

Werk

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hab.); 159 M. *Castañón* (2455 ft.); 181 M. *Bajan* (2765 ft.); 209 M. *Reata* (2950 ft.). — 223 M. *Treviño* (2920 ft.) is the junction of a line to *Monterey* (p. 538) and *Tampico* (p. 543).

FROM TREVIÑO TO TAMPICO, 387 M., *Monterey & Mexican Gulf Railway* in 32 hrs. — This railway traverses a fertile valley, bounded by the *Sierra de Tamaulipas* (N.) and the *Sierra Madre* (S.). At (66 M.) *Monterey* (p. 538) it intersects the Mexican National Railroad (p. 533). — 99 M. *San Juan*; 157 M. *Linares*; 242 M. *Victoria*; 316 M. *Rosillo*. — 387 M. *Tampico*, see p. 543

At (254½ M.) *Jaral* (3750 ft.; Rail. Restaurant), where we may be said to have fairly reached the great Mexican plateau, the line turns to the right (W.) and now runs at nearly the same level. A railway runs hence to *Saltillo* (p. 539). — 297 M. *Paila* (3900 ft.); 334½ M. *Bola* (3575 ft.), at the S. end of the large *Laguna de Parras*; 350 M. *Hornos* (3595 ft.), the junction for (14 M.) *San Pedro*; 369 M. *Mata-moros* (3650 ft.; U. S. Consul, P. M. Griffith), the junction of a branch-line to (43½ M.) *Zaragoza*.

At (383 M.) *Torreón* (3720 ft.; p. 542) we join the *Mexican Central Railway*. — To the (1090 M.) *City of Mexico*, see R. 109.

The Mexican International Railway goes on to (640 M. from Eagle Pass) *Durango* (42,165 inhab. in 1895; *Central Hotel*, \$2½; U. S. Con., W. H. Faulkner), the capital of the state of its own name.

109. From El Paso to the City of Mexico.

1224 M. MEXICAN CENTRAL RAILWAY (*Ferrocarril Central Mexicano*) in 46 hrs. (fare \$61.40 Mex. currency; sleeper \$9; return-tickets, valid for 9 months, to City of Mexico, from St. Louis \$77, from Kansas City \$71.20, from New Orleans \$62.85, all U. S. currency). Side-trip tickets are issued, to holders of through-tickets to California, from El Paso to Mexico and back to Eagle Pass via R. 106, or vice versa, \$40). This line is the direct route between the city of Mexico and California and the West (comp. R. 104). Baggage is re-checked and examined at Ciudad Juárez (comp. p. 519).

El Paso, see p. 519. The train crosses the *Rio Grande* to (¾ M.) *Ciudad Juárez* ('Wahrez'), formerly *El Paso del Norte* (3800 ft.; Rail. Restaurant; U. S. Con., C. W. Kindrick), with the Mexican custom-house, an interesting old church, and a statue of Juárez (p. 548).

A new railway, opened in 1898, runs hence to the S.W. to (149 M.) *Casas Grandes* and (155 M.) *Terrazas*.

Our route at first lies through the *State of Chihuahua* ('Chee-wah-wah') and offers little of interest. 30 M. *Samalayuca* (4300 ft.); 95 M. *Ojo Caliente* (4090 ft.); 112 M. *Moctezuma* (Rail. Restaurant); 139 M. *Gallego* (5450 ft.); 194 M. *Sauz* (5170 ft.). We cross the *Chubiscar* to —

225 M. *Chihuahua* (4635 ft.; *Casa Robinson*, \$2½-3; *Palacio*, \$2-2½; U. S. Con., W. W. Mills), the capital of the state of that name, a busy city with (1895) 18,521 inhab., in a hill-girt plain. It was founded in 1539.

The chief object of interest is the fine *Parroquia*, or parish-church, dating from 1711-89. Behind the *Banco Minero Chihuahuense* is a monument marking the spot where *Miguel Hidalgo* and *Ignacio Allende*, leaders of the revolution of 1810, were executed in 1811. The patriots were previously imprisoned in the *Casa de Moneda* (Mint). The *Plaza* and *Alamedas* are

pleasant, and the old *Aqueduct* is interesting. — A day's excursion may be made to the *Santa Eulalia Silver Mines*.

Beyond Chihuahua the line descends. We cross the *San Pedro* at (279 M.) *Ortiz*, and the *Conchos* near (326 M.) *Santa Rosalia* (4020 ft.; 6000 inhab.), with hot springs. — 371 M. *Jimenez* ('Heemenez'; 4530 ft.; Rail. Restaurant) is a city of 8000 inhab. on the *Florida*. The dust on this part of the route is very trying. From (417 M.) *Escalon* the Mexican Northern Railway runs to (78 M.) the great silver-mining district of *Sierra Mojada*. — Near (437 M.) *Ceballos* (3900 ft.) we enter the *State of Durango*. We now traverse the *Mapimi Basin*, in which cotton, sugar, maize, and wheat are produced. Beyond (515 M.) *Lerdo* (3725 ft.), a cotton-trading place of 10,000 inhab., we cross the *Rio Nazas*.

518 M. *Torreon* (3720 ft.; Rail. Restaurant; U. S. Con. Agent) is the junction of the Mexican International Railway (R. 108). The country traversed is arid and sterile, and sand-spouts are frequently seen. The mountains become higher, one near (562 M.) *Jimulco* reaching a height of 10,280 ft. Numerous large haciendas are passed. The train ascends steadily towards the top of the great central plateau of Mexico (p. 537). 614 M. *Symon* (5145 ft.). At (642 M.) *Camacho* (5400 ft.; Rail. Restaurant) we enter the *State of Zacatecas*. 680 M. *Pacheco*; 700 M. *La Colorada* (6000 ft.); 750 M. *Fresnillo* (6860 ft.). Beyond (768 M.) *Calera* (7050 ft.) we begin to ascend rapidly and the scenery becomes very picturesque.

785 M. *Zacatecas* (8045 ft.; *Zacatecano*, \$ 2; U. S. Consular Agent), a city of (1895) 40,026 inhab., romantically situated in a narrow ravine, offers several points of interest to the stranger. It is one of the chief centres of the silver-mining of Mexico.

The *Market Place*, in the centre of the city (reached from the railway station by tramway), presents a very picturesque appearance, with its large fountain, whence the water-carriers fetch their supplies for the city's use. Near by is the *Cathedral* (1612-1752), with an elaborately carved *Façade*. The *Municipal Palace* (with its attractive court-yard) and the *Mint* are also within easy reach. — A visit may be paid to one of the *Silver Reduction Works*, in which the processes of reducing the ore are carried on after a highly primitive fashion, but a visit to a silver-mine is more conveniently managed at Guanajuato (p. 513). — A splendid *View is obtained from the *Bufa*, a mass of porphyry rising 500 ft. above the city and crowned with a small chapel, originally dating from 1728 but rebuilt in 1794. On March 2nd, 1874, the Revolutionary troops were defeated here by the Juarez forces after a sanguinary struggle.

Zacatecas is connected with (6 M.) *Guadalupe* by a tramway, down which the cars descend by gravity in 1/2 hr., while they are drawn up again by mules in 1-1/4 hr. At *Guadalupe* is the fine **Church of Nuestra Señora de Guadalupe* (1721), with an elaborately decorated interior and a few fair paintings. The *Chapel of the Purisima* is especially gorgeous. The old convent adjacent contains a *College* and *Orphan Asylum*. — Good pottery may be bought at Zacatecas and *Guadalupe*.

On leaving Zacatecas the train again descends rapidly (seats to the left), affording striking *Views of the Oriental-looking city and the mountains. Numerous mines and smelting works are seen on both sides. The engineering difficulties overcome by the railway both in

reaching and leaving Zacatecas are remarkable. 824 M. *Soledad*. Several lofty peaks are seen in the distance to the left.

860 M. *Aguascalientes* (6180 ft.; *Plaza, Washington, \$ 2; Rail. Restaurant; U. S. Con. Agent*), a pretty little city with (1895) 31,619 inhab. and a large silver and copper smelter, is the capital of the small state of the same name and is widely known for its hot springs.

The pretty *Alameda* leads to the E. from the station (tramway), which is itself 1 M. to the E. of the city (tramway), to the Hot Springs (ca. 95° Fahr.), each enclosed by a small bath-house (fee about 15 c.). The overflow from the springs is carried off by a small canal skirting the *Alameda*. The best baths, fed by a conduit from a reserved spring, are close to the railway-station (fee about 25 c.). — Some of the Churches of *Aguascalientes* are interesting, and the *Public Squares* are gay with luxuriant vegetation.

FROM AGUASCALIENTES TO SAN LUIS POTOSI AND TAMPICO, 415 M., railway in 20 hrs. This division of the Mexican Central Railway passes through some of the finest scenery in Mexico. — 68 M. *Salinas*, with large salt works. At (140 M.) *San Luis Potosi* (see p. 539; *Rail. Restaurant*) we cross the Mexican National Railway. — We now descend gradually by a series of terraces, traversing the **San Ysidro* and other beautiful valleys. Beyond (257 M.) *Cardenas* (3800 ft.; *Rail. Restaurant*) the line drops abruptly into the *Canoas Valley* and then penetrates the fine **Tamasopo Cañon*, threading many tunnels. 298 M. *Rascon* (1000 ft.; *Rail. Restaurant*). Other fine cañons and waterfalls are passed farther on. From (340 M.) *Tamimul* we may visit the interesting *Choy Cave*, over which the railway passes. — 415 M. *Tampico* (100 ft.; *Hotel Fleming*), an old town of 7000 inhab., on the *Panuco*, 7 M. from its mouth in the Gulf of Mexico, has regular steamboat communication with New York, New Orleans, Mobile, and other ports.

Near (890 M.) *Encarnacion* (6090 ft.) we cross the *Rio Encarnacion* and enter the *State of Jalisco*. 929 M. *Lagos* (6150 ft.; *Progreso*), a town with about 13,000 inhabitants. Beyond (946 M.) *Pedrito* we enter the *State of Guanajuato* ('Wahnawahto'). Fine scenery.

966 M. *Leon* (5865 ft.; *Hotel de Diligencias, \$ 2*), a city of (1895) 90,978 inhab., with manufactures of saddlery and other leathern goods and of rebozos (p. 540), contains a *Cathedral* and several pretty *Plazas*. Visitors will notice the fences of the *Organ Cactus*. — 986 M. *Silao* (5830 ft.; *St. Julian; Ridon; Rail. Restaurant*), a town of 15,000 inhab., with handsome churches and gardens.

From *Silao* a branch-railway runs through a cañon to (11 M.) *Marfil*, whence a tramway leads along a narrow gorge to (3 M.) *Guanajuato* (6835 ft.; *Union, \$ 2; U. S. Con. Agent*), a highly interesting silver-mining city, founded in 1554. Pop. (1895) 39,337. The houses cluster in the bottom of the ravine or cling to its sides, while the fortress-like smelting-works add to the general picturesqueness. Above the town rises a large square rock (view), forming a conspicuous landmark for many miles round. The chief source of interest in and near *Guanajuato* are the *Silver Mines*, including the *Veta Madre*, said to be the richest vein of ore in Mexico. The total annual output is now about 1,250,000. The mines are more easily visited than those in other parts of Mexico, being entered by stone stairways; and orders of admission may be obtained from the *Administrador*. The *Reduction Works* are also interesting; almost all are worked by horse or mule power, with the primitive methods of 300 years ago. A visit may be paid to the large *Alhondigo de Granaditas*, dominating the city and now used as a prison. The *Teatro Juarez* is one of the handsomest theatres in America. Other points of interest are the churches, numerous handsome private residences, and fine public and private gardens. The water-carriers bear curious long slender water-jars (almost peculiar to *Guanajuato*).

The district now traversed is fertile and diversified. At (1005 M.)

Irapuato (5765 ft.; Hot. Ferrocarril) fine fresh strawberries are offered for sale every day in the year at the station (25-50 c. per basket).

FROM IRAPUATO TO GUADALAJARA, 161 M., railway in 7½ hrs. This line runs through the valley of the *Río Lerma*, one of the most fertile districts in Mexico, and is to be continued to the Pacific coast. The large *Lake Chapala* lies a little to the S. of the line, but is not visible from it. — From (146 M.) *El Castillo* a tramway runs to (4 M.) the beautiful Falls of *Juanacatlan* ('*Wahnacatlan*'), on the *Lerma*, 70 ft. high and 600 ft. wide. Close by is a cotton-mill for 1000 operatives.

161 M. *Guadalajara* ('*Wahdalahara*'); 5055 ft.; *Cosmopolita*, \$ 2; *Schroder's Private Hotel*, *Calle del Carmen* 19; U. S. Con. Agent, the capital of *Jalisco* (p. 543), is a rich and progressive place with 83,870 inhab. and manufactures of fine pottery, rebozos, cotton, silk, and other articles. It is cleaner and more regularly laid out than most Mexican cities and contains many points of interest for the stranger. Near the centre of the city stands the *Cathedral*, a fine edifice completed in 1618, with a dome and two lofty towers. In the sacristy is an Assumption ascribed to *Murillo*. To the S. of this, abutting on the *Plaza de Armas*, is the *Sagrario* (1808-43). On the E. side of the same square is the *Governor's Palace*, while on the S. and W. are the *Portales de Cortazar* and *de Bolívar*, containing many of the best shops. — The *Church of San José*, in the *Plaza de Nunez*, is a gorgeous modern edifice, elaborately adorned with gilding and painting and said to have cost \$ 1,000,000. — On the N. side of the city is the interesting *Hospital de Belén*, and on the E. side, not far from the pretty *Alameda* (military music), is the huge *Hospicio de Pobres* (1000 inmates), with its beautiful flower-filled 'patios' and departments for men, women and children (incl. a Kindergarten and a crèche), the deaf and dumb, and the blind ('drawn work' and other articles for sale). On the opposite side of the town is the *Penitentiary*, on the radiating principle (visitors admitted). The *Paseo*, running to the S. from the *Alameda*, affords a fine walk or drive. — Other important buildings are the *Bishop's Palace*, the *Mint*, the *City Hall*, and the *Teatro Degollado*, one of the finest in Mexico. — *San Pedro* and other points in the suburbs are also interesting.

Beyond *Guadalajara* the line now goes on to (55 M.) *Ameca* (Hot. *Americano*).

1017 M. *Salamanca* is famous for its gloves. Beyond (1043 M.) *Celaya* (5770 ft.; 30,000 inhab.), famous for its *dulces* or sweetmeats (15-50 c. per box), we cross the Mexican National R. R. (R. 107), and beyond (1060 M.) *Mariscala* we enter the *State of Querétaro*.

1071 M. *Querétaro* (5905 ft.; Hot. *del Jardín*), a picturesque city with (1895) 32,790 inhab., is pleasantly situated in a fertile valley. The domes and towers of numerous churches rise above the other buildings, the most interesting being the *Cathedral* and *Santa Clara*. Opals are found in great abundance in the neighbourhood.

Perhaps the chief interest of *Querétaro* is its connection with the last days of the unfortunate Emp. *Maximilian*, who was besieged here in 1867 by the Republican troops under *Escobedo*. The city surrendered on May 19th, and a month later *Maximilian*, with his adherents *Miramon* and *Mejía*, was shot on the *Cerro de las Campanas*, a hill to the W. of the town. The spot is now marked by three monuments and affords a fine view of *Querétaro*, embowered in greenery. The *Capuchin Convent*, in which *Maximilian* was confined before his execution, is now a private house, but visitors are admitted to his room.

In leaving *Querétaro* the line passes under the fine *Aqueduct* constructed in 1726-38 by the *Marquis de Villar del Aguila* to provide the city with water. Some of the arches are nearly 100 ft. high.

To the left, 2 M. from Querétaro, in a romantic ravine, is the large **Hercules Mill*, the largest cotton-mill in Mexico (1800 workmen).

On this part of the journey we see immense fields of the *Maguey* or *Century Plant* (*Agave Americana*), cultivated by the Mexicans for the sake of its sap, which is converted into the national beverage *Pulque*. The plants are sometimes 10-12 ft. high. A spirituous liquor named *Mescal* is distilled from the leaves of the maguey, and another (*Tequila*) from its roots, while its fibre and thorns are also turned to commercial uses.

Beyond (1106 M.) *San Juan del Rio* (6245 ft.; Rail. Restaurant; 15,000 inhab.) the line ascends rapidly, passing the plain of (1124 M.) *Casadero* and reaching its highest point (8135 ft.) just beyond (1148 M.) *Marques*. The descent hence to Mexico is very fine. — 1174 M. *Tula* (6660 ft.; Hidalgo, Montezuma), a town of about 1500 inhab., is believed to have been founded by the Toltecs and contains interesting remains ascribed to that people (guides at the hotels). — Beyond (1185 M.) *El Salto*, where we join a branch of the Mexican National R. R., we skirt the *Tajo de Nochistongo* (right), a canal-cutting made by the Spaniards in 1607-8 to drain the lakes in the Valley of Mexico (comp. p. 546). It is 12½ M. long, 130-165 ft. deep, and 260-330 ft. wide. The majestic snow-capped peaks of *Ixtaccihuatl* and *Popocatepetl* (p. 549) come into view ahead of us. The line again ascends somewhat. 1195 M. *Huehuetoca* (7410 ft.).

1224 M. **City of Mexico**, see below.]

110. The City of Mexico.

Railway Stations. *Mexican Central Station* and *Mexican Railway Station* (Vera Cruz), Plazuela de Buena Vista, on the W. side of the city; *Mexican National Station*, Colonia Arquitectos, to the S.W.; *Interoceanic Station*, San Lazaro, to the E.; *Irolo Station* (Hidalgo & N.E. Railway), Peralvillo, to the N.E.

Hotels (comp. p. 537). **SANZ HOTEL**, Calle de la Mariscal, a large and luxuriously equipped house with all modern conveniences, from \$7, R. from \$3; **COLISEO**, Calle del Coliseo 10, R. from \$1.50; **ITURBIDE**, Calle de San Francisco, a large house enclosing a roomy central court, once the residence of the Emp. Iturbide, R. \$1½-5 (elevator); ***GRAND HOTEL**, Calle Ortega 12, R. \$1-3; **HOTEL DEL JARDIN** ('Hardeen'), Calle Primera Independencia y Letran, well spoken of, \$3-8; **OPERA**, Calle de Vergara; **SAN CARLOS**, Calle del Coliseo, R. \$1-3; ***HUMBOLDT**, \$3; **GUARDIOLA**, R. \$1-3; **AMERICAN**, **GILLOW**, \$1-3; **COMFORT**, \$1-1½. — **Restaurants** at the above hotels; **Restaurant Austria*, Cinco de Mayo 6; **Café de Paris*; **Recamier*; **Concordia*; *Restaurant Schiller*, Coliseo Nuevo, opposite the Teatro Principal; **Café Colon*, Paseo de la Reforma; *Rich's Chop House*, Beltramitas St.; *Maison Dorée*; *Fonda San Agustin* (one of the best of the Mexican *fondas*, with genuine native cooking); *Eliseo*, *San Cosme*, garden restaurants (so-called 'Tivolis'), easily reached by the San Cosme tramway, meals \$1¼-1½.

Tramways, drawn by mules, intersect the city in all directions (fare in first-class cars 6c.; to suburban points 10-25c.). [It is expected that one of the lines will soon be equipped with electricity.] — **Cabs** are divided into three classes, denoted by blue, red, and yellow flags; fares \$1, 75c., and 50c. per hr., 50c., 40c., and 25c. per ½ hr. or fraction thereof or per drive. The fare from the railway-stations to the hotel, including hand-baggage, is about the same as the hourly rate. Double fares after 10 p.m.