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Georg-August-Universität Göttingen
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Germany
Email: gdz@sub.uni-goettingen.de

111. From the City of Mexico to Vera Cruz..

263 M. MEXICAN RAILWAY (*Ferrocarril Mexicano*) in 11½ hrs. (fare about \$12-14). Only 33 lbs. of luggage are allowed free on this railway.

Visitors to Mexico should at least make a trip over this railway as far as Orizaba or Paso del Macho for the sake of the magnificent scenery in the descent from the Mexican Plateau to the coast-level. Views to the right.

City of Mexico, see p. 545. The train ascends to the N. and N.E., passing the new *Custom House* (right), *Guadalupe* (p. 548; left), and *Lake Texcoco* (right), and farther on crosses immense plantations of 'maguey' (see p. 545). Popocatepetl and Ixtaccihuatl are seen to the S. — 27 M. *San Juan Teotihuacan*, with two interesting 'Teocallis', or pyramids, dedicated to the Sun and Moon and believed to antedate the Toltecs (seen to the left, about 2 M. from the railway). The former is 180 ft. high, with a base measuring 680 ft.; the other is smaller. — 34 M. *Otumba* was the scene of a crucial battle between the Spaniards and Aztecs (July 8th, 1520). 48 M. *Irolo* (8045 ft.) and (57 M.) *Apam* are two of the chief centres of the trade in 'pulque' (p. 545). Beyond Apam we pass from the *State of Hidalgo* to that of *Tlaxcala*. Near (77 M.) *Guadalupe* (8330 ft.) Mt. Orizaba and the Malintzi are visible to the S.E. — 86 M. *Apizaco* (Rail. Restaurant) is the junction of a branch-line to Puebla.

FROM APIZACO TO PUEBLA, 30 M., railway in 1½ hr. — Good views are obtained of the *Malintzi* (13,460 ft., left) and, in clear weather, of Popocatepetl, Ixtaccihuatl, and Orizaba. From (10 M.) *Santa Ana* we may make an excursion by tramway to (5 M.) the ancient city of *Tlaxcala*, with interesting churches, relics of Cortez and other early Spaniards (in the Casa Municipal), etc. — Beyond (23 M.) *Panzacola* the pyramid of *Cholula* (see below) is seen to the right.

30 M. Puebla (7200 ft.; *Diligencias, Universal*, \$2; U. S. Con. Agent, *Mr. James R. Hardy*), the capital of the state of the same name, with (1895) 91,917 inhab., was founded in 1531 and is one of the most attractive cities in the country. The use of glazed and coloured tiles in external and internal decoration is a characteristic feature. Its most interesting products for tourists are the articles made of Mexican onyx, baskets and mats of coloured straw, and pottery. The *CATHEDRAL*, dating from the middle of the 17th cent., with later additions, is scarcely inferior to that of Mexico in size and importance, while its interior is more richly decorated. It is in the Spanish Renaissance style, with a central dome, barrel vaulting, and two lofty towers (view). Among the points of interest in the interior are the onyx decorations, the marquetry work, the paintings, the tapestry, the altars, and the organ-cases. — Other interesting churches are those of *San Francisco*, *La Compania*, and *Nuestra Señora del Carmen*. — Near the railway station is a large new *Penitentiary*. — The *Paseo* along the *Rio Atoyac* affords a pleasant walk. — A visit should be paid to *Fort Guadalupe*, on the hill where took place the famous battle of the Cinco de Mayo (1862). The fort commands a splendid *View*, including Mts. Popocatepetl, Ixtaccihuatl, Orizaba, and Malintzi.

About 8 M. to the W. of Puebla (railway) is *Cholula* (6910 ft.; 5000 inhab.), with some interesting churches and the famous *Pyramid of Cholula*, an artificial mound of sun-dried brick and clay, 204 ft. high, with a base about 1000 ft. square (approximately). It is built in terraces, three of which are distinctly recognizable. The top, consisting of a platform 165 ft. square, crowned by the *Church of the Virgin de los Remedios*, is reached by a winding stone-paved road, ending in a flight of steps. The *View* is very fine. The construction of the pyramid is ascribed to the Olmecs or Toltecs, but its date and purpose are obscure.

FROM PUEBLA TO OAXACA, 228 M., *Mexican Southern Railway (Ferro-carril Mexicano del Sur)*, in 13 hrs. (one train daily in each direction; return-fare \$15, from Mexico City \$20.50; tickets available for 30 days). This line traverses one of the finest districts in Mexico, the greater portion lying amid tropical scenery, though the termini are both in the temperate zone. — 11 M. *Amozoc* is the highest point on the line (7500 ft.). Beyond a beautiful valley affording glimpses of *Malintzi* and other volcanoes and commanding a distant view of *Popocatepetl* (p. 549), the organ-cactus trees become a prominent feature, and the prickly pear, mesquite, huisache, and lechuguilla gradually give place to date-palms and plantains. — 79 M. *Tehuacan* (Hot. del Jardin, English spoken, \$2; Gran Hotel Continental, \$2), a beautifully situated and frequented resort, with mineral springs and baths resembling those of Carlsbad. — At (112 M.) *Venta Salada* the first sugarcane plantations are reached. 121 M. *San Antonio*. The train now enters the savage *Cuez Cañon*, rivalling the cañons of Colorado. 146 M. *Quiotepec* is the lowest point on the line (1650 ft.); and at (159 M.) *Tomellin* (dinner station) begins the steep ascent. We mount through the rapidly changing vegetation of the beautiful *Tomellin Cañon*, and at (200 M.) *Las Sedas* (6200 ft.) find ourselves amongst pine-woods. — 228 M. *Oaxaca* (pron. 'Wahaka'; several hotels), an ancient historical city with (1895) 32,641 inhab., is one of the most flourishing in Mexico. It was the birthplace of Presidents Juarez (p. 548; monument) and Porfirio Diaz (1830). Carriages and horses may be obtained here for numerous excursions in the vicinity, including those to (20 M.) the celebrated ruins of *Mitla* (good accommodation a hacienda) and to *Monte Alban*. Cortez took the title of Duke of Oaxaca from this valley.

137 M. *San Andres* is the starting-point for the difficult ascent of **Mt. Orizaba* or *Citlatepetl* (18,245 ft.), now ascertained to be the highest mountain in Mexico and probably second to Mt. Logan alone among the peaks of N. America (comp. p. 536). The mountain is seen to the left. — At (152 M.) *Esperanza* (7980 ft.; Rail. Restaurant) begins a very rapid descent, to surmount which trains coming in the reverse direction require the aid of double-headed Fairlie locomotives. The scenery on this portion of the line is very grand, and its engineering is very remarkable. The vegetation becomes of tropical richness as we near the *tierra caliente*, or hot lands of the coast, including orange, lime, citron, banana, and pomegranate trees, sugar cane, palms, coffee plants, and a great variety of brilliant flowering trees and shrubs. — Beyond (156 M.) *Boca del Monte* (7925 ft.), where we look down into the valley 3000 ft. below us (right), the train runs along a terrace on the mountain-side, threading several tunnels and crossing several bridges. 166 M. *La Bota*. At (169 M.) *Maltrata* (5550 ft.) we reach the smiling valley of *La Joya*. A little farther on we pass the wild gorge named the **Barranca del Infiernillo* ('Little Hell'), with the *Aroyo de Maltrata* 600 ft. below us. Near Orizaba we round the *Cerro del Borrego*, where a small French force repulsed a large number of Mexicans in 1862. — 181 M. *Orizaba* (4090 ft.; *Hotel Colon*, \$3; *Hotel Achotequi*, \$2; *La Borda*, *Diligencias*, \$2; *Restaurant* at the station, good native beer), a quaint little town of 15,000 inhab., lies in a valley surrounded by mountains and contains some interesting churches, with numerous examples of the work of the local painter *Barranco*. Excellent fruit may be bought here very cheaply. The reed-thatched

huts of this region are thoroughly tropical looking. An excursion may be made by carriage or on horseback to the waterfall of *Rincon Grande*. — Beyond Orizaba we cross the fine **Ravine of the Metlac* by a bridge 92 ft. high, and other bridges and tunnels are passed (good engineering). 192 M. *Fortin*; 197 M. *Córdoba* (2710 ft.; fine fruit); 210 M. *Atoyac* (1510 ft.). A little farther on are the **Falls of the Atoyac*. 216 M. *Paso del Macho* (1500 ft.).

Beyond this point the scenery is uninteresting, and this may be made the turning-point for those who do not intend to take ship at Vera Cruz. Near (237 M.) *Soledad* we cross the *Jamapa* by a long bridge. 254 M. *Tejeria*.

263 M. *Vera Cruz* (*Diligencias*, \$2½; *Hotel de Mexico*, \$2; U. S. Con., *W. W. Canada*), a seaport on the *Gulf of Mexico*, with (1895) 88,993 inhab., lies in a dreary sandy plain and contains comparatively little of interest to the tourist. Its commerce has declined since the opening of railway communication with the United States. The climate is hot and very unhealthy in summer.

Steamers ply regularly from Vera Cruz to New York, New Orleans, Galveston, and other American ports; and good sailors may prefer one of these routes in entering or leaving Mexico.

FROM VERA CRUZ TO JALAPA, 82 M., *Interoceanic Railway of Mexico* in 5 hrs. — Jalapa (4395 ft.; **Gran Hotel*; **Veracruzano, Mexicano*, \$2), a quaint old city with (1895) 18,173 inhab., beautifully situated among the mountains, is the capital of the *State of Vera Cruz* and, perhaps, the most charming summer-resort in Mexico, with a cool and refreshing climate. Many delightful excursions can be made from it. Jalapa derives its name from this city. The women of Jalapa are distinguished for their beauty.
