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 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 "bootheel".

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.

Lascrucess[sic], 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

4: Rincon Junction

1883-

Although featured prominently on this map, Rincon (meaning crossroads) at this point was little more than a railroad junction station. The small settlement of El Rincón de Fray Diego (originally Thorne), became an outlaw haven, and was briefly referred to as Kinneyville, for the name of one of the outlaw gangs. The town flourished for a while, and today is home to around 60 families. [Julyan, Robert]

Quote: (1883) The Atchison, Topeka and Santa Fe railroad starting from Kansas City has been completed to Deming on the Southern Pacific, and on southwesterly across the State of Sonora to Guaymas, a port on the Pacific coast in the republic of Mexico. At Rincon it has a track following the Rio Grande to El Paso, in the State of Texas, where it connects with the Mexican Central railroad, now completed from Paso del Norte to the city of Chihuahua, and having the city of Mexico as an objective point.

The general direction of the road from the Colorado State line at Raton Pass to Rincon Junction is nearly south. From Rincon Junction to Deming its direction is southwesterly, and to the Texas State line south southeast. [Ritch, William Gillet]

5: Deming

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 sanatorium 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.

**Images:**

- Photograph used frequently by Sunset to promote Deming and the Mimbres Valley
- An example offered by the railroad of the prosperity of their community

**Links:**

City of Deming Website  --  http://www.cityofdeming.org

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6: 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.

Images:

Links:
A Brief History of Lake Valley  --  http://americanfrontiers.net/lakevalley/

7: Hudson

1892

Despite constant boosterism from the Southern Pacific railroad, few of the communities they laid out on this
map, like Hudson, flourished. Apparently not even land at $20 could reconcile settlers to living in a "gray"
landscape.

Quote: Look on the map of New Mexico and, below the Black mountains, you will see a plexus of rail lines,
northwest of El Paso and little more than halfway between that border city and the Arizona-New Mexico line.
That railroad center is Deming.

These three factors-- the river, the valley, the town-- are the components of one of the regions destined to
loom big in the development of the Southwest.

...With a warm climate-- though dry and consequently not oppressive-- the growing season is long: the truck-
farmers commonly raise three crops a year, and two for other products forms the rule.

Alfalfa gives four cuttings a season, yielding from a ton and a half to two tons an acre, at $14 a ton. Sweet
potatoes give $200 net profit to the acre; onions-- fifteen tons to the acre-- net from $200 to $400. Irish
potatoes have, with care, given four hundred bushels an acre. Tomatoes, celery, cantaloupe, cabbage and
the Mexican bean are established; apples are a sure crop, and other fruits, though not thoroughly tested, give
promise; cotton has been put beyond doubt as a safe and rich crop.

And this is what is done on land bringing $40 to $50 an acre for the best, costing $80 or $90 when ready for
irrigating. The same thing can be done on land at $20 or $25, further from town.

The climate of the Mimbres valley gives the key to the wonderful results accomplished. There are three
hundred days of sun to the year, but sunstrokes and prostrations are unknown. The rancher gives a superb
climate with what amounts to two or more growing seasons.

Much of the market for the present output is at hand. All about the valley are rich mining-camps.

In some respects the supply is today inadequate to meet even their requirements: particularly is this true in
regard to the commodities of the poultryman and the dairyman, and scarcely less so in regard to fruit and
vegetables. Grain and forage can be disposed of without trouble: there still remains a large cattle industry in
this part of New Mexico. Deming, with a population of 2,000, is a market in itself. This neighborhood demand
is growing fast as the community increases.

There is a wider market, too, available through the railroads. Two transcontinental lines pass through the
county in which Deming is situated, and the great Middle West is accessible through another line's immediate
connections. Spurs, moreover, tap thriving mining-centers within striking distance.

The landscape is gray, but has the indescribable charm of the desert. A clear air, tonic and dry, a blue sky and
the wide plains-- who can explain the attraction? You want to linger in these wide spaces, to fill your lungs
with the sweet air blown across wide leagues of balsamic growths, and revel in the sense of personal freedom
that the desert brings.

The settler in the Mimbres has by him one uncommon attraction: a progressive town which for comfort and
opportunity rivals many small cities. He can go from his ranch, where alfalfa grows waist-high in three weeks,
to his club; he can send his children to a model high school; he can attend church in handsome buildings; he
can transact business in substantial blocks and modern stores, lighted by electricity. There are banks and
newspapers, well-made streets with cement sidewalks, and a sanitary sewer system. An active chamber of
commerce is fostering the resources of the region and is active in building well the foundation for what will
before long be one of the foremost cities and districts in all the Southwest. [Vieregg, G. Von]

8: 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]
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.

Links:
Silver City Museum -- http://www.silvercitymuseum.org

9: 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:
Lordsburg-Hidalgo County Museum -- http://southern-new-mexico.org/lordsburg-
10: 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.

11: Lincoln

Quote: (1902) Lincoln is the county seat and is a quaint old settlement near Fort Stanton and only a few miles from Capitán. A nice court-house has been built at Lincoln. The town has a population of 300 and the precinct of 1,065. It is surrounded by a fruit and grain producing and stock-raising country which creates a considerable trade.

...AN INVITING FIELD

Lincoln County being one of the richest sections of New Mexico in natural wealth, possessing besides a perfect climate, and yet but sparsely settled and inadequately developed, is indeed a promising field for investment by the capitalist, the manufacturer, the miner, and the stockman. The cheapness of fuel and timber, the abundance of raw material, such as iron, copper, and other ores, of gypsum and salt, of hides and wool, should result in the rearing of many industrial establishments. The rich mineral wealth of the mountains has been prospected in but a few spots. There is plenty of room for the building of small and large irrigation systems, the drilling of wells, and the development of agriculture and horticulture. For the health seeker, not looking for luxuries, Lincoln County offers an ideal home, its pine and fir clad hills and dry and aseptic air assuring a certain cure to those not too far advanced with disease. [Otero, Miguel A.]

Overview: Lincoln

Lincoln is a tiny, unincorporated community today, but from 1876-1879, it was the center of the Lincoln County War, and sometime home to notorious outlaw Billy the Kid.

Most of historic Lincoln is part of New Mexico's Lincoln State Monument, offering the modern visitor a taste of life and death during the turbulent and bloody days of the 1870s.

Visitors to Lincoln also enjoy the annual pageant of “The Last Escape of Billy the Kid” during the first weekend of August. Re-enactments are scheduled on Friday and Saturday evening, and on Sunday afternoon, the weekend of the pageant.
12: Roswell

_Quote: (1907) THE BIG SOUTHWEST_

Undoubtedly the real reason for the overwhelming defeat of the single statehood measure in Arizona, and New Mexico's luke-warm support of the proposition at the election of November 6, can be found in the abiding faith of both territories in their ability to come into the Union as separate states within the next five years.

No person who has studied the advance of the great southwest in the last decade, writes Arthur Chapman, in Ridway's, can say that the hopes of the double statehood advocates are based on anything but reason. Today no part of the country is developing so fast as the southwest. Homeseekers are pouring into the most favored portions of New Mexico and Arizona in a steady stream. Home-seekers' excursions are run twice a week from points in the Middle West, and are patronized by thousands. Public lands are being taken up in homesteads by men who have posted themselves as to the various ways of making not only a living, but an independent fortune, in the country that was once looked upon as a desert that never could be reclaimed. Some settle in the fertile valley of the Pecos, in the remarkable artesian belt near Roswell, N. M. Others cast their lot, unafraid, on the semi arid benches, knowing that scientific dry farming will assure them more than a mere living.

...In New Mexico, which is pushing Montana for place as the banner sheep producing commonwealth, fancy brands of sheep and Angora goats are being raised, and are enriching the experimenters. In fact, it would appear that there is something that will not thrive under the magic of the soil and climate of the Southwest.

The southwest is a land of intense Americanism. It is said here is a greater proportion of college graduates among the people of Arizona than in any other population in the world. New Mexico has a large Mexican population, but the Mexicans make loyal, law-abiding citizens, and they are doing great work in the uplifting of the territory.

-- _Southern Pacific Company Passenger Department editorial: The Big Southwest. Volume XVIII, 1906-1907_ [Aiken, Charles S.]
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.

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.

I

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 nonagression 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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