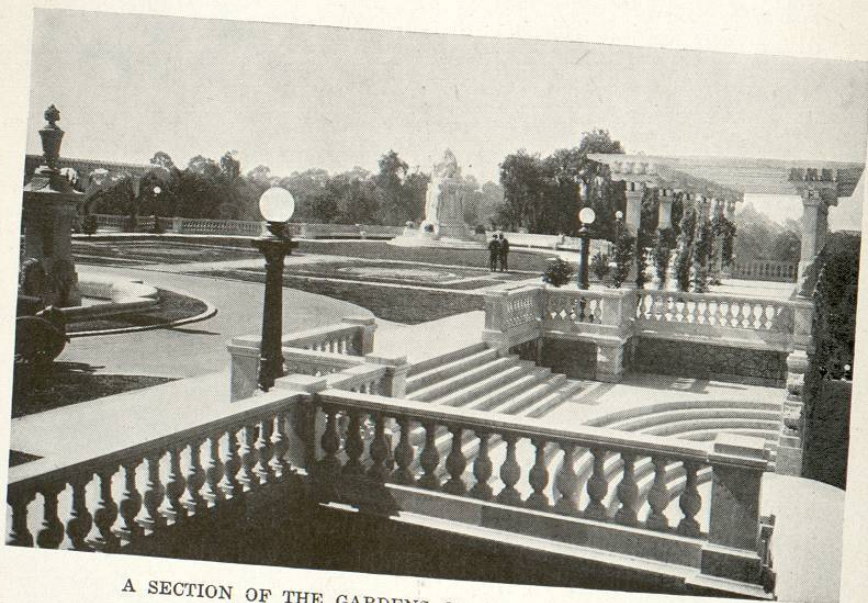


ONE OF THE BOULEVARDS LEADING TO THE CASTLE OF CHAPULTEPEC



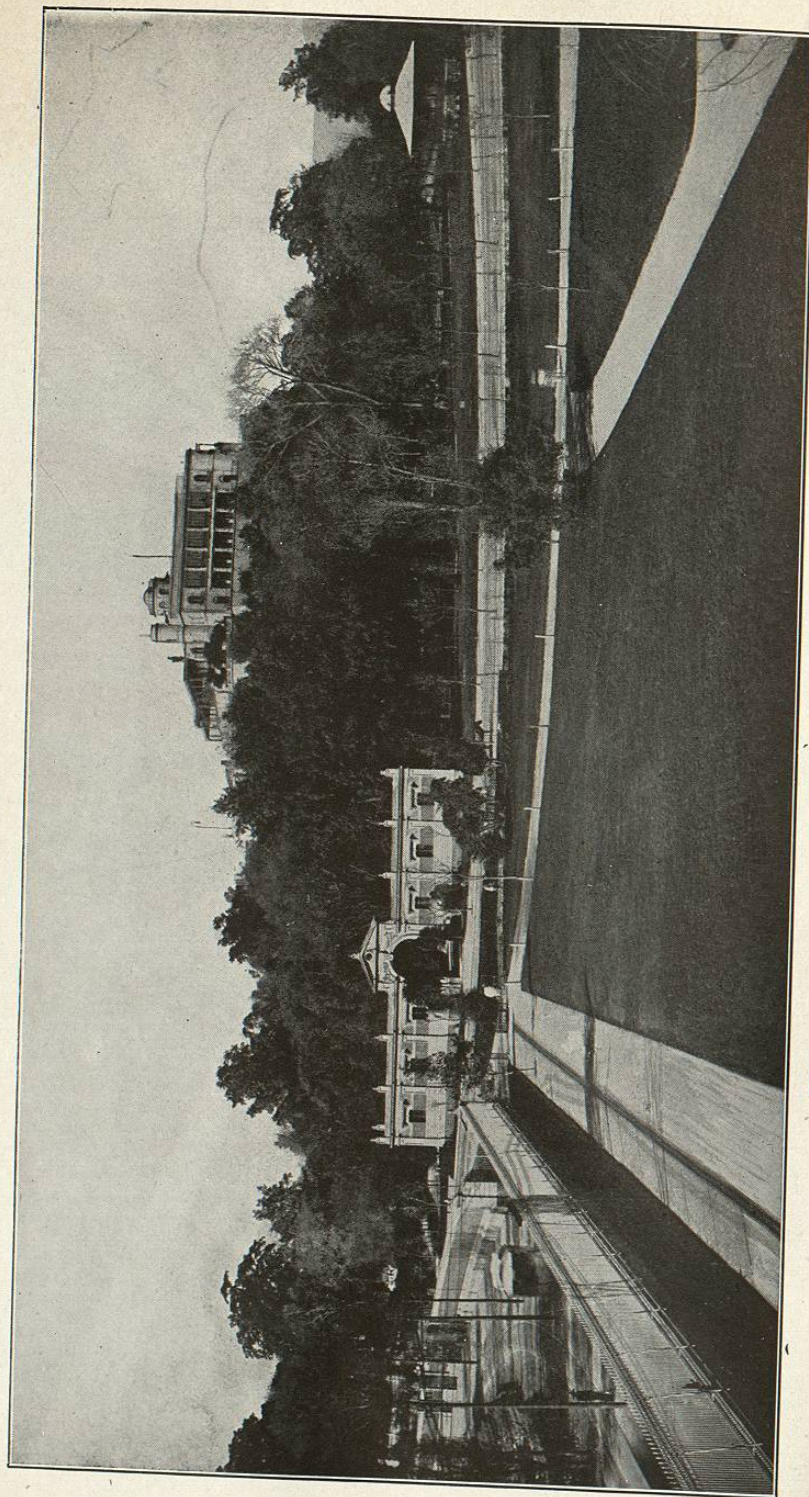
A SECTION OF THE GARDENS OF CHAPULTEPEC CASTLE

Volumes have been written about the National Museum of Mexico City. Truly, it is one of the world's greatest storehouses of aboriginal art; and scholars from every part of the earth have visited, marveled, and studied amid this vast collection. On the first floor stand the giant monoliths. The famous Calendar Stone, long embedded in the foundation of the cathedral, was removed to the museum in 1886; the Sacrificial Stone is another wonder, with its basin and channel, the latter supposedly to carry off the blood of its victims. The Sad Indian, dug up from one of the city streets in 1828, is another ancient work. The God of Fire is still another notable figure preserved at the museum, as are thousands of other relics of bygone peoples.

A visit to Mexico City's floating gardens, or, more properly speaking, to La Viga Canal, is a memorable experience, especially if the trip be made on Sunday. It is time well spent if one would know the humbler type of Mexican, catch a glimpse of his life and propensities, and to note his skill as a flower producer and salesman. Mexico City, as we have observed, lies near several lakes—Zumpango, Xaltocan, and San Cristobal on the north, Texacoco on the east, while Chalco and Xochimilco lie south of the city. La Viga and other canals connect lakes and city; and it is on these waterways that so many flowers grow, hence the name of floating gardens seems quite appropriate. Amid flower-bedecked boats passing and repassing, the boatmen pole their visitor along this unique watercourse; sometimes for a few extra centavos a guitar player and a singer may be engaged, thus adding a romantic feature to the Venice-like experience.

Architecture of Mexico City ranges from the very ancient to the most modern constructive art. After the conquest of Cortes the buildings gradually assumed a Spanish-Moorish style as new ones were erected. As the years passed, Spanish architecture with modifications





DISTANT VIEW OF THE FAMOUS CASTLE OF CHAPULTEPEC.

The "Hill of the Grasshopper" rises about 200 feet above the adjacent valley, while the castle itself is still higher and affords a magnificent view of the city and surrounding mountains. The view also shows part of the park and one of its entrances.

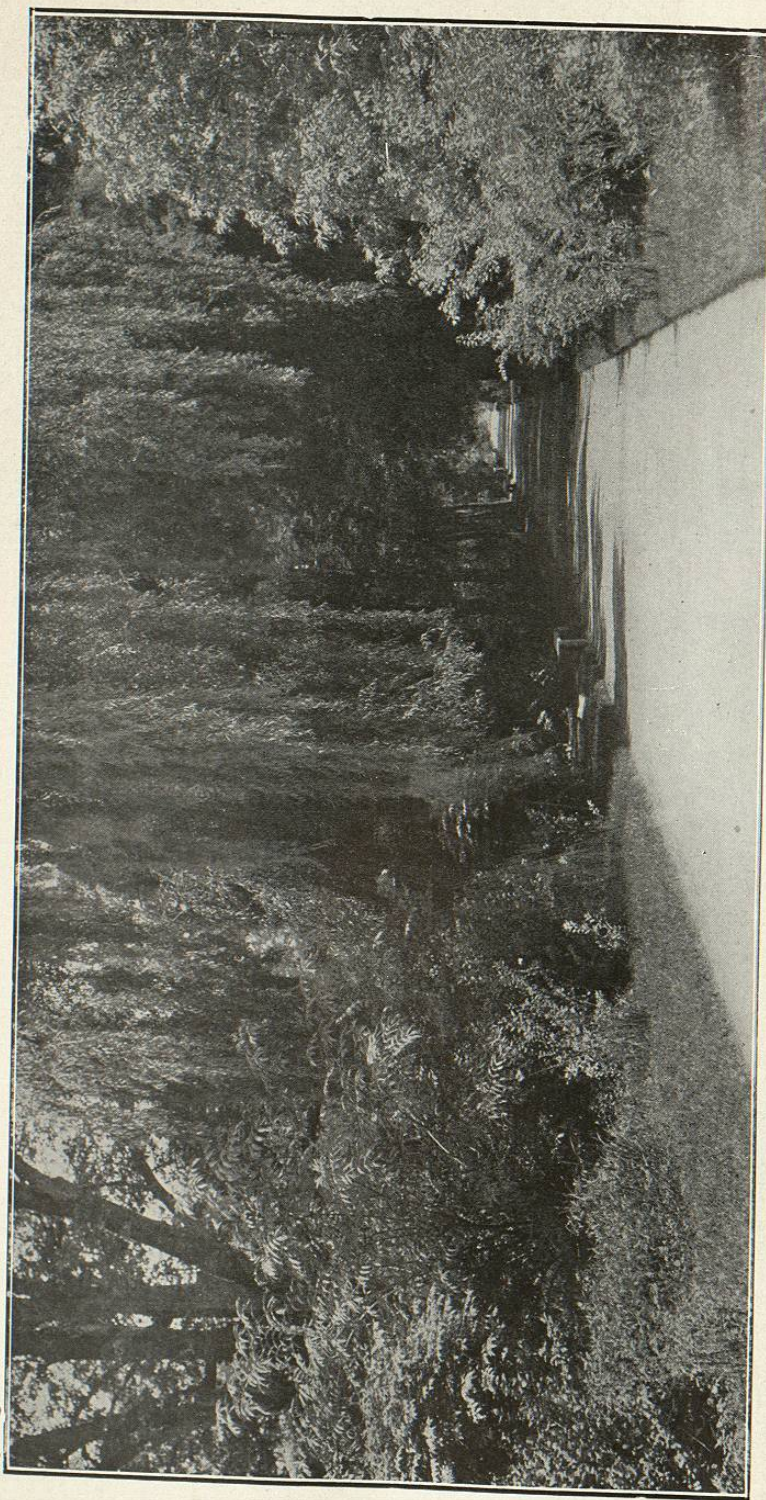
replaced other kinds to suit climatic conditions. During the rule of Maximilian modernizing influences were marked. There is a general absence of cellars on account of the marshy nature of the region; chimneys also are somewhat scarce, as the climate does not require heated houses. Recent years have seen the construction of many modern office buildings, a few of which might be termed the "skyscrapers" of Mexico. Naturally, these business structures have been placed in the most active commercial parts, most of them being within a short distance of the Alameda or the Plaza de la Constitucion, familiarly known as the Zocalo. Modern and beautiful residences have also been built in recent years, both in the city proper and in suburban districts.

The National University of Mexico, founded in 1553, is one of the most famous of Latin American universities. It comprises Schools of Law, Medicine, Chemistry and Pharmacy, Dentistry, Engineering, Natural Sciences, Liberal Arts, Fine Arts, Music and Theatrical Art. The Summer School of the University, the first to be organized in Latin America, attracts large numbers from both Mexico and the United States. At the capital there are also various special institutions, such as the Military Academy, School of Mines, Library School, International School of Archaeology and Ethnology and a great number of scientific institutions and societies.

The field of journalism is well covered by the publications of the capital, there being registered about 225 different newspapers and magazines. The leading dailies print a liberal amount of telegraphic news from all parts of the world, while the illustrated feature of magazine making has grown to a degree of excellence.

Mexico City can not yet be termed a great manufacturing center, but rather a city in early stages of promising factory growth. On wandering here and there about the city one is surprised to note the number of articles that



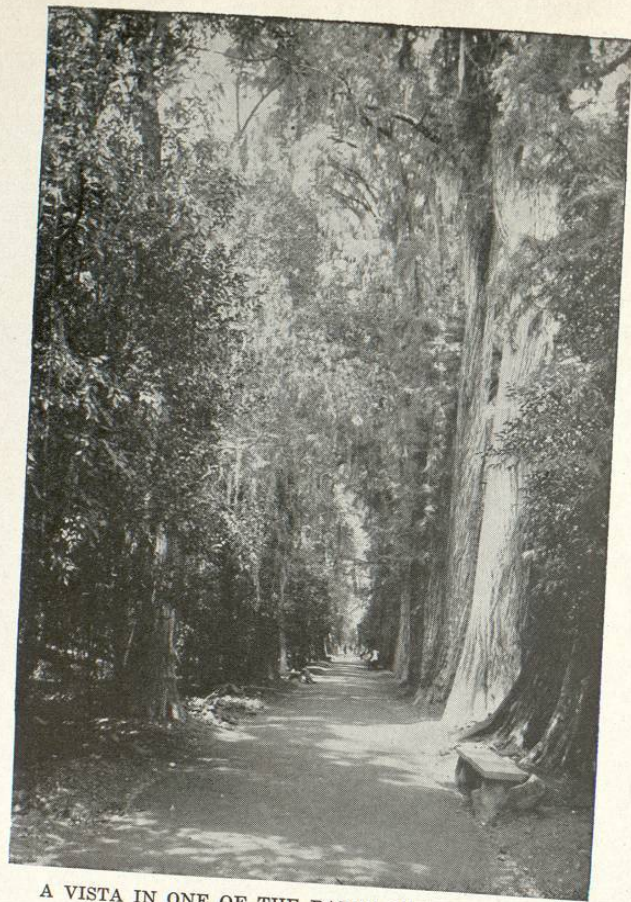


ONE OF THE PICTURESQUE WALKS IN CHAPULTEPEC PARK.

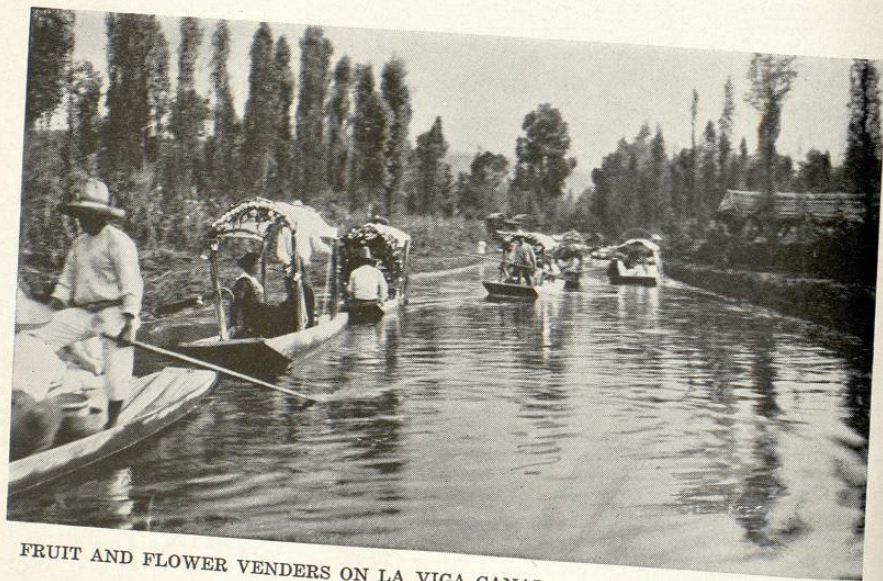
This extensive park at the base of the hill of the same name is a very popular resort and contains miles of excellent roads and walks, which draw especially large crowds on Sundays and holidays.

are locally made. Numerous tanneries produce fine grades of leather and the latter is turned into a hundred useful articles by the expert Mexican leather worker. In visiting such establishments one sees trunks, saddles, bridles, belts, carriage and farm harness, automobile accessories, boots and shoes, and various other articles of everyday use. A single factory has facilities for manufacturing 2,000 pairs of shoes per day. Every visitor to Mexico City is sure to admire and to purchase a belt or handbag, beautifully made and exquisitely carved by the Mexican workmen. Cotton manufacture in the Republic has grown largely in recent years and in the capital city large supplies are annually placed upon the market from 10 or more local mills operated by modern machinery. That which is said of cotton manufacture is also true of the making of woolen cloths, shawls, blankets, etc., the most important factory being in the State of Mexico not far from the capital city; it has nearly 5,000 spindles and normally about 800 operatives. Mexico City also has a linen mill, and in suburban towns is produced the bulk of newsprint paper used by the printing establishments of the capital. Within the federal district are many cigar and cigarette factories, which not only give employment to thousands of workers, but supply a growing demand. One of Mexico City's newest industries is that of aeroplane construction—an enterprise that has already produced a number of machines for commercial and other purposes. These machines are now being built entirely by native mechanics at the aviation school and shops of the capital, and several improvements are reported to have been devised by the constructors. An abundant supply of electric energy from the Necaxa Falls furnishes the power for the city's lighting, tramways, etc. Additional improvements are expected to generate 200,000 horsepower, and Mexico City as well as other neighboring communities will doubtless respond more freely to the call of the factory.





A VISTA IN ONE OF THE PARKS, MEXICO CITY.



FRUIT AND FLOWER VENDERS ON LA VIGA CANAL, SUBURBS OF MEXICO CITY.

A score or more of public and private hospitals are in operation in the capital city, and a number of these institutions date from the colonial period. The General Hospital is of modern construction and equipment. It has 28 or more "pavilions" and can accommodate nearly 1,000 patients. There is also a large and well-equipped hospital for children. This institution is nonsectarian and is capable of taking good care of at least 1,000 children; and those who are poor or needy are taught useful arts or trades so that they may be self-supporting and of service to the country. There is also a hospital for the use of railway employees; while the English, American, Spanish, French, and other colonies have their own hospitals and sanitariums. As in many other cities of the world, the various foreign colonies also have their own cemeteries.

Mexico City has a well-organized body of police, and in few if any large cities do we find these guardians of the peace more capable. Every important street crossing or traffic center has its special officer. On the most important avenues and streets the mounted officer is always on guard, and his soldierly appearance, thorough equipment, and splendid steed command respect.

The journey to Mexico City may be made by various routes over land or by water. If one passes southward overland from the United States to Mexico, a long and rather tedious railway trip lies between the border and the capital. For 300 miles, more or less, the country is not very interesting, with now and then a mining town or a city standing along the route. Pullman cars are attached to the best trains from El Paso and other Rio Grande cities directly to the Mexican capital. A hundred miles or so before reaching the latter, the country blossoms in foliage and vegetation, and the whole aspect presents a complete and agreeable change from the dry region of the central north. For scenic beauty the writer prefers the railroad from Vera Cruz to Mexico City, a wonderful