William Emory noted the route that a southern transcontinental railroad must follow, while he surveyed the boundary between the U.S. and Mexico. No matter which boundary line determined by the Treaty of Guadalupe Hidalgo was correct, neither included this route, and so the U.S. purchased an additional chunk from Mexico, adding New Mexico’s distinctive “boothel”.

The Gadsden Purchase paved the way for the Southern Pacific Railway Company to build its transcontinental line through southern New Mexico.

This bill gave hundreds of thousands of acres of land in New Mexico, sales of which were to generate revenue, to the Southern Pacific Railway Company, as well as generous giveaways of mineral and timber. In order to move real estate in what had been viewed as the “Great American Desert,” and which was indeed still a wild west frontier, Southern Pacific created Sunset Magazine, to promote the idyllic life a venturesome homesteader could find out west.

04 April 1870

Senate Bill

...Whereas the Southern Pacific Railroad Company, (of Texas,) a company duly organized and established by the legislature of the State of Texas, with the right of way, land grant, and chartered privileges, extending from the eastern to the western boundary lines of said State, is now building its line of railway across said State, and operating same to Hallsville, Texas: Now, therefore, in order to afford said company the right to
extend its line to the Pacific Ocean,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled,

That the owners and stockholders of said Southern Pacific Railroad Company of Texas, are hereby created a body corporate and politic, by the name and title of the Southern Pacific Railway Company.

and said company is hereby authorized to lay out, locate, construct, furnish, maintain, operate and enjoy a continuous line of railway and telegraph, from the Rio Grande at or near Frontera, in New Mexico, as said company may elect, thence through the Territories of New Mexico and Arizona to San Diego, in the State of California, with the right to build any branches to said railway said company may determine.

...Sec. 3. And be it further enacted, That the right of way through the public lands be, and the same is hereby, granted to said company for the construction of said railway and telegraph line, and the right is hereby given to take from public lands adjacent to its line of road, earth, water, stone, timber, and other materials required in the construction, operation, and repair thereof, and also to take same from other property on paying for same as prescribed by section three of act July two, eighteen hundred and sixty-four, relating to Pacific railroads.

Sec. 4. And be it further enacted, That the said company is hereby authorized to buy and sell or accept for its own use or benefit any real or personal property.

Images:

The Atchison, Topeka and Santa Fe Railroad meets the Southern Pacific Railroad as the streamliner passes near the town: Jack Delano

2: El Paso

Quote: El Paso is awake to its advantages. It has to be; little, but ambitious and bass-voiced, neighboring towns have their eyes on their leader, and you cannot realize how quickly a Western village can outgrow a suit of clothes. The 1910 census gave El Paso 39,000, an increase of 147 per cent in ten years. In 1920 it should be a city of at least 100,000 and it has more than half that now. The post-office receipts have quadrupled in the past decade. The city was one of the first ten in the United States to adopt the commission form of government. Its 1700 automobiles spin over thirty-five miles of paved streets. It has the lowest insurance key rate in Texas, twenty cents. A noteworthy feature is that fewer than fifty of El Paso's 11,000 residences are built of wood. The city uses pure water from the Sacramento mountains, supplied by a municipal plant costing $1,500,000, with a daily capacity of more than 7,000,000 gallons. There is excellent street car service. For five cents you can take a trip of several miles into the interior of Mexico. In spite of the revolutionary activities across the line just now El Paso really pays less heed to them than Chicago does to its city baseball series.

The man who has not seen El Paso for several years would hardly recognize it now. Electric signs are as acrobatic as in New York. Playhouses are almost as frequent as Mexican "hombres" peddling peanut candy. Its broad well-lighted streets are the beds of concrete canyons of commerce. In fact El Paso calls itself "The Reinforced Concrete City." The development is told in many eight, ten and twelve stories that penetrate the wonderful blue of Western skies. Ten years ago there was only one building taller than three stories.

...When Baron Von Humboldt, the historian, once said: "Somewhere on the border of Mexico and the United States a mighty city will spring into existence to become the metropolis of all that region," it is evident that he was prophesying about El Paso. This city will certainly continue to monopolize the date lines even after the Mexican trouble is settled.

Overview: El Paso
Although the Spanish did not settle the area until the Pueblo Revolt, Oñate noted it as he crossed the Rio Grande, and it gained significance on maps as an important landmark, where the river continues to be crossed to this day.

After fleeing the warring Puebloans, the Spanish built a settlement on the banks of the Rio Grande and waited eleven years for reinforcements. About two years in, Governor Otermín tried to retake the Rio Arriba to no avail.

During this period, the priests planted vineyards, which bore fruit that made eventually made El Paso del Norte famed in the region for its fine wines and brandies.

The Piro of the Rio Abajo retreated with the Spanish and together they established three mission churches, active to this day: Mission Ysleta del Sud, Mission Soccoro, and San Elizario Mission.

*Quote:* In the name of the most Christian king, Don Philip.... I take and seize tenancy and possession, real and actual, civil and natural, one two, three times... and all the times that by right I can and should.....without limitations
-- Juan de Oñate at El Paso, April 1598

*Images:*

![The Plaza and Church of El Paso](image1)

![Mexican adobe house, Mt. Franklin in distance, El Paso, Texas. 1907](image2)

*Links:*

Office of State Historian: Wine Production in El Paso and the Grapevine Inventory of 1755 --
http://www.newmexicohistory.org/filedetails_docs.php?fileID=525

### 3: Las Cruces

In the case of Las Cruces at least, Otero’s optimism proves to be justified. Notable is the mention of the birth of the canned green chile industry.

*Quote:* (1902) LAS CRUCES, THE COUNTY SEAT.

Lascrucyles[ic], the county seat of Dona Ana County, occupies a central position in the valley, is about 40 miles north of El Paso, and has a population, according to the census, of 2,906, it being the sixth city in population in the Territory. It is a picturesque town, the main portion being of typical Mexican cast, yet substantially modern brick business, residence, and public buildings are numerous and mark the gradual establishment of a progressive order of things which promises in the next few years to shape and remodel the place after up-to-date ideas. The features which at first impress the visitor the most favorably are the big shade trees that line the streets; the beautiful public park, with its Japanese umbrella trees, vine-clad pavilion, yucca palms, and wonderful century plants: the homelike homes, and the surrounding landscape of trees, vines, and green fields-- all bespeaking peace and plenty.

Here the struggle for a livelihood is reduced to the minimum, for nearly every resident raises his own fruit and vegetables and has his own cow and chickens, and many also produce what honey, as well as almost every other needful thing, he consumes. Among the institutions of the place are two flouring mills, a large canning factory, excellent hotels, a bank, a first-class sanitarium, two weekly newspapers, and a monthly publication by the New Mexico College of Agriculture and Mechanic Arts, a well-managed public school system, Loretto Academy for young ladies, United States land office, long-distance telephone system, substantial church edifices, and flourishing religious organizations.

Las Cruces is the supply point for the entire Mesilla Valley, as well as for the mining districts of the Organ and San Andreas mountains, 12 to 30 miles to the east. Its suburb, Mesilla Park, with 1,274 inhabitants, is the seat of the New Mexico College of Agriculture and Mechanic Arts.
A THRIVING INDUSTRY

One of the large and growing industries of Las Cruces is the canning factory owned and operated by Theodore Rouault. Six years ago Mr. Rouault started in the canning business. The first year he put up 250 cases of tomatoes and fruits, barely enough to make half a car load. The second year he canned 500 cases. The third year he canned 3,000 cases, and thus his business has kept on growing until last year it required 65 cars to move the product of his factory. Of this vast product there were from 20,000 to 25,000 cases of tomatoes: 4,000 to 5,000 cases of chili; 1,200 to 1,500 cases of pears, peaches, plums, grapes, and apples. Mr. Rouault has 300 acres in tomatoes, and he raises the bulk of all the vegetables and fruits which he cans.

Asked if he shipped a considerable quantity of canned goods east, Mr. Rouault replied: "No, I do not have to do so. I have a ready market in New Mexico, western Texas, and Arizona for the product of my cannery, and, indeed, I can not meet the demand, especially for canned green chili. I could easily still this year double the amount of this delicacy I shall have to market. The greater portion of my goods find a market right here in New Mexico." [Otero, Miguel A.]

Overview: Las Cruces

1912

Quote: (1912) This valley is a typical underflow district, the catchment area stretching to the north, northeast, and northwest, into the Burro, the Santa Rita and the Black Range mountains, and comprising 1400 square miles of rough and precipitous mountain drainage where the average annual rainfall is above twenty inches. The run-off from this area is yearly received into the underflow of the valley and exceeds in amount, according to the computation of competent engineers, 450,000 acre-feet. This amount of water would be ample to irrigate a valley twice the size of the pumping area of the Mimbres valley, so it may be taken for proved at the outset that the water-supply of this region is ample, secure, everlasting and inexhaustible.

...Irrigation began in good earnest in the Mimbres valley only two years ago. Several Californians, familiar with the system of pumping water for irrigation, bought land here for a song, and proceeded to reap a golden harvest. One of these gentlemen paid from four to seven dollars per acre for 320 acres of land, and has since been offered $100 per acre for the same tract. However, $100 per acre does not represent the earning value of Mimbres valley soil. Water costs about $4 per acre-foot at a sixty-foot lift with fuel and electricity at the present price, and when applied to irrigation of alfalfa in this valley it is worth $25 per acre-foot. Seven tons of fancy alfalfa to the acre is the usual yield per acre, for which the farmer receives in the field 814 per ton. It takes three acre-feet of water to produce the season's yield. The other expenses incident to producing alfalfa are about what they are in other high alfalfa-growing sections. With this data you can figure it out yourself. Add to this, however, in your computation, the fact that the Mimbres valley farmer never loses a crop by reason of rains or summer showers. The average annual rainfall in the valley is only eight inches, so you can see how rarely rain interferes with harvesting.

With all the development that has been going on for two years, land values in the Mimbres valley are still extremely low. Irrigated land near town can be had in small tracts for small cash payments and the balance on terms to suit for $150 per acre. Unirrigated but irrigable land near in sells for from $75 to $100 per acre. Relinquishments a few miles out are selling for from $20 to $50 per acre. Deeded land unimproved from five to ten miles from Deming brings from $20 to $50 per acre.

Transportation facilities are extremely important factors in the farmer's financial success, and these facilities are found in the Mimbres valley. The Southern Pacific crosses Luna county near the center and is a transcontinental road; another transcontinental line, the Atchison, Topeka and Santa Fe, enters the county in the northeast. The El Paso and Southwestern System connects at Deming, the county-seat of Luna, with the two other lines by a branch. [Redichek, R.]

Overview: Deming

Deming dates from 1881, when the Atchison, Topeka, and Santa Fe railroad met the Southern Pacific railroad near here, giving New Mexico its first rail access to both coasts. Charles Crocker, a Southern Pacific railroad official, gave the fledgling settlement his wife's family name. [Julyan, Robert]

Deming's origins as a railroad town, and the promotion it received from the Southern Pacific Railroad, contributed to nearly four decades of steady growth, through World War I, which saw the establishment of Camp Cody, a huge training camp, later converted to a tuberculosis sanitorium for a short time.

After the war, the town hit an economic decline that was not reversed until World War II. Since then, the community has grown steadily as a county seat and farming and ranching center.

Visitors to Deming can learn more about the community's history at the Deming Luna Mimbres Museum and Custom House.
5: Lake Valley

1902

*Quote:* (1902) Lake Valley, the famous silver camp, is the terminus of a short branch of the Santa Fe Railway. It is an important cattle-shipping point...

...Mrs. Armour, residing near Lake Valley, owns large herds of these animals [angora goats] from which she is said to be making a very handsome income. Some years ago she was left a widow in humble circumstances, with a large family dependent on her for support. By chance there drifted into Lake Valley a ranchman with a herd of 90 Angora goats for sale. Mrs. Armour had no money and did not desire to borrow, so she made a proposition to take a small flock of the goats, care for them and breed them, and at the end of the year divide profits with the owner. The proposition was accepted. She took the goats and her children and went up a mountain where scrub oaks grow in profusion. She located a claim, built a shack, and settled down to work. At the end of a year her success was such that she had money enough to buy a small flock of her own and start out independently. Since that time each year she has added to her property. She now employs twenty goat herders. Mrs. Armour has made herself wealthy and sent her eldest son to college, where he is now studying law.

E. D. Ludlow, of Lake Valley, inspector for the American Angora Goat Breeders' Association, writes that there are at present 30,000 high-grade and recorded goats in the county, including some of the finest stock to be found in the United States. [Otero, Miguel A.]

**Overview:** Lake Valley

*Quote:* Lake Valley was first settled by ranchers, but the discovery of promising silver-bearing deposits enticed workers and speculators to the area, but danger from the Chiricahua Apaches prevented much serious development until 1881. Despite the president of the Sierra Grande Silver company being killed by Nana's warriors, the discovery of rich, pure silver in the Bridal Chamber Mine made Lake Valley irresistible. A railroad spur was put in to haul out the rich ore more effectively.

The Bridal Chamber hit its peak within a year, and profits quickly dwindled, although mining operations continued until silver prices crashed in 1893. For a while Lake Valley became the center of cattle rustling operations in southern New Mexico. The population continued to dwindle through the 1930s, when the railroad closed, and everyone left the valley save a few dozen people.

The last resident of Lake Valley, a former miner named Pedro Martinez, moved to Deming with his wife in 1994. Today the abandoned town is managed as a historic site by the BLM. Visitors can take a self-guided tour around the desolate streets, and visit the historic schoolhouse, which serves as the Lake Valley museum.
6: Silver City

1878

Quote: Numerous valuable silver mines have been worked for many years in the vicinity of Silver City, and have produced large quantities of bullion. Among the most prominent are the Seventy Six, Providentia and Two Ikes. No labor other than “assessment work” has been done on the latter or any of the smaller mines of "Chloride Flat" for a year or more past. The Providentia and Two Ikes are still, however, regarded as very valuable mines, the surface ores having only heretofore been removed, and work on them has been suspended largely on account of the expense of deep mining, and the lack of capital to supply the necessary machinery.

...As in the case of the gold production of Pinos Altos, and for the same reasons, it is difficult to say to what points this bullion has been shipped. The following is an estimate made by the owner of the mines, and is believed to be as nearly correct as it can be made, to wit:

To New York $750,000
To Santa Fe $175,000
To old Mexico $250,000
Sold in Silver City $85,000
Unknown $90,000

Of the above bullion sold in Silver City and “unknown,” probably the greater portion was shipped to New York, as the banking firms of Messrs. Porter and Crawford, of Silver City, who have been heavy purchasers of the precious metals for many years, have shipped, of silver alone, about $1,175,000 to their New York correspondents. [Ritch, William Gillet]

Overview: Silver City

Silver City was originally an Apache camp, but a strike by prospector John Bullard in 1870 led to a boom of American miners. During the 1870s, it was a wild and wooly town, with a high crime rate. By 1893, the community had grown enough to open the Normal School, which was later renamed to Western New Mexico University.

In 1895, a severe flash flood wiped out Main Street, turning it into a 55-foot ditch. Visitors today can walk through the historic downtown, visit Big Ditch Park, and tour the sights of the Silver City Museum.
7: Lordsburg

1881

Lordsburg gained what importance it had as a junction for the spur line to the Clifton mines.

Overview: Lordsburg

Lordsburg was established on the Southern Pacific Railroad as a railroad camp in 1880, and was established as a town a year later, although the origins of the name are unclear. The name may have come from the name of the supplier of most of the freight for building the railroad, Lord and Williams.

Today, Lordsburg is a stop for travelers on Interstate-10, and serves as the county seat for Hidalgo County. Visitors can enjoy learning about local history at the Lordsburg-Hidalgo County Museum. [Julyan, Robert]

Images:

Ad for the spur line to the Clifton mines through Lordsburg

Southern Pacific Railroad brakeman throwing a switch on the tracks in front of S.P. Hotel & 3 hash houses which makes up main street in this sun-baked railroad town.

Links:

8: Engle

1902

In his report to the Secretary of Interior, Governor Otero waxes lyrical about the rich mining districts of the Black Range, for which Engle was the primary shipping and supply center, imagining that someday this part of
New Mexico would be as thriving and populous as the northern cities.

Nearly all these towns--Grafton, Chloride, Hermosa, Kingston, and Tierra Blanca--are now deserted, or nearly so, just as Engle is.

*Quote:* (1902) Engle is the principal railroad and shipping point in the [Sierra] county, and is the center of one of the finest cattle ranges in the southwest. Artesian water has been struck near the town. If the flow proves permanent and other wells are drilled, Engle will also become the center of an agricultural region, for a constant water supply is all that is needed to make it the center of a rich agricultural section. The indications of coal around Engle are many, and it is believed that strong veins of this fuel will be found in the course of time. [Otero, Miguel A.]

**Overview:** Engle

Engle was established as a shipping point on the Santa Fe Railroad in 1880, also serving as a supply base for the miners and prospectors flocking to the area. Toward the turn of the century, ranchers began to drive their cattle to Engle for shipping, but overgrazing spelled an end to the big ranches by 1901.

The huge construction of the Elephant Butte dam brought workers to Engle, which advertised itself as "the best town in New Mexico by a dam site." After construction finished, Engle slowly emptied out.

Today it serves as the headquarters for Ted Turner's Armendaris Ranch.

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**9: White Oaks**

*1902*

*Quote:* (1902) Lincoln County has no large cities, but possesses a number of prosperous and pretty mining camps and agricultural settlements.

The best-known town is White Oaks, with a population of over 900. It was located in 1880 and its fame rests upon its gold mines, principally the Old Abe. It is 6 miles from the El Paso and Rock Island Railway and 12 miles from Carizozo, on the El Paso and Northeastern Railway, from where twice a day a stage coach runs to White Oaks. The town has three churches--Congregational, Methodist Episcopal, and Baptist--and a $10,000 schoolhouse, with an excellent school system. White Oaks is 6,400 feet above the sea level. There are two hotels, a planing mill, a weekly newspaper, and one saloon in the town. Excellent water is secured from nearby springs.

White Oaks is located in a beautiful valley or natural amphitheater in the White Oaks range of mountains, surrounded on all sides by high peaks covered with the evergreen pine, cedar, and juniper. While several large cattle, sheep, and goat ranches are located in the immediate vicinity of White Oaks, from which it derives an extensive and profitable trade, the principal sources of the town's business--that which induced the establishment of the town at this point--are the mining operations. Something more than twenty-two years ago quartz veins carrying visible gold in surprisingly large quantities were discovered in what are now known as the North and South Homestrike mines, and out of these discoveries and the "boom" created thereby grew the necessity for a trade center, and White Oaks was the result. It is inhabited by an enterprising class of citizens, who believe in good schools, churches, and respectable society. Many substantial and commodious residences are seen, while the business houses would be creditable anywhere in a town of 800 or 1,000 people. No place can boast of a more ideal climate than this. The winters are mild--though light snowfalls are experienced each season, the streets are free from it except at short periods and at rare intervals--while the summers and autumns are charming, a few weeks during the spring months being the only period of the year when this locality has any climatic drawback. This is due to the dust and wind storms so common in the arid portions of the country. The nights here are always cool, and in the hottest season one under a canopy or in the shade never suffers from the heat. In fact, it is the universal assertion of those who have lived here for years that this is the most perfect, all around, climate they have ever found. [Otero, Miguel A.]

**Overview:** White Oaks

The discovery of a rich vein of gold in 1879 drew prospectors, speculators, miners, and settlers to this remote area by the hundreds. Within three years, the dusty streets had been planted with trees, Starr's Opera House was open for business, as well as a school, a town hall, a newspaper office, and the ubiquitous saloons.

Billy the Kid menaced the prosperous merchants and ranchers of White Oaks, and while the town's posse failed to track him down, outrage over his destructive and murderous activities led to Governor Wallace issuing a reward for bringing the Kid to justice.

Several major discoveries did not keep the mines from running out within thirty years, and although the residents of White Oaks lobbied hard for a railroad, Charles Eddy decided instead to route his line through Carizozo. Before long, White Oaks began to decline, and today only about a dozen residents remain.

Today's visitors can explore the past at the Cedarvale Cemetary, the White Oaks Schoolhouse Museum, the
10: Albuquerque

1706-

The railway certainly made possible the start of the New Mexico healthcare industry: the influx of invalids that Powell describes so vividly below. Well into the 1950s, Albuquerque was recommended as a restorative destination for people suffering from bronchial ailments. Without the ease of railway travel, the trip would have been too arduous.

Quote: (1914) Some two hundred miles north of Deming as the mail-train goes is Albuquerque, the metropolis of the state— if the term metropolis can properly be applied to a city of not much over twelve thousand people— set squarely in the center of the 122,000 square-mile parallelogram which is New Mexico. Albuquerque is a railway center of considerable importance, for from there one can get through Pullmans north to Denver and Pike's Peak, south to the borders of Mexico and its revolutions, and west to the Golden Gate. One of the things that struck me about Albuquerque—and the observation is equally applicable to all the rest of New Mexico—is that instead of having weather they enjoy climate. It is pretty hard to beat a land where the moths have a chance to eat holes in your overcoat but never in your bed-blankets. Climate is, in fact, Albuquerque's most valuable asset, and she trades on it for all it is worth—and it is worth to her several hundred thousand dollars per annum.

It is one of the few cities that I know of where they want and welcome invalids and say so frankly. They could not do otherwise with any consistency, however, for half the leading citizens of the town arrived there on their backs, clinging desperately to life, and were lifted out of the car-window on a stretcher. These one-time invalids are today as husky, energetic, up-and-doing men as you will find anywhere.

Heretofore Albuquerque has been much too busy catering to the wants of the thousands of tourists and invalids who step onto its station platform each year to pay much attention to agricultural development, but without the town are several thousand acres of as fine healthy desert as one will find anywhere outside of the Sahara. They are enclosed, as though by a great garden wall, by the Manzano ranges, and the gentleman who whirled me across the billiard table surface of the desert in his motor car told me that the Government now has an irrigation project under consideration which, by damming the waters of the Rio Grande, will reclaim upwards of four hundred thousand acres of this arid land. And the great Government irrigation projects now in operation elsewhere in the Southwest have shown that water can produce as many things from a desert as the late [magician] Monsieur Hermann could from a gentleman's hat. So one of these days, I expect, the country around Albuquerque, from the city limits to the distant foot-hills, will be as green with alfalfa as Ireland is with shamrock....

Whoever was responsible for the architecture of the University of New Mexico buildings, which stand in the outskirts of Albuquerque, deserves a metaphorical slap of commendation. New Mexico is a young state and not yet overly rich in this world's goods, so that if, with their limited resources, they had attempted to erect collegiate buildings along the usual hackneyed lines, with Doric porticos and gilded cupolas and all that sort of thing, the result would probably have looked more like a third-rate normal school than like a state university. But they did nothing of the sort. Instead, they erected buildings adapted from the ancient communal cliff dwellings, constructing them of the native adobe, which is durable, inexpensive and cool. All the decorations, inside and out, are Indian symbols and pictures painted in dull colors upon the adobe walls. Thus, at a moderate cost, they have a group of buildings which typify the history of New Mexico and are in harmony with its strongly characteristic landscape, which are admirably suited to the climate, and which are unique among collegiate institutions in that they are modeled after those great houses in which the Hopi lived and worked before the dawn of history on the American continent. [Powell, E. Alexander]

Overview: Albuquerque

Albuquerque was founded as a villa in 1706 in a rich agricultural region of New Mexico. Its Old Town plaza was the original town center. Evidently, the decision to settle the "Bosque Grande of Doña Luisa" was made in 1698. A manuscript from February 1706 showed that Governor Cuervo y Valdés authorized the actual settlement, which took place shortly thereafter. A church, dedicated to Saint Francis Xavier, was later rededicated to San Felipe, in honor of His Majesty the King.

The name was changed to Albuquerque after the United States militarily occupied New Mexico. [Long Distance Trails Group--Santa Fe, National Park Service, New Mexico State Office, Bureau of Land Management]
11: Santa Fé

Quote: (1914) Santa Fe, the capital of the state, is, to my way of thinking at least, the most picturesque and fascinating city between the oceans. It presents more neglected opportunities than any place I know. I should like to have a chance to stage-manage Santa Fe, for the scenery is all in place, and all that it needs to bring it into instant popularity is for some one to advertise it properly, to give the actors their cues, and then to ring up the curtain. Where else within our borders is there a city with a three-hundred-year-old palace fronting on a plaza as quaint and sleepy as any you will find in Spain? Where else are Indians in scarlet blankets and beaded mocassins, their braided hair hanging in front of their shoulders school girl fashion, as common sights in the streets as are traffic policemen in New York? Where else can you see groups of cow-punchers on reeking ponies, and sullen-faced Mexicans in gaudy sashes and high-crowned sombreros, and dusty prospectors with their strings of patient pack-mules?

Though at present it is only a sleepy and forgotten backwater, with the main arteries of commerce running along their steel channels a score of miles away, Santa Fe could be made, at a small expenditure of anything save energy and taste, one of the great tourist Meccas of America.

Those who know how much pains and money the municipality of Brussels spent in restoring a single square of that city to its original mediaeval picturesqueness, tearing down whole buildings of brick and stone in accomplishing it, will appreciate the possibilities of Santa Fe, where the necessary restorations have only to be made in inexpensive adobe. Desultory efforts are being made, it is true, to induce the residents to promote a harmonious ensemble by restricting their architecture to those quaint and simple designs so characteristic of the country, but every now and then the effect is ruined by some one who could not resist the attractions of Queen Anne gables or Clydesdale piazza columns or red bricks and green blinds....

If its citizens would wake up to its potentialities sufficiently to advertise it as scores of Californian towns with no greater attractions are being advertised; if they would restore the more historically important of the crumbling adobe buildings to their original condition and erect their new buildings in the same characteristic and inexpensive style; if they would keep the streets alive with the picturesque figures of blanketed Indians and Mexican vendors of silver filigree; and if the local hotel would have the originality to meet the incoming trains with a four-horse Concord stage, such as is inseparably associated with the Santa Fe Trail, instead of a ramshackle bus, they would soon have so many visitors piling into Santa Fe that they could not take care of them. But they are a dolce far niente folk, are the people of Santa Fe, and I expect that they will placidly continue in the same happy sleepy easy-going path that they have always followed. And perhaps it is just as well. [Powell, E. Alexander]

Overview: Santa Fé

Santa Fe was for centuries the end of the Camino Real, and has almost always been the seat of government in New Mexico. Most of the original town was built between 1610-1612, and centered around the plaza. The barrio of Analco, across the Río de Santa Fé from the plaza, was one of the main genízaro settlements of New Mexico from its founding at least until the late eighteenth century.

The Casas Reales, or the Palace of the Governors, was built in 1610 when Santa Fé was established. People took refuge in it during the Indian siege of August 1680. Subsequently, this seat of government was occupied by the Pueblo rebels, again by the Spanish, by the Mexican Provincial governors, by U.S. General Kearny, the
Confederate Army, and a string of American Territorial governors. [Long Distance Trails Group--Santa Fe, National Park Service, New Mexico State Office, Bureau of Land Management]

Quote: Every calculation based on experience elsewhere fails in New Mexico...
--Lew Wallace, Governor of Territorial New Mexico, 1878-1881

Images:

Santa Fe Street scene 1883
House in Santa Fe
San Miguel church, the oldest in America

Links:
Santa Fe- Official Visitor Site -- http://santafe.org/
Palace of the Governors: Museum of New Mexico -- http://www.palaceofthegovernors.org/

About this Map

Poole Brothers: The Correct Map of Railway and Steamship Lines Operated by the Southern Pacific Company : 1892

With the Gadsden Purchase, the Southern Pacific Company was able to build a line from New Orleans, through Texas, to California, and up the California coast. On that route, they held title to millions of acres of land near the tracks.

In order to boost ridership and land sales, the Southern Pacific Company began to produce a monthly magazine called Sunset, which offered colorful and romantic pictures of the idyllic life available in California, and on other points along the Southern Pacific Line.

While the strategy was successful for California and Arizona, many of the planned communities along the line in New Mexico-- Aden, Wilna, Separ, Afton, Gage-- never became anything more than post offices. Deming and Lordsburg managed to survive through the difficult early 20th century, and today serve as commercial centers for the region.

Atlas Citation: [Eidenbach, Peter]
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TIMELINE: AGE OF TECHNOLOGY

1846
President Polk declares war with Mexico; US forces led by General Stephen Kearny seize New Mexico, which surrenders without a shot being fired. Colonel Doniphan writes code for governing the Territory of New Mexico. New Mexico designated Ninth Military Department.

1847
Philip St. George Cooke blazed the first wagon road from New Mexico to the West Coast.

New Mexico formally annexed; slavery issues had prevented formal annexation until this point.

1848
Mexico signs the Treaty of Guadalupe Hidalgo, which cedes lands in California, Nevada, Utah, Colorado, Arizona, and New Mexico to the United States (Statute 922 App I). The international boundary designated as the intersection of 32º N and the Rio Grande to intersection of Choctaw Creek with Red River.

1849

Simpson made a map previously shows town of Rito- Rito is a ruin by the time Whipple arrives because the upstream people took all the water. He traveled through Albuquerque to Pueblo de la Laguna and passed Covero (Cubero), Mount Taylor (named by Simpson in 1849 for Zachary Taylor), and Agua Fria, the last spring before the Continental Divide. Whipple used Sitgreaves' 1851 map as a reference also Walker's 1851 map.

1850

New territories admitted, including New Mexico (including modern Arizona), purchase of additional lands from Texas, boundaries adjusted. El Paso becomes part of Texas.

1851

Sitgreaves' official report, Report of an Expedition Down the Zuni and Colorado Rivers in 1851, was published in 1853. The report explored possibility of using this route for military transport.

1852 Survey

1st international boundary commission established in accordance with the Treaty of Guadalupe Hidalgo. Emory is the designated astronomer. The survey run into difficulties, which are resolved with the purchase of more land from Mexico.

Initial point on the Rio Grande (determined by Commissioners Condé and Bartlett according to the Treaty of Guadalupe-Hidalgo) proves to be in the wrong place. Surveyor AB Gray says 32º 22' is wrong, 31º 52' is right. Commissioners Emory and Salazar (astronomers from the first Boundary Commission) later determine the starting point of the line at 32º47'.

1852

New Mexico legislature passed a single act creating two new counties, redefining five of the original counties to extend across the limits of the territory, and eliminating all non-county area.

1853

Gadsden Purchase from Mexico resolves boundary issues, and give the U.S. the land necessary to build a southern transcontinental railroad. (GP Statute 1031 App II).

1855 Survey

US Commissioner: William H. Emory
Mexican Commissioner: José Salazar y Larregui

Emory and Salazar survey the entire Mexican-American border, including the new area included by the Gadsden Purchase.

The Americans made nearly a dozen monuments along the border to mark the sites, but many were destroyed by surrounding tribes, so the Mexicans rebuilt many and added some. Later surveys added over two hundred more, and rebuilt them as more permanent monuments.

1855 railroad surveys

The U.S. Government commissioned a number of surveys, spaced along parallels, to determine the best route for a transcontinental railroad.

Emory & Parke: 32nd parallel
Whipple & Ives: 35th parallel
Beckwith & Gunnison: 38th-39 parallel

1857 and 1858

Ives' Report upon the Colorado River of the West

1859

Marcy publishes The Prairie Traveler

1861

Colorado territory established; New Mexico's northern boundary reduced.

Residents of the Mesilla Valley declared their allegiance with the Confederacy and separated from the Union.
They hoped the Confederacy would recognize them as the state of Arizona, which they imagined would reach to the Colorado River.

Civil War starts. Confederate troops gather at Fort Bliss and take Fort Fillmore. The plan is to seize New Mexico, and then march on to take the gold fields of Colorado or California. Indian raids on settlements step up as U.S. Army soldiers turn their attention to other matters.

1862

Homestead Act: free 160 acres offered after 5 years cultivation. Later modified to offer 320 acres, and the Desert Lands Act offered 640 acres.

Henry H. Sibley, commander of a brigade of mounted regiments from Texas, marched from Fort Bliss near El Paso up the Rio Grande: taking Fort Fillmore, defeating Union troops at Fort Craig, taking Albuquerque and Santa Fe, and finally defeating the Union troops at Glorieta Pass, near Pecos. By this time, the Confederate troops were starving and without clothes or ammunition, so they retreated back to Fort Bliss.

1862-1871

Railroad Land grants: the Federal government gives away 128 million acres of land to the railroad companies, as an incentive to build railway lines all over the country. The railroad companies sold many of these parcels to homesteaders.

1863

Arizona Territory created by the United States from the western portion of New Mexico Territory and a part of present Nevada. Present New Mexico-Arizona boundary established.

1864-1866

"Long Walk"- Navajo and Mescalero Apache forcibly relocated to Bosque Redondo reservation; The Apache escaped, and the Navajo signed a treaty of nonaggression and returned to their homeland in 1868.

1864-1890

Indian Wars throughout the West. Destruction of the bison herds.

1867

Hayden, King, Wheeler, Powell Surveys map the west comprehensively, while cataloguing flora, fauna, and geology.

1868

Navajo chief Barboncito, along with numerous other leaders, sign a treaty with General William T. Sherman, agreeing to peace with the Americans in exchange for rights to return from Bosque Redondo to their new reservation: a small area within their traditional homeland.

1869

Fort Bliss renamed Fort Bliss.

Cochise and Apache guerrillas active 1871-1879.

The war to save the buffalo 1874-1880.

1878-1879

Fort Bliss permanently established in current location.

1878

The Atchison, Topeka and Santa Fe (AT&SF) railroad crosses the Raton Pass into New Mexico, reaching Las Vegas, its first destination in New Mexico, in 1879.

1879

USGS established.

1880

The Southern transcontinental railroad traversed the region.

Geronimo & Chiricahua Apaches active in southern New Mexico and northern Mexico, 1880-1886.

1884

New boundary treaty: the boundary, where marked by the Rio Grande, adheres to the center of original
channel as surveyed in 1852 even if the course of the river changes. Boundaries on international bridges at center point.

1886
Geronimo surrenders to General Crook in southern New Mexico. The remaining members of the Chiricahua and Mimbres bands are removed first to Florida, and finally to Fort Sill, Oklahoma.

1889
US/Texas/ New Mexico/Mexico border resurveyed; discovered bancos or alluvial deposits changing land mass on either side of the border.

1891
Forest Reserve Law, designating forest preserves; forerunner of current National Forests.

1905
National Forest service created.

1906
Antiquities Act. Allows a president to protect areas of public land by executive order.

New treaty with Mexico on water rights for irrigation

1912
New Mexico becomes the forty-seventh state of the Union.

1916
National Park Service created.

1924
Gila Wilderness established.

1925
U.S. Supreme Court decision in New Mexico v. Colorado dismisses New Mexico’s claims and establishes current boundaries between the states.

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