

THE EL PASO ROUTE

TY FAR the most important railroad in Old Mexico, not only in mileage operated, thorough construction and first-class equip-ment, but also in the number of principal cities through which

it passes, is the MEXICAN CENTRAL Leaving El Paso, Texas, at an altitude of 3,700 feet above sea-level

he train crosses the Rio Grande to JUAREZ CITY, MEXICO, where a stop of an hour is made at the handsome, picturesque station of the Mexican Central Railway, for the purpose of having baggage examined by the Mexican customs officials, and also obtaining a good

supper at the first-class restaurant in the station. From Juarez City, the train, after ascending from the Rio Grande

served in the new eating house at this station, the traveler will be prepared to appreciate and enjoy the views and bracing air as the train winds up and around the mountains, reaching an altitude of 8,044 teet above sea level as it approaches ZACATECAS, 785 miles from El Paso, a city of 75,000 people, capital of the State of the same name, and justly celebrated for its enor-mous output of silver. Its first mine was discovered in September, 1546, and on July 1, 1818, it was estimated that the total output of th mines since their first discovery aggregated the sum of \$667,343,219. In addition to its mines, which still continue producing immense

orth-bound passengers. After partaking of the good breakfast

D CILL OF MEXICO

ND AGUAS CALIENTES.

BETWEEN EL PASO.

BETWEEN EL PASO.

Mexican Vorthern Railway, for Sierra Mojada.

Mexico, Arizona and California points.

JI points North and East.

Paso or Eagle Pass.

essy sigas

PULLMAN PALACE SLEEPING CAR RATES.

Mexican Railway, and Interoceanic Railway, for Puebla, Orizaba,

AT CITY OF MEXICO.

AT TAMPICO.

Mexican International Railroad, for all points North and East and

AT TORREON.

AT ESCALON.

Southern Pacific Co. (Pacific System), and A., T. & S. F. for New

Texas & Pacific; and Southern Pacific Co. (Atlantic System), for

Atchison, Topeka & Santa Fé, for all points North, East and West.

AT EL PASO. MEXICAN CENTRAL RAILWAY CONNECTIONS.

Via Texas & Pacific, or Southern Pacific (Atlantic System), to El

FROM NEW ORLEANS.

Via Chicago & Alton; Missouri Pacific; Wabash; St. Louis & San

FROM ST. LOUIS.

Wabash, Chicago Great Western, and their connections to El Paso on

Via Atehison, Topeka & Santa Fé; Chicago, Burlington & Quiney; Chicago & Alton; Illinois Central; Chicago, Rock Island & Pacific;

FROM CHICAGO.

HOW TO REACH MEXICO.

CENTRAL

MEXICAN

Burlington Route, and their connections to El Paso or Eagle Pass. Francisco; St. Louis, Iron Mountain & Southern, Cairo Short Line

With Steamers, for New York, Mobile and European ports.

ND QUERETARO.

... SAOSTEORS ...

····AUHAUHIHO av

AD NEW ORLEANS

Vera Cruz, Jalapa, and Cuautla.

.YTIO SASNAN GN

ND ST. LOUIS .

ODVOIHO O

or Durango.

IND LEON ...

"ND LERDO ..

quantities of ore, Zacatecas offers to the tourist a great many attract ions, among which are its fine public buildings and churches, ala neda, main plaza, mint, and a new market house costing \$300,000 A most interesting trip may be taken by tramway cars to Guadalupe noted for its splendid church, in which can be seen a great numbe of very fine paintings and frescoes. Leaving Zacatecas, a magnificer

view of the city below can be had as the train winds around the side

the most delightful and interesting trips on this continent. Leaving San Luis Potosi at 6.30 in the morning, passengers arrive at the meal station of Cardenas at 12 o'clock noon, in time for dinner, having meanwhile descended about 2,000 feet since leaving San Luis Potosi. From San Luis Potosi, at an altitude of 6,118 feet above sea level, the plain gradually slopes by a series of terraces cut through here and there by canons giving passage for the water-courses descending from the table-lands to the sea. Through one of these openings the train rapidly descends into and through the wild San Ysidro Valley, the mountain sides of which are densely wooded, and remind one o the Berkshire Hills or the Alleghenies. Soon after leaving Cardena the road descends abruptly into the pleasant Valley of Canoas, and thence enters the grand cañon of Tamasopo, creeping along a shelf hewn in the side of the almost perpendicular cliffs, around curves, and through a succession of tunnels, all the time descending at a grade of nearly three per cent, finally reaching the mouth of the cation, where a magnificent view suddenly presents itself. Befor and beneath spreads out a broad valley encircled by mountains. Twelve hundred feet below is seen the dense, luxuriant tropical forest, interspersed with clearings filled with growing sugar cane. Running along the almost perpendicular mountain side, with grand cliffs towering above, there can be seen to the right and beneath, at three different places, the line of track over which the train is to ass before reaching the straight stretch through the forest beyond poor reaching this forest a new surprise awaits the traveler—he is passing through a coffee plantation. Under the giant trees, from

esting cities of the Republic.

the plains, but pass through all the most important and inter

level. By this route passengers not only escape the heat of

lands at an elevation of from 3,700 to 8,100 feet above sea-

San Luis Potosi and Tampico, is located along the high table

TO ALL THE PRINCIPAL OITIES IN MEXICO.

MOST ATTRACTIVE ROUTE

THE SAFEST AND

T OFFERS TO THE TOURIST OR COMMERCIAL TRAVELER

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EQUIPPED WITH

OULVERTS, AND WELL-BALLASTED ROAD-BED.

CONSTRUCTED WITH STEEL RAILS, IRON BRIDGES, STONE

1846 MILES OPERATED

MAKING AN AGGREGATE OF

GUADALAJARA, PACHUCA,

,OTAULANAUD

SAN LUIS POTOSI, TAMPICO,

WITH BRANCHES TO

EL PASO TO CITY OF MEXICO

EXTENDING FROM

OFD WEXICO

THE PRINCIPAL RAILWAY

CENTRAL

MEXICAN

The entire Line, excepting a portion of the road between

which hang strange vines bearing a great rariety of orchids, are planted coffee hrubs, the glossy evergreen leaves and oright red berries of which form a icture never to be forgotten

of steamers are now running between Tampico and New York, Mobile and European ports. Resuming the trip on Main Line, an hour's run from Aguas Calien-

CENTRAL

MEXICAN

tes is the high bridge at Encarnacion, 150 feet above the stream below. The next important stations reached are LAGOS, a fine manufacturing city of 40,000 inhabitants, and **LEON**, situated in the midst of a valley noted for the great fer-tility of its soil, and claiming 100,000 population. It is a great manufacturing city, producing large quantities of hats, cotton and woolen goods, boots and shoes, saddlery, and the beautiful soft leather clothing, delicately embroidered in silver and gold bullion worn by the wealthier classes on their estates, though discarded in

. Twenty miles south of Leon is SILAO, the supper station southbound, and the breakfast station northbound, where good meals are served in the well-appointed dining-room. It is also Division Headquarters for the Mexico Division. A branch, running to Guanajuato, fifteen miles distant, leaves the Main Line at this point. As the through trains make the runs between Silao and City of Mexico during the night, the traveler misses some very interesting scenery; but by stopping over night at Silao and taking the local train in the morning, or when returning taking the local morning train out of City of Mexico as far as Silao, the trip can be made by daylight.

GUANAJUATO is an interesting city, picturesquely located in the nountains, in the center of a very rich mining district. It has many ine buildings, including an elegant opera house, recently completed and a branch mint. The population is upwards of 60,000.

IRAPUATO, 1,005 miles south of El Paso, and 220 miles north of City of Mexico, is a thriving business town of some 14,000 inhabitants and is widely known to tourists as the "Strawberry Station," from the fact that ripe fresh strawberries are found here every day in the year, and can be purchased at the train-side for twenty-five cents per basket. From Irapuato a branch of the Mexican Central Railway extends to Gaudalajara, 161 miles west, running through and fruit on

100 feet in height, to the rocks below, making a picture of grandeur

d interest well worthy of a visit from the tourist. GUADALAJARA has a population of upwards of 95,000, is capital of the State of Jalisco, and is second only to the City of Mexico in popu-lation and importance. It is a beautiful city, well laid out, with shaded streets running at right angles, and some of the finest publi buildings, parks, gardens and hotels in Mexico. Among the more interesting buildings may be noted the Governor's Palace, the Cathe-dral, the Degollado Theater, and the Guadalajara Hospital with its twenty-three patios, in each of which are flowers, plants and foun-tains. Among the principal parks are the Alameda, Plaza de Armas, Jardin Botanico, Parte Alcade, and Calzade de San Pedro. The Paseo, ming along the San Juan de Dios River, in the eastern part of the ity, is the fashionable drive. Nearly all branches of man are carried on, and the city has been for centuries particularly noted for the fine pottery made here. It also derives great commercia importance from being the distributing point for a large area of th surrounding country. Its educational institutions are of the highest grade, and the people exceptionally courteous and hospitable. The climate is delightful at all seasons of the year and tourists visiting Guadalajara either for pleasure or business are enthusiastic

in their praises of the city. Resuming the trip from Irapuato south on the Main Line, the next places of importance are SALAMANCA, a busy city of 15,000 inhabitants, celebrated for the caw and leather goods manufactured there. CELAYA, a manufacturing city of 30,000 people, with extensive

otton and woolen mills, and also noted for its fine confectionery The Mexican Central Railway crosses the Mexican National Railroad

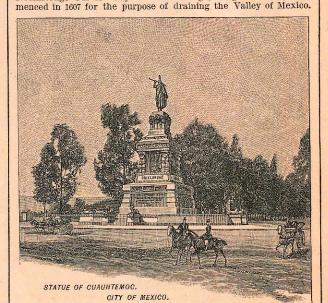
QUERETRRO, a city of 48,000 inhabitants, and capital of the State f Queretaro. It was first founded by the Aztees about 1446, and

above sea level. From here there is a gradual descent of 1,476 feet n twenty-six miles to

TULA, one of the oldest towns in the Republic, situated in a beauthat all by teeming with tropical flowers and foliage, and noted for the Toltec ruins and relics found here. There is also an old church, wilt upwards of 300 years ago, with walls seven feet thick and a ower 125 feet in height. To anyone interested in antiquities Tula offers an exceptionally fine field for study. A branch of the Mexican entral Railway extends from Tula to the city of Pachuca, forty-four

PACHUCA is a city of upwards of 40,000 inhabitants and the

enter of a very rich mining district. Seventeen miles from Tula on the Main Line is the celebrated Nochistongo Cut or "Tajo de Nochistongo," a great canal, com-menced in 1607 for the purpose of draining the Valley of Mexico.





points in Mexico, are on sale every day in the year at the following Round-trip Excursion Tickets to the City of Mexico and return, good for six months from date of issue, and good for stop-over at all

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City of Mexico and Return..... 92.68\$.. and of qirt able

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an Luis Potosi to Tampico and Keturn. 16.50 06'77 Aguas Calientes to Tampico and Return. \$10.00 U. S. CY. Aguas Calientes to San Luis Potosi and Return ON LINE OF THE MEXICAN CENTRAL RAILWAY.

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CITY OF MEXICO, MEXICO.

D V-PRESIDENT AND GEN'L MANAGER. RSS'T MANAGER.

EDWARD W. JACKSON, EDW. H. WHARF,

passes through a fine stock-rais ntry, arriving at Chi mahua the following morning in time for breakfast.

CHIHUAHUA, capital of the State of same name, is a beautiful city of 25,000 inhabitants, including a large American contingent successfully engaged in business. Among the many objects of interest here are the Cathedral, an edifice of great architectural beauty, costing upwards of \$800.000, raised by a special tax upon the product of the famous Santa Eulalia silver mines, distant about product of the failous Scha Busha siver mines, distant about fifteen miles south of the ch. (w) fine causeways, one leading to the Chapel of Guada and the ber to the swimming baths; an aqueduct built upwar of two undred and twenty years ago, and a branch of the Mexican m². This city is noted as the place where Independence," was shot on July Hidalgo, the "Father of 1 30, 1811. Leaving Chihuah and the mountain "El Coronel" is seen or the right, and the train is soon passing through the valleys of the

San Pedro and Concho rivers, arriving a little before noon at SANTA ROSALIA, famous for its hot springs, which, in wonderfu curative properties, are claimed by those who have used the waters to excel any known springs in America. Remarkable cures have been effected by these waters, especially in cases of inflammatory rheumatism and blood diseases. The next point of interest is

JIMENEZ, the dinner station. This is a city of about 8,000 inhab tants, and is the shipping point for the rich silver mines of Parral, some fifty miles west, with which it is connected by a daily stage line. ESCALON, 417 miles south of El Paso, is the junction point with the Mexican Northern Railway, running to the great mining district of Sierra Mojada, seventy-eight miles east, where one of the largest LERDO, a thriving city of about 10,000 inhabitants, is situated in

the "Laguna Country," noted as the finest cotton producing district in the Republic. Upwards of 50,000 bales of cotton are shipped annually from here to the manufacturing points in Mexico. Just after leaving Lerdo the Nazas River is crossed on a fine iron bridge, and in a few minutes the train is at **TORREON**, the junction point of the Mexican International Rail-

road with the Mexican Central Railway. This is also a meal station where supper is taken going south, and breakfast coming north. Early on the following morning after leaving Torreon FRESNILLO, an old mining town of some 20,000 inhabitants is

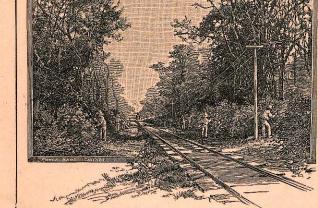
assed, and the train arrives at CALERA, where breakfast is taken by south-bound and supper by



of the mountain, passing directly over some of the mines as the road descends into and passes through the cultivated valleys for a long

AGUAS CALIENTES, the dinner station, a very attractive city of 40,000 inhabitants, noted for its hot springs, well-appointed bath houses and healthful climate. The hot springs are noted for their curative properties, and are visited annually by the healthy, as well as invalids, from all parts of the Republic to enjoy the benefits of the baths, as well as the even temperature and salubrious climate of the locality. One of the most celebrated and largely attended fairs of the Republic, the Feast of San Marcos, is held at Aguas Calientes in the month of April each year, when thousands of people, the wealthiest to the poorest, from all parts of the country, throng the streets and plazas of this old and beautiful city. From Aguas Calientes a branch of the Mexican Central extends to Tampico or the Gulf of Mexico, passing en route through Salinas, noted for its xtensive salt works, and San Luis Potosi, capital of the State of the same name.

SAN LUIS POTOSI, with a population of 60,000 people, is one of the most important business centers in the Republic. Situated in a very fertile valley, surrounded by mountains rich in mineral wealth, it is the principal distributing point for a large section of northern Mexico. Recognizing its commercial advantages, the "Compania Metalurgica Mexicana" have established here the largest and most omplete Smelting Plant and Reduction Works in the Republic From San Luis Potosi to Tampico the tourist is afforded one of



COFFEE PLANTATION ON SAN LUIS DIVISION

Arriving at Rascon, the dinner station, the traveler learns that he as descended nearly 3,000 feet since leaving Cardenas in the morning Soon after leaving Rascon another cañon, called "Abra de Caballeros," is entered, at the mouth of which the river tumbles in a series of cascades 300 feet high, called "El Salto del Abra," the water in the of cascades solved high, called "In Salo del Abra," the water in the pools being a marvelous green color, which, as it rushes over the falls, appears turned into a snowy foam, presenting an effect long to be remembered. Leaving the "Boca del Abra," the train winds along the mountain side, giving a grand view of the great plain below spreading out to the coast, and a little further on the road passes, on an iron bridge, directly over an opening in the top of the Choy Cave, from which rushes, 205 feet below, a beautiful clear stream of water. A short ride now brings to an end this side at ream of water. A short ride now brings to an end this side at **TAMPICO**, situated on the Panuco River, seven miles from wher it empties into the Gulf of Mexico. Tampico is an old town of 6,000 inhabitants, destined to become an important point as a port of entry, now that the jetty improvements successfully completed by the Mexican Central Railway at the mouth of the Panuco River enable ocean vessels to come up the river to Tampico and discharge cargo and passengers without lighterage or transfer. Regular lines





THE FALLS OF JUANACATLAN.

Company leaves here for a trip of some seventy miles around the lake, stopping at different points along the shore. The Lerma is the longest river in Mexico. After emptying into Lake Chapala near La Barca, it again flows out of the lake near Occilar, and finally empties into the Pacific Ocean just north of San Blas. Fifty miles west of La Barca, and fifteen miles east of Guadalajara, at the station of El Castillo, a tramway conveys passengers to the famous Falls of Juanacatlan, justly termed the "Niagara of Mexico." Flowing out of Lake Chapala, the Lerma River at this point, after a succession of rapids and whirlpools, plunges over a precipice nearly



afterwards conquered by the Spaniards in 1531. It was here that Maximilian was taken prisoner and shot in 1867. Queretaro is noted or its opal mines, which have been worked for centuries and still continue to produce immense quantities of very fine gems. Just after leaving the station the train passes under one of the massive arches of the great aqueduct which supplies the city with water from the mountains. Three miles south of Queretaro are seen the Iercules Cotton Mills, the most extensive works of the kind in fexico, employing some 1,800 operatives. SAN JUAN DEL RIO is a pleasant town of 18,000 inhabitants, and

is a meal station for the day trains running between City of Mexico and Leon. From here the train climbing the sides of the mountains, gives the passenger a fine view of the beautiful valley below, and t Marquez station reaches the highest point on the line, 8,133 feet

It varies in width from 280 to 630 feet, with a depth of from 150 to 196 feet. A fine view of this remarkable work may be had from the trains of the Mexican Central Railway, whose line is built along one

side of the cut at an elevation of from fifty to sixty feet. Leaving the Nochistongo Cut, the train by a gradual ascent passes over a low range of hills and enters the Valley of Mexico. A great change in the general appearance of the country is now noticed. On every side are well cultivated fields and gardens, running streams, green meadows, large maguey plantations, and in the dis-tance the gleam of church spires and domes of the City of Mexico, while still further beyond can be seen, on a clear day, the snow capped peaks of the extinct volcances Popocatapeti and Ixtacchaul. Pass-paring midt spacesion through numerous small tarms embourned in ng in quick succession through numerous small towns embowered in uxuriant shade and foliage, the end of the journey is reached at the **CITY OF MEXICO**, capital of Mexico, and the largest and most important city in the Republic. The city was founded by the Aztecs toward the end of the thirteenth century, conquered by the Spaniards in 1521, who retained possession 300 years, until September 27, 1821, at which time Mexican independence was gained. The present popu-lation is about 330,000. The city is well laid out, with straight streets crossing each other at right angles, and has a splendid system of street railways. The material generally used in construction of build-ings is stone, brick or tepetate. There are upwards of 120 churches. the principal one in size and grandeur being the Cathedral, which is 426 feet long and 200 feet wide, with two towers upwards of 200 feet high. There are many fine business houses, and magnificent residences, the latter being built around "patios," or open court-yards, in which are flowers, palms and fountains. The city is well policed, the officers being uniformly courteous and accommodating. The climate is delightful, the extreme heat often experienced in northern cities of the United States being unknown here. For further information relative to hotels, points of interest, etc., see pages 17 and 18.

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6.30 am 6.50 am	5.46 pm 6.10 pm	415.8	Ar	Leon	ad	Ar	965.7 974.3	9.06 8.45	am	7.30 pm 7.12 pm			
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IN	TRAIN	KILO-	STATIONS.		TRAIN	TRAIN
64.	No. 52.	METERS	A State Stat	MILES	No. 51.	No. 53.
am	9.31 pm		ArAr		5 24 am	3.54 pm
am am	9.34 pm 9.51 pm		ArAr ArApaseoAr		5.18 am 5.02 am	3.48 pm 3.32 pm
am			ArAr		4.41 am	3.11 pm
am			Ar QuerétaroAr		4.24 am	2.54 pm
am		240.5	Ar HérculesAr	1074.3	4 14 am	2.44 pm
am		216.1	ArAhoreadoAr	1089.8	3.38 am	2.08 pm
pm pm		190.6	Ar (*San Juan del) Lv Lv (Rio) Ar	1105.7 1105.7	3.00 am 2.45 am	1.30 pm
pm	12.15 am 1.35 am	161 1	Ar CazaderoAr	1100.7	2.45 am	1.00 pm 12.10 pm
pm			Ar PolotitlanAr	1129.7	1.15 am	11 54 am
pm		137.9	ArAr	1138.4	12.46 am	
pm	2.49 am		ArAr		12.25 am	
pm		121.6	Ar Marquéz Ar	1148.5	12.06 am	
pm pm	4.04 am 4.28 am	93.5	ArAr ArTulaAr	1100.9	11.15 pm 10 50 pm	
pm	5.00 am		ArEl SaltoAr		10.15 pm	
pm	5.32 am	46.5	ArHuehuetocaAr	1195.2	9.46 pm	
pm	5.50 am	36.0	ArTeoloyucanAr	1201.7	9.27 pm	8.34 am
pm		27.7	ArAr	1206.9	9.12 pm	
pm pm	6.16 am 7.00 am	20.9	Ar Lechería Ar Ar Mexico Lv	1211.1	9.00 pm 8.15 pm	
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3	TRAIN	KJLO-	STATIONS.	MILES.	TRAIN	Contraction of the
1	No. 15.	METERS.	SIATIONS.	MILES.	No. 16	

	TRAIN No. 15.	KILO- METERS.	STATIONS.	MILES.	TRAIN No. 16.	
	1.45 pm	.0	Lv., Aguas Calientes, Ar	415.0	12.45 pm	
	2.08 pm		Ar ChicaloteAr	406.1		
	3.04 pm		ArAr	383.4		
	3.18 pm	59.0	Ar San Marcos Ar	378.3	1.15 am	
	3.55 pm	82.8	Ar La Honda Ar	363 5	10.39 am	
	4.12 pm	93.8	Ar Penon Blanco Ar	356.7	10.22 am	
	4.35 pm	110.0	ArAr	346.7	9.59 am	
	5.16 pm	137.1	Ar., Espiritu Santo Ar	329.8	9.17 am	
	6.21 pm	178.6	ArArenalAr	304.0	8.10 am	
	6.38 pm	189.6	ArAhualulcoAr	297.2	7.50 am	
	7.08 pm	211.4	Ar Estanzuela Ar	283.6	7.20 am	
	7.30 pm	224.7	Ar San Luis Potosi Ly	275.3	7.00 am	
-	No. 25.		April 1997 Barris and State of		No. 26.	
	1 6 30 am	224 7	Ly., San Luis Potosi., Ar	275.3		
	7.14 am		ArLa TinajaAr	256.2		
	8.10 am	281 2	ArPeotillosAr	238.2		
	8.25 am		Ar Silos Ar	233.7		
•••••	8.42 am		ArVillarAr	228.3	7 48 nm	
	9.58 am		ArCerritosAr	211.6		
	11.10 am		Ar Las Tablas Ar	181.5		
	12.00n'n			158.2		
	12.30 pm	412.9	$\left\{ \begin{array}{c} \operatorname{Ar} \\ \operatorname{Lv} \end{array} \right\} \dots \left\{ \begin{array}{c} \operatorname{Cardenas} \\ \operatorname{Ar} \end{array} \right\} \left\{ \begin{array}{c} \operatorname{Lv} \\ \operatorname{Ar} \end{array} \right\}$	158.2		
	1.09 pm	497 1	ArLa LaborAr	149 6		
	1.30 pm		ArLas CanoasAr	144.0		
	2.53 pm		ArTamasopoAr	127.6		
	3.30 pm	470 6	Ar) (IT			
	3.45 pm	470 6	$\left\{ \begin{array}{c} \operatorname{Ar} \\ \operatorname{Lv} \end{array} \right\} \dots \ast \operatorname{Rascon} \dots \left\{ \begin{array}{c} \operatorname{Lv} \\ \operatorname{Ar} \end{array} \right\}$	116.9		
	4.22 pm		Ar Las CrucitasAr	107.6		
	4.46 pm		Ar Micos Ar	101.7		
	5.48 pm		ArVallesAr	86.5		
	6.57 pm		ArLas PalmasAr	70.3		
	9.40 pm		ArAr	8.1		
	10.00 pm		Ar TampicoLv		\$ 6.30 am	
	10.00 pm	000.3	mi rampico	9.0	5 0.50 am	

MILES STATIONS. KILO-METERS NO. 12 NO. 14

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1	~. ·	TRAIN No. 35,	KILO- METERS	STATIONS	MILES	TRAIN No. 36.			
		8.45 am	.0	LvAr	161.0	5.15 pm			
1		10.13 am	49.8	ArPénjamoAr ArVillaseñorAr	130.8	3.45 pm			
		10.38 am 11.28 am	64.1 91.3	ArAr ArLa PiedadAr	$121.2 \\ 107.3$	3.20 pm 2.35 pm			
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		1.05 pm 1.15 pm	146.7	ArAr	69.8 65.9	1.05 pm 12.50 pm			
1		1.45 pm	153.1	${\operatorname{Lv}} {\operatorname{Lv}} {\operatorname{Lv}} {\operatorname{Lv}} {\operatorname{Lv}}$	65.9	12.20 pm			
		2.28 pm 2.58 pm	179.3	ArAr ArAr	49.6 38.7	11.34 am 11.03 am			
		3.35 pm	218.4	ArAtequizaAr	25.3	10.26 am			
	·····	4.03 pm 4.45 pm	234.3	ArArequizaAr ArEl CastilloAr ArGuadalajaraLv	15.4	9.58 am 9.15 am			
						0.120 411			
			F	ACHUCA BRANCH					
		TRAIN No. 65.	KILO-	STATIONS.	MILES	TRAIN No. 66.			
1		7.30 am	0	LyAr	93.3	6.30 pm			
		9.50 am 10.00 am		$\left\{ \begin{array}{c} \mathbf{Ar} \\ \mathbf{Lv} \end{array} \right\} \ldots \ldots \mathbf{Tula} \ldots \mathbf{Tula} \left\{ \begin{array}{c} \mathbf{Lv} \\ \mathbf{Ar} \end{array} \right\}$	43.6 43.6	4.18 pm 4.00 pm			
		10.22 am	95	ArTlaxcoapanAr	34.5	3.38 pm			
		11.02 am 11.45 am		ArAr ArConcepcionAr	$ 18.0 \\ 5.0 $	2.58 pm 2.15 pm			
		12.00 pm	150	ArLv	.0	2.00 pm			
1	* Train	is stop fo	or mea	ls. ‡ Tuesday, Thursda	y and	Saturda	y only.		
	All o	other tra	ins ru	n daily.	ty only	۰.			
* Trains stop for meals. ‡ Tuesday, Thursday and Saturday only. § Monday, Wednesday and Friday only. All other trains run daily. City of Mexico Time-24 minutes faster than Mountain Time; 36 minutes slower than Central Time.									
	minutes	slower t	nan O	antrai 1 line.			100		
	TIME TA	BLE BET	WEEN	CIUDAD PORFIRIO DIAZ, T	ORREC	N AND D	URANGO		
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1		7.00 pm 10.25 pm	617 500	Lv. Ciudad Porfirio Diaz Ar Ar Sabinas Ar	0 73	7.00 am 3.30 am			
		2.05 am	379	ArAr	148	11.50 pm			
		5.40 am 7.15 am		ArAr ArAr	223 256	8.20 pm 6.30 pm			
		9.17 am	139	Ar* JaralAr ArPaila Ar ArTorreonLv	298	4.55 pm			
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	One l	hundred	and f	fty pounds of baggage w	ill be	checked	free on		
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INFORMATION.

INFORMATION. On through tickets, children under five years of age will be carried free of charge; from five to twelve years of age, inclusive, at half rates; and over twelve years, full rates. On local tickets, children under three years of age are taken free; from three to seven years, at half fare. Children over seven years of age will pay full rates. Only passengers holding first-class tickets have the right to travel in Pullman cars. The Mexican customs officials inspect baggage of passengers to Mexico at Juarez City and United States customs officers inspect baggage of travelers from Mexico at El Paso, Texas. These inspec-tions are quickly and courteously made, and passengers should have their keys ready to open their baggage when requested to by the customs officers. Dutiable articles included in baggage should be duly declared as such upon a blank furnished by the officers of the custom house.

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		MEXICAN CENTRAL								
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25 lbs.		Juarez City. Gallego Chihuahua. Santa Rosalia. Jimenez. Lerdo. Jimulco. Calera. Zacatecas. Aguas Calientes. San Luis Potosí. San Luis Potosí. Rascon.	$ \begin{array}{c} 4,031.4 \\ 3,725.4 \\ 4,157.4 \\ 7,051.3 \\ 8,044.5 \\ 6 179.5 \\ \end{array} $	Lagos Leon Silao . Guadalajara Querétaro San Juan del Rio Cazadero Marquéz . Tula Pachuca Huehuetoca City of Mexico						
00.1		San Luis Potosí Cardenas. Rascon Valles	$\begin{array}{c} \dots & 6,118.5 \\ \dots & 3,040.3 \\ \dots & 946.2 \\ \dots & 242.7 \end{array}$	Pachuca Huehuetoca. City of Mexico						
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Tourists visiting the City of Mexico are cordially invited to make the lity Ticket Office of the Mexican Central Railway, (Plazuela de Guar



POINTS OF INTEREST IN THE CITY OF MEXICO.

MARKETS.-Merced, San Juan, Loreto, San Lucas and Santa

Catarina, on Squares of the same names. ALAMEDA and ZOCALO.—Military bands play in the former every Thursday and Sunday forenoon, and in the latter on Sunday mornings and afternoons, and Tuesday, Thursday and Sunday

PASEO .- The famous drive of Mexico. Lined with statues by noted sculptors. Leading to Chapultepec. At its head is the statue of Charles IV., the largest single moulding in the world. **MINERIA.**—Corner of San Andres and Betlemitas streets. School

of Engineers and Mines. It cost \$1,500,000, and was the work of the sculptor and architect Tolsa. It contains rich collections of minerals and geological specimens, library, models and a meteorological

MINT.—Apartado street. Open from 8 a.m. to 5 p.m. The institu-on in 300 years coined \$2,200,000,000; the first coin was struck in 1535.

LIBRARIES.—National, ex-Convent of San Augustin, open from 10 a. m. to 5 p. m.; 200,000 volumes, many very ancient. Cinco de Mayo Library for artisans, 5,000 volumes, Callejon de Betlemitas. Preparatory School Library, San Ildefonso street, rich in modern cientific works.

LA VIGA.—Take Viga Cars to Embarcadero and thence canoes to the Chinampas (floating gardens) at Santa Anita and Ixttacaleo. A drive and a tramway alongside. The canal extends to Mexicaleingo, five miles, to Culhuacan and the foot of the Hill of the Star (Carro de la Estrella), a mile further; and to Lake Xochimilco, another mile.

GUADALUPE.—Holiest shrine in Mexico, the scene of the tradition of 1531; apparition of the Virgin of Guadalupe to the Indian Juan Diego, Diego's "tilma," on which is the miraculous picture of the Virgin, is shown; silver railing weighing twenty-six tons; Grotto with mosaics; stone sails set up as an *ex voto* by a rich family, in gratitude for the safe return of a vessel to the port of Vera Cruz, believed to have been lost in a storm.

NATIONAL MUSEUM.-In the Palace block, north side. Curious **NATIONAL MUSEUM.**—In the Palace block, north side. Curious Aztec antiquities; picture writing; Moctezuma's shield; the statue of Huitzilopochtil, the God of War; the Calendar Stone; Tula Mono-liths, Goddess of Water; Palemke Cross; Chae mol and the Sacrificial Stone. Other relies from the time of the Conquest are to be seen. Portraits of the Viceroys and of Cortez. Objects pertaining to modern history, as Maximilian's gala coach, his silver service, etc. The National History and Mineralogical departments are very inter-esting. The hours of the Museum are from 10 a.m. to noon. The Archaeological department is open Mondays, Wednesdays. Fridays and Sundays; the Natural History department, Tuesdays, Thursdays and Sundays.

CHAPULTEPEC.-"Hill of the Grasshopper." Site of Moctezuma' favorite park. Palace built by the Viceroy Galvez, once occupied by Maximilian; it has been renovated as the Mexican White House. On the hill stands the Military Academy, in the rear of the Presi-dential Mansion. Leading down from the garden on the roof is a subterranean sally-port, said to open into the gatter of the foot of the hill. The park has great cypresses, covered with Spanish moss; one of these giants is 170 feet high and 46 feet around the trunk. Mocte-zuma's Bath is in the park, and is now used by the water department of the city. A rock on the hillside is covered with ancient hieropass from the Governor of the National Palace.

THE NATIONAL PALACE.—President's rooms. Mansions of the viceroys and of Maximilian. Portraits of Juarez, Hidalgo, Washington, and other historical personages, in the Embassador's Hall. President's state chair. Government departments, Meteorological

Stop-over privileges are allowed on first-class through tickets at any point on this line, not to exceed thirty days. The conductor granting the first stop-over will note the date on the back of the ticket. tom house

