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ALBUQUERQUE IN THE 1870's

By VICTOR WESTPHALL *

FROM its very beginning the fortunes of Albuquerque were linked with transportation. It was on the main trade route from Chihuahua, Mexico, to Santa Fe. The first connection with the United States was by way of the Santa Fe trail, and dates from about the time of the Mexican revolt from Spain in 1821, when Spanish colonial restrictions on foreign commerce were removed. Soon after the American occupation of New Mexico in 1846, as a strategic move in the Mexican war, the United States Army made Albuquerque a hub for military movements. The town was maintained in this capacity until late in the 1860's. Here was located an army control point from which radiated a military network. The commissary furnished supplies for distant frontier posts in New Mexico and Arizona, and from its garrison aid was sent, when needed, to points exposed to attack by Indians. The occupation forces were quick to recognize the town's central location in the fertile valley of the Rio Grande and its natural position of accessibility from all points of the compass.

During this period Albuquerque gained its reputation as a freighting center, but instead of the whistle and bell of the later freight engines, the town plaza resounded to the bawling of oxen and the braying of mules, and perhaps to the cursing of drivers as they nursed their charges the last weary yards of the long and dusty trip from the States.

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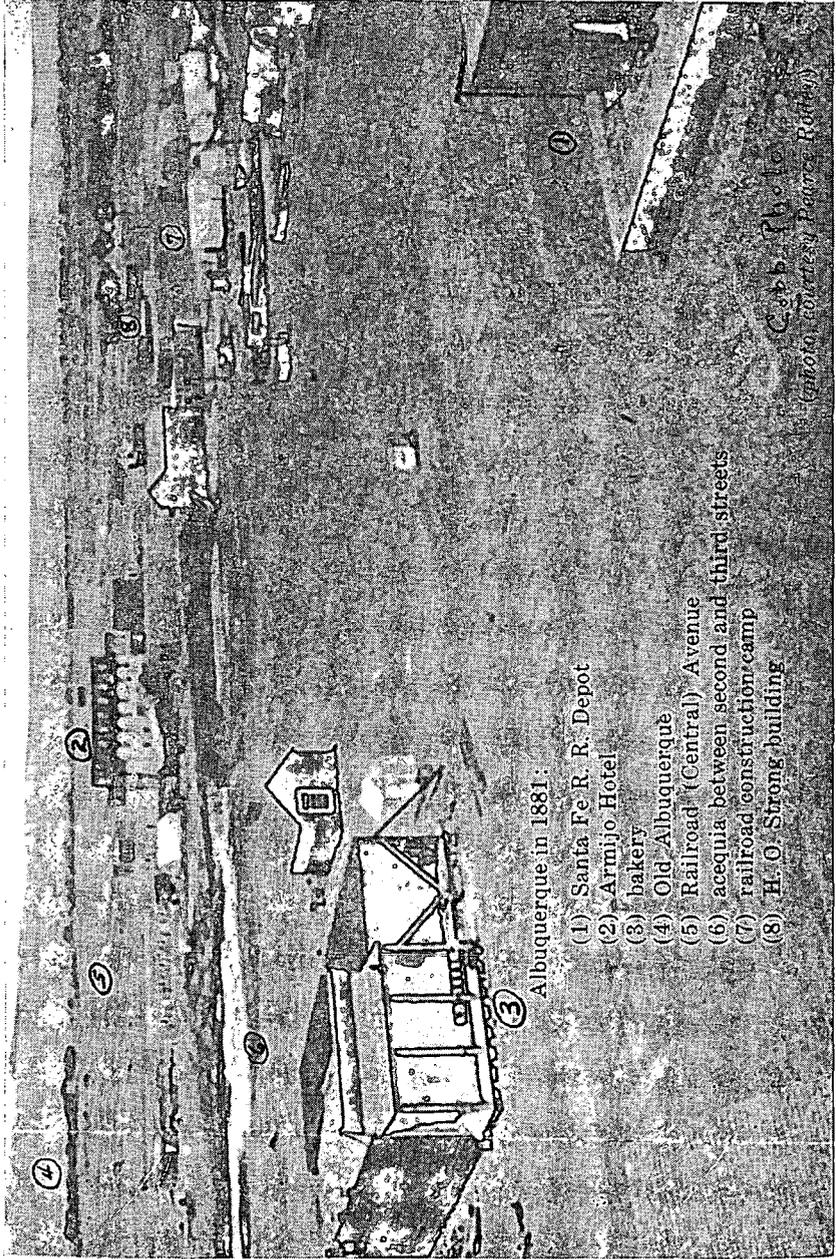
On the 27th of July, 1866, Congress authorized a grant of land to the Atlantic and Pacific Railroad Company and empowered the incorporators to locate and construct a continuous railroad and telegraph line beginning at or near the town of Springfield, Missouri, proceeding by the most eligible railroad route to a point on the Canadian river, and on to the town of Albuquerque on the Rio del Norte. From Albuquerque the route was to follow the thirty-fifth parallel of latitude, as near as might be found most suitable for railroad construction, to the Colorado river and on to the Pacific. The people of Albuquerque were well aware of the significance of their strategic position astride the proposed thirty-fifth parallel route to the Pacific, and for a number of years the specific inclusion of the town in the charter of the A. & P. caused them much hope for the future.

In 1867 a group of railroad engineers under General W. W. Wright ran a preliminary survey through Albuquerque. They planned for their line to approach the town through Tijeras canyon and noted the moderate grade from there to the Rio Grande. Then, as later, a big question was whether the railroad should go south along the valley of the Rio Grande before turning west or whether it should strike out directly on the thirty-fifth parallel route. The railroad people favored the thirty-fifth parallel.

In July, 1871, an A. & P. party, under escort of United States troops, reached Albuquerque. Business immediately boomed, but not for long.

By October, 1871, the A. & P. had built to Vinita, Indian Territory, thirty-five miles west of the Missouri state line, but that was as far as it extended until it was reorganized and absorbed by the Atchison, Topeka & Santa Fe Railroad Company in 1880. The people of Albuquerque were slow to understand or admit that their dreams were not to be realized from this source. Here was a railroad that in its charter specified it was coming to their town, and it was no easy matter for them to abandon the thought that it would surely come.

Early in 1872 the previously mentioned survey party determined the best crossing of the Rio Grande to be at



Albuquerque in 1881:

- (1) Santa Fe R. R. Depot
- (2) Armijo Hotel
- (3) bakery
- (4) Old Albuquerque
- (5) Railroad (Central) Avenue
- (6) acequia between second and third streets
- (7) railroad construction camp
- (8) H. O. Strong building

Cobb Photo
(photo courtesy Pearce-Rothman)

Isleta, about twelve miles south of Albuquerque. In subsequent railroad planning this judgment was never questioned, not even by other railroad companies, and it is fitting that the ultimate crossing of the river at that point was destined to be made by the A. & P., although it had meanwhile come under the control of the A. T. & S. F. The latter company eventually finished the line from Vinita, where the A. & P. had been forced to stop, on to Albuquerque. The A. & P. then continued westward along the thirty-fifth parallel of latitude, under the control of the A. T. & S. F.

The A. T. & S. F. had started to build in 1869. During that year it built the 27 miles from Topeka to Burlingame, Kansas. The following year it added another 34 miles in the direction of Albuquerque and reached Emporia, Kansas. By July of 1871 it had added another 74 miles and was at Newton, Kansas. The people of Albuquerque were so engrossed with the idea of the A. & P. passing through their town that it was not until about this time that they paid much heed to the progress of the other railroad. However, in August, 1871, they did take notice of this company because of reports that their road was to be finished to camp Nicholas by the following March. Camp Nicholas was near the Santa Fe trail at the point where it crossed the New Mexico line. This would place Albuquerque within a distance of 280 miles from the railroad, or a 14 day's trip by ox train. With mules or horses the time would be proportionately shorter.

The national scene took the spotlight with the depression of 1873. The Santa Fe people had been slowed down in 1872 and now they were forced to cease construction. In the five years between 1873 and 1878 the A. T. & S. F. built only thirty-five miles of track in the direction of Albuquerque. This was from Granada to La Junta, Colorado. The depression had lifted enough by 1875 so that the A. T. & S. F. could lay other tracks to nearby points in Colorado, and this was one of them. However, in Albuquerque the depression days continued until the railroad again started toward that town.

The spring of 1878 brought some change in the business

conditions of Albuquerque. Spiegelberg Bros. branch house had come to town and was setting the pace for business competition. This was two months after the A. T. & S. F. officials had decided to bargain with Uncle Dick Wootton for his toll road through Raton pass. The railroad was now started down the last stretch of this historic old Santa Fe trail and it was certain of coming to New Mexico and the Rio Grande valley.

In February, 1878, A. A. Robinson and Lewis Kingman, chief engineer and chief surveyor respectively of the A. T. & S. F., were in New Mexico looking for the possibilities of locating a main division point somewhere on the Rio Grande. They had in mind the possibility of building south and west from such a point. It is certain that they were aware of previous surveys of the thirty-fifth parallel route and very likely they were looking over the ground for themselves; consequently, they were alert to any prospects that might be available. Bernalillo, sixteen miles north of Albuquerque, was one feasible location for such a division point. On their way down the valley, Robinson and Kingman stopped by to see Don José Leandro Perea, a scion of the *conquistadores*, who was the principal landowner of that town. They approached Don José on the subject of land for a right-of-way and his price was \$425 an acre for land not worth over two or three dollars. This of course did not interest Robinson in the least and the little party of railroad pioneers went on down the valley to Albuquerque where railroad men had planned to build since 1866. For a few hours on that February afternoon it was possible that Bernalillo had within her grasp the makings of a railroad town; but railroad men are realists and when old Don José Leandro quoted his price, Bernalillo was struck from the list of possible division points for once and all.

The citizens of Albuquerque were well aware that just because their town had been named in the A. & P. charter was no certain indication that the Santa Fe line would likewise be inclined to favor this location for a division point. It was entirely possible that they might go on past Albuquerque to Isleta where the A. & P. had previously planned

a crossing of the river. No decision was made on this point until the A. T. & S. F. took over the A. & P. in 1880. It was not until March of that year that any right of ways were purchased in Bernalillo county.

In May of 1878, word had gotten around that there would be work that year for any number of men and teams in southern Colorado and in New Mexico. Contracts had been let for grading and track laying to Clifton, New Mexico. Further contracts were expected in the near future. Stock was on sale for the New Mexico and Southern Pacific Railroad Company, a subsidiary of the A. T. & S. F., which planned to build from the north line of New Mexico, commencing at Raton pass and running via Las Vegas to Albuquerque. The estimated cost of this road was \$2,621,000. From La Junta to the New Mexico line the railroad was called the Pueblo and Arkansas Valley.

By December 7, 1878, rails had reached the New Mexico boundary and soon thereafter Albuquerque was beginning to feel the impulse consequent upon the approach of cheap and rapid transportation with the East. There was more of a stir upon her streets. New faces appeared at every turn as travelers came and went with greater frequency. Rents and property values were rising and real estate owners were starting costly improvements. Everyone was sanguine of better times in store.

In April, 1879, the A. T. & S. F. asked Las Vegas for ten thousand dollars in cash, a right of way from the south line of the Maxwell land grant to the south side of Las Vegas, thirty acres of ground for a depot, and a half interest in four hundred acres of land for an addition to the town. The people of Las Vegas were reluctant to accept the last stipulation because they feared that the railroad intended to build an entirely new town and leave the old town "out in the cold." This set the people of Albuquerque to speculating whether it would be better to pay the whole cost of erecting a new town and having the railroad come there or whether it would be better to let the railroad company select their own site without paying a subsidy, and then paying the railroad for the privilege of building on the same. The

people were in a quandary about making permanent improvements in their town. They did not know what to do about it at that time so mostly they simply waited.

By July 4, the railroad engineers had mastered the difficulties of construction through Raton pass and the first train of the N. M. & S. P. rolled into Las Vegas. From that time on changes in Albuquerque were rapid and it is well to catch a glimpse of the town as it existed before these changes set in. There was but little change from almost a decade before. Instead of the ten general mercantile businesses of 1870, there were now eleven. The leading merchants at this time were Franz Huning and Stover and Company. In 1870 the town had five lawyers and two doctors while now there were three of each. John Murphy's was still the only drug store. William Brown had dropped his advertisement as a chiropodist and dentist and was confining himself to the barber trade. He was still the only barber in town. Two blacksmith shops had been added to the one owned by Fritz Greening in 1870, while Wm. Vau and Wm. H. Ayres still had the only carpenter shop. Of bakeries there were still only two, however there were now three butcher shops instead of the one owned by Tom Post a decade before. There was still only one saloon but the merchants continued to sell liquor by the gallon. Major Werner had abandoned his hotel venture when his work as notary public and probate clerk began to take all of his time. That left two hotels owned by Tom Post and Nicholas Armijo respectively. This was one more than there had been in 1870. A few new ventures had been started since the beginning of the decade. There was one watchmaker or mender, one tailoring establishment, and two cobblers.

Such was the picture of Albuquerque on July 4, 1879, when the railroad reached Las Vegas. A decade of railroad expectations had done but little to augment the physical growth of the town, but as the gap to railway connections narrowed, the town's growth increased at an ever accelerating pace. Early in the year the people had begun to discuss the question of just where the railroad would lay its tracks in relation to the established town. As the railroad drew

nearer this problem became more acute and finally on July 8, 1879, a meeting of the prominent townsmen was called in regard to the possibility of granting a free right of way to the N. M. and S. P.

Rev. D. M. Gasparri, S.J., made probably the most accurate observations and remarks of all those gathered at this meeting. His statements on that day were significant for the future, although he had in mind only the motive of protecting some of the less fortunate members of his parish. Father Gasparri explained that irrigation land is valuable and that a 200 foot right of way through the property of the poorer farmers of the valley would be a definite hardship to them, whereas they were not the ones who stood to gain the most from the railroad. He continued by saying that these poor people could not afford to donate their scant property to the railroad company, that the wealthier members of the community should contribute toward the purchase of these lands from the poorer people, and that the grant could then be made to the railroad company. He also pointed out an alternative. It might be possible, he continued, that by a petition or for a money consideration the railroad could be induced to lay its tracks above the acequia near the bluffs on the east side of the valley. The ground there would be a little more difficult to grade but, not being under cultivation, there could be little question about giving it to the company. A committee was then appointed to consider the matter and the meeting was adjourned.

Actually this meeting was superfluous because nothing was ever done about the right-of-way. No inducement was offered to the railroad people and they built their line exactly where it was most convenient for them to do so. People of the present, who conjecture on why the tracks were laid down a mile or so away from the town that existed at the time, overlook a basic railroading principle. Railroad tracks are best laid in straight lines. The old town was situated inside a bend in the Rio Grande and it would have meant just another curve in the tracks to have reached the town. There just simply wasn't the inducement to do this!

It is interesting to note that Santa Fe and Grant coun-

ties voted bonds to have the railroad build branch lines to Santa Fe and Silver City respectively. It wasn't necessary for Albuquerque to do this because the town was little more than a mile from the logical right-of-way which avoided both the bluffs and the bend in the river. Not many people in Albuquerque thought of this at the time and the few who did profited by their astuteness.

By September of 1879 grading was completed well below Las Vegas and track was being laid on that section of the line. On the 20th of September Don Miguel A. Otero and Governor Anthony of Kansas were in town and rumors were rife as to the purpose of their visit. It is probable that they were quietly trying to start the machinery for the raising of a bond issue. A week later it was reported that General Palmer at the instance of Jay Gould, the famous railroad man, had sent out assurances that the funds, iron, and everything necessary had been secured in order to extend the Denver and Rio Grande narrow gauge to Albuquerque immediately. Nothing more was heard of a bond issue for the N.M. & S. P., if indeed that had been the purpose of Señor Otero's visit the week before.

During November the D. & R.G. made public announcements requesting proposals for ties and grading as far as Albuquerque. At this time the European restaurant opened for business and Henry Springer started his new Mint saloon, the feature of which was a superb Monarch billiard table.

During the months of September to December Franz Huning had been buying up a tract of about 700 acres of land in the area south and east from the old town. The present day boundaries of this area are: a line beginning at the Rio Grande, near the middle of present day Tingley Conservancy Beach, running 200 feet west of and parallel to present day Laguna Boulevard which extends northeastward to join Central Avenue at Sixteenth street; from there southeast along Central Avenue to Tenth Street; from there the boundary followed the old Barelás road and acequia which today is approximated by a line from Central Avenue and Tenth Street a little east of south to a junction with the

northern end of present day Barelás Road and southward on this road to a point south of Barelás bridge, where Second Street today is closest to the river, and where the acequia approached the Rio Grande; from there northwest along the Rio Grande to the starting point at Tingley beach. He offered this area to the railroad for a price they would not pay. The natural route for a railroad was somewhat east of this area. The N.M. & S.P. planned to build at this more easterly location; but the D. & R.G. planned a terminal in the vicinity of Mr. Huning's property, so it is probable that his negotiations were with them. Whether they could not or would not buy this property is not certain. We shall see that Huning was too smart to be caught backing the wrong horse because he also had excellent connections with the N.M. & S.P.

By the end of 1879 trains were running forty miles south of Las Vegas and within eighty miles of Albuquerque. Grading was proceeding rapidly. The advance guard of the railroad—laborers, speculators, traders, contractors, etc.—had already come to town, and it was expected that the line would be completed by the fifteenth of March of the following year. The railroad fever was raised to a new height by the arrival of surveying parties from both the N.M. & S.P. and the D. & R.G. companies; both parties were engaged in running imaginary and real lines for their respective railroads. There was so much engineering and stake driving that the landscape took on the appearance of an immense farmer's harrow with innumerable rows of teeth. This tentative planning placed the N.M. & S. P. where it is now located (that is, the present day A.T. & S.F. railroad), while the D. & R.G. was projected to about Fourteenth Street or the vicinity of the old Huning Castle.

The street leading by Huning's mill to the proposed N.M. & S.P. depot grounds was appropriately named Railroad Avenue and is the present day Central Avenue. It was believed that this would be the principle thoroughfare of the town, so Franz Huning and Fritz Greening were busily engaged making such improvements as street widening and new bridges. Albuquerque was rapidly losing its ancient

appearance and taking on those aspects which invariably accompany American progress. New faces were to be seen daily and the monotony of the past was giving way to hurry and busy preparation for the future. Old buildings were being remodeled, new buildings were being erected everywhere, and property was changing hands at prices never dreamed of ten years before. Thus the year 1879 drew to a close and the scene was set for some remarkably rapid action during the early months of 1880.

Shortly after the new year chief engineer Robinson designated a desirable location for the N.M. & S.P. depot grounds. This was at a point on the east end of Railroad Avenue, some two hundred yards west of the branch of Los Barelás Acequia, which was situated west of the railroad tracks, and right on the direct road to Tijeras Canyon. It was planned to occupy a space 500 feet wide and 1,000 yards long, crossing at right angles to Railroad Avenue and running south from it. The depot building and car sheds were to occupy a space fronting on the Avenue, about 200 feet wide and extending north about 200 yards. This location was later changed to the present site of the depot south of Central Avenue. It was expected that the whole of Railroad Avenue would soon be built up over its entire length from the town to the proposed depot site. It was rumored that railroad officials would soon be on hand to buy the right-of-way, but no transactions were made in Bernalillo county until March. In the meantime a great deal was happening.

In March and early April Franz Huning, William C. Hazeldine, and Elias Stover were furiously buying up land between Barelás road and the proposed depot site. This was the area later to be known as the *original town site*. It seems certain that these three Albuquerque citizens were acting under the auspices of the New Mexico Town Company (a subsidiary of the N.M. & S.P. Railroad Company) which was organized on March 3, 1880. Hazeldine was an attorney for the Santa Fe railroad, while Stover was one of the original backers of the railroad company and one of the incorporators of The New Mexico Town Company. This trio made a perfect foil for acquiring the right-of-way land on a basis

which made it appear that some of the town's citizens were promoting the deal, and it thus took on somewhat the proportions of a civic enterprise. The railroad, as has been previously explained, was somewhat limited in the area over which it could most conveniently lay track, and it was to its interest to acquire a right-of-way through this area without paying an exorbitant price. During March the railroad bought up most of the right-of-way north of Albuquerque and at the same time Stover, Hazeldine and Huning were buying up land for right-of-way, and for the town site near Old Albuquerque. The railroad did not oppose these purchases in any way.

The land which comprised the actual depot grounds was purchased by these three between March 6 and April 3. Only two persons refused to sell and they were dealt with separately by the railroad itself. They were Antonio Candelaria and Ignacio Lopez. On April 9 and 10, Huning, Hazeldine, and Stover deeded their holdings to the N.M. & S.P. for \$1.00. Furthermore, on May 8, they deeded the whole of the *original town site* to the New Mexico Town Company, likewise for \$1.00. At the same time the three men had an agreement with the New Mexico Town Company whereby they were to receive jointly from the Company one-half of all net profits derived from the sale of lots situated on lands owned by said Company. The same contract listed Wm. E. Talbot and Mariano Armijo as agents for the sale of this property. In this manner the railroad got out of what could have been an embarrassing situation and our farsighted trio acquired an excellent business proposition. The town had refused to vote a bond issue, and it is quite possible that some individuals might have held out for prohibitive prices for their land had they been approached directly by the railroad agents instead of by citizens of the town. At the same time it is hardly necessary to point out the business advantages to be gained by all concerned from the sale of lots in the original town site.

Eventually the original town site, which is the present-day business district, came to be called New Albuquerque. However, that name was first applied to a plat of ground

called the Stover addition. This land was situated southwest from and adjoining the Old Town. It was south of Railroad Avenue (Present-day Central) and west of Barelás road which at that time extended northwest from the north end of present-day Barelás Road to a junction with Central Avenue at Tenth Street. It had been purchased by William Talbot and Mariano Armijo who laid it out with six streets running east and west and eight north and south. Just as Franz Huning prepared for the coming of both railroads, so did Talbot and Armijo have the same idea because this property was in the region favored by the D. & R.G. It has already been pointed out that they later became agents for the New Mexico Town Company.

All this development was taking place while the N.M. & S.P. was progressing steadily. By February 9 it had reached Galisteo, sixty-seven miles from Albuquerque, and was moving ahead at the rate of about a mile a day. The D. & R.G. had not yet given up and Albuquerqueans were counting on the competition two railroads would afford.

Albuquerque was now a busy little town indeed. The Central bank had been organized with Jefferson Reynolds as president, and instead of one saloon there were now fifteen. There were two hardware stores, a saddlery, a shoemakers shop, two Chinese laundries, six architects and builders, about twenty carpenters, two seamstresses, two pawn brokers, two wholesale liquor stores, a planing mill, a grist mill, two drug stores, half a dozen restaurants, a tan yard and wool pulling house, a sash door and blind store, and the professions were represented by five doctors, six lawyers, one assayer, and one editor. With the approach of the railroad, mining activities were rapidly increasing. In 1869 there were two mining claims filed and in 1871 just one. The next record is 1875 when there was one claim filed and there were no others until 1880, the year the railroad arrived. In 1880 there were no less than 137 claims! The population had nearly doubled in the past decade and most of this was during the year before the railroad arrived.

By April 3 the tracks were only two miles north of

town and the last rail was laid about 4 P. M. on April 5, 1880. On the sixth a train of freight cars, loaded with stores and supplies for the contractors, pulled into the depot grounds. At last Albuquerque had a railroad, but negotiations with the authorities as to a proper date for the reception celebration were delayed for several days, and the official welcoming was not held until the twenty-second.

The railroad boarding car and camp moved in on the 7th, and on the 8th grading was started southward in preparation for the tracks of the A. & P. Sleepy Old Albuquerque had never seen anything like this before! An era of progress had arrived.

When the tracks were only a few miles away on April 3, a meeting was called to discuss Albuquerque's railroad reception. The meeting was called to order by Judge Hazeldine, and Franz Huning was elected to the chair. Other officers were then selected, among them were Elias Stover and Santiago Baca, Vice Presidents, and Major Werner, Secretary. The various committees set to work and within the following week financial arrangements had been made. The invitations committee had arranged with the officials of the N. M. & S. P. for the reception to be held on April 22. At the same time the program was arranged and everything was in readiness for the gala event.

Daylight of the 22nd found the plaza decorated with flags and before the noonday hour the battery announced, in thunderous tones, the commencement of the ceremonies. By noon the procession had formed and proceeded to the depot where the different officers were provided with a couple of flat cars for a platform. When the special train arrived, with the railroad officials and four hundred invited guests from Bernalillo, Santa Fe, and other points, those who could mounted the platform and listened to the addresses. The rest of the large gathering remained in carriages or gathered on other flat cars nearby.

Franz Huning, president of the day, called the meeting to order and resolutions were read in English and Spanish. Don Miguel Otero, Vice President of the A. T. & S. F., responded on behalf of the railroad company, and Judge Hazel-

dine followed with the best speech of the day. His words ably summed up the attitude of the people toward the railroad:

When on this eventful morn the first struggling beams of light broke over the brow of yonder range of mountains, grave sentinels standing guard eternally over our beloved and fertile valley, the day was born that was to be the day of all days for Albuquerque, the Queen City of the Rio Grande, a day long expected and anxiously looked forward to by the friends of progress and advancement, a day ever after to be known and remembered as that on which our ancient city of Albuquerque, after having attained years of maturity—for our Queen City is no infant, having reached a healthy and robust youth long before our patriotic forefathers had made that glorious and successful bid for freedom which released them from the galling and oppressive yoke of tyranny, and ushered into the world that new nation which was to be the cradle of liberty, the home of freedom, and the refuge of the oppressed, and of which it is our good fortune to be citizens—was through the pluck, vim and enterprise of the management of the A. T. & S. F. RR. connected with the rest of the civilized world. . . .

I know full well that comparisons are odious but for one moment let us look back on the not too far off days when it took from three to six months of perilous travel across the trackless prairie, surrounded by dangers of all kinds and in constant dread of attack from bloodthirsty Indians, to transport the goods of the merchants from the Missouri river here; when it required from twelve to twenty days of constant and uncomfortable staging for a passenger to travel the same distance by coach; when one mail per month was the maximum given our people; when telegraphs were unknown, and railroads a myth (and many of my hearers can remember those times) and compare the old with our situation today, when we can take our seats in Albuquerque aboard a palace car and be comfortably conveyed to Kansas city in less than fifty hours from the time we take our parting glance at the glistening waters of our own Rio Grande.

Today the new civilization of the east is brought into contact with the ancient civilization of New Mexico. Today the bell of the locomotive tolls the death knell of old foggyism, superstition, and ignorance, and proclaims in clairion notes that henceforth knowledge, education, advancement and progress shall be the right of our people. Are we in Albuquerque prepared to take advantage of this opportunity, and make this the epoch in the history of our town? I answer unequivocally, we are. We have within ourselves the necessary elements of success. Our town is located in the right place and occupies a commanding position, and is therefore bound, if we put forth the proper efforts, to become the railroad center of New Mexico. Our people are alive and earnest, and knowing that they hold their destinies in their own hands, they have the right material in them to

work it out, and will, in the future as in the past, pull together for the common good. Now that this mighty factor in the affairs of nations and states, the railroad, has come to our door, New Mexico will no longer be known as *Terra Incognita*. Writers in leading New York papers will no longer say, as they did a few years ago, that it ought to be annexed to the United States. Letters will not be written asking us at what time the steamboats arrive at Santa Fe, nor will old world lawyers, in drafting legal instruments, locate New Mexico in South America, but it will be the promised land toward which the eyes of the emigrant will be longingly turned. The invalid will seek our territory to repair his shattered health and the capitalist will come here to swell his gains. The artist will come here to paint our magnificent scenery, the miner to unearth the immense wealth now hidden in her rugged breast, the man of leisure to enjoy life in this glorious climate, where the main fact of existence is a pleasure; and where can the requirements of these various classes be so well supplied as in our own city? We have a climate unsurpassed by any other locality in or out of New Mexico, we have all the advantages of society, churches and schools, grand and picturesque scenery, of mountains full of precious metals, of stores of every class and description, of wideawake and enterprising business men, and a population ever ready to extend the right hand of friendship and goodwill to the worthy newcomer. I am sure that you will each and every one concur with me, and that I will express the popular sentiment when I say that to the officers of the A. T. & S. F. RR. we offer our sincere congratulations upon this auspicious occasion, when after surmounting untold difficulties, and the expenditure of vast amounts of money, you have at last completed your road to Albuquerque. . . .

After more speeches, everyone climbed aboard the train for an excursion to Bernalillo. Within half an hour the whole ten cars of people were enjoying the hospitality of their neighboring town. A sumptuous repast was spread before them and the hungry and thirsty excursionists did it ample justice. More speeches followed. At this point good cheer was flowing freely and representatives of the two towns agreed to bury the hatchet and henceforth live in peace and goodwill toward each other. Then everybody again climbed aboard the train and Albuquerque was soon reached. The assemblage adjourned to the Old Town Plaza, and shortly spirits were really "high," for on the plaza were several barrels of wine with tin cups chained to them. The public was invited to drink their fill as the program proceeded. At sunset "loud roared the dread artillery"; once more music

filled the air and when darkness threw its mantle over the town, fireworks filled the sky with a brilliant display. Judge Trimble succeeded the pyrotechnics with an oratorical exhibition. He was followed by Governor George B. Anthony, Judge Prince, and Don Tranquilino Luna. Father Gasparri was the last speaker on the program and he fittingly pointed out that the railroad had entered Santa Fe first as the head and capital of the territory, but that it entered Albuquerque as the heart and center from which the blood of life flowed to nourish the whole body.

The reception came to a happy end, and the town had its railroad. Some of the business houses of Old Albuquerque cheerfully moved nearer to the railroad depot; a few dourly refused to budge and became part of the tradition that maintains Old Albuquerque's bright light as a chapter in the romantic history of the Southwest. Through the whole story shines the one clear fact that Albuquerqueans realized their possible modern progress was to be inevitably linked with the coming of railroad transportation. They were fully aware that this same railroad would strangle and stunt the development of their beloved Old Town, but they were willing to make this sacrifice for the sake of the better economy a railroad would afford.