

October, 1909

ORIENT

THE
KANSAS CITY
MEXICO
AND
ORIENT
RAILWAY
CO.

H. C. ORR

GENERAL PASSENGER AGENT

E. DICKINSON

VICE-PRES. AND GENERAL MANAGER

KANSAS CITY, U. S. A.

October, 1909

ORIENT

THE
KANSAS CITY
MEXICO
AND
ORIENT
RAILWAY
CO.

H. C. ORR

GENERAL PASSENGER AGENT

E. DICKINSON

VICE-PRES. AND GENERAL MANAGER

KANSAS CITY, U. S. A.



View of Long-Leaf Yellow Pine on the Orient Road, taken from San Juanito Station, Mexico.
The line passes through nearly 200 miles of Pine Timber Land.

NO other railroad on the American continent traverses a territory possessing so many varied and diversified resources, with such a wealth of opportunities, as the Orient Road. It is the first international trunk line to enter the Republic of Mexico from the United States. It is the first to cross the Republic of Mexico from the Rio Grande to the Pacific, and the first to cross the Sierra Madre mountains.

There are more new opportunities for the investor, the mechanic, the farmer, the artisan and the professional man along this line of road than any other in North America.

When completed, the distance from Kansas City to the Pacific Coast will be 1,659 miles; which with the cut-off from San Angelo to Rio Grande, 175 miles, will be a total of 1,834 miles.

The
**Kansas City, Mexico & Orient
 Railway Company**

GENERAL OFFICES

United States & Mexican Trust Co. Building,
 924 Baltimore Avenue,
 Kansas City, U. S. A.

A. E. STILWELL, President Kansas City
 E. DICKINSON, Vice-President and Gen'l Manager Kansas City
 E. C. GREEL, Vice-President Chihuahua, Mexico
 J. T. ODELL, Vice-President 50 Church St., New York
 GEO. CROCKER, Vice-President 60 Wall St., New York
 J. S. BRAITHWAITE, Vice-President London, E. C., England
 J. McD. TRIMBLE, General Counsel Kansas City
 JOHN A. EATON, General Solicitor Kansas City
 D. W. EATON, General Claims Attorney Kansas City
 D. J. HAFF, Counsel for Mexico Kansas City
 E. E. HOLMES, Treasurer Kansas City
 NEAL S. DORAN, Secretary and Auditor Kansas City
 H. C. ORR, General Passenger Agent Kansas City
 E. H. SHÄUFLER, Freight Traffic Manager Kansas City
 F. MERTSHEIMER, General Superintendent Kansas City
 Motive Power and Car Departments, Kansas City
 W. W. COLPITTS, Chief Engineer Kansas City
 IRA C. HUBBELL, Buyer Kansas City
 W. E. BARNHART, Right of Way, Tax and Townsite
 Commissioner Kansas City
 A. M. DENNY, Asst. Right of Way, Tax and Townsite
 Commissioner Wichita, Kansas
 A. H. DICKINSON, Superintendent Wichita, Kansas
 JUAN F. TREVINO, Local Manager Chihuahua, Mexico
 J. L. CASE, Local Manager Fuerte, Sinaloa, Mexico
 DR. A. H. CORDIER, Chief Surgeon Kansas City

Traffic Representatives

D. D. DAVIS, General Agent Wichita, Kansas
 A. WALDBAUER, General Agent 622 Park Bldg., Pittsburgh, Pa.
 I. C. OVERDORFF, Traveling Freight Agent Pittsburgh, Pa.
 H. E. DICKINSON, General Agent 903 Marquette Building, Chicago, Ill.
 W. C. PRICE, Traveling Agent, 903 Marquette Building, Chicago, Ill.
 J. R. HOLCOMB, General Agent San Francisco, Cal.
 F. A. NELSON, General Agent Kansas City
 S. W. RIDER, General Agent Prolongacion del Cinco de Mayo 6, City of Mexico
 J. T. O'DONNELL, Commercial Agent San Angelo, Texas
 C. P. HOSTETTER, Commercial Agent El Paso, Texas
 AURELIO ARMAS, Customs Agent Topolobampo, Sinaloa, Mexico

F. A. HORNBECK, Land Commissioner Kansas City
 J. V. FLEMING, Townsite Agent Kansas City

**Kansas City, Mexico & Orient
 Railway Company**
 of Texas

A. E. STILWELL, President Kansas City
 E. DICKINSON, Vice-President Kansas City
 N. J. O'BRIEN, Vice-President and Gen'l Mgr. Sweetwater, Texas
 W. T. TRAMMELL, Secretary Sweetwater, Texas
 THOMAS TRAMMELL, Treasurer Sweetwater, Texas
 J. H. ROSS, Auditor Sweetwater, Texas
 J. McD. TRIMBLE, General Counsel Kansas City
 JNO. A. EATON, General Solicitor Kansas City
 H. C. HORD, General Attorney Sweetwater, Texas
 O. G. BURROWS, Traffic Manager Sweetwater, Texas
 C. H. WEBSTER, Chief Engineer Sweetwater, Texas
 C. M. McLAIN, Master Mechanic Sweetwater, Texas
 DR. A. H. CORDIER, Chief Surgeon Kansas City
 DR. A. A. CHAPMAN, Assistant Chief Surgeon Sweetwater, Texas

The Orient

is the Short Line to

Harper, Anthony, Cherokee,
 Carmen, Thomas,
 Custer City, Clinton, Lone
 Wolf, Altus, Chilli-
 cothe, Hamlin, Sweetwater and
 San Angelo

The New Short Line To and From
 the Southwest

Standard Pullman Service

Wichita-San Angelo Trains 1 and 2

Direct Connections made at Wichita,
 Kansas, Chillicothe and Sweet-
 water, Texas, with Lines
 to and from all Points.

☞ The Orient is now in position to handle all classes of freight traffic on through bills of lading to and from all territory North and East of the Missouri River and North of the Tennessee and Virginia state lines to points in Texas; also Arizona, New Mexico and California, and points in the Republic of Mexico, when Routed via El Paso, Texas.

ORIENT SYSTEM

No. 19	No. 5 Local Pass.	No. 1 Mail and Exp	Miles	STATIONS	Elevation	No. 2 Mail and Exp	No. 6 Local Pass	No. 20
			0	Lv. Kansas City Ar	758			
			83	Osage City	1079			
			104	Neosho Rapids	1076			
			115	Emporia	1204			
			131	Ellinor	1227			
			157	Cassoday	1546			
			170	Chelsea	1401			
			176	Eldorado	1354			Mix'd
* 8 00PM		* 8 30AM	208	Lv. Wichita Ar	1315	6 20PM		2 00PM
			211	West Wichita	1311			
			215	Prospect	1330			
		8 55AM	218	Schulte	1345	5 49PM		
			224	Clonmell	1357			
		9 29AM	231	Viola	1359	5 18PM		
			236	Alloway	1400			
9 37PM		9 49AM	239	Milton	1490	5 00PM		12 12PM
			247	Hamner	1373			
			250	Runnymede	1400			
10 41PM		10 28AM	257	Harper	1432	4 22PM		11 18AM
			262	Anharp	1434			
11 27PM		10 53AM	264	Anthony	1356	4 00PM		10 53AM
			271	Hunter	1363			
			275	Ferguson	1340			
		11 24AM	280	Waldron, Kan.	1269	3 29PM		
			285	Little Sandy, Okla.	1219			
			290	Byron	1208	3 05PM		
1 25AM		12 12PM	300	Cherokee	1199	2 40PM		8 45AM
		12 25PM	306	Yewed	1270	2 27PM		
2 20AM		12 45PM	315	Carmen	1358	2 08PM		7 50AM
		12 57PM	319	Aline	1309	1 54PM		
			327	West Cleo	1265			
		1 25PM	330	Oriente	1262	1 25PM		
3 40AM		1 40PM	334	Ar. Fairview Ar	1317	1 10PM		6 30AM
4 10AM		2 00PM	336	Lv. Fairview Ar	1317	12 50PM		5 35AM
		2 32PM	348	Longdale	1675	12 22PM		
5 25AM		2 49PM	354	Canton	1610	12 04PM		4 30AM
		3 14PM	365	Oakwood	1854	11 35AM		
		3 28PM	371	Nobsco	1590	11 20AM		
7 00AM		3 46PM	379	Thomas	1749	11 03PM		3 01AM
		4 04PM	386	Foley	1714	10 43AM		
7 35AM		4 13PM	388	Custer City	1800	10 35AM		2 25AM
8 05AM		4 29PM	395	Arapaho	1568	10 16AM		1 55AM
		4 38PM	399	Ewing	1515	10 10AM		
8 45AM		4 48PM	401	Clinton	1600	10 00AM		1 35AM
			412	Braithwaite	1579			
10 30AM		5 39PM	420	Dill City	1611	9 09AM		
		5 01PM	429	Sentinel	1611	8 49AM		11 56PM
			435	Cambridge	1590			
			441	Lone Wolf	1572	8 20AM		
11 15AM		6 31PM	449	Lugert	1540	8 00AM	No. 6 Local Pass.	11 16PM
		6 51PM	458	Blair	1460	7 40AM		
		7 13PM	458	Blair	1460	7 40AM		
1 00PM		7 35PM	468	Ar. Altus Ar	1384	7 20AM	Daily	10 00PM
1 30PM		8 15PM	468	Lv. Altus Ar	1384	7 00AM	6 10PM	9 30PM
		8 50PM	479	Elmer, Okla.	1310	6 30AM	4 00PM	
		9 20PM	489	Odell Tex	1340	6 00AM	10 00PM	
4 03PM		9 50PM	498	Ar. Chillicothe Ar	1386	5 30AM	4 40PM	7 20PM
4 03PM		10 00PM	498	Lv. Chillicothe Ar	1386	4 57AM	4 03PM	7 20PM
		10 20PM	503	Medicine Mound	1489	4 41AM	3 50PM	
		10 50PM	513	Margaret	1370	4 16AM	3 29PM	
5 30PM		11 15PM	521	Crowell	1456	3 59AM	3 16PM	5 30PM
		11 40PM	529	Foard City	1485	3 40AM	2 59PM	
		1 43PM	539	Truscott	1522	3 17AM	2 40PM	
7 30PM		2 13PM	551	Benjamin	1468	2 47AM	2 13PM	3 35PM
		2 45PM	563	Knox City	1530	2 17AM	1 45PM	
		2 51PM	568	O'Brien	1575	2 11AM	1 39PM	
		3 02PM	571	Rochester	1592	2 00AM	1 29PM	
		3 23PM	580	Rule	1687	1 34AM	1 30PM	
		3 43PM	589	Sagerton	1636	1 14AM	12 50PM	
		4 06PM	598	Pastura	1664		12 31PM	
11 00PM		4 35PM	608	Ar. Hamlin Ar	1720	12 30AM	11 55AM	11 25AM
1 00AM		4 45PM	608	Lv. Hamlin Ar	1720	12 20AM	11 50AM	10 45AM
			610	Plasterco	1786		11 41AM	
		4 55PM	613	McCaulley	1882	11 57PM	11 31AM	
		5 07PM	619	Sylvester	1856	11 43PM	11 19AM	
		5 26PM	627	Longworth	1963	11 23PM	11 04AM	
		5 52PM	639	Paret	2090		10 37AM	* 8 15AM
3 30AM		6 00PM	641	Ar. Sweetwater Ar	2160	10 40PM	10 30AM	
		6 50PM	641	Lv. Sweetwater Ar	2160	10 00PM	10 05AM	
		7 02PM	646	Shaufier	2175		9 53AM	
		7 14PM	651	Mile "12"	2330		9 41AM	
		7 30PM	658	Maryneal	2564	9 14PM	9 25AM	
8 05PM		8 20AM	672	Blackwell	2100	8 37PM	8 45AM	
8 21PM		8 32AM	678	Ft. Chadbourne	1960	8 21PM	8 32AM	
8 41PM		8 55AM	686	Bronte	1893	8 00PM	8 13AM	
9 04PM		9 18AM	696	Tennyson	1872	7 36PM	7 46AM	
9 18PM			701	Woodland	1993		7 32AM	
			715	Clarence	1870			
		10 00PM	718	San Angelo	1835	* 6 40PM	* 6 50AM	

*Daily; f Stops on signal; + Coupon stations; ⚡ Telegraph stations; || Meal stations. Standard—Central Time.


ORIENT SYSTEM

No. 1	Miles	STATIONS	Elevation	No. 2
	733	Tankersly	2002	
	746	Mertz	2184	
	879	Ft. Stockton	2970	
	942	Alpine	4530	
	1020	El Oro, Tex.	2610	
	1022	Rio Grande	2580	
	1041	Rancho Nogat, Mex.	2955	
	1059	Puerto Gato	3740	
	1091	Puerto Monier	3885	
11 25PM	1101	Lv. Marquez Ar	3306	12 25PM
	1104	Falomir	3242	11 35AM
	1112	Picachos	3806	11 15AM
	1120	San Sostenes	4134	10 55AM
	1134	Encantada	4275	10 15AM
	1139	Hormigas	4232	10 00AM
	1147	Gomez	4255	9 40AM
	1151	Overton	4156	9 26AM
	1156	Las Trancas	4300	9 15AM
	1172	Aldama	4170	8 30AM
	1177	Calera	4301	8 14AM
	1180	Leones	4363	8 05AM
	1183	Muller	4426	7 58AM
	1186	Bella Vista	4498	7 50AM
	1188	Cruceros	4606	7 43AM
	1189	Tabalopa	4625	7 42AM
	1192	Ar. Chihuahua Lv	4605	7 30AM
	1192	Lv. Chihuahua Ar	4605	6 30PM
	1208	Salas	5565	5 44PM
	1225	Santa Isabel	5305	5 02PM
	1243	San Andres	5826	4 21PM
	1256	Mesa	6719	3 43PM
	1259	Bustillos	6618	3 35PM
	1259	San Antonio	6710	3 05PM
	1274	Pedernales	7549	2 31PM
	1282	La Junta	6900	1 55PM
	1308	Ar. Minaca Ar	6921	1 30PM
	1314	Lv. Minaca Ar	6921	11 30AM
	1314	Gonzales	7028	10 58AM
	1323	San Francisco	7041	10 50AM
	1326	Terrero	6956	10 40AM
	1329	Verjel	7021	10 14AM
	1333	Sigoyna	7139	10 02AM
	1337	Pichachic	7225	9 50AM
	1340	A taros	7510	9 30AM
	1346	Trevino	8005	9 12AM
	1352	Tinaja	7938	9 04AM
	1353	San Juanito	7874	8 50AM
	1359	Cuesta Prieta	7862	8 25AM
	1362	La Laja	7920	8 20AM
	1364	Bocoyna	7287	7 58AM
	1371	Aguatos	7277	7 44AM
	1375	Creel	7693	7 20AM
	1382	Ar. Sanchez Ar	8045	+ 7 00AM
	1388	Ojo del Buey	7940	
	1394	Los Ojitos	7841	
	1397	Los Trigos	7870	
	1409	Mesa	7350	
	1417	Los Tascates	7080	
	1427	Refugio	5740	
	1481	Mocoribo	2750	
	1522	Tacopaco	960	
	1539	La Junta	656	
	1543	Lv. La Junta Ar	656	
	1547	Huitis	580	
	1548	Santiago	562	
	1549	Doak's Mill	555	
	1556	Toipaque	572	
	1562	Altillo	780	
	1570	San Javier	885	
	1573	Cienega	760	
	1586	Los Hornillos	547	No. 2
	1597	Lv. Fuerte Ar	328	12 00AM
	1608	Norotes	246	11 35AM
	1615	Vega	141	11 18AM
	1621	San Blas	121	11 00AM
	1628	Charay	105	10 05AM
	1633	Constancia	95	9 50AM
	1646	Ar. Mochis Junction Lv	49	9 07AM
	1649	Lv. Mochis Ar	50	8 55AM
	1646	Lv. Mochis Junction Ar	49	8 05AM
	1648	Stilwell	46	8 02AM
	1652	Ibarra	21	7 50AM
	1659	Ar. Topolobampo Lv	10	+ 7 30AM

*Daily, + daily, except Sunday; † Monday, Thursday and Saturday only; ⚡ Telegraph stations. City of Mexico Time.

Time shown only where line is in operation. Balance of road is under construction.



 Twenty-one span Steel Bridge over the South Canadian River, in Oklahoma, on the Orient Road

Kansas

Leaving Kansas City, the Orient Road passes through the southeastern portion of the State of Kansas, tapping the Osage coal fields and bordering upon the extensive oil and gas regions of this section.

The fame of the state for its products of corn, wheat, alfalfa, hay, live stock, fruit and vegetables is derived from the productiveness of this region.

The Orient Road will be the shortest line from Kansas City to Wichita and all points on the line in the State of Kansas.

The elevation varies from 758 feet at Kansas City to 1,441 feet.

Oklahoma

Passing southwesterly through the western half of the State of Oklahoma, the Orient Road traverses an area that, prior to its construction, was virgin soil. The marvelous transformation which this section has undergone in the past few years has far surpassed the predictions of the most sanguine. Where a few years ago was open prairie, of doubtful agricultural

possibilities, dotted here and there with an occasional ranch house and straggling herds of cattle, are now great fields of wheat, corn and cotton; the farms fenced; houses, barns and shade trees on every quarter section.

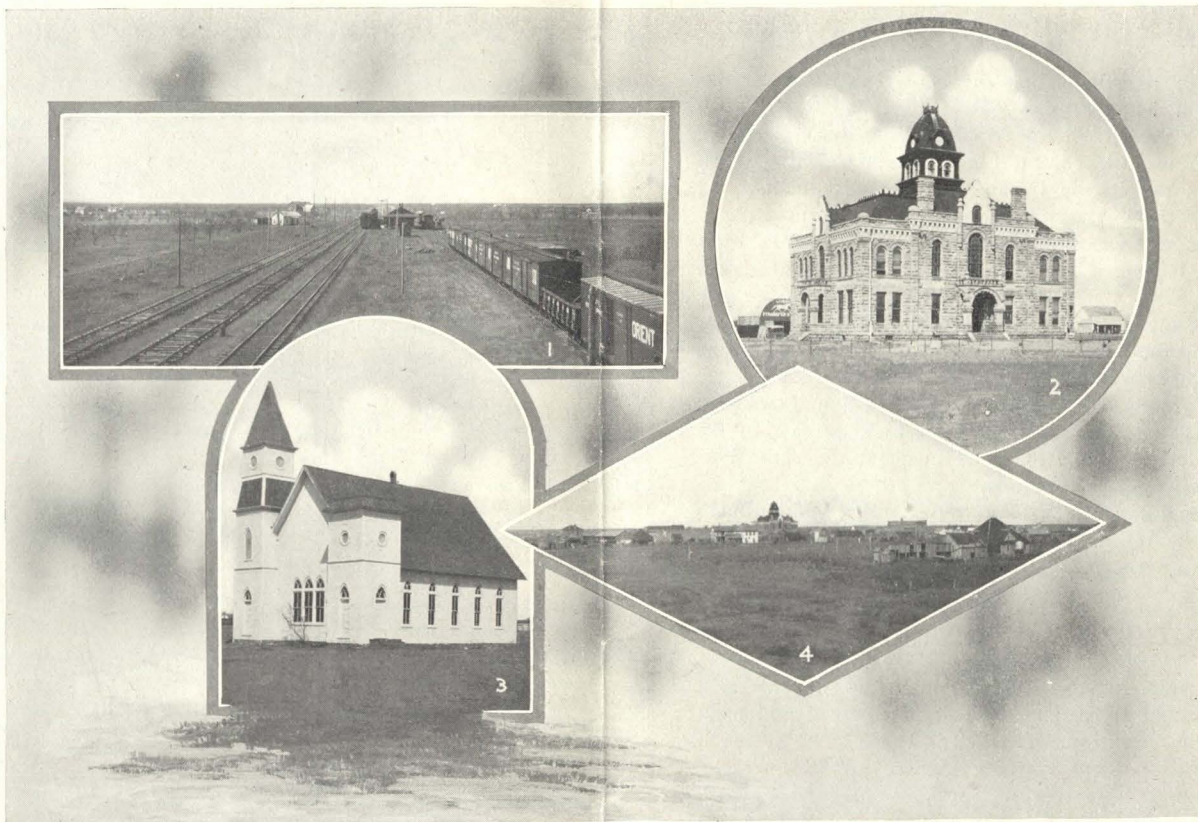
No state or territory in the Union ever came into prominence and wealth as rapidly as Oklahoma, a fact which can be attributed to the richness of the soil and the natural resources of this splendid area.

Directly along the line of the Orient Road is produced the maximum acreage of all kinds of grain, including alfalfa, hay, etc. Live stock products equal those of any in the country. A better quality and more broom corn to the acre is produced in this section of Oklahoma than any other in the United States. Watermelons and cantaloupes reach the highest state of perfection. Coal is in abundance contiguous to this line. In the southern part of Oklahoma, in addition to the products mentioned, cotton raising is one of the principal and most valuable industries.

The elevation above sea level along the line in Oklahoma varies from a minimum of 1,200 feet to 1,800 feet.

No alkali deserts anywhere on the Orient line.

Any kind of climate any day in the year may be found at some point on the Orient.



One of the new towns on the Orient in Texas. 1—Orient Yards. 2—Court House. 3—Church. 4—Birdseye View.

Texas

Five hundred and forty-two miles of the main line are in Texas. The line passes through the center of the state, in a southwesterly direction, opening up a new and rich agricultural territory, the growth of which only awaited the coming of the railroad. The opening of this vast section of Texas to settlement has been followed by a development as rapid and as successful as that of Oklahoma. Land in the "big pastures" that was formerly devoted exclusively to the raising of cattle is now producing a bale of cotton to the acre, and it is a common occurrence for a farm to pay for itself with one year's crop. The soil is rich, producing wheat, corn, barley, oats, hay, fruit—hundreds of miles traversing some of the most productive cotton fields in the world.

In this southern latitude and higher altitude the climatic conditions are ideal. Severe winters are unknown and cold weather is of short duration.

Beyond San Angelo, the western terminus of the operated line in the United States, development has proceeded more slowly, because of lack of railway facilities, but the projection of the line of the Orient

has stimulated action, and already a strong tide of immigration has set in, bringing Northern and Eastern farmers who have sold their farms at high prices and have come here to make new homes. In this broad area, over 300 miles in length, is a new empire awaiting the coming of the agriculturist. The climate is temperate and healthful. The soil is productive, markets are within easy reach and land is sold cheap to induce immigration.

The eating houses along the Orient road are a special feature, and everything of the best.

The Orient will be the most direct and shortest route to the west coast of Central and South America.

F. A. Hornbeck,
Land Commissioner,

J. V. Fleming, Townsite Manager,
Kansas City, U. S. A.

A Paradox of Distances

With the completion of the Orient road Kansas City will be 400 miles nearer to the Pacific Ocean than the present distance to San Francisco. The distance from Chicago, St. Louis and intermediate gateways to the Pacific Ocean will be approximately the same as the distance from Kansas City at present.

The distance from Kansas City to Topolobampo will be 400 miles less than the distance from Minneapolis and St. Paul to Portland, and traffic from the Twin Cities can reach the Pacific coast, via Kansas City and the Orient road, over about the same mileage as to Puget Sound.

Topolobampo is 600 miles east of San Francisco, over 100 miles east of Salt Lake City, or east of the Colorado-Utah state line, and in about the same latitude as Key West, Florida.

The distance from New Orleans and Galveston to Topolobampo, via Alpine, will be 800 miles less than from the same points to San Francisco.

Progress of Construction

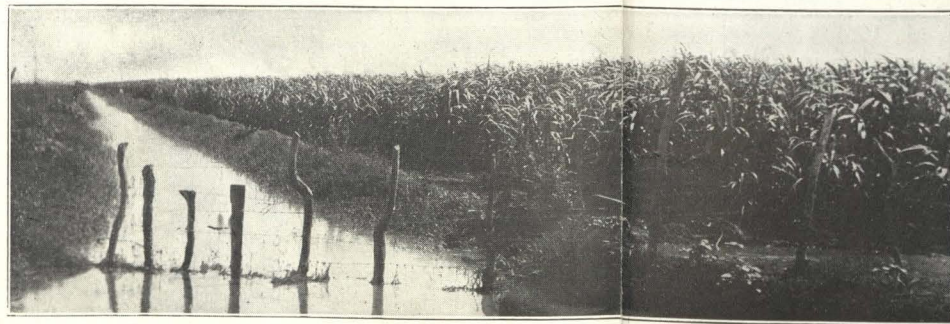
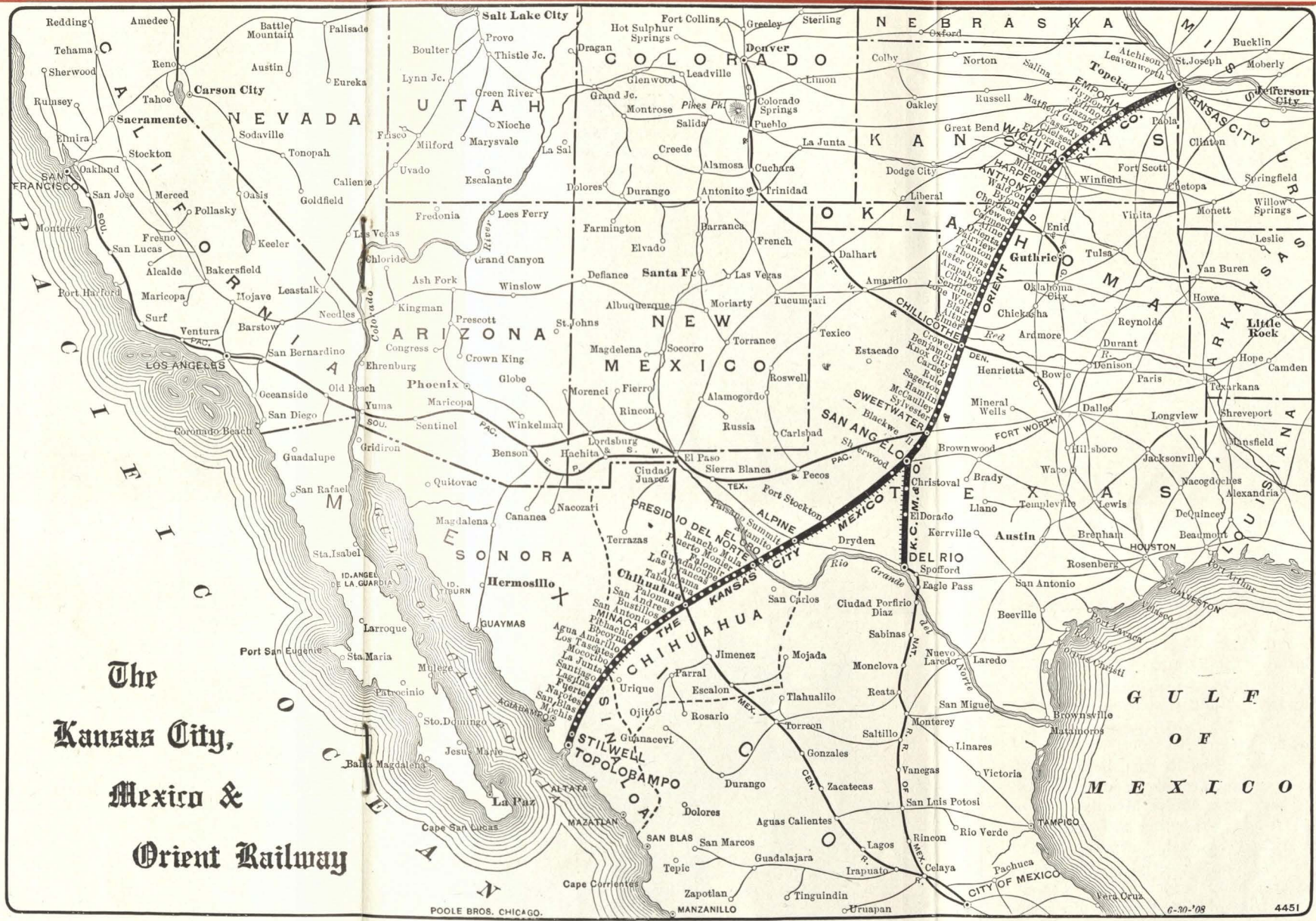
By referring to the timetable in this folder it will be seen that more than one-half of the proposed main line is in operation. The line in the United States is in operation from Wichita, Kansas, to San Angelo, Texas, a distance of 510 miles. Construction work from San Angelo west is now in progress. The line from Wichita to Emporia is about all graded and part of the steel for bridges and track is on the ground. As soon as the material can be obtained, the line will be completed between these points, which will make a continuous line from Emporia, Kansas, to San Angelo, Texas, a distance of 596 miles.

On the Chihuahua Division the line is completed and in operation 90 miles east of Chihuahua, and work is being pushed to the Rio Grande River.

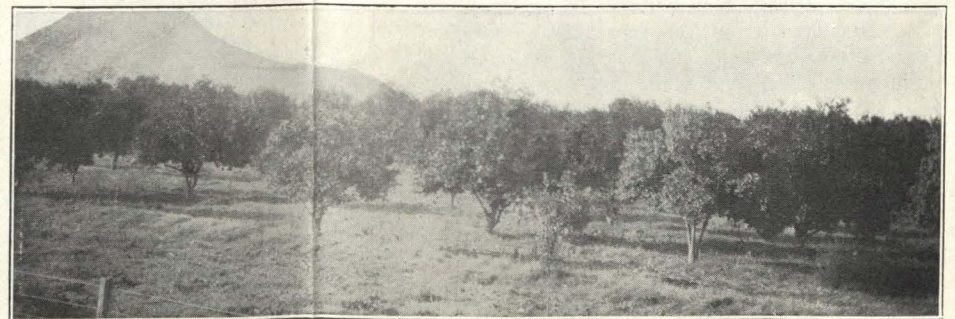
On the Mountain Division the line is completed and in operation across the Continental Divide or summit of the Sierra Madre Mountains, and work is progressing rapidly to connect with the Pacific Division.

On the Pacific Division the line is completed from Topolobampo to Hornillos, 73 miles, and is in operation to Fuerte.

The Kansas City, Outer Belt & Electric R. R., which is the Orient's terminal line in Kansas City, is nearing completion. With 25 miles of main and yard tracks, it will, with one exception, establish connections with all lines entering Kansas City. The main line at present is double track, but provision is made for two additional, making four main line tracks, ballasted throughout, and all structures permanent.



Irrigation Ditch and Sugar Cane at Moctis



Orange Grove in the Fuerte Valley

Republic of Mexico

The distance by this line from the Rio Grande to the Pacific is 635 miles. There is no other railroad penetrating a country, either developed or undeveloped, that promises so much in valuable mineral, agricultural, stock and semi-tropical products, as the country along the Orient road.

Immediately along the line of road, leaving the Rio Grande river, there is oil and very valuable silver and quicksilver mines, in addition to the stock and farming products, and for a distance of 167 miles, to the city limits of Chihuahua, one is hardly ever out of sight of rich mines of gold, silver, lead, zinc and copper, among these the wonderfully rich Santo Domingo gold mines, near Picachos station, within full view from the railroad.

Near the station of Encantada is a mountain of iron ore, which contains millions of tons of high grade pure iron. In the vicinity of Chihuahua (capital of the state of Chihuahua) is the largest cattle ranch in the world.

In crossing the Sierra Madre Mountains the Orient road passes through nearly 200 miles of long leaf pine timber. (See cut of pine timber in this folder, from a photograph taken at San Juanito station, 170 miles west of Chihuahua.)

While this timber is of great value, more important are the enormously rich mineral deposits, under the same ground, of gold, silver, lead, zinc and copper, among which are the Barranca de Cobre mines and the Batopilas silver mine, one of the richest in the world. Humboldt said: "The western half of Chihuahua will prove to be the richest area of precious mineral deposits on the face of the globe," and the developments of today prove him to have been correct.

Trains are now running over the Continental Divide or summit of the Sierra Madre Mountains at an elevation of 8,152 feet. Descending the mountains the "Fuerte Valley" is reached, which contains over 600 square miles. The wonderful possibilities of this fertile section are almost beyond belief. The entire country can be irrigated with the greatest abundance of pure water from the mountains, and the supply is equal to any demand that will ever be made, thereby insuring continuous crops the year round. Oranges, lemons and limes reach their highest perfection in this valley, likewise black and white figs, dates, bananas, papayas, mangoes, coconuts, olives, apricots, grapes, pineapples, cotton, etc. Garbanzos (field peas) are raised very extensively, and nearly the entire crop is marketed in Spain. Precious minerals, hardwoods, alfalfa and fibre plant are also products of this district. One of the chief products in this valley is sugar. The cane is planted but once in from five to six years, and occasionally nine or ten, and two crops of corn or six crops of alfalfa can be raised in one year on the same ground.

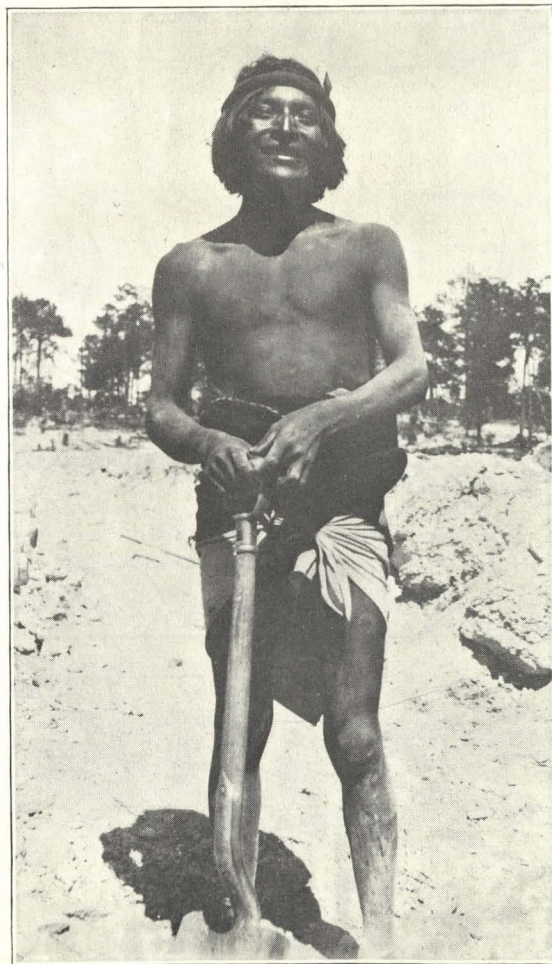
Topolobampo Bay

The inner harbor of Topolobampo is one of the finest on the Pacific Coast. Inside the bar the deep water area is protected by high hills on all sides, and the conditions for the construction of terminal facilities, such as wharves, warehouses, coal piers and tracks, are most ideal.

The Mexican Government, realizing the future importance of this harbor and the necessity for extensive terminal facilities, has given the Orient Railway a grant of practically the whole of the water front.

With one exception, this is the only port on the entire west coast of Mexico where ordinary vessels can enter without lighterage; this without any harbor improvements having been made.

Both General Grant and Admiral George Dewey made a special report to the United States Government with reference to the great advantages of this harbor.



Taharumari Indian, Sierra Madre Mountains—along the Orient Road



Banana Grove at Mochis, on the Orient Road

Multum in Parvo

Mexico is truly "A land of flowers."

Mackerel fishing in Topolobampo Bay.

No severe winters in Texas or Mexico.

Ducks by the million on the coast near Topo.

Fine surf bathing at "Las Copas," Topolobampo Bay.

On the west coast Topolobampo is called, for short, "Topo."

The City of Mexico is called "the Paris of America."

An immense ore smelter is now in operation at Chihuahua.

The Orient will be one of the ideal tourist lines of the world.

Watermelons in December and January in the Mochis Valley.

The Orient will be the short line from Kansas City to the City of Mexico, via cut-off from San Angelo. (See map.)

The consumption of American-made goods in Mexico has increased one thousand per cent in twenty years.

Red snapper can be caught by the thousand in Topolobampo Bay.

The Orient road in the mountains is laid with 80-lb. steel and ballasted with gravel.

The Fuerte Valley is often referred to as being "rich as the valley of the Nile."

Strawberries are produced at some point on the Orient road every day in the year.

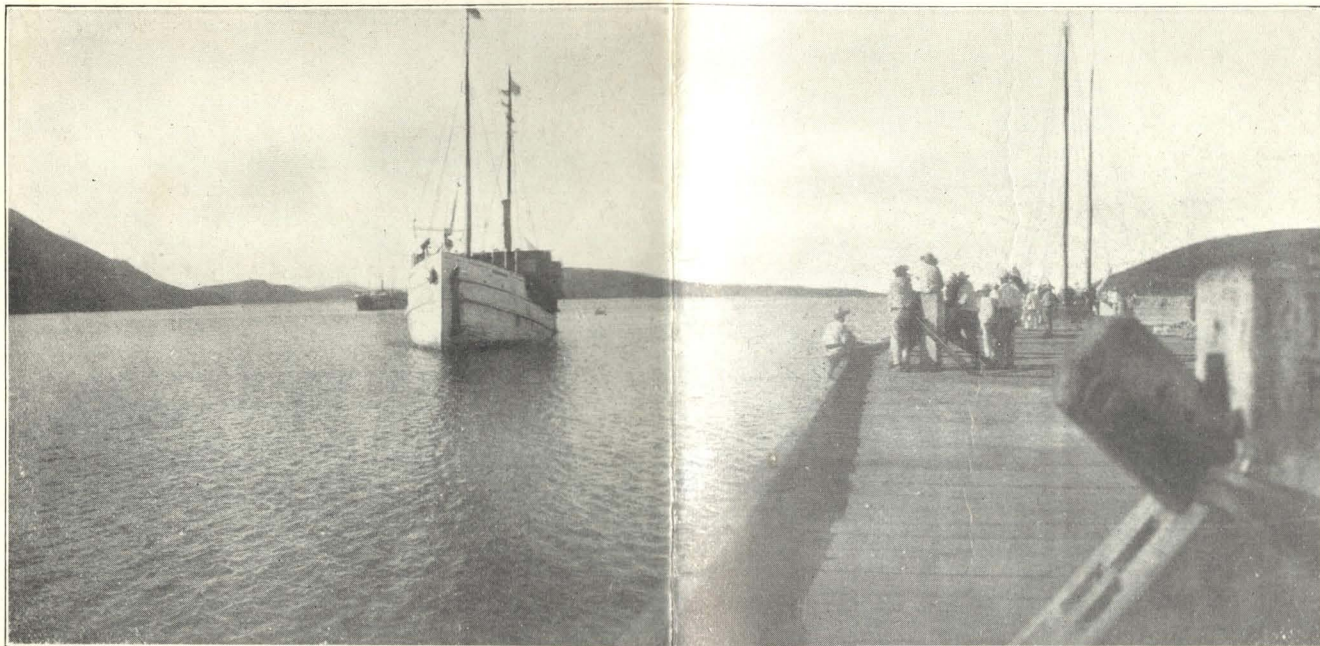
Green corn on the cob in December and January in the Mochis Valley, on the Orient road.

The Orient has a lower maximum and average grade than any other trans-continental line.

In 1902 Mexico produced 60,176,604 ounces of silver, compared with 55,500,000 in the United States.

Kansas City and other markets in the United States require nearly everything produced in Mexico.

Mexico excels annually, by 5,000,000 ounces, every other country in the world in the production of silver.



Steamers Approaching and Leaving Topolobampo Wharf

À Nuestros Amigos en la República de México, Salud

El Ferrocarril Kansas City, México y Oriente es la primera línea troncal que, cruzando la frontera, penetra al interior de estas dos grandes repúblicas, por lo tanto, siendo realmente el primer ferrocarril internacional que unirá á México con los Estados Unidos, está llamado á ser el más importante conducto de tráfico entre los dos países, beneficiando altamente á la república austral.

Kansas City es en la actualidad, respecto del número de sus líneas, el tercer centro ferrocarrilero después de Nueva York y Chicago. Aumenta rápidamente á medida que se desarrollan las actividades de las comarcas del sud oeste, que le son tributarias. Como mercado ganadero, es el segundo en importancia después de Chicago; prometiendo ocupar en poco tiempo el primer lugar tanto en ganadería como en el comercio de trigos y sus productos. Figura en primera escala, en el continente, en el comercio de instrumentos y útiles con aplicación á la agricultura.

Ese gran mercado vendrá á quedar más aproximado á México por medio del Ferrocarril Kansas City, México y Oriente.

Este ferrocarril ha merecido el zeloso apoyo de los Gobiernos Federal y de los Estados de Chihuahua y Sinaloa, quienes le han otorgado liberales subsidios en vista de su gran importancia comercial y política para el país.

Más que la mitad de la línea proyectada en México está ya terminada y en explotación, en tanto que los trabajos en la parte por concluir se prosiguen con la actividad posible.

Climate

The impression prevails that Mexico being a Southern country, the climate is correspondingly warmer than the United States, but, taken altogether, the weather all the year round in Mexico, at any point between five and eight thousand feet elevation, cannot be improved upon any place in the world.

Although in a tropical latitude, the State of Sinaloa is so affected by the Japanese current, which swings around Lower California from San Jose del Cabo, that it presents none of the disagreeable effects of a tropical climate, and Sinaloa is truly called "The California of Mexico."

During the month of August the nightly temperature at Sanchez, on the Orient Road, registers a minimum of 50 to 52 degrees, and blankets are required at night during the warmest days of the year.

Mrs. Marie Scenery

M. Robinson Wright, a noted traveler and writer, the author of "Picturesque Mexico," dedicated to President Diaz, and published prior to the inception of the Orient road, says of this particular country through the Sierra Madre Mountains: "The building of a railroad will open up a vast section with unlimited resources

in precious metals; timber growth as varied as it is immense; unequalled grazing for live stock; numerous living springs and running currents of pure water, teeming with finny tribe of every variety; game of all kinds; NATURAL SCENERY IN COMPARISON WITH WHICH ALL OTHER MOUNTAIN REGIONS PALE INTO INSIGNIFICANCE, and at the foothills of which are valleys as fertile as ever yielded to the labors of the agriculturist."

The Orient road passes within 100 feet of the Barranca de Cobre Canyon, which is a mile deep, five miles wide and over 100 miles in length. It is claimed by persons who have seen this and other great canyons of the world, that it equals, if not excels, any other canyon in grandeur and beauty. At the entrance of the canyon is a beautiful cascade, and over fifty varieties of wild flowers abound in this vicinity.

A Trip Over the Orient

Winter Tourist and All-Year Tourist Excursion Fares apply to points on and via the ORIENT SYSTEM in Texas, Mexico, California and New Mexico.

A trip to Mexico is equal to a trip to Europe for interest and enjoyment. It costs much less in time and money. Mexico, at the doors of the United States, is as foreign as any country of the Old World. It is a land of beautiful mountain scenery and full of historical and romantic interest.

Visitors to the City of Mexico may have their mail sent in care of the Kansas City, Mexico & Orient Railway, Apartado 123 Bis, City of Mexico, and are invited to use the company's offices, on Avenida Cinco de Mayo 6. Mr. S. W. Rider, General Agent, will be pleased to furnish any information desired.

Round Trip Homeseekers' Fares

Very low rate Homeseekers' tickets on sale the first and third Tuesdays of each month from Kansas City and points east thereof to ALL POINTS on the ORIENT SYSTEM; also to points in Texas, Mexico, Arizona and New Mexico VIA ORIENT.

Tickets are first class and bear final limit of twenty-five days. Stopovers are allowed at all stations on the ORIENT SYSTEM.

Why not make a trip over the NEW LINE TO THE SOUTHWEST and investigate the remarkable Investment and other Business Opportunities of this new country?

For information as to routes and fares address General Passenger Agent or nearest Orient representative.

Established 1841

American Express Co.

operates the Express Business upon the

Kansas City, Mexico & Orient Railway

and in all upon 46,000 miles of Lines
in the United States and Canada

Travelers Cheques

Are forms of money credits originated by the American Express Company in 1891, for the especial protection and convenience of Americans in paying their traveling expenses abroad. The Cheques are issued in denominations of \$10, \$20, \$50, \$100 and \$200, and show at a glance the corresponding value in foreign moneys which the traveler will receive in return for his American dollar, without discount or commission, from the Company's Agents and correspondents throughout the world, and being received by hotels of the better class, steamship companies, and by merchants, shopkeepers and others in settlement of accounts, fares, etc., travelers avoid loss of time in visiting banks to obtain funds for such expenses, as well as escaping the annoyance resulting from inability to obtain money from banks on Sundays, Holidays or Fete days, or before or after business hours.

Travelers Letters of Credit issued, available in all parts of the world.

Sight Drafts drawn on, and **Cable and Telegraphic Transfers** of money made to, all parts of the world.

Foreign Money bought and sold.

Mail Matter of travelers abroad may be addressed, for delivery or reforwarding, to care American Express Company at its Offices named below. **Reading and Writing Rooms** at **London and Paris Offices** for use of patrons.

Tickets via all European Railways, sold at the Company's **London and Paris Offices** at same rates charged by railroad and tourist offices.

Storage, Insurance and Forwarding of Baggage, etc., arranged for at all offices in Europe.

Foreign Shipping Department

The American Express Company forwards **Express Shipments of Merchandise, Parcels, Baggage, Valuables and Securities**, and **Freight Consignments in small or carload lots**, by every class of service, to or from all **Foreign Countries** and the United States and Canada. With its **Offices in Europe**, and **Shipping and Banking Correspondents at all principal Cities and Ports of the Commercial World**, this Company possesses **facilities and advantages** which enable it to give the **best and quickest Foreign Express and Freight service**.

Further information can be obtained at **any Agency of the Company**, or upon application by letter to its offices at

NEW YORK, 65 Broadway.	CHICAGO, 72 Monroe Street.
BOSTON, 43 Franklin Street.	PARIS, 11 Rue Scribe.
LONDON { 5 and 6 Haymarket.	HAVRE, 43 Quai d'Orleans.
{ 84 Queen Street.	HAMBURG, 9 Alsterdamm.
LIVERPOOL, 10 James Street.	BREMEN, 139 Am Wall.
GLASGOW, 30 Gordon Street.	ROME, Piazza Venezia.
SOUTHAMPTON, 18 Cannute Road.	NAPLES, 23-30 Via Vittoria.
ROTTERDAM, 17 Gedempte Glashaven	GENOA, 17 Piazza Nuozziata.
	ANTWERP, 7 Quai Van Dyck.