

San Diego Southern Railway Company



STREET SCENE, TIA JUANA, MEXICO

DAILY EXCURSIONS

To the Historic Mexican Town of
TIA JUANA
AND TO SWEETWATER DAM

Train Leaves Foot of Fifth Street at 9:18 A. M.

The Excursion Fare of 90 Cents includes both the Morning
Trip to Mexico and the Afternoon Trip to Sweetwater Dam.

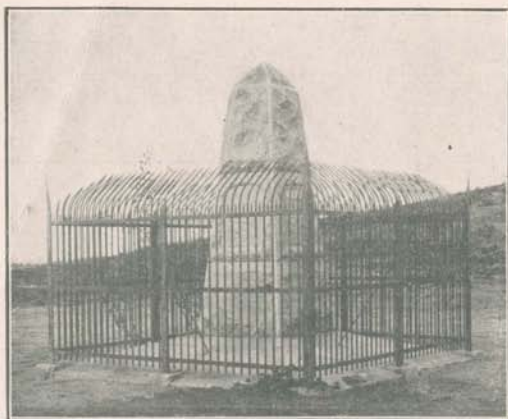
AVOID DUSTY ROADS **TICKETS AT** TRAVEL BY RAIL

BALLOON ROUTE OFFICE


1340 D STREET



SWEETWATER DAM



MONUMENT MARKING BOUNDARY BETWEEN
UNITED STATES AND MEXICO.

Do not leave San Diego without visiting historic Tia Juana, Mexico, and the beautiful Sweetwater Dam 

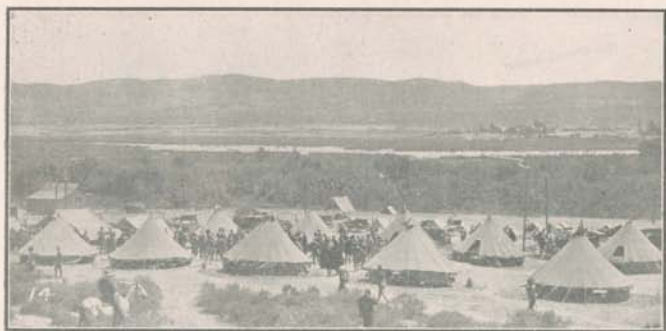
THE two places may be seen in one day by leaving the foot of Fifth Street, San Diego, on the SAN DIEGO SOUTHERN RAILWAY, at 9:18 A. M., and be back in San Diego at 3:52 P. M.

Those not wishing to include Sweetwater Dam can return to San Diego, arriving at 1:17 P. M., and connect with the special car for northbound Santa Fe train.

The trips are made especially pleasant by a competent guide, who explains scenes of interest.

After leaving National City, the first stop, the train follows the shore line of the bay and passes the plant of the Western Salt Company, whose product is extracted from the waters of the Pacific—a novel and interesting sight. The salt, in both the coarse and the refined states, is shipped all over the West.

The train follows the bay for some distance, with attractive mountain scenery on the opposite side, and then passes inland, over rolling mesa and through fields and orchards, to the town of Nestor; thence through the fertile valley of the Tia Juana River.



REBELS IN U. S. CAMP, TIA JUANA, JUNE 22, 1911



FIDENCIO GONZALES
Colonel Mexican Army

The Tia Juana valley is the coming valley in San Diego County. There is none more beautiful, none has better soil and climatic advantages, and none better transportation facilities. Two railroads traverse its entire length to the national boundary, as well as the county boulevard now being constructed. San Diego is the nearest port of call to the Panama Canal, has a magnificent harbor, and is to be the commercial center of trade between the southern part of the United States and the Far East.

The excursionist is next attracted by the Little Landers' Colony at San Ysidro, the last stopping-place in the United States before reaching the border. The aim of this colony is to create a model agricultural village to partially supply the San Diego need for vegetables and poultry supplies, and enable a family to make a living from a small tract of an acre or two, in the wonderful climate which permits them to work out of doors the entire year.

San Ysidro is located over the bed of an underground river, which furnishes an unlimited supply of never-failing water, and, through the irrigation system thus afforded, vegetables and plants are gathered in December as well as July.



GENERAL MOSBY AND OFFICERS, TIA JUANA, MEXICO



GROUP OF FEDERAL CAVALRY, NEAR TIA JUANA

At the terminal of the road, a short distance beyond, is located the monument marking the boundary line between the United States and Mexico.

From this point passengers are transferred by stage to the Mexican town of Tia Juana, about a half mile distant. As the stages are not operated by the SAN DIEGO SOUTHERN RAILWAY, an additional charge of 25 cents for the Round Trip is made.

Ample time is allowed at Tia Juana to visit the Curio Stores, purchase and mail postals at the Mexican Postoffice, and procure a genuine Spanish dinner at one of the restaurants.

Of particular interest in this little Mexican town are relics of the recent disturbances. In one store may be seen a box of cigars, chair, window, etc., through which bullets passed. The natives have many interesting stories to relate of the war times.

The prices of cigars, Mexican blankets, curios, etc., are very reasonable, and the tourist is permitted to pass the Customs Inspector, when returning across the boundary, with a reasonable number of these purchases free of duty.



REBEL CAVALRY, TIA JUANA, MEXICO



COMPANIA FIJA VINIENDO

Boarding the train, you return to National City, the transferring point for Sweetwater Dam. Lunch can be had at this point, and those wishing to visit the great Sweetwater Dam can do so without extra charge, returning to San Diego at 3:52 P. M. Those not wishing to take this extra side trip arrive at San Diego at 1:17 P. M., connecting with special electric car for the north-bound Santa Fe train.



REBELS SURRENDERING ARMS TO U. S. ARMY
AFTER BATTLE OF TIA JUANA, MEXICO

Remember, this line offers the tourist the only means of leaving the city at 9:18 A. M., seeing all the sights at Tia Juana, and returning at 1:17 P. M., leaving the afternoon to visit other places of interest.



WAR CORRESPONDENTS



NATIONAL AVENUE, NATIONAL CITY, CAL.

San Diego Southern Railway Co. ELECTRIC DIVISION

ONE of the most delightful rides through San Diego's back country can be taken on the big, new electric cars of the SAN DIEGO SOUTHERN RAILWAY COMPANY. Observation cars leave Third and D streets, San Diego (see time table below), carrying passengers, without change, through National City, with its wonderful avenues of graceful peppers and majestic eucalyptus trees; Olivewood, with its celebrated, old olive orchards; Chula Vista, the lemon belt of America, to Otay, a distance of thirteen miles, making a trip which will be one of the most pleasant memories of your visit to San Diego.

Returning, cars leave Otay and Chula Vista every hour and a half for San Diego. Passengers wishing to visit groves and packing houses will be given ample time to do so.

FARE FOR THE ROUND TRIP

National City,	20c
Chula Vista .	30c
Otay . . .	50c

TIME TABLE

San Diego Southern Railway Co.—Electric Division

Cars Leave Foot of D Street for National City, Chula Vista and Otay

A. M.—c6:40, o7:25, o7:40, 8:10, o8:55, 9:40, o10:25, 11:10, o11:55.

P. M.—12:40, o1:25, o1:40, 2:10, o2:55, 3:40, o4:25, 5:05, c5:15, o5:55, 6:20, 6:40, o7:15, c9:35, o10:40, o11:45.

c Chula Vista. o Otay.