107	9 37	4 51						10 23	
10 37	6 05	9 43	58	Ootepoc	330	b4 33	b9 01	4 55				b5 06	8 47	4 41	Peñuela	103	9 29	4 41						b10 15	
10 41	b6 09	b9 47	59	Teitlapayac	321	4 23	b8 52	4 46				b5 13	8 57	4 49	Paraje Nuevo	98	9 21	4 21						b10 08	
10 50	b6 18	9 56	65	Cerrito	316	4 16	8 45	4 40				b5 25	9 19	5 01	Potrero	90	9 09	4 03						b9 56	
10 56	6 25	10 03	70	Guadalupe	311	4 10	8 40	4 36				5 31	9 27	5 08	Atoyac	87	9 04	3 52						b9 49	
11 01	6 29	10 08	72	Muñoz	296	3 55	b8 28	4 22					b9 35	213	San Alejo	84								b3 43	
11 12	b6 41	10 21	80	Ar. Apizaco. Lv.	286	3 48	8 22	b4 16				5 48	9 45	5 24	Ar. || Paso del Macho. Lv.	77	8 46	3 32						9 31	
b11 18	6 48	10 30	80	Lv. Apizaco. Ar.	286	3 30	*8 07	3 59				5 53	9 50	5 29	Lv. Paso del Macho. Ar.	77	8 41	3 24						9 26	
11 29	6 59	10 41	87	Coahuac	286	3 18	A.M.	3 45				b6 10	10 10	5 46	Camarón	64	8 22	2 59						b9 06	
11 49		11 05	91	Coahuac	279	b3 10		3 38				6 25	b10 26	b6 08	Mata de Agua	52	b8 02	b2 35						8 45	
b12 03		11 20	95	Acocotla	272	3 02		b3 31				6 40	10 44	6 17	Soledad	43	7 49	2 18						8 31	
b12 16		11 34	103	Huamantla	261	2 46		b3 16				6 56	11 03	6 32	Purga	32	7 33	1 55						b8 12	
12 27		11 46	109	Tamariz	249	b2 30		3 01				7 03	b11 11	b6 41	Mata Loma	26	b7 26	b1 45						b8 04	
b12 39		11 57	113	San Marcos	243	2 21		b2 52				b	b11 19	b6 48	Santa Rita	20	b7 19	b1 37						b7 57	
12 46		b12 05	118	Moctezuma	236	b2 08		2 39				b7 14	b11 25	b6 54	Tejería	16	b7 14	b1 31						b7 52	
b12 58		12 19	125	Rincónada	225	1 55		b2 27				7 23	11 34	7 03	Tembladera	9	7 04	1 21						7 43	
1 10		b12 32	130	Aljibes	215	b1 43		2 16				7 30	11 44	b7 12	Los Cocos	3	b6 55	1 09						7 35	
b1 22		12 45	137	San Andrés	205	1 31		b2 06				7 40	11 55	7 20	Ar. Vera Cruz. Lv.	0	*6 50	*1 01						*7 30	
1 41		b1 06	144	San Pedro	199	1 23		b1 06				A.M.	A.M.	P.M.			A.M.	P.M.							P.M.
1 44		b1 06	144	Los Reyes	187	b1 06		b1 06																	
1 52		1 15	152	Ar. Esperanza. Lv.	180	*12 59		P.M.																	
A.M.		P.M.		Continued				A.M.																	

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▲Branch Line Time Tables

READ DOWN				Pachuca Branch		READ UP	
24	22	Miles	STATIONS		Kms.	21	23
P.M. *5.45	A.M. *9.45	0	Lv.	Ometusco	Ar.	A.M. 8.55	P.M. 5.04
b6.01	b10.01	7		Coporo		b8.36	b4.46
b6.05	b10.05	8		Venta de Cruz		b8.32	b4.42
b6.18	b10.18	11		Zempoala		8.24	4.34
b6.21	b10.21	12		Tepa		b8.13	b4.23
b6.32	b10.32	16		Sandoval		8.02	4.12
b6.41	b10.41	19		Xochihuaacán		b7.54	b4.04
b6.46	b10.46	20		Nopalapan		b7.49	b3.59
b6.55	b10.55	22		San José		b7.40	b3.50
b7.01	b11.01	24		Crucero de Cadena		b7.34	b3.44
7.15	11.15	29	Ar.	Pachuca	Lv.	*7.20	*3.30

Zacatlan Branch

42	Miles	STATIONS		Kms.	41
A.M. *10.35	0	Lv.	Muñoz	Ar.	P.M. 3.35
b10.45	3		Trasquila		b3.23
b10.59	7		San Luis		3.09
b11.10	10		La Cueva		b2.55
b11.19	12		Coapeco		b2.46
b11.24	13		Zamora		b2.42
b11.29	14		Herrera		b2.38
b11.32	15		La Puerta		b2.36
b11.39	17		Cuatro Encinos		b2.30
b11.47	19		Aserradero		b2.20
b12.14	25		Llano Verde		1.48
b12.32	30		Atlamaxac		b1.24
b12.45	33	Ar.	Chignahuapan	Lv.	*1.10

Puebla Branch

Mexico City and Vera Cruz—Through and Connecting Trains.

5-51	3	2-57	1-55	6-53	STATIONS	52-6	4	54-1	56-2	58-5
P.M. *8.25	P.M. *4.05	A.M. *7.30	Lv.	Mexico (Buenavista)	Ar.	A.M. 7.05	A.M. 11.05			P.M. 6.50
11.29	6.59	10.41	Ar.	Apizaco	Lv.	*3.59	*8.07			*3.30
	A.M. 6.50	P.M. *7.30	Lv.	Vera Cruz	Ar.			P.M. 7.20		A.M. 7.40
	3.18	3.45	Ar.	Apizaco	Lv.	*10.55		*11.40		

P.M.	P.M.	P.M.	A.M.	A.M.	Lv.	Ar.	A.M.	A.M.	A.M.	P.M.	P.M.
11.45	7.05	4.05	11.05	5.20	Lv.	Ar.	3.40	8.02	10.10	3.11	11.15
b11.59	b7.17	b4.20	b1.20	b5.35	Ar.	Lv.	b3.26	b7.50	b9.53	b2.57	b11.01
b12.06	b7.24	4.28	1.27	b5.43	"	"	b3.19	b7.43	9.45	2.50	b10.54
b12.11	b	4.33	b1.32	b5.49	"	"	b3.14	b	b9.38	b2.45	b10.49
b12.18	7.34	4.43	1.39	b6.01	"	"	b3.07	7.35	9.32	2.38	b10.42
b12.26		b4.50	b1.46	b6.09	"	"	b2.58		b9.18	b2.26	b10.33
b12.32		b4.57	b1.52	b6.15	"	"	b2.51		b9.11	b2.19	b10.26
b12.40	b7.48	5.09	1.59	b6.21	"	"	b2.43	b7.19	9.02	2.10	b10.18
b12.52	b7.56	5.20	12.12	b6.29	"	"	b2.31	b6.17	8.50	1.59	b10.06
1.10	8.10	5.40	12.30	6.45	"	"	b2.10	6.55	8.30	1.40	9.45
A.M. P.M. P.M.	P.M. P.M.	P.M. A.M.					A.M. A.M.	A.M. P.M.	P.M.		

Apizaco-Puebla, 47 kms., 29 miles.

Ⓜ Through Cars on Trains Nos. 3 and 4, daily, between Mexico City and Puebla.

Tlaxcala Branch, Motor Traction

STATIONS	Kms.	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
Santa Ana	Lv.	0	6.01	7.35	9.32	9.34	11.39	11.41	12.55	2.38	2.40	4.43	4.45
Apetatitlan		3	6.09	7.43		9.44		11.51	1.03		2.50		4.55
Tlaxcala	Ar.	9	6.29	8.03	9.54	10.04	12.01	12.11	1.23	3.00	3.10	5.05	5.15

STATIONS	Miles	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	
Tlaxcala	Lv.	0	5.15	6.40	8.15	8.40	10.25	10.47	12.15	1.25	1.45	3.25	3.51
Apetatitlan		4	5.40	7.05	8.40	9.05	10.50	11.12	12.40	1.50	2.10	3.50	4.16
Santa Ana	Ar.	6	5.50	7.15	8.50	9.15	11.00	11.22	12.50	2.00	2.20	4.00	4.26

b—Flag stop only.

Ⓜ—Meal Station.

▲ These Time Tables are published as a matter of information, subject to change. The latest time tables are published monthly in The Official Railway Guide and in our Spanish Folder.

Pointers for Tourists—For General Information see pages 43 and 44

CLOTHING, WHAT TO WEAR—In Vera Cruz and the lowlands near the Coast, very light weight clothing is desirable. On the Great Central Plateau, 5,000 feet and upwards above the sea level, the climate is temperate all year round and ordinary Fall-weight clothing can be worn with comfort during the day. After sundown it is invariably cool and an overcoat or wrap of light weight is very necessary if one is abroad in the evenings.

TOURIST GUIDES AND LITERATURE—"Terry's Guide to Mexico" is the most comprehensive up-to-date publication of its kind; Houghton Mifflin Company of Boston are publishers. As histories go the most popular appears to be Prescott's "Conquest of Mexico." In the field of fiction, "Aztec Treasure House," by Janvier and "The Fair God," by Lew Wallace are numbered among the best sellers to the tourists who are visiting Mexico in larger numbers year by year. Mme. Calderon de la Barca's descriptive "Life in Mexico" is a classic which should not be missed.

▲Branch Line Time Tables

READ DOWN		Huaquapan Branch			READ UP	
61	Miles	STATIONS		Kms.	62	
A.M. 6.30	0	Lv.	San Marcos	Ar.	90	P.M. 1.59
b6.55	7		Martinez Andrade		78	b1.40
b7.09	12		Pinal		71	b1.18
b7.30	18		Lizaola		62	b12.48
b7.43	21		Acatingo		56	b12.35
b7.48	22		Actipan		54	b12.22
b7.54	24		El Bosque		51	b12.11
b8.08	27	Lv.	Rosendo Márquez	Ar.	46	b11.53
b8.15	30		Sacaula		42	b11.42
b8.18	31		Cacabel		40	b11.38
b8.20	32		Ometepec		39	b11.35
b8.28	35		Tepeyahualco		33	b11.24
b8.38	39		Huiziltepec		28	b11.13
8.47	42		Molexac		23	b11.04
b9.04	48		Gracia		13	b10.46
9.07	49		Dobladera		11	b10.42
9.20	52		Barranca Honda		6	b10.20
9.40	56	Ar.	Ixcaxitla	Lv.	0	b10.05

Huatusco Branch

74	72	Miles	STATIONS		Kms.	71	73
P.M. *5.01	A.M. *5.15	0	Lv.	Cordoba	Ar.	32	A.M. 9.20
5.20	5.30	2		San Antonio		29	9.10
b5.26	b5.36	3		San Francisco		28	b9.01
b5.38	b5.48	5		Trinidad		25	b8.52
b5.50	b6.01	7		La Capilla		21	b8.43
b6.09	b6.19	11		Monte Blanco		15	b8.28
b6.27	b6.37	13		Chocaman		11	b8.16
b6.33	b6.43	14		Tezonapa		10	b8.10
b6.47	b6.57	16		Tomatlán		7	b7.59
7.08	7.18	20	Ar.	Coscomatepec	Lv.	0	*7.38

b—Flag stop only.

*Daily.

▲ These Time Tables are published as a matter of information, subject to change. The latest time tables are published monthly in The Official Railway Guide and in our Spanish Folder.

Local Round Trip Passenger Fares—See Note

On Sale Daily.

MEXICAN CURRENCY

ROUND TRIP	Final Limit	1st Class	2nd Class
*Mexico City and Teotihuacan and V	8 days	\$3.35	\$1.55
" " Santa Ana and V	8 "	10.15	5.05
" " Tlaxcala and V	8 "	10.35	5.25
" " Chignahuapan and V	8 "	12.70	7.25
Pachuca to Vera Cruz and return	8 "	26.40	13.10
Puebla and Apizaco and V	4 "	3.80	1.95
" " Cordoba and V	8 "	15.70	8.35
" " Orizaba and V	8 "	13.95	7.35

V.—Vice versa, indicates that tickets are on sale at both points.

*The Pyramids of the Sun and of the Moon and Regional Museum are located at San Juan Teotihuacan, see page 17.

Note—Other local fares, one way and round trip, will be found on page 38.

Connexions

At MEXICO CITY with National Railways of Mexico. At OMETUSCO with Pachuca Branch. At PACHUCA with National Railways of Mexico. At IROLO with National Railways of Mexico. At MUNOZ with Zacatlan Branch. At APIZACO with Puebla Branch and at SANTA ANA with Tlaxcala Branch. At PUEBLA with Mexican Southern Railway and National Railways of Mexico. At SAN MARCOS with Huajuapán Branch and with National Railways of Mexico. At ESPERANZA with Mexican Southern Railway. At ROSENDO MARQUEZ with Mexican Southern Railway. At CORDOBA with Huatusco Branch and with Istmo Division of National Railways of Mexico. At VERA CRUZ with National Railways of Mexico, with Vera Cruz to Alvarado Railway, and with Ocean and Coastwise steamship lines. (Refer to pages 45 and 46.)

Condensed Time Tables of Connecting Lines

▲ Subject to Changes

Mexico City, Puerto Mexico, Salina Cruz and points on the Tehuantepec National and Pan-American Railways

① Via Cordoba and Tierra Blanca. ② Via Vera Cruz and Tierra Blanca.

Read Down Examples of Daily Service		STATIONS	Railway	Read Up Examples of Daily Service	
Train No. 1	Train No. 5			Train No. 6	Train No. 2
* 7.30 Mon.	* 8.25 Mon.	Lv. Mexico (Buena Vista) Ar.	Mex.	7.05 Thu.	6.50 Thu.
* 8.30 Mon.	* 9.45 Mon.	Lv. ... Puebla ... Ar.	Mex.	6.45 Thu.	5.40 Thu.
10.55 Mon.	11.40 Mon.	Lv. ... Apizaco ... Ar.	Mex.	3.45 Thu.	3.18 Thu.
1.35 Mon.	2.02 Tue.	Lv. ... Esperanza ... Ar.	Mex.	1.27 Thu.	12.39 Thu.
4.22 Mon.	4.48 Tue.	Lv. ... Cordoba ① ... Lv.	Mex.	10.38 Wed.	9.47 Thu.
7.20 Mon.	7.40 Tue.	Lv. ... Vera Cruz ② ... Lv.	Mex.	* 7.30 Wed.	* 6.50 Thu.
Sleeping Car service is semi-weekly; the train leaving Vera Cruz on Tuesdays and Saturdays carry through sleepers arriving at Suchiate on Wednesdays and Sundays.		* 8.40 Tue.	Lv. ... Cordoba ① ... Ar.	Nat.	4.50 Wed.
		12.00 Tue.	Ar. ... Tierra Blanca ... Lv.	Nat.	* 1.15 Wed.
Vera Cruz to Suchiate daily train service. Sleeping Car service is semi-weekly; the train leaving Vera Cruz on Tuesdays and Saturdays carry through sleepers arriving at Suchiate on Wednesdays and Sundays.		8.45 Tue.	Lv. ... Vera Cruz ... Ar.	Nat.	4.25 Wed.
		12.00 Tue.	Ar. ... Tierra Blanca ... Lv.	Nat.	1.00 Wed.
Sleeping Car service is semi-weekly; the train leaving Vera Cruz on Tuesdays and Saturdays carry through sleepers arriving at Suchiate on Wednesdays and Sundays.		12*30 Tue.	Lv. ... Tierra Blanca ... Ar.	Nat.	12.30 Wed.
		1.44 Tue.	Ar. ... Tres Valles ... Lv.	Nat.	11.26 Wed.
Sleeping Car service is semi-weekly; the train leaving Vera Cruz on Tuesdays and Saturdays carry through sleepers arriving at Suchiate on Wednesdays and Sundays.		4.35 Tue.	Ar. ... Rodriguez Clara ... Ar.	Nat.	8.15 Wed.
		7.30 Tue.	Ar. ... Santa Lucrecia ... Lv.	Nat.	* 5.15 Wed.
Sleeping Car service is semi-weekly; the train leaving Vera Cruz on Tuesdays and Saturdays carry through sleepers arriving at Suchiate on Wednesdays and Sundays.		* 1.10 Wed.	Lv. ... Santa Lucrecia ... Ar.	Tpec	10.20 Tue.
		5.45 Wed.	Ar. ... Puerto Mexico ... Lv.	Tpec	* 6.00 Tue.
Sleeping Car service is semi-weekly; the train leaving Vera Cruz on Tuesdays and Saturdays carry through sleepers arriving at Suchiate on Wednesdays and Sundays.		* 8.00 Tue.	Lv. ... Santa Lucrecia ... Ar.	Tpec	4.35 Wed.
		10.30 Tue.	Ar. ... Matias Romero ... Lv.	Tpec	1.55 Wed.
Sleeping Car service is semi-weekly; the train leaving Vera Cruz on Tuesdays and Saturdays carry through sleepers arriving at Suchiate on Wednesdays and Sundays.		12.35 Wed.	Ar. ... San Geronimo ... Lv.	Tpec	11*50 Tue.
		10*50 Wed.	Lv. ... Santa Lucrecia ... Ar.	Tpec	12.42 Tue.
Sleeping Car service is semi-weekly; the train leaving Vera Cruz on Tuesdays and Saturdays carry through sleepers arriving at Suchiate on Wednesdays and Sundays.		5.50 Wed.	Ar. ... Salina Cruz ... Lv.	Tpec	* 6.00 Tue.
		* 1.10 Wed.	Lv. ... San Geronimo ... Ar.	P. Am.	11.20 Tue.
Sleeping Car service is semi-weekly; the train leaving Vera Cruz on Tuesdays and Saturdays carry through sleepers arriving at Suchiate on Wednesdays and Sundays.		6.30 Wed.	Ar. ... Tonalá ... Lv.	P. Am.	6.10 Tue.
		4.30 Wed.	Ar. ... Tapachula ... Lv.	P. Am.	8.10 Tue.
Sleeping Car service is semi-weekly; the train leaving Vera Cruz on Tuesdays and Saturdays carry through sleepers arriving at Suchiate on Wednesdays and Sundays.		6.30 Wed.	Ar. ... Suchiate ③ ... Lv.	P. Am.	* 8.30 Mon.

③ Opposite to Suchiate, Mexico (on the south bank of the Suchiate River), is AYUTLA, GUATEMALA, a terminal of the International Railways of Guatemala.

Nos. 5 and 6 Daily—Standard Drawing Room Sleeping Cars, broiler-buffet service between Mexico City, Cordoba and Vera Cruz, via the Mexican Ry.

Nos. 1 and 2 Daily—Standard Saloon-Observation Cars, broiler-buffet service (daylight) between Mexico City, Cordoba and Vera Cruz, via the Mexican Ry. Refer to marginal notes □ and ○ for services of lines south of Cordoba and Vera Cruz.

Tehuacan and Oaxaca

④ Via Puebla.

⑤ Via Esperanza.

Read Down *Examples of Daily Service, except as noted		STATIONS	Railway	Read Up *Examples of Daily Service, except as noted	
* 7.30 Wed.	* 8.25 Wed.			Lv. Mexico (Buena Vista) Ar.	Mex. Ry.	7.05 Mon.	6.50 Sun.
10.41 Wed.	11.29 Wed.	Lv. ... Apizaco ... Ar.	Mex. Ry.	3.59 Mon.	3.30 Sun.
11.05 Wed.	11.45 Wed.	Lv. ... Apizaco ... Ar.	Mex. Ry.	3.40 Mon.	3.11 Sun.
12.30 Wed.	1.10 Thu.	Lv. ... Puebla ④ ... Lv.	Mex. Ry.	* 2.10 Mon.	* 1.40 Sun.
* 7.30 Tue.	* 6.50 Wed.	Lv. ... Vera Cruz ... Ar.	Mex. Ry.	7.20 Mon.	7.20 Mon.
1.27 Wed.	12.39 Wed.	Lv. ... Esperanza ⑤ ... Lv.	Mex. Ry.	1.35 Mon.	* 1.35 Mon.
* 1.20 Wed.	* 1.20 Wed.	Lv. ... Esperanza ⑤ ... Ar.	Mex. So.	12.50 Mon.	12.50 Mon.
3.15 Wed.	3.15 Wed.	Lv. ... Tehuacan ... Lv.	Mex. So.	10*30 Mon.	10*30 Mon.
* 1.40 Wed.	* 6.35 Thu.	Lv. ... Puebla ④ ... Ar.	Mex. So.	7.20 Sun.	10.50 Sun.
4.50 Wed.	10.05 Thu.	Lv. ... Tehuacan ... Lv.	Mex. So.	3.35 Sun.	* 7.15 Sun.
	6.10 Thu.	Lv. ... Oaxaca ... Lv.	Mex. So.	* 7.10 Sun.	

The Ruins of Mitla and the excavation at Monte Alban are reached by conveyance from Oaxaca.

*Daily

□ Meal Station

■ Daily except Tuesday between Esperanza and Tehuacan.

④ Puebla—Stations of the Mexican Ry. and Mex. So. Ry. are about 200 yards apart.

⑤ Esperanza—Stations of the Mexican Ry. and Mex. So. Ry. are about 200 yards apart.

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Local Passenger Fares One-Way and Round-Trip First Class Fares

MEXICAN CURRENCY

BETWEEN	First Class	VERA CRUZ, VER.	CORDOBA, VER.	ORIZABA, VER.	ESPERANZA, PUE.	SAN MARCOS, PUE.	APIZACO, TLAX.	OMETUSCO, MEX.	PUEBLA, PUE.	PACHUCA, HGO.
		MEXICO CITY, D. F.	One Way ↑R. T.	\$ 20.80 27.75	\$ 15.60 20.80	\$ 14.40 19.20	\$ 12.05 17.20	\$ 9.90	\$ 8.80 10.15	\$ 3.35	$ 9.10 10.15	$ 5.55
VERA CRUZ, VER.	One Way ↑R. T.	...	5.30 7.10	6.55 8.70	8.85	12.00	14.05	17.60	16.30 21.75	19.80

Sleeping Car and Chair Car Fares—One Way

MEXICO CITY, D. F.	L. Berth Sect. D. Room Chair	9.55	8.35	8.00	7.55	6.70	6.25	5.80	Via Apizaco.	Via Ometusco.
		VERA CRUZ, VER.	L. Berth Sect. D. Room Chair	18.20 37.25 4.95	15.80 32.35 3.75	15.05 30.95 3.35	14.15 29.15 2.90	6.70 13.90 2.10			6.25 15.05 1.65	5.80 16.65 1.15	8.80	8.80

* Local Second Class fares are approximately one-half of the First Class fares. Round Trip tickets are on sale daily; final limit for return 8 days. Refer to page 36 for other Local Round Trip Fares.

L. Berth ... Charge for Lower Berth in Sleeping Cars.
Sect. ... Charge for Section—consisting of Upper and Lower Berth.
D. Room ... Charge for Standard Drawing Room in Sleeping Cars.
Chair ... Seat fare for Reclining Chair in Saloon-Observation cars on Trains Nos. 1 and 2. Through train services, pages 33-34.

For General Information, Children's Tickets, Baggage Rules etc., pages 43-44.

Mexico City Through Fares from and to New York, New Orleans and Havana

Minimum First Class Fares, including Meals and First Cabin Stateroom Berth on Steamers while at Sea. Refer to pages 43-44, Notes 12, 13, 14. This is not a selling tariff. Fares are subject to change.

Via Vera Cruz and The Mexican Railway	Fares in U. S. Currency	
	One Way	Round Trip
New York, N. Y., and Mexico City via Havana ... W	① \$95.00	② \$160.00
" Mexico City R. T. R-W Circle Tour ... W	...	③ \$180.00
" Mexico-Pacific Coast R-W Circle Tour ... W	...	④ \$276.10
" Mexico City R. T. by S.S., inc. Hotel etc. ... W	...	See Note
New Orleans, La., and Mexico City ... V	⑤ \$60.30	⑥ \$103.70
" Mexico City R. T. by Steamer, Cruise, V ... V	...	⑦ \$88.70
" Mexico City R. T. R-W Circle Tour ... V	...	⑧ \$108.60
" Mexico City R. T. by S.S., inc. Hotel, etc. V ... V	...	See Note
○ Havana, Cuba, and Mexico City ... W	⑨ \$65.00	⑩ \$115.00
○ Mexico City and New York via Havana ... W	⑪ \$95.00	⑫ \$160.00
○ " New York R. T., R-W Circle Tour ... W	...	⑬ \$180.00
○ " and New Orleans, La ... V	⑭ \$60.30	⑮ \$103.70
○ " and Havana, Cuba ... W	⑯ \$65.00	⑰ \$115.00

Routes, Stopovers, Ticket Limits, etc.

W—Ward Line between New York and Vera Cruz via Havana. Stopover at Havana is permitted on notice to Steamship Agent at port of departure for Havana; ticket holder to pay a nominal Cuban Embarkation Tax.

V—Vaccaro Line—Standard F. & S. Co. between New Orleans and Vera Cruz.

↑—All Year Round Trip Tickets, on sale daily. Final limits as indicated.

○—Fares do not include Government Taxes on outgoing tickets from Cuba or Mexico.

①—Final limit of ticket, 60 days. ②—Final limit of ticket, 30 days. ③—Final limit of ticket, 15 days. ④—Final limit of ticket, 6 months. ⑤—Cruise Ticket, 12 days, going and returning on the same voyage. Stopovers are permitted on advance notice to Agent of the S. S. Co. and/or Train Conductor.

Mexico City Round Trip Rail-Water Circle Tours

Going by Steamer to Vera Cruz, the "Rail Trip of a Thousand Wonders" over The Mexican Railway, Vera Cruz to Mexico City; Returning from Mexico City to original Ticketing Points by authorized Rail Routes, or the Reverse, viz.:

⑥—Mexico City to New York and Return; limit 6 months; stopovers permitted.

⑦—Limit 6 months; Tour "F" described, pages 39-42.

⑧—Limit 6 months; refer to Tour "A" described, pages 39-42.

⑨—Limit 12 months; Tour "B" described, pages 39-42.

Mexico City Tours including Hotel and other Expenses

The Ward Line from New York and the Vaccaro Line from New Orleans, operate their own "All Expense Tours;" fares include Steamship and Railroad transportation, Sleeping Cars and Chair Cars for the Round Trip, Hotel Room and meals and appointed Sight-seeing Trips at Mexico City. Apply to Agents of the respective Steamship Companies, or to any authorized Tourist Agency.

Mexico City All-Year - Rail-Water Circle Tours - Diverse Routes



These circle tours offer the ideal way of visiting Mexico City. Enjoy all the pleasures of a cruise on famous liners. Marvel at the stupendous scenic rail crossing of the Sierra Madres—the Mexican Rockies—Vera Cruz to Mexico City. Stay in Mexico City as long as you like within the liberal limit of your ticket, and then a swift or leisurely return by overland rail to your Home-town. Or if you prefer, reverse the itinerary, going by rail and returning by water. Stopovers are allowed in Mexico and the United States. The fares are surprisingly low—see SPECIMEN FARES on facing page.

Any of these rail-water combination trips to Mexico City may be confined within the limits of a normal vacation period.



One Way the Leisure and Thrill of Golden Hours at Sea—the Other Way by Overland Rail Lines

TOUR "A"

Mexico City via New York, Havana and Vera Cruz

Going from New York and from authorized inland Ticketing Points (*) by Rail to New York, thence by Ward Line steamer New York to Vera Cruz with a day at Havana enroute (†), the "Rail Trip of a Thousand Wonders" over The Mexican Railway (electrified) from Vera Cruz to Mexico City; Returning from Mexico City to original Ticketing Points by Rail Routes 2, 3, 4, 5 or 6 as shown below. Or this route may be Reversed.

TOUR "B"

Mexico City and Pacific Coast Points via New York, Havana and Vera Cruz

Going from New York also from authorized inland Ticketing Points (*) on main line routes between New York and Los Angeles, San Francisco, Portland and Vancouver, B. C., including the points named, by Rail to New York, thence by Ward Line steamer from New York to Vera Cruz with a day at Havana enroute (†), the "Rail Trip of a Thousand Wonders" over The Mexican Railway (electrified) from Vera Cruz to Mexico City; Returning from Mexico City to original Ticketing Points by Rail Routes 5 or 6 as shown below at the same fare. Or this route may be Reversed, that is, going from Inland Ticketing Points to the Pacific Coast, and from Ticketing Points on the Pacific Coast, thence by Rail Routes 5 or 6 to Mexico City and returning via Vera Cruz, Havana and New York to original starting points.

TOUR "C"

Mexico City via Florida, Havana and Vera Cruz

Going from authorized inland Ticketing Points (*) by Rail to Key West, Fla., thence by Peninsular & Occidental S. S. Company's steamer from Key West to Havana (†), Ward Line steamer from Havana to Vera Cruz, the "Rail Trip of a Thousand Wonders" over The Mexican Railway (electrified) from Vera Cruz to Mexico City; Returning from Mexico City to original Ticketing Points by Rail Routes 2, 3, 4, 5 or 6 as shown below. Or this route may be Reversed.

(*) Refer to SPECIMEN FARES on facing page for a partial list of authorized inland Ticketing Points.

(†) Stopover at Havana within ticket limitations is permitted on notice to Steamship Agent at the port of departure for Havana. Ticket holders who make such stopover, also those who transfer from one steamer to another at Havana, are required to pay a nominal Cuban Embarkation Tax.

Rail Routes—Option of the following Rail Routes is allowed either on the Going or on Return trip between Ticketing Points and Mexico City, provided such option is exercised by the Tourists when the tickets are purchased, and subject to other intermediate routing regulations of the applicable tariffs, viz.:

Route 2 via Brownsville, Texas

Route 3 via Laredo, Texas

Route 4 via Eagle Pass, Texas

Route 5 via El Paso, Texas

Route 6 via Nogales, Arizona, and Guadalajara, Mexico

Guadalajara Side Trip Tickets, Complimentary—Holders of Rail-Water Circle Tickets described for Tours A, B, C, D, E or F, when reading over the National Railways of Mexico in one direction via Rail Routes 2, 3, 4 or 5, may obtain free of charge, Side Trip Tickets to Guadalajara and return, first class, on application to Agents at the following main line junction points: Irapuato, Mariscal or Queretaro.

General Note

The Specimen Fares shown on facing page are minimum fares. They do not include the additional charges of the Steamship Lines for superior stateroom accommodations; nor do they include the additional charges of Railroads when tickets are used on certain so-called "Extra Fare Trains." The fares include First Cabin Stateroom Berth and Meals on Steamers while at Sea. Stopovers are allowed on going or return trip, or both, subject to regulations of the applicable tariffs.

* Limited space permits the showing of fares from only a few representative points in each State. If the fare from your home town is not shown herein consult nearest Tourist or Ticket Agent who will give desired information.

Refer to General Information, Pages 43-44, Notes 12, 13, 14 and others herein.

*SPECIMEN FARES---Rail-Water Circle Tours to Mexico City

See (★) under General Note Pages 39, 40. Tours are described on facing page. This is not a selling tariff. The fares are subject to change without notice.

TO MEXICO CITY AND RETURN		Tour A Limit 6 mos.	Tour B Limit 12 mos.	Tours C & D Limit 6 mos.	Tour E Limit 9 mos.	TO MEXICO CITY AND RETURN		Tour A Limit 6 mos.	Tour B Limit 12 mos.	Tours C & D Limit 6 mos.	Tour E Limit 9 mos.	TO MEXICO CITY AND RETURN		Tour A Limit 6 mos.	Tour B Limit 12 mos.	Tours C & D Limit 6 mos.	Tour E Limit 9 mos.
Application of the fares—See Notes:		Note 1	Note 2	Note 3	Note 3	Application of the fares—See Notes:		Note 1	Note 2	Note 3	Note 3	Application of the fares—See Notes:		Note 1	Note 2	Note 3	Note 3
FROM		\$	\$	\$	\$	FROM		\$	\$	\$	\$	FROM		\$	\$	\$	\$
Ala.	Bessemer	180.00	276.10			Ky.	Louisville	180.00	276.10			N. D.	Fargo		276.10		182.43
	Birmingham	180.00	276.10				Paducah	180.00	276.10			Ohio	Cincinnati	180.00	276.10		
	Mobile	180.00	276.10			Circle Tour F; Limit 6 mos.											
	Montgomery	180.00	276.10			La.	Alexandria	2.3or4	111.65	180.00	276.10						
Ariz.	Douglas		276.10				BatonRouge			180.00	276.10						
	Phoenix		276.10				Lafayette	2.3or4	109.50	180.00	276.10		Okla.	Muskogee	180.00	276.10	
	Tucson	180.00	276.10				Lake Charles	2.3or4	109.50	180.00	276.10			Oklahoma City	180.00	276.10	
Ark.	Fort Smith	182.00	276.10				New Orleans	2.3or4	108.60	180.00	276.10		Ore.	Portland	276.10		
	Hot Springs	182.00	276.10				Shreveport	2.3or4	114.55	180.00	276.10			Salem	276.10		
	Little Rock	180.00	276.10			Maine	Augusta							276.10			
Cal.	Los Angeles		276.10				Bangor							276.10			
	Sacramento		276.10				Lewiston							276.10			
	San Diego		276.10				Portland							276.10			
	San Francisco		276.10				Baltimore	180.00	276.10					276.10			
Canada, Dominion of—	London, Ont.	180.00	276.10				Cumberland	180.00	276.10					276.10			
	Montreal, Que.		276.10				Boston	180.00	276.10					276.10			
	Ottawa, Ont.		276.10				New Bedford							276.10			
	Toronto, Ont.		276.10				Springfield							276.10			
	Vancouver, B. C.		276.10				Worcester							276.10			
	Winnipeg, Man.		276.10				Detroit	180.00	276.10					276.10			
Col.	Colorado Springs	187.92	276.10	187.92			Flint	180.00	276.10					276.10			
	Denver	193.32	276.10	193.32			Grand Rapids	180.00	276.10					276.10			
	Pueblo	184.68	276.10	184.68			Jackson	180.00	276.10					276.10			
	Trinidad	180.00	276.10	180.00			Kalamazoo	180.00	276.10					276.10			
Conn.	Bridgeport		276.10				Lansing	180.00	276.10					276.10			
	Hartford		276.10				Saginaw	182.40	276.10					276.10			
	New Haven		276.10				Duluth	201.82	276.10	201.82	170.85			276.10			
	Waterbury		276.10				Minneapolis	192.10	276.10	192.10	166.10			276.10			
Del.	Wilmington	180.00	276.10				Rochester	188.14	276.10	188.14	166.81			276.10			
D. C.	Washington	180.00	276.10				St. Paul	192.10	276.10	192.10	165.88			276.10			
Fla.	Jacksonville		276.10				Winona	190.30	276.10	190.30	163.33			276.10			
	Pensacola	180.00	276.10				Greenville	180.00	276.10					276.10			
	Tampa		276.10				Jackson	180.00	276.10					276.10			
Ga.	Atlanta	180.00	276.10				Meridian	180.00	276.10					276.10			
	Augusta	180.00	276.10				Natchez	180.00	276.10					276.10			
	Macon		276.10				Hannibal	180.00	276.10	180.00	139.37			276.10			
	Rome	180.00	276.10				Kansas City	180.00	276.10	180.00	132.28			276.10			
Idaho	Boise		276.10				St. Joseph	180.00	276.10	180.00	136.70			276.10			
	Pocatello		276.10				St. Louis	180.00	276.10	180.00	137.67			276.10			
Ill.	Chicago	180.00	276.10	180.00	155.40		Butte		276.10					276.10			
	Danville	180.00	276.10	180.00	149.66		Great Falls		276.10					276.10			
	Decatur	180.00	276.10	180.00	144.60		Helena		276.10					276.10			
	Moline	180.00	276.10	180.00	148.68		Grand Island	186.94	276.10	186.94				276.10			
	Peoria	180.00	276.10	180.00	146.82		Hastings	185.38	276.10	185.38				276.10			
	Quincy	180.00	276.10	180.00	140.77		Lincoln	180.00	276.10	180.00				276.10			
	Springfield	180.00	276.10	180.00	142.74		Omaha	180.00	276.10	180.00	145.92			276.10			
Ind.	Evansville	180.00	276.10				Reno		276.10					276.10			
	via Memphis	180.00	276.10				Concord		276.10					276.10			
	via New Orleans	180.00	276.10				Manchester		276.10					276.10			
	Fort Wayne	180.00	276.10				Nashua		276.10					276.10			
	Gary	180.00	276.10				Newark	180.00	276.10					276.10			
	Indianapolis	180.00	276.10	180.00	154.43		Paterson	180.00	276.10					276.10			
	South Bend	180.00	276.10				Trenton	180.00	276.10					276.10			
	Terre Haute	180.00	276.10	180.00	149.08		Albuquerque	180.00	276.10					276.10			
Iowa	Burlington	180.00	276.10	180.00	146.51		Santa Fe		276.10					276.10			
	Cedar Rapids	180.00	276.10	180.00	152.58		Albany	180.00	276.10					276.10			
	Clinton	180.00	276.10	180.00	150.94		Binghamton	180.00	276.10					276.10			
	Council Bluffs	180.00	276.10	180.00	145.46		Buffalo		276.10					276.10			
	Davenport	180.00	276.10	180.00	148.56		via New York	180.00	Return	via all rail				276.10			
	Des Moines	180.00	276.10	180.00	147.46		via New York	180.00	Return	via New York				276.10			
	Dubuque	180.00	276.10	180.00	154.09		Rochester	180.00	276.10					276.10			
	Ottumwa	180.00	276.10	180.00	144.30		Syracuse	180.00	276.10					276.10			
	Sioux City	185.48	276.10	185.48	152.14		Asheville	180.00	276.10					276.10			
	Waterloo	180.00	276.10	180.00	155.28		Charlotte	180.00	276.10					276.10			
Kas.	Atchison	180.00	276.10	180.00	135.59		Raleigh		276.10					276.10			
	Hutchinson	180.00	276.10	180.00			Winston-Salem	180.00	276.10					276.10			
	Leavenworth	180.00	276.10	180.00	134.17									276.10			
	Topeka	180.00	276.10	180.00										276.10			
Ky.	Frankfort	180.00	276.10											276.10			
	Lexington	180.00	276.10											276.10			

NOTES—APPLICATION OF THE FARES.

- Note 1—Tour A. The fares shown apply via Brownsville, Laredo, Eagle Pass or El Paso unless otherwise indicated. Via Nogales-Guadalajara, Route 6, the fares are \$10.20 higher than the fares shown, subject to the exceptions indicated by (2) and (3).
- Note 2—Tour B. The same fare of \$276.10 applies for circle tickets routed one way between Pacific Coast points and Mexico City either via El Paso or via Nogales-Guadalajara, Routes 5 or 6, respectively.
- Note 3—Tours C & D and E. The fares shown apply via Brownsville, Laredo, Eagle Pass or El Paso-Via Nogales-Guadalajara, Route 6, the fares are \$10.20 higher than the fares shown.
- (1)—Tour A. Fare from this point will be the local charge higher than point en route from which the circle fare of \$180.00 is authorized.
- (2)—Tour A. Tour F. From this point the tariff makes no provision for routing of tickets via Nogales-Guadalajara, Route 6.
- (3)—Tour A. Fare from this point will be \$6.35 higher for tickets routed via Nogales-Guadalajara, Route 6; the tariff is subject to change at any time to \$10.20 higher fare for tickets via said Route 6.
- (4)—Tour A. Montreal, Que. R. T. fare is \$15.48 higher than fare shown herein from Albany, N.Y.
- (5)—Tour A. Ottawa, Ont. R. T. fare is \$16.27 higher than fare shown herein from Albany, N.Y.
- (6)—Tour A. Toronto, Ont. R. T. fare is \$6.30 higher than fare shown herein from Buffalo, N.Y.
- (7)—Tour A. Albuquerque, N. Mex. fare applies only via El Paso-Mexico City short line.
- (8)—Tour A. El Paso, Tex., fare applies only for tickets going via New York, returning via Mexico City; route is not reversible.
- (9)—Tour B. Fare from this point will be the local charge higher than point en route from which the circle fare of \$276.10 is authorized.

MEXICAN RAILWAY



General Information

Notes:

- SPECIAL NOTICE**—This folder is for public information. The right to change rates or regulations, and to deviate from or change time-table figures, without previous notice is reserved.
- STANDARD TIME**—Mexico City Standard Time is used throughout this folder. The time is shown in two series of figures. From 12:01 A. M. to 12:00 noon light-face type is used. From 12:01 P. M. to 12:00 night dark-face type is used. In all cases, unless otherwise stated, the time given is leaving time.
- PURCHASE OF TICKETS**—Ticket offices at important stations are open in time to permit the purchase of tickets before departure of trains. Passengers should buy tickets before boarding trains to avoid payment of extra train fares.
- REDEMPTION OF TICKETS**—Passengers who cannot use their tickets should apply within thirty days from date thereof to the General Freight & Passenger Agent for refund of their redemption value, after which time they will have no redemption value.
- LIMIT OF TICKETS**—Local tickets are good only for continuous passage starting on date of sale and without stopovers.
One-way coupon tickets will be honoured within limit.
Tourist Round-trip coupon tickets will be honoured on either going or return trip within final limit, during which holders will be allowed to make stopovers at intermediate points. Unless otherwise provided for in the tariff regulations, the return trip must be completed to original starting point prior to midnight of the date of final limit.
- TICKETS ARE NON-TRANSFERABLE**—and if presented by other than the original purchasers they will be lifted and full fare collected.
- CHILDREN**—Children will be carried on this line, if accompanied by parent or adult guardian holding transportation of similar description and class, under the following conditions—
Under 5 years Free of charge
5 and under 12 years One-half fare
12 years and over Whole or full fare
- LOST TICKETS**—The Company is under no obligation to give other tickets in place of those which may be lost or stolen, nor to allow passengers to ride free on account of same. Passengers should notify train inspector or conductor of such losses and pay their fare to him or purchase another ticket when so requested. Inspector, conductor or ticket agent will issue receipt for the fare paid. Such receipt should be promptly forwarded to the General Freight & Passenger Agent, with explanation of the circumstances, and if the ticket is found or recovered (unused) the additional fare paid will be refunded.
- ADJUSTMENT OF FARES**—In case of disagreement with train inspector, conductor or ticket agent, passengers should pay the fare required, take receipt therefor, and refer the receipt with explanation to the General Freight & Passenger Agent promptly for investigation. Employees are governed by the Company's rules in such matters and they are not permitted to exercise personal discretion therein.
- SLEEPING CARS AND OBSERVATION-DINING CARS**—Passengers holding first class railroad tickets may ride in sleeping cars and observation-dining cars and then only when they are, also, in possession of special tickets for reserved accommodations in such cars.
- TICKETS ARE NON-INTERCHANGEABLE**—Tickets between Mexico City, Pachuca, Puebla, Vera Cruz, or between other points, reading via other railway lines are not valid for transportation via the Mexican Railway and train inspectors or conductors will collect full fares from passengers presenting such tickets.

Through Tickets—Interline

- Ask Coupon Ticket Agent for ticket "VIA THE MEXICAN RAILWAY—THE ELECTRIFIED LINE VIA ORIZABA." The Mexican Railway is the only standard gauge line between Vera Cruz, Mexico City, Pachuca and Puebla. It is the only line operating double daily service of through Sleeping Cars and Observation-Dining Cars in each direction between Vera Cruz and Mexico City.
- STEAMSHIP TICKETS, RAIL-WATER CIRCLE, TOUR TICKETS AND FARES**—Interline steamship fares quoted herein are for minimum first class fare accommodations on the steamers; they include first-cabin stateroom berth and meals on steamers while at sea. If superior stateroom accommodations are desired on the steamers additional fare will be collected by the ticket agent of the steamship line or by the purser.
- GOVERNMENT PASSPORTS, LANDING REGULATIONS AND TAXES**—Fares for and conditions of International transportation are subject to compliance by the holders thereof with the current laws and regulations of the respective Governments in respect of Passports, Immigration or other Certificates, Tourist Identification Cards and the additional payment by them of Government taxes or fees, if any, for Landing Permits and for Permits to Depart from one country to another. Such laws, regulations and fees are subject to change from time to time and passengers should make inquiry regarding them from agents of the interested steamship companies. Fares quoted herein for tickets from Mexico and Cuba do not include Government taxes. Passengers between Mexican and American ports who make stopovers at Havana, Cuba, en route are required to pay the current Cuban Embarkation Tax.

Baggage Regulations

Notes:

- CHECKING**—Baggage will not be checked unless passenger presents proper railway transportation. Baggage which is not securely fastened or locked will not be checked.
- FREE ALLOWANCE**—Baggage consisting of personal effects and toilet articles necessary for the purposes of the journey, when in suitable trunks, valises or other locked containers, will be checked free under the following conditions:

Free Allowance on Each Whole Ticket	Kilograms	Pounds
On local tickets issued in Mexico, 1st class.....	50	110
On local tickets issued in Mexico, 2nd class.....	15	33
On interline through tickets of issue by lines in foreign countries, 1st class.....	90	200

One-half of these baggage allowances will be checked free on each HALF ticket of the respective classes for a child.

Each passenger is permitted to carry in coaches a maximum of 35 pounds of hand baggage not exceeding 26 inches in length and 16 inches in width and so placed in the coach that no inconvenience will be caused to other passengers thereby.

Hand baggage in sleeping cars is restricted to pieces which can be conveniently placed in the berth, or stowed under the seat.

CAUTION—To insure the forwarding of baggage on the same trains by which passage is taken, it should be delivered at stations at least thirty minutes before the advertised time for departure of trains. It is necessary to present passage tickets to Station Baggage Master when baggage is checked.

BAGGAGE FROM AND TO THE UNITED STATES, CANADA, ETC.—Outward bound baggage may be rechecked at Vera Cruz after inspection by the Mexican Customs officers of the Port.

Inward bound baggage may be rechecked after inspection by the Mexican Customs officers at Vera Cruz. Or, at Vera Cruz baggage destined to Mexico City may be entered and checked "In Bond" for inspection by the Customs officers at Mexico City.

All dutiable articles should be so declared on blanks which will be furnished by the Purser of steamers or by the Customs officers.

- STORAGE**—Storage on baggage will be charged at the rate of 25 centavos daily for one hundred and ten pounds or fraction thereof, if unclaimed within two days following the date of its arrival. Maximum charge \$3.34 for storage of each package.
- LOST ARTICLES**—In case articles are left on trains or at stations, communicate at once with the General Freight and Passenger Agent at Mexico City, giving full particulars. No responsibility is assumed for unchecked articles left in stations or cars.
- DOGS**—Are not allowed in passenger coaches. Dogs in crates, or provided with collar and chain and check showing owner's name, address and destination of railway ticket, may be carried in baggage cars upon payment of 25 centavos for 100 kilometres or fraction thereof; 50 centavos for greater distances up to 200 kilometres; 75 centavos for greater distances up to 300 kilometres; one peso, maximum charge, for distances over 300 kilometres. Rates quoted are for each dog. Not more than two dogs belonging to a passenger holding a railroad ticket will be so carried in baggage service on the same train.
- Express Service** on all lines of the Mexican Railway is efficiently operated by the well and favourably known Wells Fargo & Co. Express, S. A.

Exchange of Money

In the smaller towns money of Mexican currency is necessary. The circulation of foreign paper and silver money is prohibited by law. Passengers entering Mexico may exchange United States and other foreign currencies for Mexican money at any bank or exchange office in Vera Cruz. The many banks at Mexico City offer most favourable exchange rates. Passengers leaving Mexico are required to exchange their Mexican gold coins as the exportation thereof is prohibited by law.

Travellers' Cheques issued by banks and express companies are accepted in all of the larger cities in Mexico where their use is understood.

TOURISTS' LETTERS AND TELEGRAMS—Tourists who are not certain of their itineraries or their hotel address are invited to have their letters and telegrams directed to them in care of General Agent, Mexican Railway Company, Avenida Cinco de Mayo No. 18 Mexico City, D. F., Mexico. Letters and telegrams so directed will be held until called for; or they will be reforwarded by our General Agent upon written request of the addressee.

Officials and Agents of the Traffic Department will be pleased to plan trips, quote fares and furnish all other desired information.

It is our ambition to serve the public. Constructive criticism and suggestions are welcomed and they will be given deserved consideration by the undersigned and by the representatives listed on following pages.

G. A. O'BRIEN, General Freight & Passenger Agent.

Vera Cruz - Mexico City - Standard Gauge Short Line

Foreign Passenger and Freight Traffic—Connexions at Vera Cruz

Steamship Companies reserve the right to change or to depart from dates of sailings.

To Vera Cruz from American Ports

FROM	STEAMSHIP COMPANIES	SAILINGS	SERVICES
NEW YORK (a)	New York & Cuba Mail S.S. Company† (Ward Line)	Weekly	Passengers & Freight
NEW ORLEANS (a)	American Fruit & S.S. Corp. Standard Fruit & S.S. Co. (Vaccaro Line), Agents	Weekly	Passengers & Freight

†Ward Line steamers outward and homeward call at Havana weekly for Passengers and Freight.

(a) Through Bills of Lading Issued to All Points

Through Bills of Lading are issued by these Steamship Lines to Mexico City, Pachuca, Puebla and to all other points on the Mexican Railway via Vera Cruz.

Through freight rates will be quoted from all points in the United States to Mexico City and other points on The Mexican Railway via New York or via New Orleans and Vera Cruz on application to traffic representatives of this company; names and addresses are shown below.

PACKING—DOMESTIC PACKING IS ACCEPTABLE to our steamship connections, handling being carefully performed at Vera Cruz, directly from ship to railway cars or wharf—**NO LIGHTERAGE**. Pack goods securely. Iron strapping is cheaper and more effective than heavy boxing.

BANK DRAFTS AGAINST BILLS OF LADING—Shippers' drafts against original B/L issued by initial rail carriers or by Steamship Companies, may be negotiated through the banks.

To Vera Cruz from Havana, Cuba

FROM	STEAMSHIP COMPANIES	SAILINGS	SERVICES
HAVANA	New York & Cuba Mail S.S. Company (Ward Line)	Weekly	Passengers & Freight
HAVANA	Various steamship services en route between European ports and Vera Cruz—refer to opposite column.	As indicated	Passengers & Freight

SHIPPERS' NOTE

Shippers are invited to apply to our traffic representatives for through freight rates, directions regarding preparation and disposition of shipping documents, likewise for information regarding industrial opportunities in Mexico.

Vera Cruz is the Nearest Port of Entry to Mexico City, Pachuca and Puebla.

To Vera Cruz from European Ports

STEAMSHIP COMPANIES AND PORTS OF CALL (Alphabetically Arranged)	Cia. Transatlantica Espanola (Spanish Line)	Cie. Generale Transatlantique (French Line)	Hamburg-American Line Norddeutscher Lloyd (German Lines) Joint Service	Holland-American Line (Dutch Line)	Levyland Line Harrison Line (British Lines) Joint Service	Navigazione Libera-Tristina (Italian Line)	Swedish-American and Wilhelmsen Lines Joint Service
Calling at Havana	C	C	C	C	....	C-F	....
ANTWERP	.....	C-F	.....	C	.....	.....	.....
BARCELONA	C	.....	.....	.....	.....	C	.....
BILBAO	C	.....	.....	.....	.....	.....	.....
BREMEN	.....	C	.....	.....	.....	.....	.....
CADIZ	C	.....	.....	.....	.....	C	.....
CORUNA	.....	C	.....	.....	.....	.....	.....
DUNKIRK	.....	C-F	.....	.....	.....	.....	.....
GENOA	.....	.....	C	.....	.....	C	.....
GJON	C	.....	C	.....	.....	.....	.....
GLASGOW	.....	.....	.....	.....	C-F	.....	.....
GOTHENBURG	.....	.....	.....	.....	.....	.....	C-F
HAMBURG	.....	C-F	.....	.....	.....	.....	.....
HAVRE	.....	.....	.....	.....	.....	.....	.....
LAS PALMAS	.....	.....	.....	.....	.....	.....	.....
LEGHORN	.....	.....	.....	.....	C-F	C	.....
LIVERPOOL	.....	.....	.....	.....	.....	.....	.....
MALAGA	C	.....	.....	.....	.....	C	.....
MARSEILLE	.....	.....	.....	.....	.....	C	.....
NAPLES	.....	.....	.....	.....	.....	C	.....
OSLO	.....	.....	.....	.....	.....	.....	C-F
PLYMOUTH	.....	.....	.....	.....	.....	.....	.....
ROTTERDAM	.....	.....	.....	C	.....	.....	.....
SANTANDER	C	.....	C	.....	.....	.....	.....
ST. NAZAIRE	.....	C	.....	.....	.....	.....	.....
SOUTHAMPTON	.....	.....	C	.....	.....	.....	.....
VALENCIA	C	.....	.....	.....	.....	C	.....
VIGO	C	.....	C	.....	.....	.....	.....

C—Indicates call for Passengers and Freight.
C-F—Indicates call for Freight only.

Mexico's Dependable Freight Service

Weekly Steamer Service to Vera Cruz
from NEW YORK via WARD LINE
from NEW ORLEANS via AMERICAN FRUIT LINE
(VACCARO LINE)



THE MEXICAN RAILWAY CO., Ltd.

C. TENNANT, Secretary, 1 Broad Street Place, London, E.C. 2.

CHICAGO—140 So. Dearborn St.

W. F. Paton, General Agent, F. R. Kolb, Commercial Agent

NEW YORK—76 Beaver St.

J. F. Cullen, General Agent, T. J. Reddy, Commercial Agent

Offices in Europe

LIVERPOOL—Mersey Chambers
F. Bower & Co., Agents

GLASGOW—56 St. Vincent St.
F. Bower & Co., Agents

ANTWERP—Canal des Brasseurs, 15
Aug. Bulcke & Co., Agents

HAMBURG—Raboisen, 5-11
Theodor & F. Eimbecke, Agents

BREMEN—Postfach 3
J. H. Bachmann, Agent

Offices in Mexico

MEXICO, D. F.—Ave. Cinco de Mayo 18
R. M. Mondragon, General Agent
Jose Mateos and G. A. West, Commercial Agents

PUEBLA—Estacion F. C. Mexicano
S. Sobreyra, Commercial Agent

VERA CRUZ—Ave. Independencia, 25
J. T. Gutierrez, General Agent

GENERAL OFFICES—Mexico, D. F., Buenavista Station, Apartado (P. O. Box 68 Bis)

J. D. W. HOLMES, General Manager

G. A. O'BRIEN, General Freight & Passenger Agent