

Cover: Enrico Martinez map of New Mexico, 1601



Printed on recycled paper

National Historic Trail Feasibility Study
Environmental Assessment

March 1997

EL CAMINO REAL DE TIERRA ADENTRO

Texas • New Mexico

ACKNOWLEDGMENTS

The National Park Service thanks the technical team and others who assisted in the preparation and review of this document. In the interest of historical accuracy, these people generously shared their knowledge of the history and resources of El Camino Real de Tierra Adentro. The participation of these people has improved the document and will serve future generations well.

SUMMARY

The purpose of this study is to evaluate the feasibility and desirability of designating El Camino Real de Tierra Adentro (the Royal Road of the Interior) as a national historic trail under the study provisions of the National Trails System Act (Public Law 90-543, 16 USC 1241 et seq.). El Camino Real de Tierra Adentro was used for more than 300 years as the primary route between northern Mexico and what is now the southwestern United States.

American Indians, and particularly the Pueblo Indians of the Rio Grande, established routes for trade and communications long before the arrival of the Europeans. One of these trade routes would later become the route of El Camino Real. The historical period of significance for El Camino Real in the United States extends from 1598 to 1882.

Throughout that period, traders and travelers along El Camino Real promoted cultural interaction among Spaniards, Indians, Mexicans, Europeans, and Americans. It made possible the exploration, conquest, colonization, settlement, and military occupation of a large segment of the borderlands. El Camino Real facilitated the emigration of Spanish colonials to New Mexico and other areas of what would become the United States. It also fostered the spread of Catholicism, the growth of mining, and the development of an extensive network of commerce.

Historic, ethnic, and cultural traditions were transmitted along El Camino Real de Tierra Adentro — particularly music, folk tales, medicine, and sayings, architecture, geographic place names, language, irrigation systems, and Spanish law.

The emphasis of the study is on the part of the trail that is in the United States from El Paso, Texas, to San Juan Pueblo, New Mexico. In addition, this study has documented the fact that El Camino Real de Tierra Adentro meets the criteria of section 5(b) of the National Trails System Act for feasibility and desirability. The study also addresses each of the required elements that are listed in the National Trails System Act, section 5(b).

El Camino Real de Tierra Adentro is nationally significant because of its use for conquest, colonization, missionary supply, commerce, cultural and biological exchange, and military campaigns. This study contains descriptions of the cultural and natural resources along the trail route, as well as descriptions of public use sites.

Many groups, organizations, and public agencies have demonstrated a great deal of interest and support for commemorating, researching, and identifying the route over the past several years. Much of this work has been initiated by the Camino Real Project, Inc. The state of New Mexico and the Bureau of Land Management are working together to develop El Camino Real International Heritage Center. Several other programs related to El Camino Real are being implemented by the New Mexico Department of Tourism, the New Mexico State Highway and Transportation Department, and New Mexico Arts, a division of the Office of Cultural Affairs.

The Bureau of Land Management and the Camino Real Project, Inc., have pursued trail-related archeological and historical research and the production and publishing of a series of essays documenting the significance and use of El Camino Real. In addition to public agencies' efforts, private groups and communities have sponsored trail-related activities from arts programs to the coordination of trail commemoration activities.

SUMMARY

This study has been prepared with the cooperation and assistance of the Instituto Nacional de Antropología e Historia (INAH) of the government of Mexico. Although there is no legislation in Mexico comparable to the National Trails System Act, INAH has been active in documenting and preserving sites related to El Camino Real de Tierra Adentro. The National Park Service, the Bureau of Land Management, and the Instituto Nacional de Antropología e Historia have cooperated in hosting the first international symposium on the history and culture of El Camino Real. A second symposium with additional sponsorship by the Museum of New Mexico took place in October 1996. If El Camino Real de Tierra Adentro is designated as a unit of the national trails system, there is potential for the Mexican government to provide a similar designation for the route in Mexico. This could result in the mutual establishment of the first designated international historic trail.

This feasibility study evaluates the alternative of designating El Camino Real from El Paso, Texas, to San Juan Pueblo, New Mexico, as a 404-mile unit of the national trails system. San Juan Pueblo was the terminus of the trail because it was the first provincial capital of the northern province of New Spain. The designation of El Camino Real would offer important preservation opportunities resulting from some provisions of the National Trails System Act. Such designation would also encourage further research to improve the knowledge, understanding, appreciation, and protection of trail segments and related sites. It also would promote the overall commemoration of the national significance of the route.

If designated by Congress as a national historic trail, El Camino Real de Tierra Adentro would be managed through cooperative partnerships with public agencies, private organizations, and landowners. The federal role would be to set and maintain standards, to provide technical and limited financial assistance to partners, and to help ensure consistent preservation, education, and public use programs.

The designation of El Camino Real de Tierra Adentro as a unit of the national trails system would make possible the coordination of activities along the length of the trail and coordination with other trails such as the Santa Fe National Historic Trail. It also would mean increased coordination with the Mexican government on cultural resource preservation and educational programs related to El Camino Real.

CONTENTS

Introduction	1
Purpose of the Study	1
National Trails System and National Historic Trails	2
Definition and Documentation of El Camino Real	4
Eligibility, Feasibility, History, and Significance	9
Eligibility of El Camino Real De Tierra Adentro	9
Feasibility and Desirability	10
Historical Overview	13
Prehistory	13
Spanish Period	14
Mexican Period	16
United States Territorial Period	18
Significance	19
Prehistoric trails	19
Historic Roads and Trails	19
Integrity of Resources	22
Partnerships	23
Opportunities	26
Description of Resources	28
Cultural Resources	28
Archeological Resources	28
Historic Resources	29
Cultural Landscapes	33
Natural Resources	33
Ecoregions on El Camino Real	33
Natural Landmarks	36
Socioeconomic Resources	38
Landownership and Land Use	38
Public Use Sites	39
American Indian Pueblos	39
National Parks	40
National Forests	40
Public Domain Lands Managed by Bureau of Land Management	40
National Wildlife Refuges	40
State and Local Parks, Monuments, and Sites	41
Alternatives	44
Alternative 1: Designation from El Paso to San Juan Pueblo	44
Management	44
Interpretation	53
Visitor Use Opportunities	55
Alternative 2: No Action (Continuation of Existing Policies)	56
Alternative Considered but Not Selected	56
Historic Names of the Route	58

CONTENTS

Environmental Consequences	60
Alternative 1: Designation from El Paso to San Juan Pueblo	60
Cultural and Natural Resources	60
Socioeconomic Environment	61
Alternative 2: No Action (Continuation of Existing Policies)	62
Cultural and Natural Resources	62
Socioeconomic Environment	62
Consultation and Coordination	63
Appendixes	
A: National Trails System Act	64
B: Previous Studies; Related Projects and Programs	77
C: Program of El Camino Real Symposium	79
D: International Letters of Understanding	81
E: Existing Public Use Sites	86
References	88
Study Team	92
Consultants	92
Technical Team Members	92

Maps

National Trails System map	3
El Camino Real, United States and Mexico	5
El Camino Real, United States Portion, and Other Historic Routes	6
El Camino Real in the United States, segment 1	45
El Camino Real in the United States, segment 2	46
El Camino Real in the United States, segment 3	47
El Camino Real in the United States, segment 4	48
El Camino Real in the United States, segment 5	49
El Camino Real in the United States, segment 6	50
El Camino Real in the United States, segment 7	51
Alternative Considered but Not Selected	57

Tables

1. Landownership	38
2. Land Use	39

INTRODUCTION

PURPOSE OF THE STUDY

The purpose of this study is to evaluate the feasibility and desirability of designating El Camino Real de Tierra Adentro (the Royal Road of the Interior) as a national historic trail as defined by the National Trails System Act (Public Law 90-543, 16 USC 1241 et seq.). The passage of legislation in 1993 to study El Camino Real de Tierra Adentro (P.L. 103-26) resulted from several years of work by specialists from many disciplines with a keen interest in the heritage of Mexico, New Mexico, and west Texas. The National Trails System Act is reproduced in appendix A. The act uses “El Camino Real” to refer to the route.

The legislation authorizing this study is based on the following findings by Congress, as enumerated in P.L. 103-26:

- (1) El Camino Real de Tierra Adentro was the primary route for nearly 300 years that was used by clergy, colonists, soldiers, Indians, officials, and trade caravans between Mexico and New Mexico;
- (2) from the Spanish colonial period (1598–1821), through the Mexican national period (1821–1848), and through part of the United States territorial period (1848–1912), El Camino Real de Tierra Adentro extended nearly 1,800 miles from Mexico City through Chihuahua City, El Paso del Norte, and on to Santa Fe in northern New Mexico;
- (3) the road was the first to be developed by Europeans in what is now the United States and for a time was one of the longest roads in North America; and
- (4) El Camino Real de Tierra Adentro, until the arrival of the railroad in the 1880s, witnessed and stimulated multi-cultural exchanges and the evolution of nations, peoples and cultures.

The legislation to study El Camino Real de Tierra Adentro as a potential national historic trail was based on research and documentation compiled by the Camino Real Project, Inc., in 1990. The work of the Camino Real Project, Inc., has been funded through various sources. The project has conducted research, prepared interpretive exhibits and highway markers, and developed cooperative agreements with the Latin American Institute of the University of New Mexico and with the Instituto Nacional de Antropología e Historia (INAH), the Mexican agency with responsibility for the research and preservation of cultural sites.

In addition to the Camino Real Project, Inc., the state of New Mexico and the Bureau of Land Management (BLM), U.S. Department of the Interior, have conducted studies and inventories to identify the route and history of El Camino Real in New Mexico. For a complete list of past and ongoing projects directly related to El Camino Real de Tierra Adentro, see appendix B.

The legislation to study El Camino Real authorizes the secretary of the interior to study the feasibility of designating the Texas and New Mexico portions of the route as a national historic trail. The act also includes the following specific provisions to be addressed in this study:

INTRODUCTION

- examine changing routes within the general corridor
- examine major connecting branch routes
- give due consideration to alternative name designations

Because about three-quarters of El Camino Real de Tierra Adentro extends between Mexico City and the U.S. border, the legislation for this study also authorizes the secretary of the interior to work in cooperation with the government of Mexico and its political subdivisions (including providing technical assistance) to determine the desirability and feasibility of establishing an international historic route. It is essential to study the entire route of El Camino Real de Tierra Adentro in order to more fully understand the significance, prehistory, history, and culture of the part of the route in the United States.

This feasibility study will be submitted to Congress. Any future federal involvement in El Camino Real as a national historic trail must be based on a specific congressional authorization.

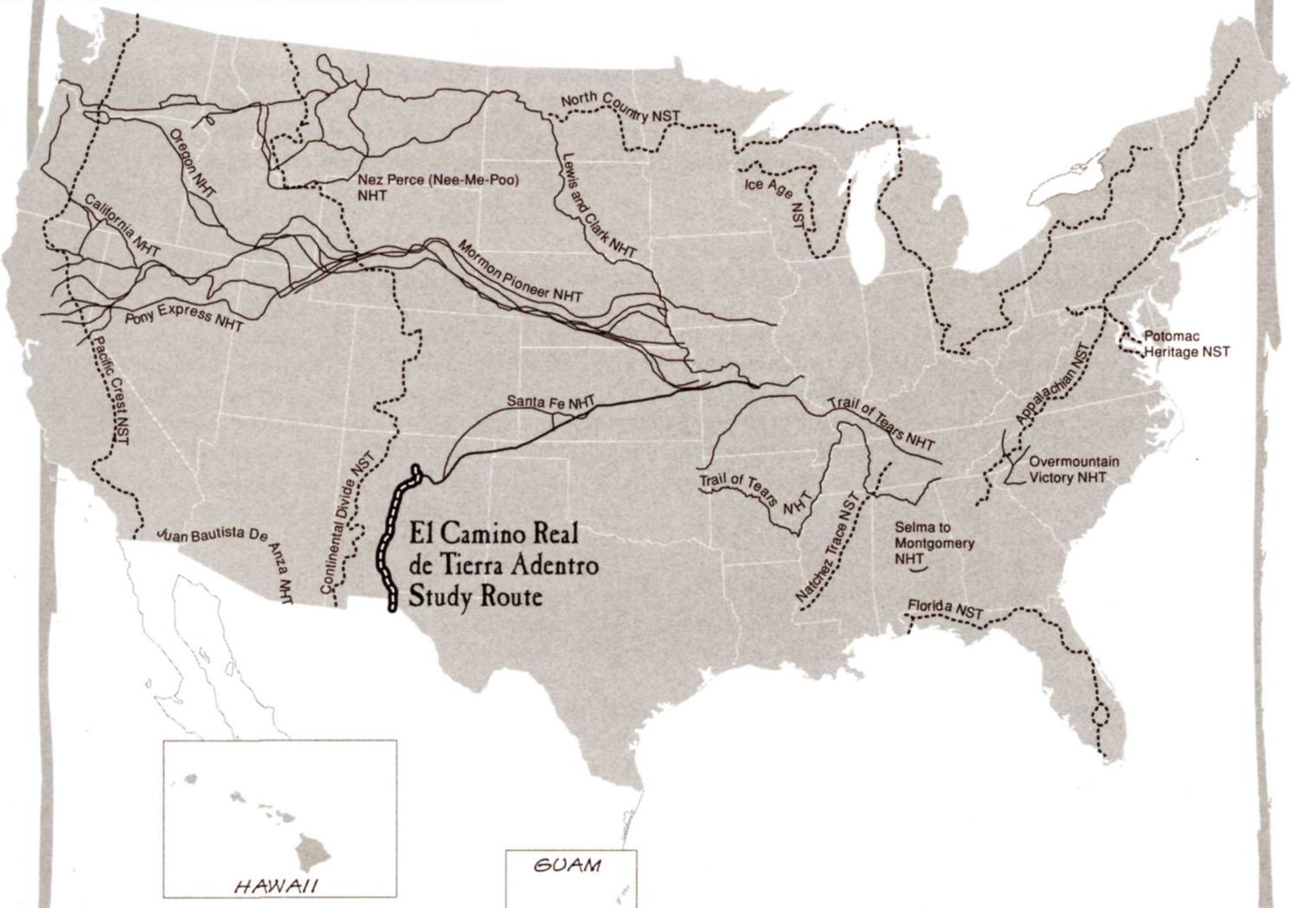
NATIONAL TRAILS SYSTEM AND NATIONAL HISTORIC TRAILS

The national trails system was established by the National Trails System Act of 1968 “to provide for the ever-increasing outdoor recreation needs of an expanding population and to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open air, outdoor areas and historic resources of the Nation.” The national trails system is composed of congressionally designated national scenic trails and national historic trails, as well as national recreation trails, which are existing trails that the federal government recognizes as contributing to the national trails system. National scenic trails are continuous protected scenic corridors for outdoor recreation like the Appalachian or Pacific Crest National Scenic Trails. National recreation trails offer a variety of opportunities for outdoor recreation in or reasonably accessible to urban areas. The National Trails System Act provides for a lead federal agency to administer each national scenic and national historic trail in cooperation with a variety of partners, including other federal agencies, state and local agencies, American Indians, local communities, private landowners, and others.

The purpose of national historic trails is the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment. National historic trails are extended trails that follow as closely as possible and practicable original routes of travel that are historically significant. The designation of such trails or routes is to be continuous, but the established or developed trails are not necessarily continuous land areas; they may include portions or sections of land areas, land and water segments, or other specific sites. Together these qualifying entities form a chain or network of areas that may be included as components of a national historic trail. National historic trail authorization would require federal funds for the planning, development, research, and/or management of the trail and related trail activities. Some of the existing authorized national historic trails are the Santa Fe, Oregon, Pony Express, Mormon Pioneer, and Lewis and Clark trails (see National Trails System map.)

The National Trails System Act establishes additional criteria for a national historic trail, as follows:

- (a) It must be a trail or route established by historic use and must be historically significant as a result of that use.
- (b) It must be of national significance with respect to any of several broad facets of American history, and its historic use must have had a far-reaching effect on broad patterns of American culture.



———— National Historic Trail
 - - - - - National Scenic Trail



NATIONAL TRAILS SYSTEM

El Camino Real de Tierra Adentro

United States Department of the Interior
 National Park Service
 DSC • March 1997 • ELCA • 20,000

- (c) It must have significant potential for public recreational use or historical interest based on historical interpretation and appreciation.

If Congress authorized a national historic trail, a management plan would have to be prepared to address its preservation and the public use and appreciation of the trail and its associated values. Existing trail segments already in federal ownership could become the initial components of the national trail. Other trail segments could be developed and protected through various means such as cooperative and certification agreements, easements, and actions by private organizations. Generally there would be little if any acquisition of private lands.

National trails are managed through cooperative partnerships with public agencies, private organizations, and landowners. The federal role is one of setting and maintaining standards; providing technical and limited financial assistance to partners; helping to ensure consistent preservation, education, and public use programs; and managing use of the official trail logo for marking and other appropriate purposes.

DEFINITION AND DOCUMENTATION OF EL CAMINO REAL

Four main royal roads led to Mexico City during the Spanish Period. One ran from Veracruz in the east, another from Acapulco via Guadalajara in the west, a third crossed into Oaxaca from Honduras in the south, and the fourth road traversed the interior of Mexico from Santa Fe in the faraway northern province of New Mexico. These four capitals connected with the viceregal capital in Mexico City complementing the traditional relationship established under Spanish custom and practice governing royal roads in Europe and the New World. Historically, a Camino Real (Royal Road) is defined as a road that connects Spanish capital and Spanish capital, a distinction not shared with ordinary Spanish villages or Indian pueblos.

For a short period of time, the trail connected Mexico City to San Juan Pueblo (1598–1600) and San Gabriel (1600–1609). When the capital of New Mexico was moved to Santa Fe in 1610, the trail linked it with Mexico City. The term Camino Real implied that the status and privileges granted to the villas and capitals it connected were extended to the main routes of travel through use by officials and others acting in the interest of the crown (see maps: El Camino Real, United States and Mexico, and El Camino Real, United States Portion, and Other Historic Routes). Unlike ordinary Spanish villages and Indian pueblos, villas like Santa Fe and others along the route, had royal privileges (reales and regalias: see appendix E, Historical Definition of Caminos Reales) prescribed in their charters. An important factor under which a town received a set of privileges was its economic importance to a region, province, or colony. Similarly, the main road through the villa or series of villas enjoyed the privileges granted. Historically, royal roads connected economically important Spanish towns, capitals of provinces, and mines that possessed a charter prescribing royal privileges. As the principal road leading through New Mexico, El Camino Real terminated in Santa Fe, which was the economic and political hub of Spanish New Mexico. Other colonial roads leading to Spanish villages and Indian pueblos emanated from Santa Fe or connected with El Camino Real at different points. (For a more detailed discussion of the definition of a camino real, see the unpublished paper, “Toward a Definition of the Spanish *Camino Real*: *Cabañas*, Villas, Armies, and the Spanish Crown,” Joseph P. Sánchez, María Luisa Pérez González, and Bruce A. Erickson, that is on file at the Spanish Colonial Research Center and the Long Distance Trails Group Office, Santa Fe).



United States

SAN JUAN PUEBLO

Albuquerque Santa Fe

Juarez El Paso

Chihuahua

Sea of Cortez

El Parral Allende Corralitos

Durango

Mexico

Gulf of Mexico

Pacific Ocean

Zacatecas Aguascalientes Guanajuato

Lagos

Guadalajara

MEXICO CITY

Veracruz

Acapulco

Oaxaca

NORTH



No scale

EL CAMINO REAL UNITED STATES AND MEXICO

El Camino Real de Tierra Adentro

United States Department of the Interior
National Park Service

DSC • March 1997 • ELCA • 20,001



- El Camino Real de Tierra Adentro
- Santa Fe Trail
- Military Wagon Roads
- Comanchero Cartroads
- Butterfield Stage Route
- Old Spanish Trail



EL CAMINO REAL,
 UNITED STATES PORTION AND OTHER HISTORIC ROUTES
El Camino Real de Tierra Adentro
 United States Department of the Interior
 National Park Service
 DSC • March 1997 • ELCA• 20,002

Contemporary descriptions document the longevity of El Camino Real de Tierra Adentro. The historic use of El Camino Real has been documented in the “Historical Dictionary of Place Names Associated with *El Camino Real de Tierra Adentro*,” which was compiled in 1995 by the Spanish Colonial Research Center of the National Park Service (NPS). The research conducted by the center included the compilation of references to this historic route from the 1580s to the end of the Spanish Period by the following people in the times shown:

Juan de Oñate, 1598
Alonso de la Mota y Escobar; 1602–1605
Alonso de Benavides, 1634
Pedro de Rivera, 1724–1726
Pedro Tamarón y Romeral, 1759
Nicolás de Lafora, 1766
Francisco Atanasio Domínguez, 1776
Juan Agustín de Morfi, 1777
Juan Bautista de Anza, 1780
Zebulon Pike, 1807

The following expedition leaders described the New Mexico portion of El Camino Real before it became the royal road.

Francisco Sánchez Chamuscado, 1581–1582
Antonio de Espejo, 1582–1583
Gaspar Castaño de Sosa, 1591

The continued use of the route of El Camino Real after Mexican Independence in 1821 was documented by Josiah Gregg in 1835 and A. Wislizenus in 1847.

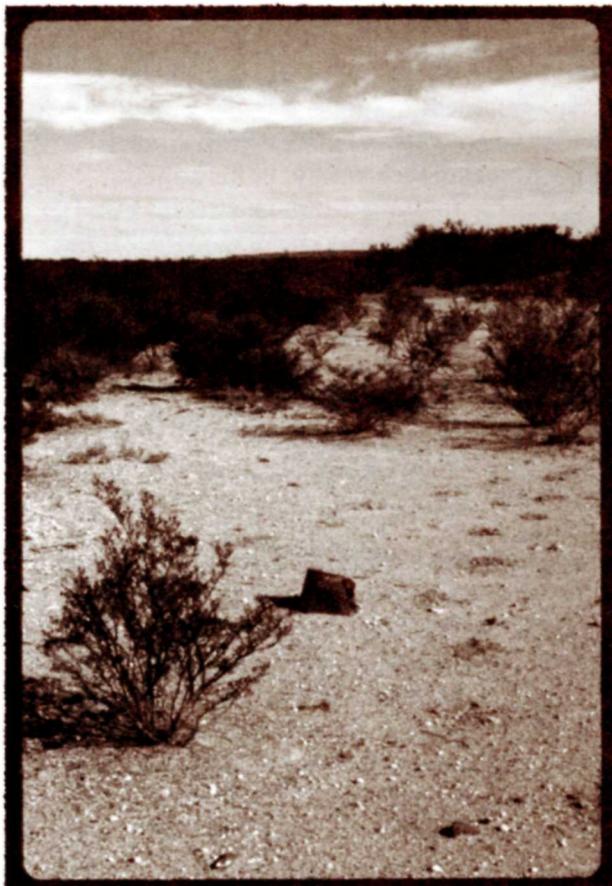
Roads were a critical component in the economic and demographic development of New Spain and its frontier areas. The major roads led to and from Mexico City, and *caminos reales* were the main thoroughfares of the colonial traffic to the provinces of the Mexican viceroyalty. In his political essay, published in 1808, Alexander von Humboldt identified the four major *caminos reales* that radiated from Mexico City. These routes led from Mexico City eastward to Veracruz via Puebla de Xalapa, westward to Acapulco via Chilpanzingo, southward to Guatemala via Oaxaca, and northward to Durango and beyond Chihuahua, then known as Nueva Vizcaya, to Santa Fe in New Mexico.

The road to Santa Fe, Humboldt wrote “is popularly called *El Camino [Real] de Tierra Adentro* (the royal road of the interior).” The route from Mexico City northward represented the historical development of mining, ranching, and farming that accompanied the push into the Gran Chichimeca, a large area encompassing the present-day Mexican states of Chihuahua, Coahuila, Queretaro, Guanajuato, San Luis Potosi, Zacatecas, Durango, and northern Jalisco.

Although the route of El Camino Real was forged from prehistoric indigenous trails, the first phases of the European march northward from Mexico City took place in the late 1540s as silver mines were discovered in Queretaro, Guanajuato, San Luis Potosi, and Zacatecas. That stretch of El Camino Real de Tierra Adentro was also known as El Camino de la Plata. The establishment of Zacatecas in 1546 represented an important phase of the development of the trail as Spanish settlers pushed northward to other areas, thus expanding the settlement and mining pattern beyond the Zacatecas–Durango frontier line. Beyond Zacatecas just south of Durango, the presidial garrisons at San Martín and Llerena for a while marked the northernmost end of El Camino Real de Tierra Adentro. By 1575 the mining frontier and the Royal Road had been pushed as far north as Santa Bárbara in what is today the southern part of Chihuahua. Then, with the establishment of New Mexico by Juan de Oñate in 1598, the trail took a major jump northward from Santa Bárbara to the confluence of the Rio Chama and the Rio Grande in New Mexico.



Organ Mountains from Paraje de San Diego
(Photograph courtesy of Christine Preston)



Jornada del Muerto south of Engle
*(Photograph courtesy of Wingswept Research,
Dan Scurlock, Environmental Historian)*



Archeological survey at Paraje de San Diego
showing cross section and alignment of El Camino Real
(Photograph courtesy of the Bureau of Land Management)

ELIGIBILITY, FEASIBILITY, HISTORY, AND SIGNIFICANCE

ELIGIBILITY OF EL CAMINO REAL DE TIERRA ADENTRO

To be a component of the national trails system, the National Trails System Act (16 U.S.C. 1241 et. seq.) requires that trails be “extended trails,” which means they should be at least 100 miles long. The segment of El Camino Real de Tierra Adentro that is being considered for designation reaches from El Paso to San Juan Pueblo, about 404 miles. About 42 miles of the route are in Texas and the remaining 362 miles are in New Mexico. The segment of El Camino Real from El Paso to Mexico City, which is a major part of the significance of the route, is about 1,150 miles.¹

The determination of the eligibility of a route as a national historic trail is based on the criteria set forth in the National Trails System Act. Section 5 of the act provides three broad criteria that a trail must meet to qualify for designation. The act also requires recommendations as to the desirability of trail designation. The criteria are quoted below, followed by an analysis of El Camino Real de Tierra Adentro for each one.

- (A) It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development or to provide some route variations offering a more pleasurable recreational experience. Such deviations shall be so noted on site. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.

El Camino Real was used for more than 300 years. It is historically significant with respect to the exploration, colonization, economic development, and cultural and biological exchange among Spanish, Anglo, and American Indian people in what is now the southwestern United States. Many segments of the original route and the sites associated with the trail have been identified. Several segments could be used to interpret the history of the southwestern United States. They also could be used for recreational retracement by hikers, horseback riders, or wagons drawn by horses, mules, or oxen. See the “Alternatives” and “Landownership” sections for more detailed discussion. This criterion is met.

- (B) It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far reaching effect on broad patterns of American culture. Trails significant in the history of American Indians may be included.

1. The legislation directing this study states that the length of El Camino Real de Tierra Adentro is nearly 1,800 miles. The feasibility study team plotted the route on 1:500,000 scale maps for Mexico and found the Mexico part of the route to be 1,150 miles long. The United States part of the route was plotted on 1:100,000 scale maps and then transferred to a geographic information system format. It was found to be 404 miles long. Thus, the total length of the route used for this study is 1,554 miles.

El Camino Real played a very significant role in exploration, migration, settlement, trade and commerce, and military campaigns. The route was more than a route of travel and supply; it was the agent for cultural and biological exchange. The trail facilitated cultural exchange, diffusion, communication, and conflict among American Indians, Spaniards, Mexicans, and Anglos. While the trail brought many benefits of the Spanish culture to indigenous peoples, it also led to the destruction of many aspects of indigenous cultures. El Camino Real is the symbol of the linkage and shared patrimony of Mexico and the United States and of many different ethnic groups and cultures.

The documentation of the history of the route can be found in the research conducted by the Spanish Colonial Research Center of the National Park Service as part of this feasibility study. The center's research has been compiled in the "Historical Dictionary of Place Names Associated with *El Camino Real de Tierra Adentro*" (NPS 1995). This research has documented the sites, communities, and places associated with El Camino Real based on written official documents, records of travelers, journals, and reports.

In addition to the "Historical Dictionary," the research conducted by the Camino Real Project, Inc., and the Bureau of Land Management with archeological consultant Michael Marshall has specifically identified extensive segments of El Camino Real on U.S. Geological Survey maps. These maps are the basis for the route that is included in this feasibility study. This criterion is met.

- (C) It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

El Camino Real has high potential for recreational use and historical interest. A number of existing historic sites and potential interpretive facilities along the trail provide opportunities to continue existing programs and to develop new ones to foster historical appreciation and interpretation based on the history and culture of El Camino Real. Most of the original route and the sites associated with the trail can be identified. About one-third of the trail has been identified on the ground. There are opportunities for retracing the trail on public lands, and the potential exists for additional areas of public access on public and private lands with the cooperation of the landowners. See the discussion of alternative 1 for more details on recreational opportunities. This criterion is met.

FEASIBILITY AND DESIRABILITY

Section 5 (b) of the National Trails System Act requires that other elements of a trail designation be explored in a trail study. The 1983 amendment to the National Trails System Act contains the following language:

The feasibility of designating a trail shall be determined on the basis of an evaluation of whether or not it is physically possible to develop a trail along a route being studied, and whether the development of a trail would be financially feasible.

Whether or not it would be physically possible to develop a national historic trail along the route of El Camino Real would depend on the ability to identify the historic route on the landscape. It also would depend on the possibility of providing for public use and enjoyment through the establishment of a

network of existing or proposed recreational facilities and historical interpretation sites where visitors could see and travel remnants of the trail. Each of these elements is addressed in the criteria below and in alternative 1.

To determine the financial feasibility, consideration must be given to the cost of a management plan, operational costs, and partnership involvement. There are several different approaches to determining the financial feasibility of El Camino Real de Tierra Adentro as a national historic trail. Initial funding needed for a new trail is for the development of a comprehensive management and use plan. The development of such plans for existing national historic trails has cost approximately \$250,000 each.

Trails require a base operating budget for the administering agency. Funds cover the basic administration of trail programs. On the basis of current national historic trail operations, it is estimated that \$250,000 annually would be required to provide a minimum level of professional staff and support services to operate a national historic trail. A budget of \$300,000 would also allow funding for several minimal cost-share projects for interpretation, visitor use, and resource preservation projects per year. That level would not include funding for large-scale projects such as video or film productions, major exhibit design and production packages, and major resource preservation. These kinds of projects would have to be funded through line item appropriations or fund-raising.

In the designation of a route as a national historic trail, consideration must be given to (a) the need for overall federal coordination and assistance and (b) the willingness of public agencies, private organizations, and individuals to participate in the protection, interpretation, and management of the trail.

Federal coordination of and assistance with visitor use and preservation are addressed in the "Alternatives" and "Environmental Consequences" sections.

The willingness of public agencies, private organizations, and individuals to participate in the protection, interpretation, development, and management of the trail has been demonstrated by many activities and projects that are underway or have been completed. Those activities are directly related to the protection and interpretation of significant resources related to El Camino Real. There has been considerable interest in commemorating, researching, and identifying the route on the parts of state, local, and private entities throughout the study process. As is outlined in this study, there are many existing opportunities for public recreation, and there is high potential for public recreation and historic interpretation along El Camino Real.

The need for overall federal coordination and assistance is demonstrated by the number and variety of different ongoing activities that have been initiated at the federal, state, and local government levels, as well as by academic institutions and nonprofit groups. See the "Partnerships" section, as well as appendix B. The number of different activities, in some cases the lack of knowledge of one state or locally sponsored program with other programs, and the interest and desire by various levels of government and organizations for overall federal coordination also demonstrate the need for federal coordination.

It is desirable to designate El Camino Real de Tierra Adentro as part of the national trails system to commemorate the significant role this route played in the development of the Southwest. Designation

also would advance opportunities for international historic trail designation and for more cooperation with the government of Mexico to identify, study, interpret, and protect trail-related resources.

Section 5 (b) of the trail act also requires that the feasibility study address the following elements. Following each element is a description of how these requirements are being carried out.

◆ *The proposed route of such trail including maps and illustrations:*

Several maps of the route of El Camino Real are included in the “Alternatives” section of this document. The document also contains illustrations and photographs.

◆ *The areas adjacent to such trails, to be used for scenic, historic, natural, cultural, or developmental purposes:*

The significant natural and cultural resources associated with El Camino Real are described in this study. If it was designated a national historic trail, only the route segments and sites that have a direct and significant tie to the historic period would be developed for public use or be eligible for preservation assistance.

◆ *The characteristics which, in the judgment of the appropriate secretary, make the proposed trail worthy of designation such as a national trail; and in the case of national historic trails, the report shall include the recommendation of the secretary of the interior’s National Park System Advisory Board as to the national historic significance based on the criteria developed under the Historic Sites Act of 1935 (40 Stat. 666, 16 U.S.C. 461):*

The route of El Camino Real demonstrates the historical values associated with the national historic trails and provides opportunities to preserve representative cultural and natural resources. See “Significance” section.

◆ *The current status of landownership and current and potential use along the designated route:*

About 55% of the land along the route is privately owned. Thirty percent of the lands along the route are publicly owned and managed by the Bureau of Land Management; the U.S. Fish and Wildlife Service, U.S. Department of the Interior; the Forest Service, U.S. Department of Agriculture; and the state of New Mexico. American Indian reservations comprise about 15% of the route.

About 80% of the route is undeveloped, with current uses being grazing, agriculture, or forest. About 10% of the trail passes through urban areas such as El Paso, Las Cruces, Socorro, Albuquerque, Bernalillo, and Santa Fe. Private lands and state-owned lands along the route may be used for more intense agriculture or residential and industrial uses. See landownership and land use tables in the “Description of Resources” section.

◆ *The estimated cost of acquisition of land or interest in land, if any:*

Little or no federal land acquisition is anticipated. Management of the national historic trail would depend on cooperative partnerships among the administering federal agency, property owners or land managers, and other entities.

- ◆ *The plans and costs for developing and maintaining the trail:*

See the “Alternatives” section.

- ◆ *The proposed federal administering agency:*

The National Park Service, through the Long Distance Trails Group Office in Santa Fe, New Mexico, administers national historic trails including the Santa Fe National Historic Trail. The National Park Service would be the proposed administering agency. The lead federal administering agency would work in partnership with key trail managing federal agencies such as the Bureau of Land Management, the states of New Mexico and Texas, and others to protect resources along El Camino Real.

- ◆ *The extent to which a state or its political subdivisions and public and private organizations might reasonably be expected to participate in acquiring the necessary land and in the administration thereof:*

Because little or no land acquisition is envisioned, there would be a limited role in land acquisition by states or other political subdivisions. However, it is assumed that states and counties, as well as private and other public organizations, would become more supportive in the subsequent management of the national historic trail. As described in the “Partnerships” section and in appendix B, there is a growing commitment and involvement by the Bureau of Land Management, the state of New Mexico, universities, private organizations, and the communities along El Camino Real.

- ◆ *The relative uses of the land involved, including the number of anticipated visitor-days for the entire length of, as well as for segments of, such a trail; the number of months that such trail, or segments thereof, will be open for recreation purposes; the economic and social benefits which might accrue from alternate land uses; and the estimated man-years of civilian employment and expenditures expected for the purposes of maintenance, supervision and regulation of such trail.*

There would be positive economic and social benefits from designation as a national historic trail. See the “Environmental Consequences” section.

- ◆ *The anticipated impact of public outdoor recreation use on the preservation of a proposed national historic trail and its related historic and archeological features and settings, including the measures proposed to ensure evaluation and preservation of the values that contribute to their national historical significance.*

If El Camino Real de Tierra Adentro was designated as a national historic trail, a comprehensive management and use plan would be prepared that would address the locations and levels of recreational use. Mitigating measures would be adopted to ensure that there would not be any degradation of resources.

HISTORICAL OVERVIEW

Prehistory

Long before the coming of Europeans, pre-Columbian peoples throughout the Western Hemisphere learned about the best routes or corridors for travel. In the deserts and forests of North America, Indian people established trade and hunting routes. They learned about the patterns of canyons as corridors, they learned about the easiest river crossings, and they learned about passes through mountain ranges. In their way and in their time, they communicated with other people in other lands.

Their patterns of primitive foot trails established the practical routes that crossed large regions where they lived. In many ways they influenced the pattern of colonial roads and, to a great degree, modern highways that would later be developed by Europeans.

Spanish Period

Exploration. The first explorers and settlers who used El Camino Real followed some indigenous routes that traversed present-day Mexico and what is now the southwestern part of the United States. A route used by Aztec traders originated in the Central Valley of Mexico, ran northward through the meseta central, the central corridor between the Sierra Madre Occidental and the Sierra Madre Oriental, and followed closely the corridor of what would become El Camino Real de Tierra Adentro. It led north to major Indian centers such as Paquimé (Casas Grandes), which may have traded with the Indian Pueblos along the Rio Grande. Numerous archeological sites along the trail document the presence of Indian groups who lived, traveled, and traded along the trail corridor.

Spaniards began to use the route that would become El Camino Real de Tierra Adentro soon after Hernán Cortés conquered Mexico. In the early years the trail facilitated the development of the northern mining frontier, particularly as silver was discovered in the 1540s in Querétaro, Guanajuato, San Luis Potosí, and Zacatecas. The establishment of the latter, settled in 1546, represented an important step in the development of the trail as Spanish settlers pushed northward in a never-ending search for richer mines. With expansion came the demand for protection and pacification of the area. Missionaries, soldiers, and settlers moved forward to establish religious and military institutions, as well as communities along the route.

Movement to the north continued steadily, and by 1575 the frontier line had moved to the Santa Barbara line in the province of Nueva Vizcaya. Two decades later Juan de Oñate proposed to lead an expedition to settle what was to become New Mexico. In so doing he extended a new segment of El Camino Real directly north from Santa Barbara in Chihuahua to the crossing at the Rio Grande, just downstream of present day El Paso, Texas. His 1598 expedition closely followed indigenous routes along the Rio Grande and established the general location of the trail as it would be used for almost three centuries.

Colonization. Oñate's expedition documented the distinctive natural landmarks that highlight the corridor of El Camino Real. Oñate closely followed the Rio Grande, (except for crossing La Jornada del Muerto [dead man's journey]), noted the Organ Mountains, and visited the pueblo of Teypana (near present-day Socorro). Members of his expedition explored the nearby areas and visited Indian pueblos throughout the province — Abo, Santo Domingo, San Ildefonso, and others.

Oñate established the major settlement in present Rio Arriba County, at the confluence of the Rio Grande and the Rio Chama at the small pueblo called Caypa, which he renamed San Juan de los Caballeros. (Note: The Oñate journal refers to this site as "Caypa." Other sources, such as "When Cultures Meet, papers from the October 20, 1984, conference held at San Juan Pueblo, New Mexico," identify the site as Ohke.) Oñate intended to build the capital of the province next to the pueblo, but the plan was abandoned within a few months. Oñate ordered everybody to move to the west bank of the Rio Grande, where there was more room to expand. At this site they began to work on the villa of San Gabriel in the winter of 1600 and 1601, which would become the province's capital for a decade. This site is also known as San Gabriel del Yungue. The name originates from the San Juan Pueblo people's knowledge of the site as Yunque Ouinge, which means "the place known as Yungue."

Conflict with the pueblos and uncertainty about their future led many settlers to abandon San Gabriel. The crown continued to support the colonizing efforts and in 1610 appointed Pedro de Peralta governor of the province. Peralta established Santa Fe as the capital, which until 1680 would be the only incorporated Spanish town in the northern provinces of New Spain.

In New Mexico, El Camino Real soon became an avenue for communication, commerce, and religious conversion. Soon after its establishment Santa Fe became the terminal for a mission supply system. Travelers did not consider the caravans worthy of description, but their physical appearance can be reconstructed from the specifications of the original contracts. The 17th century mission supply train usually consisted of 32 wagons. The caravans were supposedly escorted by a company of soldiers under a captain, and the trail was further enlarged by a large herd of beef cattle and spare draft animals. The wagons were heavy, capable of carrying about 4,000 pounds each, and when fully laden required a team of eight mules. A wagon had two teams and alternated between them, making 16 mules per wagon. The entire caravan had 32 more mules to replace those that died or were lost on the trip. Thus, a typical caravan included a total of 544 mules. Cattle, sheep, goats, burros, and chickens were also part of the caravan; they were used to supply food and to serve settlers and missions. There would have been between 600 and 1,000 head of livestock moving along with the wagons.

When the supply service was established, it was intended to be for the exclusive use of the missions, but in practice some wagons were chartered for purely secular purposes, first by the governors and later by the merchants of New Mexico. In the absence of other transportation facilities, the caravans became almost a public service. Caravans bound north from Mexico City carried not only friars and their mission's supplies, but also settlers, newly appointed officials, baggage, royal decrees, mail, and even private merchandise. Southbound caravans from Santa Fe carried retiring officials and friars, traders, the produce of the province, and occasionally convicts and prisoners of war. The wagons could accommodate the exports of the province, much of which was sold in the mining communities to the south along El Camino Real.

Spanish frontiersmen depended on a line of presidios to defend their properties. Land grants estancias (ranch or estate), farmlands, and other estates specifying land tenure developed along El Camino Real. Throughout this early period there was constant development along the route of El Camino Real, including mining, ranching, and farming. One of the central activities was milling. By the beginning of the 17th century the mill, animal-driven or water-powered, characterized the agricultural and mining haciendas. Countless mills were built along El Camino Real, and because of their economic importance they became associated with place names along the route. In time haciendas with their mills were associated with extensive landholding patterns characterized by large fortified houses. So impressive were certain haciendas that they became towns on El Camino Real where travelers could find shelter and protection.

As the 17th century neared its end, the great Pueblo Revolt of 1680 exploded as the united Pueblo Indians sent New Mexico settlers reeling south to El Paso, Texas, where they remained for 12 years. The Pueblo Revolt in 1680 was led by a San Juan Pueblo leader, Popé. The revolt represented and accumulation of Indian resentments against Spanish colonial occupation. The Pueblo Revolt is part of the history of El Camino Real, for the trail was the route used by the Hispanic refugees as they moved southward from Santa Fe past the pueblos of the Rio Abajo to Isleta, Socorro, and then along La Jornada del Muerto to El Paso. From El Paso Spanish officials led sorties northward along El Camino Real to reconnoiter the damage done to the land they had occupied since 1598, but it was not until 1692 that the reconquest began. An army under the command of Diego de Vargas moved northward

along the trail and succeeded in gaining a foothold in Santa Fe and eventually recolonizing New Mexico. Although there was intermittent resistance from the Pueblo Indians for several years, the lives of the Pueblo people were changed forever.

Settlement, Commerce, and Military Activity. As new settlers and missionaries moved to reoccupy the territory of New Mexico in the 18th century, increasing numbers of wagon trains headed north. Two important new settlements were founded early in the century, Albuquerque in 1706 and Ciudad Chihuahua in 1709. The establishment of these towns resulted in an increase in trade activities and new names for that segment of the trail, which became the Chihuahua Road, or El Camino de Nuevo México.

The commercial nature of El Camino Real increased in the beginning of the 18th century as trade centers developed in communities with colonial roads that connected with El Camino Real. Taos became the leading trading center where American Indians and American and European traders congregated. Fairs that took place in Taos, Pecos, and Galisteo in July, August, and October attracted many merchants. Comanches, Arapahos, Pawnees, Utes, Navajos, and others brought buffalo hides, deerskins, blankets, and sometimes even captives to be sold or exchanged as slaves. They bartered for horses, knives, guns, ammunition, blankets, alcohol, and small trinkets. As winter approached, large New Mexican caravans moved south to attend fairs at Ciudad Chihuahua, one of the greatest commercial events of the year — a tradition that continued until the United States seized control of the Mexican territory after 1846. Other important fairs took place at Pecos, Salinas, Galisteo, Santa Clara, Jemez, and El Paso del Norte.

Military installations were established during the following decades to bolster defenses, particularly in light of the growing presence of French traders, who were expanding west from their settlements along the Mississippi River. Threats also were posed by various tribes, particularly the Comanches.

In 1778 Spanish officials appointed Juan Bautista de Anza, a legendary soldier and capable administrator from Sonora, to serve as governor of New Mexico. Anza's inspection of New Mexico along El Camino Real resulted in a number of changes to the age-old problem of frontier defenses in New Mexico, and his defeat of the Comanches ended the plundering of New Mexican farms and Indian pueblos.

As the 18th century came to an end, El Camino Real developed into a common route for merchants who entered the territory in increasing numbers to trade legally and illegally with New Mexicans. Spanish officials greatly feared the presence of foreigners, and in particular that of the Americans. Zebulon Montgomery Pike, sent by Thomas Jefferson to explore the southern boundary of the Louisiana Purchase, was captured 100 miles north of Santa Fe and was taken along El Camino Real to Ciudad Chihuahua, Mexico. Pike was finally set free, but his description of the area sparked the imagination of many adventurers and traders who became aware of the opportunities the New Mexico territory offered. Other Europeans, principally French and British, increasingly moved along El Camino Real, taking advantage of the inability or unwillingness on the part of local authorities to control their activities.

Mexican Period

After Mexico gained its independence from Spain in 1821, El Camino Real de Tierra Adentro expanded its importance as a trade route as it became intimately linked with United States markets via

the Santa Fe Trail from Missouri. Once in New Mexico, the Santa Fe Trail linked with El Camino de Chihuahua, a portion of the old Camino Real. In time the trail from Missouri came to be known historically as the Santa Fe–Chihuahua Trail. Accordingly, much of the merchandise hauled across the plains did not remain in New Mexico; it was carried on pack trains of mules, carts, and wagons to the interior of the Mexican nation along El Camino Real. Some of the merchandise came from Europe; some was manufactured in New Mexico; most of it originated in the eastern United States. The commercial system that developed was quite complex and evolved with time.

The variety of the “foreign” merchandise carried by way of El Camino Real to Ciudad Chihuahua was extensive. More than 400 different types of goods have been identified. Among them were more than 50 different types of fabrics, buttons, embroidery threads, ribbons, combs, boxes, perfumes, cosmetics, shoes, shawls, handkerchiefs, razors, tools, books, household implements, medications. The volume of the shipments was also exceptional. In 1843, for example, José Chávez remitted over 105,000 yards of linen, 48,700 yards of calico, more than 10,000 yards of assorted fabrics, and a multitude of other items.

New Mexican merchants made important contributions to the growth and geographical expansion of trade along El Camino Real. They developed their own commercial networks, and by 1835 they were the majority of the people traveling into the Mexican territory, owned a substantial portion of all the merchandise freighted south, and specialized in hauling domestic goods. The goods included woolen fabrics such as jerga and sayal, ponchos, sarapes (large shawls), various types of blankets, rebozos (small shawls), bedspreads, hats, socks, stockings, buffalo robes, and skins of deer, elk, bear, and beaver. On their return they brought back foreign manufactures, which were extremely expensive and difficult to obtain until the Santa Fe Trail opened in the 1820s. After 1829 they expanded trade along what came to be called the Old Spanish Trail, which linked Santa Fe, New Mexico, present day Arizona, Utah, and California. Throughout the 19th century they continued to trade along El Camino Real, and they maintained close economic ties with their Mexican counterparts for decades after the Mexican–American War.

During the Mexican–American War Stephen Watts Kearny, Commander of the United States Army of the West captured Santa Fe, which represented the capture of the province of New Mexico. Kearny then proceeded on to California.

Soon after Colonel Alexander Doniphan was appointed to command the U. S. troops stationed in New Mexico in 1846, he moved south down El Camino Real toward Ciudad Chihuahua. After making a peace treaty with the Navajos in western New Mexico, he moved on to Las Cruces, where his soldiers defeated Mexican forces at the Battle of Brazito (December 25, 1846). This victory allowed Doniphan to take over El Paso. Two months later he succeeded in capturing Ciudad Chihuahua, which led to the capture of Mexico City and the Treaty of Guadalupe Hidalgo, which ended the Mexican–American War. The treaty resulted in the acquisition of the present-day Southwest and West by the United States.

The Mexican–American War produced major political changes along El Camino Real, but commercial activities on the trail and across the new border between the United States and Mexico continued. Equally importantly, the cultural interaction and communication among the people who lived and worked along the trail never stopped.

In 1849 prospectors traveled parts of El Camino Real, as well as other routes to the newly discovered California gold fields. They came down the Santa Fe Trail to Santa Fe, then followed the trail south to

Fray Cristóbal. From there some went straight west; others ventured farther south and crossed La Jornada del Muerto to Paraje de San Diego, where they continued west to California. Some miners lingered in the area to discover the mines of Pinos Altos, New Mexico, and Morenci, Arizona, which by the 1870s were shipping freight wagons laden with minerals out of the mountains to Mesilla, then north up El Camino Real, bound for markets in the eastern United States.

United States Territorial Period

In the early Territorial Period of New Mexico, international commerce continued along the route from Santa Fe to Ciudad Chihuahua. During that time, El Camino Real continued to serve as a conduit for trade, immigration, and military patrols by the U.S. Army. The establishment of forts and garrisons along the route resulted in the introduction of settlements and ranches in the area between Mesilla and Socorro.

In 1862 when the Civil War reached the West, El Camino Real played an important role in the confrontation between Confederate and Union forces. At Fort Craig, Col. Edward R. S. Canby, the commander of the Union forces in New Mexico, found himself besieged by Confederate forces under Major Henry H. Sibley. The Confederate forces came up the Rio Grande from El Paso and Mesilla, which had been strongly supportive of the Southern cause. Sibley intended to dispose of Fort Craig and then take Albuquerque, Santa Fe, and Fort Union and its valuable store of military supplies. His objectives were to seize the Colorado gold fields and establish a route to the Pacific Ocean.

Canby had chosen Fort Craig to become the focus of his defensive strategy. Sibley realized that an assault would not succeed and tried to draw the Union forces into the open. Finally Sibley moved his troops 6 miles up the Rio Grande to the Valverde Ford. Canby ordered his troops to defend the crossing, and a bloody encounter followed. The Confederate forces claimed victory as they held the crossing, but they had limited provisions and Canby's forces still held the fort.

Sibley continued north to Albuquerque in search of supplies. The Confederate forces finally found food, arms, and medical supplies at Cubero (west of Albuquerque) and moved northward. But the opposition of the New Mexican population to the Confederates made Sibley's march difficult and contributed to the failure of the campaign, which ended in defeat at the battle of Glorieta Pass.

The final Civil War battle between Canby and Sibley took place at Peralta. Canby and his soldiers had finally left Fort Craig and met the retreating Confederate forces a few miles south of Albuquerque. The battle, which was really more of a skirmish, accelerated the withdrawal of the Confederate forces.

In the years after the Civil War the nature of the commercial activities along the trail from New Mexico changed again. With the growing presence of military forces in the West, supplying the U.S. Army forts became one of the major sources of income for New Mexicans. The merchants associated with El Camino Real depended on federal government expenditures to supply army installations and the various Indian tribes. Most New Mexicans did not have the resources to continue the type of mercantile activity required by the evolving trade — the margin of profit had become so small that they were unable to make a profit. In 1880 the railroad reached Santa Fe eclipsing the use of the Santa Fe Trail. Two years later the railroad line had reached El Paso from Albuquerque, effectively leading to the decline of the road-based transportation on El Camino Real.

SIGNIFICANCE

Prehistoric Trails

The development of roads is, of necessity, a significant function of the historical process of nation states. The historic roads of Mexico and the United States are indigenous in character and purpose, and factors regarding their development before European intrusions influenced the location of many colonial roads that were established between 1521 and 1821. Given the indigenous influences in the development of El Camino Real de Tierra Adentro, the origins of almost all colonial roads are therefore obscure and began in an unspecified time when prehistoric Indian peoples blazed a series of trade routes from the Valley of Mexico toward the Rio Grande in the north. As trader-explorers, Aztec merchants also used local indigenous guides and information to run their trails northward.

American Indians, and particularly the Pueblo Indians of the Rio Grande, established routes for trade and communications long before the arrival of the Europeans. One of these trade routes would later become the route of El Camino Real. Archeological sites document the varied cultures of the many groups who used the later colonial route for transportation and communication. Traders and travelers along these prehistoric routes helped disseminate new ideas and technologies and connected American Indian groups, principally Pueblos who came from different cultural and linguistic groups. Later, Pueblos provided food, goods, and services to the Spanish as they traveled and settled along El Camino Real. The cultural interaction of the Spanish and American Indian cultures is apparent at pueblo missions and throughout rural New Mexico.

In Mexico, however, Pre-Columbian roads that connected to New Mexico were not well developed beyond the central highlands. Routes and corridors from the Central Valley to places lying within the edges of the Aztec domain were well-defined for travel.

Historic Roads and Trails

Unlike the roads developed by Europeans for wagons and animals of burden, indigenous trails were relatively primitive and generally used for foot traffic. In contrast, late-16th century Spanish colonial roads combined ancient trails with ones newly constructed, some with bridges, to areas with economic potential. Historically, the east-west and south-north pathways from Mexico City followed the pattern of conquest, economic expansion to mining areas, and the seasonal and alternating movement of livestock, together with the people who tended the herds. Very early in the colonial period, roads that connected major cities became part of a network of trunk roads known as *caminos reales*. One such road was *El Camino Real de Tierra Adentro*, which ran from Mexico City to Santa Fe in New Mexico. In its historical development, it followed the paths of miners, ranchers, settlers, soldiers, missionaries, and native and European emigrants who settled places along the way. Narrative accounts of the route describe its variants throughout the 16th, 17th, 18th, and 19th centuries. These written records contain a wealth of information about daily life, settlements, topography, as well as place names along the trail.

Given the contributing influence of indigenous routes and corridors to the development of colonial roads, the historical period of significance for El Camino Real in the United States extends from 1598 to 1882. Throughout that period, traders and travelers along El Camino Real promoted cultural interaction among Spaniards, Indians, Mexicans, Europeans, and Americans. It made possible the exploration, conquest, colonization, settlement, and military occupation of a large segment of the

borderlands. El Camino Real facilitated the emigration of Spanish colonials to New Mexico and other areas of what would become the United States. It also fostered the spread of Catholicism, the growth of mining, and the development of an extensive network of commerce.

Historic, ethnic, and cultural traditions were transmitted along El Camino Real de Tierra Adentro — particularly music, folk tales, medicine, and sayings, architecture, geographic place names, language, irrigation systems, and Spanish law. A variety of foodstuffs, including the red chili pepper, were also introduced into New Mexico by the Spanish settlers who entered the territory via El Camino Real. Among the legal concepts currently used in the American legal system that made their way through El Camino Real are community property laws, the concept of first use-first priority in water rights, mining claims, and the idea of sovereignty, especially as applied to American Indian land claims. While there were many benefits from the exchange of Spanish and indigenous cultures, many aspects of indigenous cultures have been lost because of the influence of Spanish culture.

The northern part of El Camino Real was established by Juan de Oñate in 1598, almost a decade before the first English colonists landed at Jamestown, Virginia. The trail, 1,504 miles in length, provided the major link between the province of New Mexico, one of the northernmost reaches of Spain's vast empire in North America, and Mexico City, the capital of the viceroyalty of New Spain.

Commerce has always been an integral component of the history of El Camino Real, but the nature and the extent of the commercial activities evolved with time. Early trade was mostly limited to the mission supply service, which ended at the provincial capital of Santa Fe. With time it expanded and came to involve other communities and ethnic groups. The success of the Taos trade fair is a good example of the evolving nature of the commercial exchange, which involved not just merchants from Ciudad Chihuahua and New Mexico, but also fur traders from the United States and Europe, various pueblos, Comanches, and other American Indian tribes.

After Mexican independence and the opening of the Santa Fe Trail to legal trade with Mexico in 1821, the nature of the commercial operations became increasingly complex as larger shipments became the norm and capital requirements grew dramatically. El Camino Real became an integral part of an international network of commerce that culminated in the transportation and exchange of millions of dollars worth of merchandise between Europe, the United States, New Mexico and other provinces of the Mexican republic.

The geographical boundaries of the commercial network that developed around El Camino Real after the opening of the Santa Fe Trail extend far beyond the stretch connecting Mexico and Santa Fe. This extensive pattern of economic relations involved two continents — Europe and North America — and several countries — Mexico, the United States, England, and France. Commercial activities associated with the trade extended west to the California coast; south from the Arkansas River into Mexico; southeast to New Orleans; east beyond Missouri to New York, Baltimore, Pittsburgh, and other eastern cities; and across the Atlantic Ocean, particularly to England's Liverpool and London. By the 1850s trade was linked to commercial hubs in Mexico, the United States, and Europe, where commission merchants, wholesalers, and agents completed intricate transactions that required planning and advance information on prices and demand, a complicated credit system, coordination between various types of transportation, and considerable risk-taking and entrepreneurial skills.

Trail activities had a major effect on the landscape along the corridor; they affected biotic communities and promoted horticultural diffusion. The introduction of the horse and European cattle and agriculture, the introduction of exotic flora, the transportation of large herds of sheep to Mexico,

extensive mining activities, and, to a lesser degree, commercial enterprises all contributed to a dramatic alteration of the surroundings of the trail.

El Camino Real has been associated with notable historic figures of both the American and Hispanic frontiers and pivotal events in the history of the western United States. One of the most important individuals was Juan Pérez de Oñate, son of one of the founders of Zacatecas, who established the northern part of El Camino Real and founded the first capital in New Mexico at San Juan de los Caballeros. As a result of Oñate's efforts, Santa Fe, destined to be the Spanish capital of New Mexico, had been founded by 1610, less than a century after Cortes's conquest of Mexico City. Governor Diego de Vargas made possible the 1692 reconquest of the territory after the Pueblo Revolt of 1680 had forced the Spanish settlers to flee from the territory along El Camino Real to settle in a string of villages along the Rio Grande near El Paso, Texas.

Another important figure was Father Juan Agustín Morfi, who visited New Mexico in 1777 and wrote extensive reports on conditions in the territory. Governor Juan Bautista de Anza was another important official whose exploits have been closely associated with El Camino Real and who helped to pacify Indian tribes, especially the Comanches. This, in turn, made possible a dramatic increase in fur trading activities and eventually the development and growth of the Santa Fe trade with the United States.

American travelers and traders have also been associated with the trail. From Zebulon Montgomery Pike to Josiah Gregg, the accounts of their adventures down El Camino Real highlight the impact the trail has had on the history of a large part of the Southwest.

Political and commercial leaders were also closely linked to the trail. New Mexican governor Henry Connelly had been an influential Santa Fe Trail merchant who traveled and traded along El Camino Real. Miguel Antonio Otero, New Mexican delegate to Congress before the Civil War, had been deeply involved in trading before his political career and continued to pursue this activity after the end of his congressional term.

Equally important were other New Mexican merchants like José Felipe Chávez. A successful entrepreneur, he lived in Belen and became one of the richest men in the territory. His skillful management of personal resources, local products, and business connections, coupled with hard work, determination, and informed risk-taking, allowed him to strengthen his economic standing and gain considerable influence. His career was exceptional, but not unique. Other New Mexican merchants rivaled him in wealth, influence, and skills. Their ventures along El Camino Real reveal that many Hispanos possessed a strong drive for "material productiveness" that allowed them to take advantage of the opportunities commerce offered.

An important military figure associated with El Camino Real was Col. Alexander Doniphan, who defeated Mexican forces at the battle of Brazito and later captured Ciudad Chihuahua during the Mexican War. Notable leaders who led their men along El Camino Real during the American Civil War were Confederate Maj. Henry H. Sibley and Col. Edward R. S. Canby, the commander of the Union forces in New Mexico.

With the completion of the Atchison, Topeka and Santa Fe Railroad line between Albuquerque and El Paso in 1882, the use of the trail on the U.S. side of the border began to decline, but it continued to be important because it provided an essential link between New Mexican merchants and their

counterparts in Mexico. The close cultural and economic ties that have characterized the history of El Camino Real continued into the 20th century.

Although it is no longer used as a trail, having been supplanted first by U.S. Highway 85 and later by I-25, it has maintained its significance. El Camino Real has become a symbol of the cultural interaction between nations and ethnic groups and of the commercial exchange that made possible the development and growth of the borderlands.

INTEGRITY OF RESOURCES

According to aerial surveys and information provided by state and federal land-managing agencies and private sources, approximately one-third of El Camino Real from El Paso to San Juan Pueblo remains in the form of ruts and other traces. The trail can be identified today by evidence seen in the vegetation and terrain that resulted from the years of livestock, wagon, and foot traffic. Disturbance and destruction of native vegetation and topsoil created a receptive area for weeds and exotic species, the appearance of which differs from surrounding vegetation. The trail route has been eroded in places from historic use and subsequent wind and water erosion, which in some places has transformed ruts into arroyos.

Along most of the trail route are exceptional landscapes that have a great deal of integrity (identified in the "Historic Resources" and "Natural Landmark" sections). These help to evoke a feeling of what travelers had seen during the trail's period of significance. El Camino Real traverses a predominantly rural landscape that has experienced limited change. The exceptions include a few urban areas, segments that closely parallel the interstate highway, and changes to grassland and riparian vegetation. Visitors to the trail can still experience the isolating vastness of the region.

Grazing and overgrazing, fire suppression, and climatic changes have altered the species composition of the native Chihuahuan desert and Great Basin semi-desert grasslands. This has resulted in a reduction of native grasses and an increase in native shrub and scrub species, along with an invasion of introduced weed species (Scurlock 1995; Loftin et al. 1995). These vegetation changes are very clear on close inspection, but from a distance the immensity of the landscape remains similar to the way it looked in colonial times.

By the mid-1500s American Indian farming villages extended along the river valley. Early travelers described the Rio Grande Valley near Albuquerque as a broad, heavily cultivated valley with a scattering of cottonwood trees. In the 1800s travelers commented on the scarcity of timber along the river banks (Scurlock 1988).

A reduction in wetlands, including wet meadows, marshes, and ponds has occurred over the last century, along with a reduction in cottonwood forests. The regulation of river flows through dams and irrigation channels has reduced annual flooding and the once braided meandering river and floodplain have been altered. In addition, the remaining native cottonwood and willow riparian community have been invaded by exotic tree species of tamarisk, Russian olive, and Siberian elm. (Ellis et al. 1996).

Many historic and archeological sites along El Camino Real could be used in public interpretive programs. Among them are forts, missions, historic buildings associated with trail activities, river crossings, campsites, trail junctions, and natural landmarks that guided travelers (identified in the "Public Use Sites" and "Description of Resources" sections).

PARTNERSHIPS

There are many opportunities to cooperate with state, local, and other federal agencies or other entities to form partnerships associated with El Camino Real. Existing partnerships could be continued and expanded to enhance efforts to identify, protect, and interpret the history, culture, and significance of El Camino Real. New partnerships could be developed with federal, state, and local agencies, private groups, individuals, and American Indian groups. The following gives examples of some of the current partnerships that serve as the basis for continued and potentially more extensive cooperative efforts associated with El Camino Real.

New Mexico state agencies that have been most active in trail-related preservation and commemoration have been the Museum of New Mexico State Monuments, the Highway and Transportation Department, the Department of Tourism, and New Mexico Arts, a division of the Office of Cultural Affairs. The Bureau of Land Management and the Museum of New Mexico State Monuments have identified a site for a proposed heritage center south of Socorro, on federal land managed by the Bureau of Land Management. Both the state and the Bureau of Land Management have allocated design funds for the heritage center. The center would include interpretive exhibits and be the focus for outreach programs to communities along El Camino Real. These projects and other activities are based on an existing memorandum of understanding among several departments of the state of New Mexico and several federal land managing agencies.

The scenic byways program of the New Mexico State Highway and Transportation Department has been active in identifying ways to mark and manage the state's historic and scenic routes. Through the Intermodal Surface Transportation and Efficiency Act (ISTEA), the New Mexico State Highway and Transportation Department has made funds available to the Department of Tourism and New Mexico Arts for projects related to El Camino Real. With assistance from the Camino Real Project, Inc., the highway and transportation department has completed a historical highway marker project that has resulted in the installation of about 33 historical markers at key sites along the route of El Camino Real from Mexico to Santa Fe. Funds have been transferred to the Department of Tourism for the development of an interactive computer program on CD-ROM that would be available to agencies and communities throughout the state to provide a wide variety of information about the history, culture, and significance of El Camino Real.

The Bureau of Land Management is the largest single land manager for lands containing the route of El Camino Real. The agency has worked actively with the state and others to survey and identify the route on BLM-managed land. In addition, the agency has published a series of essays about El Camino Real, and a second series of essays is in production. The Bureau of Land Management has worked with several partners to survey and excavate the Paraje de San Diego (encampment site). Representatives from Mexico participated in the team for this project, as did U.S. archeologists through New Mexico State University, the Latin American Institute of the University of New Mexico, and the Camino Real Project, Inc. Scholars from Mexico analyzed the excavated ceramics through an assistance agreement with the Camino Real Project, Inc. The final report is available from the Bureau of Land Management.

In addition to directing this feasibility study, the National Park Service was one of the organizers of the first international symposium on the history and culture of El Camino Real de Tierra Adentro. The meeting, which took place during the summer of 1995 in Valle de Allende, Chihuahua, was jointly sponsored by the Instituto Nacional de Antropología e Historia, the National Park Service, the Bureau of Land Management, and Universidad Autónoma de Ciudad Juárez. The meeting highlighted the

opportunities for grassroots support for historic trail designation (the program of the meeting is reproduced in appendix C). A second symposium with additional sponsorship from the Museum of New Mexico was successfully held in October 1996 in Santa Fe. The symposium provided additional information and opportunities for discussion of the shared cultural patrimony of the United States and Mexico.

The National Park Service has conducted a special resource study of Socorro and Ysleta del Sur missions and Presidio San Elizario in El Paso, Texas. The route connecting the missions, known locally as “El Paso Mission Trail,” is a segment of El Camino Real. The study of El Paso Missions includes consideration of different management options for protecting and providing for the use of the missions and the Missions Historic District. One of the options is the designation by Congress of El Camino Real de Tierra Adentro as a national historic trail. The Mission Trail could be included as a segment of El Camino Real. The Socorro and Ysleta missions and the San Elizario Presidio and the Mission Trail could be certified as official national historic trail sites, provided there was support from the community and the Catholic Diocese (see discussion of certification under “Alternative 1”).

Other federal agencies that manage lands along the route of El Camino Real are the U.S. Fish and Wildlife Service and the Forest Service. These agencies represent further opportunities to develop partnerships related to El Camino Real.

A nonprofit corporation known as the Camino Real Project, Inc., has as its objective the promotion, development, and establishment of projects with institutions in the United States and Mexico to study the route’s history and to locate, excavate, and analyze sites of El Camino Real de Tierra Adentro. In 1990 the Camino Real Project, Inc., prepared the traveling exhibit titled “El Camino Real: Un Sendero Histórico,” along with a catalog in English with a Spanish insert. Dr. Gabrielle Palmer, the director of this organization, has cooperative agreements with the University of New Mexico’s Latin American Institute and the government of Mexico to conduct research and compile trail information. Dr. Palmer has been working closely with Museum of New Mexico State Monuments to develop the interpretive program for the proposed heritage center.

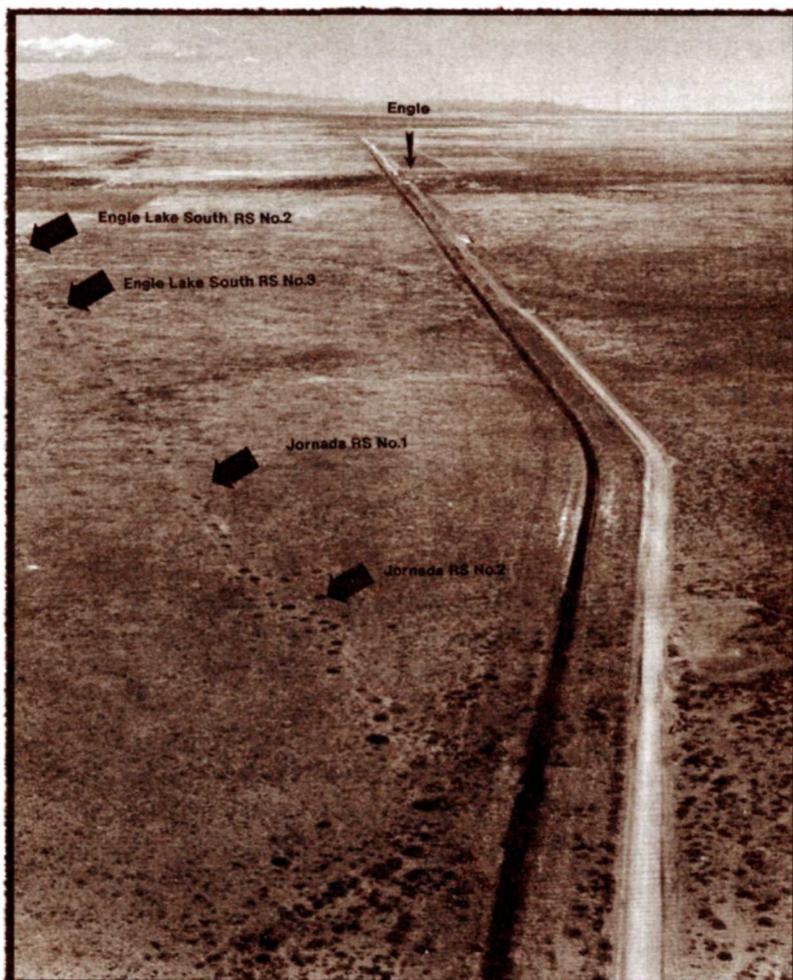
El Camino Real Economic Alliance is a public-private collaborative effort seeking to link six cities (Santa Fe, Albuquerque, Las Cruces, El Paso, Ciudad Juárez, and Ciudad Chihuahua) into an economic development and trade corridor. The effort also aims to strengthen the residents of the six cities culturally and economically. There are many opportunities to cooperate with this effort, which includes subcommittees on cultural and heritage preservation and tourism.

The New Mexico Arts program: Cultural Corridors is providing funding for landmark public art works commemorating El Camino Real in the following five communities: Las Cruces, Valencia County, Socorro, Truth or Consequences, and Albuquerque. These art projects will be completed by spring 1997.

At the local level, Valencia County has received grants to conduct historic research, compile oral history, and prepare a cultural resources management plan on Tomé Hill and Tomé Plaza, which were important landmarks along El Camino Real. The project, known as the Tomé Hill Pathways project, has led to the designation of the sites on the National Register of Historic Places. Designers are currently preparing outdoor exhibits, interpretive signs, and a guidebook with a map. Future phases will include a parking area, walking paths, and the New Mexico Arts public art project. These projects are public and private partnerships between the state, Valencia County, and the Valley Improvement Association.

Another opportunity to educate the public about El Camino Real is available at the Oñate Monument and Visitors Center in Rio Arriba County, near San Juan Pueblo, the site of the first capital of New Mexico.

The Public Art Program of the city of Albuquerque has adopted a plan, “El Camino Real: the Road of Life,” to guide public arts projects related to El Camino Real. The purpose of the plan is to commemorate individuals, groups, and events that are connected to New Mexico’s cultural history and to incorporate the pueblo and Spanish influences on Albuquerque and New Mexico.



Aerial view, looking north of the Jornada del Muerto,
where the route of El Camino Real is left of the railroad and a county road
(Photograph courtesy of Theresa Sanchez Martinez)

The Albuquerque Rotary Club has established an El Camino Real Committee, which has undertaken several specific trail-related projects. The committee, which has coordinated its activities with other Rotary Clubs, chambers of commerce, and other public and private groups, has worked to develop secondary education programs and detailed maps of the trail route. Past projects have included the presentation of high-quality large-format photographs of El Camino Real segments to the presidents of the United States and Mexico.

OPPORTUNITIES

As the previous section indicates, there is considerable grassroots community support, appreciation, and interest in the protection and commemoration of El Camino Real. One of the major opportunities is the development of a Camino Real international heritage center south of Socorro, as proposed by the Museum of New Mexico State Monuments and the Bureau of Land Management. This center would be a focal point of trail-related activities and programs. State agencies and the Bureau of Land Management continue to work on the planning and design of this center.

To recognize the origin and purpose of El Camino Real, there is a possibility of designating El Camino Real as an international historic trail. The National Park Service has worked actively with the staff of the Instituto Nacional de Antropología e Historia from the state of Chihuahua, Mexico, in the preparation of this study and in organizing past and present trail-related activities. There is no authorization from the government of Mexico for the designation of national historic trails; however, the National Park Service and the Bureau of Land Management will continue to work with officials from Mexico to conduct research on the history and culture of El Camino Real and to assist, as appropriate, in the identification, interpretation, and protection of sites in the United States and Mexico related to the trail.

Past and continuing international cooperation is exemplified and encouraged by two letters of understanding that have been signed by the governors and other officials of the states of New Mexico and Chihuahua, Mexico (see appendix D).

Public and private groups from all levels of government and along the entire route of el Camino Real have expressed considerable interest in protecting and commemorating the trail. Each of these groups is willing and eager to share in the task of telling the story of El Camino Real.



Parallel trail ruts in the Jornada del Muerto north of Engle
(Photograph courtesy of Christine Preston)



El Tajo Caracas from Socorro
(Photograph courtesy of the Bureau of Land Management)



Valverde near Mesa del Contadera
(Photograph courtesy of Christine Preston)

DESCRIPTION OF RESOURCES

CULTURAL RESOURCES

Significant cultural resources associated with El Camino Real are archeological and historic sites, cultural landscapes, ethnographic resources, and sites with high potential for public benefit, which have been identified in accordance with the National Trails System Act, sections 12 (1) and 12 (2). Many of the archeological sites and historic structures along El Camino Real have a direct thematic relation to the trail. The sites listed in this section are those that have a significant, direct connection to El Camino Real. Many sites that are well beyond the Rio Grande Valley and are not directly related to the route have not been included in this discussion. The sites and segments described are those along El Camino Real de Tierra Adentro from El Paso, Texas, to San Juan Pueblo, New Mexico.

The development of El Camino Real is closely tied to the many prehistoric and historic American Indian groups who lived along the corridor and who used it for centuries. Because of the magnitude of the potential sites, only those with strong relationships with the trail have been included.

Archeological Resources

El Camino Real has been described as the longest and most extensive “archeological site complex” of New Mexico. It is a major archeological resource that provides new light into significant periods of the history of New Mexico and the United States. The artifacts, campsites, and structures that investigators have identified along the trail provide a unique view into New Mexican history and the lives of those who made it. The sites identified in this section are not managed for public use. These resources, which are on both public and private lands, potentially could be made available for public use, provided such use could be managed to avoid resource degradation.

Most of the archeological investigations (Marshall and Walt 1984; Marshall 1991a, 1991b; Scurlock et al. 1995) have focused on the period after 1598. One of the most extensive studies of El Camino Real was conducted by Michael Marshall (1991a, 1991b) through a grant from the New Mexico Historic Preservation Division. The application for the grant was prepared by The Camino Real Project, Inc. This investigation, which focused on 67 miles (108 kilometers) of the trail, uncovered information to document 39 sites and identified 127 road segments. Most of this work concentrated on three geographic areas, La Jornada del Muerto, Bosque del Apache, and the regions of La Bajada and Santa Fe. Marshall’s investigation revealed evidence of early colonial use. One of the earliest sites associated with the colonial period is Las Bocas encampment, where Glaze E Pecos Polychrome and olive jar ceramics (dating from 1598 to 1625) were found. Other pre-Pueblo Revolt sites have been found in La Jornada del Muerto near Paraje de San Diego and Rincon Arroyo (see segments 6 and 7 of the map of El Camino Real in the United States in the “Alternatives” section).

Tomé Hill had special significance to the prehistoric pueblo of the area. The site includes a multiroom block village site, two probable shrines, and a number of petroglyphs.

La Majada North road is another area where scattered artifacts document the prehistoric, colonial, Mexican, and territorial use of El Camino Real. (Note: La Majada North road is named for La Majada Grant in Sandoval and Santa Fe counties. The grant includes La Bajada [the descent], which is the mesa and cliff of volcanic basalt. La Bajada is the dividing point between the Spanish provinces of

Rio Arriba [upper river] and Rio Abajo [lower river].) Prehistoric early Glaze period ceramics were found over the mesa, an area that apparently was farmed during this time. Three ceramics clusters from the colonial period also have been identified: two Tewa polychrome from ca. 1650 to 1725 and a plain red soup bowl. A variety of territorial period artifacts have also been found along the road: hole-in-cap cans, sardine cans, bottle glass, stonewares, porcelain and other earthenwares, and sherds of ironstone.

An important archeological site is the Paraje de San Diego, near the southern end of La Jornada del Muerto. It was an important campsite where northbound travelers prepared for the journey and southbound travelers rested. A wide range of colonial period ceramics have been found at this site. This sensitive site, which appears to be in an undisturbed condition, has been recommended for further archeological investigation.

The Archaeological Conservancy, a nonprofit preservation organization based in Albuquerque, has acquired several sites that are important to the history of El Camino Real. San Jose de las Huertas is considered to be the best preserved Spanish colonial village in New Mexico. This 28-acre site north of Albuquerque, in the vicinity of Placitas, was occupied from 1764 to 1823. The walled village contains as many as 10 undisturbed house mounds.

The Archaeological Conservancy also owns the remains of a Spanish colonial ranch, one of numerous sites known to date from the colonial period. The site, with four rooms and a circular torreón (tower) feature, was built just south of Santa Fe along the Santa Fe River between 1610 and 1680.

Historic Resources

Several national historic landmarks and sites that are listed on the National Register of Historic Places lie within the corridor of El Camino Real. However, only some of them are strongly associated with the development and history of the road. It is quite possible that additional research will be necessary to more clearly establish the connection of additional properties and sites to significant aspects of the history of El Camino Real de Tierra Adentro.

This section contains descriptions of the historic sites and segments of El Camino Real that are publicly accessible, are closely related to the history of the road, exhibit historical integrity and distinctive physical characteristics, and have significant potential for historical/recreational enjoyment. The sites and segments described here are those on the part of El Camino Real de Tierra Adentro in the United States that runs from El Paso to San Juan Pueblo.

El Paso Missions Trail. The El Paso Missions trail, which is in El Paso County, Texas, is today an auto tour following contemporary roadways. It links Missions Socorro and Ysleta with Presidio San Elizario. This segment of El Camino Real offers the opportunity to experience the interaction of various themes of importance in the history of El Camino Real: the Spaniards' missionary zeal; the ethnographic history of New Mexico and Texas, particularly the Pueblo Revolt; and the close relationship between military and religious institutions in a rural/urban milieu. The missions and the presidio church are listed on the National Register of Historic Places.

The Texas Historical Commission is in the process of completing the nomination packet for the San Elizario National Register Historic District. The district includes more than 40 contributing properties, including both buildings and archeological sites.

El Paso to Mesilla. This segment from El Paso, Texas, to Mesilla, New Mexico, is mostly in Doña Ana County, New Mexico. Mesilla, 2 miles from Las Cruces, is a farming community that was officially established in 1850. The Mesilla plaza is a national historic landmark and a historic district. Mesilla became a commercial center of trade activities along El Camino Real during the second half of the 19th century, and an important shipping point for ore from the Pinos Altos and Silver City mines after 1870.

Several properties related to El Camino Real in Las Cruces are listed on the national register. Among the most important are the Nestor Armijo House and the Mesquite Street original townsite historic district. Armijo was a leading New Mexican merchant who lived in Chihuahua from 1865 to 1876. His commercial operations were among the most important along El Camino Real during the second half of the 19th century.

Mesilla to Paraje de San Diego. Fort Selden, in Doña Ana County, New Mexico, is a historic site about 15 miles north of Las Cruces that is managed by New Mexico State Monuments. It is listed on the National Register of Historic Places. Troops were stationed here between 1865 and 1879 to protect El Camino Real travelers from Indian activity. The fort is an important architectural landmark in an area where visible remnants of El Camino Real are scarce. This area offers excellent views of the Rio Grande Valley with its irrigated fields of cotton and chili and its pecan orchards. Paraje Robledo was situated at the southernmost end of the Jornada del Muerto and was a place where travelers rested and where their draft animals had an opportunity to prepare for or recover from the physical demands of the journey.

Paraje de San Diego to Engle to Paraje Fray Cristóbal. This segment, in Doña Ana and Sierra Counties, encompasses La Jornada del Muerto, one of the most important remaining resources associated with El Camino Real. Most of the segment from Paraje de San Diego to Engle is managed by the Bureau of Land Management with several sections owned by the state of New Mexico. The segment of the route north of Engle is privately owned. Paraje Fray Cristóbal, which marks the northern end of La Jornada del Muerto, is significant because it was the area where travelers camped before entering La Jornada del Muerto on their way south and where they rested after the stressful crossing.

Fort Craig is the northern anchor for La Jornada del Muerto. Fort Craig was built by Col. E. V. Sumner in 1851 north of its present site. Its purpose was to protect the lower Rio Grande Valley, but three years later the troops moved south to its current location on the west side of the Rio Grande, about 35 miles south of Socorro. Fort Craig was established to provide rest and resupply for northbound travelers and to allow southbound travelers to prepare for the Jornada crossing. Fort Craig became known during the Civil War as the place to which the Union soldiers returned after the battle of Valverde. Today the site consists of the remains of walls, foundations, and connecting courtyard paths. The fort is managed by the Bureau of Land Management and is listed on the National Register of Historic Places.

Fray Cristóbal to Socorro. Bosque del Apache is a wildlife refuge managed by the U. S. Fish and Wildlife Service. It spans the Rio Grande between San Antonio and San Marcial in Socorro County. This site, which is now flooded by Elephant Butte Lake, was a favorite camping place described by many early travelers. In 1845 governor Manuel Armijo granted the land to Antonio Sandoval, one of New Mexico's most successful sheep breeders.

Socorro contains several sites associated with El Camino Real that are listed on the National Register of Historic Places. A mining center between 1867 and 1890, Socorro was for a while the largest city in the territory. Important shipments of ore were transported north along El Camino Real and later on the railroad during this period.

Socorro to Isleta Pueblo. The area of present-day Valencia County is strongly linked to El Camino Real's developments, particularly after 1821. Several properties in this area are closely associated with the historic trail, among them the Felipe Chávez house. Chávez was one of New Mexico's leading merchants, trading with both Mexico and the United States during the second half of the 19th century.

Tomé also is in Valencia County. The name Tomé can be traced to Tomé Domínguez de Mendoza, a settler in the area who was the quartermaster of the New Mexican governor at the time of the Pueblo Revolt. He built a house near the volcanic hill known as Cerro de Tomé before the revolt. He was among those who fled south, but he never returned. The area attracted many settlers and became well known because it was well cultivated and had fine irrigated fields, and livestock grazed on ample pastures. Aerial photography from the 1930s indicates that a branch of El Camino Real skirted the upper east end of the hill (Scurlock, Gerow, and Kammer 1995; Marshall 1991a, 1991b). Tomé Hill is on the National Register of Historic Places.

Los Lunas is another Valencia County community closely linked to the trail. It is named after the Luna family, people who were very influential during much of New Mexico's history. An important site in this community listed on the National Register of Historic Places is the Tranquilino Luna–Otero house. The Luna–Otero family was involved in the economic activities typical of merchants who for generations used El Camino Real to transport goods into New Mexico and to export local products.

Isleta Pueblo is 13 miles south of Albuquerque, in Bernalillo County. The word *isleta* means small island. When the Spanish first arrived in this area, the Rio Grande had overflowed its banks, and the pueblo was literally on an island, with the river curving around both sides. During the Pueblo Revolt of 1680 the Isleta Indians gave shelter to the fleeing Spaniards who came here. According to Spanish records, some joined them in their flight south to present-day El Paso, where they established Ysleta Mission. The inhabitants of Ysleta del Sur are descendants of the Isleta Indians, but they maintain that they were taken prisoner and forced to accompany the Spaniards. The church at Isleta, built in 1613, is believed to have been constructed in part from the surviving walls of the burned-out pre-revolt church of San Antonio de Padua. It is one of the oldest churches in New Mexico, and it is still in use.

Isleta Pueblo to Bernalillo. Atrisco is on the west side of the Rio Grande south of Albuquerque, in Bernalillo County. It was the site of a common river crossing. Until recently the Atrisco land grant was one of a few relatively intact Spanish colonial grants. It has been continuously owned by the original settlers and their heirs since the 17th century (Metzgar 1977, 269). Part of this grant now lies within the boundaries of Petroglyph National Monument. It contains more than 15,000 prehistoric and historic petroglyphs, remnants of sheep corrals and walls, and the remains of a 1,000-room Pueblo dating from 1300 to 1600.

Albuquerque was established as a *villa* in 1706. Its site was selected for its strategic position relative to Tijeras Canyon through which Apache raiders crossed to attack farmlands in Bernalillo and Atrisco. (Note: A *villa* is a town which has a charter prescribing specific privileges conceded by the king.) It was also established to protect El Camino Real.

Bernalillo to La Bajada. The segment of the trail that goes from Bernalillo to La Bajada passes through Sandoval and Santa Fe Counties. Bernalillo, settled in 1695, marks the approximate site of Coronado's headquarters in 1540–1542 and the point from which he departed for Kansas in 1541. Isolated Spanish ranches and haciendas existed in the vicinity before the Pueblo Revolt of 1680. Situated in a rich part of the Rio Grande Valley, Bernalillo became the focus of commercial activities associated with El Camino Real. It was the home of José Leandro Perea, a leading New Mexican merchant and the wealthiest man in the territory during the second half of the 19th century. The town is now a trading center and shipping point for cattle and lumber from the Jemez Mountains.

La Bajada to Santa Fe. The segment of the trail from La Bajada to Santa Fe lies in Santa Fe County. Three roughly parallel routes were used by travelers along El Camino Real to reach the capital city: Las Bocas Road, La Bajada Hill Road, and Galisteo Road.

Las Bocas Road — For most of the colonial period the main route followed the Santa Fe River through Las Bocas and up Ciénega Creek, over Cieneguilla, and up the river to the location of the capital. This route was first used by Don Pedro de Peralta, the founder of Santa Fe, and the Spanish settlers who accompanied him in 1610.

La Bajada Road — Sometime before 1776 another branch (La Bajada Hill) came into use from the north. It branched off the main road above the mouth of Las Bocas Canyon and paralleled the canyon southward to La Bajada Hill, descended the hill, and then connected with the main road from Las Bocas canyon.

Galisteo Road — The third route crossed the Rio Grande at San Felipe (4 miles north of Algodones), turned northeast, and followed the colonial road from Galisteo and Santo Domingo as far as Los Alamos (on the Galisteo River). From there it turned north and went through Cerro de la Cruz and Bonanza Hill. The colonial road from Galisteo to Santa Fe was called the “wagon road” because it was the preferred route of the mission supply trains.

La Bajada is also a small community that was a freight depot, stage stop, and trading center for freighters during the 19th century. Incoming freighters had to travel a winding route down the face of the nearby black basalt cliff, bracing their wagon wheels with boulders when they stopped. Northbound caravans rested before ascending the Santa Fe River canyon, one of the more difficult passages of the entire route.

The exact location of the Spanish village of La Ciénega is undetermined, but it may have been in the vicinity of present day La Ciénega village, which is southwest of Santa Fe. During the 18th and 19th centuries El Rancho de las Golondrinas was a day's travel from Santa Fe. It was the first night's stop for southbound travelers or the last stop before Santa Fe for those going north. Miguel Vega y Coca acquired the ranch as a royal purchase in 1710. Today El Rancho de las Golondrinas is operated by a charitable trust as a living history museum to depict the essential elements of Spanish colonial culture. The original ranch buildings have been supplemented by bringing vintage log and adobe cabins from other northern villages of New Mexico. Three reproduction carretas (two wheeled carts or wagons) are also on the site.

Santa Fe — The capital of New Mexico was founded by Pedro de Peralta in 1610 at a spot known to the Pueblo Indians as Poga, or “the place of the shell beads near the water.” Ruins, almost obliterated when the Spaniards came, showed that it was once the site of a Tano Indian village. From the beginning, the relations with the area Indians were troubled in spite of the

heavy missionary effort. During the Pueblo Revolt the Spanish colonists sought refuge in the Palace of the Governors but soon fled to El Paso del Norte. The reconquest of the town by Vargas strengthened its character as a center for government. After 1821 Santa Fe became a major commercial center that linked the United States and Europe through the Santa Fe Trail and Chihuahua Trail with Mexico by the route of El Camino Real de Tierra Adentro.

Santa Fe to San Juan Pueblo. North from Santa Fe, the trail to San Juan Pueblo passes through Santa Fe and Rio Arriba counties. Tesuque Pueblo was built around A.D. 1300 about 3 miles east of its present site. Tesuque Pueblo leaders figured prominently in the 1680 Pueblo Revolt, and Spanish domination was not reestablished here until 1694. Before the revolt the Tesuque mission was known as San Lorenzo. The pueblo is listed on the National Register of Historic Places.

The Tewa-speaking people of San Ildefonso Pueblo trace their ancestry to an area north of Mesa Verde in Colorado. The pueblo, which was the largest of the Tewa villages, apparently served as a Spanish expedition headquarters in 1593. In 1598 Oñate gave the name Bove to the old village, which was about a mile from the present pueblo. After Tewa leaders were accused of bewitching a priest in 1676, the pueblo became a major participant in the Pueblo Revolt of 1680. The San Ildefonso Pueblo people were not reconquered by the Spanish until 1694.

San Juan Pueblo, the largest and northernmost of the six Tewa-speaking pueblos, is on the east bank of the Rio Grande northeast of the confluence of the Rio Grande and the Rio Chama. Originally known by its Indian name of Ohke, the pueblo was renamed San Juan de los Caballeros by Oñate in 1598.

A mission church built in San Juan after the 1692 reconquest stood until 1913, and some of the original adobe homes are still extant. The pueblo is listed on the National Register of Historic Places.

Yunque (San Gabriel de Yunque–Ouinge) is on the west side of the Rio Grande, directly across from San Juan. Excavations conducted in the 1960s clearly demonstrate that the Spanish occupied the pueblo for a time (1600 to 1610).

Cultural Landscapes

Further study of the cultural landscapes along El Camino Real would be conducted as part of a comprehensive management and use plan. Examples of segments and sites that may have significance as cultural landscapes are the Jornada del Muerto, Tomé Hill, and the Santa Fe River Canyon, which are discussed in the “Natural Resources” section.

NATURAL RESOURCES

Ecoregions on El Camino Real

The part of El Camino Real de Tierra Adentro in the United States passes through three ecological and physiographic regions known as ecoregions (as defined by Omernik 1995, and Forest Service, USDA 1980). The Chihuahuan Desert ecoregion begins roughly at Belen and extends southward through most of central and southern New Mexico and west Texas to the Mexican border. The New

Mexican Plateau, which starts north of Belen, includes the trail corridor to Santa Fe. A short stretch of the trail falls within the southernmost portion of the Rocky Mountain Forest ecoregion.

Chihuahuan Desert. The land-surface form of the Chihuahuan Desert ecoregion is mostly desert. The only permanent streams are a few large rivers that originate in more humid provinces. The Rio Grande and the Pecos River and a few of their larger tributaries are the only perennial streams. The area has undulating plains with elevations near 4,000 feet (1,200 m), from which relatively isolated mountains rise 2,000 to 5,000 feet (600 to 1,500 m). Washes are dry most of the year but fill with water after summer thunderstorms. Small beds and isolated buttes of blackish lava occur in scattered areas.

The climate is distinctly arid, and spring and early summer are extremely dry. Summer rains usually begin in July and continue through October. The summer rains are torrential storms, mostly local. The northern part of the province also receives winter rains; these are more gentle and more widespread. The average annual temperature ranges from 50° to 65°F (10° to 18°C). Summers are long and hot. Winters are short, but temperatures may fall below freezing for brief periods.

The characteristic vegetation of the Chihuahuan desert is a number of shrubs, most of them thorny. These shrubs frequently grow in open stands but sometimes form low, closed thickets. Short grass grows in association with the shrubs in many places. On deep soils, mesquite is often the dominant plant. A few cottonwoods and other trees grow beside the widely separated streams. Creosote bush is especially common on gravel fans, where it covers great areas in its characteristically open stands. The ocotillo is conspicuous on rocky slopes; the ceniza shrub in places dominates the slopes leading down to the Rio Grande. Junipers and piñons are found on rocky outcrops.

Some isolated mountains rise high enough to carry a belt of oak and juniper woodland. Pines grow around the oaks on a few of the highest mountains. Soils in the northern portions are primarily Aridisols (dry soils and lacking in organic matter), but both Aridisols and Entisols (recently formed but not well developed with minimal mineral alteration) are present in the south.

Pronghorn antelope and mule deer are the most widely distributed large game animals in the ecoregion but are rare along the corridor. The common white-tailed deer is present in Texas. The collared peccary, or javelina, is common in the southern part of the region. Scaled quail and Gambel's quail are present in most of the area. Black-tailed jackrabbit, desert cottontail, kangaroo rat, wood rat, and numerous smaller rodents compete with domestic and wild herbivores for available forage and are preyed upon by coyote, bobcat, mountain lion, golden eagle, great horned owl, red-tailed hawk, and ferruginous hawk.

New Mexico Plateau. The land-surface form of the New Mexico Plateau ecoregion includes tablelands having moderate to considerable relief. The elevations of the plateau tops range from 5,000 to 7,000 feet (1,500 to 2,100 m). Local relief is from 500 to more than 3,000 feet (150 to 900 m) in some of the deeper canyons that dissect these surfaces. In some sections, volcanic mountains rise 1,000 to 3,000 feet (300 to 900 m) above the plateau surface. Stream valleys are narrow and widely spaced except for the wide river valley of the Rio Grande.

Because of its latitude and generally high altitude, the climate of this ecoregion is characterized by cold winters. Summer days are usually hot, but nights are cool; accordingly, the diurnal variation in temperature is considerable. The average annual temperatures are 40° to 55°F (4° to 13°C) and decrease as altitude increases. The average annual precipitation is about 20 inches (500 mm) except in

the high mountains; some parts of the ecoregion receive less than 10 inches (250mm). The trail corridor receives 8–12 inches per year. Thunderstorms are common in summer, and gentler rains occur in winter.

There are different vegetation zones in the province but they are not uniform, even in adjacent areas. In the lowest zone, which is covered by semiarid grasslands, the short grass sod seldom covers the ground completely, and there are extensive bare areas. Xeric shrubs such as saltbush and sagebrush often grow in open stands among the bunch grasses. Sagebrush is dominant over extensive areas. A profusion of annuals and perennials blooms during the summer rainy season. At low elevations several species of cacti and yucca are common. Cottonwoods and, more rarely, other trees grow along some of the permanent streams. The piñon/juniper woodland zone is the most extensive. Between the trees the ground is sparsely covered by grama, other grasses, herbs, and various shrubs, such as mountain mahogany and rabbit brush.

The montane zone extends over considerable areas on the higher plateaus and mountains, but it is a much smaller area than the piñon/juniper zone. Vegetation varies considerably over the different parts of the ecoregion. In the southern portion of the zone, ponderosa pine is the dominant forest tree. Douglas-fir either is associated with aspen, ponderosa pine, or grows in more sheltered locations or at higher elevations.

The subalpine zone is characterized by abundance of Engelmann spruce, aspen, and subalpine fir.

Soils found in this ecoregion are Entisols along the floodplains of major streams and Aridisols on the plateau tops, older terraces, and alluvial fans. Rough and broken land is extensive in the mountains and on plateaus.

The major mammals in this ecoregion are mule deer, mountain lion, coyote, and bobcat. Elk are locally important. Pronghorn antelope are the primary large mammal in the semiarid desert grasslands. Smaller species include wood rat, white-footed mouse, cliff chipmunk, jackrabbit, cottontail, rock squirrel, porcupine, and gray fox. The ring-tailed cat and spotted skunk occur rarely.

The most abundant birds are plain titmouse, scrub jay, red-tailed hawk, golden eagle, red-shafted flicker, piñon jay, and rock wren. Summer residents include chipping sparrows, night hawks, black-throated gray warblers, northern cliff swallows, lark sparrows, and mourning doves. Common winter residents are pink-sided junco, dark-eyed junco, white-breasted nuthatch, mountain bluebird, robin, and Steller's jay. Turkeys are locally abundant during the winter. Reptiles in this ecoregion include the horned lizard, collared lizard, and rattlesnake.

Rocky Mountain Forest. The land-surface forms in the Rocky Mountain Forest ecoregion are rugged glaciated mountains that rise to more than 13,000 feet (4,000 m). Local relief is between 3,000 feet (900 m) and 7,000 feet (2,100 m). Several sections have intermontane depressions or “parks” that have floors less than 6,000 feet (1,800 m) in altitude.

Despite considerable variation in climate with altitude, most precipitation falls in winter in this semiarid steppe regime. The total precipitation is moderate, but it is greater than on the plains to the west and the east. In the highest mountains, a considerable part of the annual precipitation is snow. The bases of these mountains receive only 10 to 20 inches (250 to 500 mm) of rainfall per year. At higher elevations, precipitation increases to 40 inches (1,000 mm), and temperatures decrease.

Climate is influenced by the prevailing west winds and the general north-south orientation of the mountain ranges. East slopes are much drier than west slopes. Within this region, the individual mountain ranges have similar east-west slope differences. Average annual temperatures are mainly 35° to 45° F (2° to 7° C), but they can reach 50° F (10° C) in the lower valleys.

Well-marked vegetational zones are a striking feature. Their distribution is controlled mostly by a combination of altitude, latitude, direction of prevailing winds, and slope exposure. Generally, the various zones are at higher altitudes in the southern part of the province than in the northern. The uppermost zone of the ecoregion, the alpine, is characterized by alpine tundra and the absence of trees; however, there is no alpine zone in the study area. Below the alpine zone is the subalpine zone, dominated in most places by aspen, Engelmann spruce, and subalpine fir. The montane zone, immediately below the subalpine, is characterized by mainly ponderosa pine and Douglas-fir. Frequently there is alternation in the occurrence of these two trees; ponderosa pine is dominant on the lower, drier, more exposed slopes and Douglas-fir on the higher, moister, more sheltered ones.

Grass, often mixed with sagebrush, regularly covers the ground under open ponderosa pine forests and some treeless areas. These treeless openings usually are small, and they often alternate, according to slope exposure, with ponderosa pine forest. At the lower edge of the montane zone, they may be continuous with the adjacent grass and sagebrush belt.

Below the montane belt is the foothill (woodland) zone. Dry rocky slopes in this zone often have a growth of shrubs in which mountain mahogany and several kinds of scrub oak are conspicuous. Along the border of the Colorado Plateau, the ponderosa pine and piñon/juniper associations frequently alternate extensively according to exposure of the slopes. Unforested parks are a conspicuous feature of this province. Many are dominated by grasses, but some are covered largely by sagebrush and other shrubs.

Soils range from Molisols and Alfisols in the montane zone to Aridisols in the foothill zone. In addition, because of steep slopes and recent glaciation, there are areas of Inceptisols.

Common large mammals in this ecoregion are elk, mule deer, mountain lion, bobcat, and black bear. Small mammals include mice, squirrels, chipmunks, and bushy-tailed rats. Hawks and owls inhabit most of the region. The numerous, more common birds are chestnut-backed chickadee, red-breasted nuthatch, gray jay, and Steller's jay.

Natural Landmarks

Natural landmarks are the geographic features that have played an important role in guiding travelers and traders who lived and worked along the trail. The Rio Grande Valley is the predominant natural feature associated with El Camino Real in Texas and New Mexico. The Rio Grande Valley is defined by imposing mountain ranges. Among the most prominent are the Franklin and Organ Mountains, the San Andres, the Caballos, the San Mateos, the Magdalenas, the Ladrones, the Manzanos, the Sandias, the Ortiz, the Jemez, and the Sangre de Cristo Mountains.

In addition to the mountains along the Rio Grande Valley, there are several other interesting physiographic features along El Camino Real: the Jornada del Muerto, Tomé Hill, and the Santa Fe River Canyon. La Jornada del Muerto, stretching for almost 80 miles, is a segment of El Camino Real. It is framed by the San Andres Mountains to the east and the Caballo Mountains to the west.

The mountains frame a mostly undeveloped landscape — an excellent example of the Chihuahuan desert landscape that contains abundant evidence of its use throughout the period of significance. It retains a substantial amount of integrity in some stretches, which are evocative of the scenery travelers experienced centuries ago. The most significant intrusions on the landscape are periodic glimpses of an interstate highway. Noise and the visual intrusion from the highway and the Santa Fe Railway railroad tracks disrupt the solitude and the feeling that the bright sweeping views produce. The present lack of shelter and water highlight the remoteness of the area and recall the anxiety that many travelers experienced when they were getting ready to cross La Jornada del Muerto.

Along this stretch of the trail, shallow ruts are often visible amidst the typical Chihuahuan desert vegetation: mesquite, yucca, creosote bush, four-wing saltbush, and snakeweed. Basins with no outlet drain into shallow playas. Dust devils hover over these playas during the hot summer months. Sand dunes are common, and in a few locations are small beds and isolated buttes of black lava. After the July–October torrential summer rains, the sparse brown and ochre vegetation experiences a dramatic change. Yellow, pink, red, and white flowers appear almost overnight, and bright green grasses invade the normally bare soil. The usually dry arroyos fill with water. In some areas of La Jornada del Muerto, reddish soils highlight the greenness of the desert vegetation and the darkness of the lava outcroppings.

Tomé Hill (Cerro de Tomé) is in a transition zone between the Chihuahuan Desert and the New Mexico Plateau. This distinctive site, 5 miles north of Belen, rises about 350 feet from the valley floor. The vegetation includes mostly four-wing saltbush and scattered mesquite, as well as desert shrubs. It is much more sparse than in the southern stretches of the Chihuahuan desert; in many areas it is found principally along the road. The gray-brownish sandy soils that predominate in this landscape highlight even more the greenness of the lush vegetation that grows along the acequias (irrigation ditches) and the Rio Grande.

The original route of El Camino Real followed by Oñate in 1598 passed around the east base of the hill, which subsequently became a significant landmark for travelers on the road. The hill itself, which has been a Catholic shrine, remains a site for pilgrimage, with several crosses on its crest. Petroglyphs in this area are similar to those found elsewhere along the Rio Grande. Scattered adobe ruins and an occasional old homestead lend a picturesque character to the area.

The Santa Fe River Canyon segment (formerly called Cañon de las Bocas) a stretch of El Camino Real along the Santa Fe River near the capital of New Mexico, has highly attractive visual qualities. This area, mostly in public ownership, crosses a region that typifies the New Mexico plateau. The most salient features of this landscape are the tablelands with moderate to sizable relief. The area also contains large basalt blocks that were cleared from a bench surface and placed in two parallel lines adjacent to the road. The canyon is fairly narrow and not particularly deep. Along the stream that flows year-round are a few sizable cottonwoods and the typical riparian vegetation found in permanent streams in this ecoregion. Grasses seldom cover the ground completely; many areas remain bare. Sagebrush, rabbit brush, four-wing saltbush, snakeweed, cholla, and prickly pear are prevalent in the flats and in disturbed areas. The ground is blanketed with flowers during the rainy summer season. One species of juniper covers the north-facing hillsides.

There are pueblo ruins near the southern end of the canyon. The most impressive feature of the site is the steepness of the canyon, which early trail users had to negotiate. The imposing entrance to the canyon can be seen from miles away to the south.

SOCIOECONOMIC RESOURCES

The United States part of El Camino Real crosses El Paso County, Texas, and the New Mexico counties of Dona Ana, Sierra, Socorro, Valencia, Bernalillo, Sandoval, Santa Fe, Rio Arriba, and Taos. The route passes through three metropolitan statistical areas (MSAs) in New Mexico — Las Cruces, Albuquerque, and Santa Fe, and the Texas MSA of El Paso. The combined population of the four MSAs is about 1,595,500. Across the border from El Paso is Ciudad Juarez, the fifth largest city in Mexico, the 1990 population of which was 1,286,700. More than two-thirds of the population of New Mexico lives along the route of El Camino Real. Outside of these statistical areas, the route is almost entirely undeveloped. About 38% of New Mexico's population is Hispanic and 10% is American Indian. Because of the state's border location, there is a high immigration rate from Mexico and Central America.

New Mexico's economy is heavily dependent on government expenditures, both military and private. Other active sectors are mining, oil and gas extraction, agriculture, and science and technology. The moderate climate, cultural diversity, and public lands provide the basis for New Mexico's tourism industry. El Paso's economy is based on serving the region's livestock and agricultural industries, as well as on the production and processing of oil and gas.

LANDOWNERSHIP AND LAND USE

The route from San Juan Pueblo, New Mexico, to El Paso, Texas, is approximately 400 miles long. About 55% of this route is privately owned; the rest is divided among federal and state land managing agencies and American Indian lands or reservations. Landownership is detailed in table 1.

Segments of the trail pass through or near to the cities of Santa Fe, Albuquerque, Socorro, Las Cruces, and El Paso. These urban areas total approximately 14% (58 miles) of the total length of the trail from San Juan Pueblo to El Paso (see table 2). Approximately 16% (60 miles) of this distance is in rural development and/or farming. Most of the trail (about 77%) is in a less developed condition, with most of this land being in private ownership.

Table 1: Landownership

San Juan Pueblo, NM—El Paso, TX		
Ownership/Management	Total Mileage Owned/Managed	% Mileage Owned/Managed
Private	222	55
State	24	6
Federal/BLM	57	14
Federal/FS	11	3
Federal/USFWS	28	7
American Indian Reservation	62	15
Total	404	100

ABBREVIATIONS: BLM = Bureau of Land Management, U.S. Department of the Interior; FS = Forest Service, U.S. Department of Agriculture; USFWS = U.S. Fish and Wildlife Service, U.S. Department of the Interior.

Table 2: Land Use

San Juan Pueblo, NM–El Paso, TX		
Land Use/Land Cover	Total Mileage	% of Trail
Urban areas	65	16
Agriculture	45	12
Rangeland	212	52
Forestland	69	17
Water/wetlands	13	3
Total	404	100

PUBLIC USE SITES

There are many existing public use sites along the corridor for El Camino Real (see appendix E) — state parks, state historic sites, state monuments, historical highway markers, welcome centers, rest stops, recreation areas, campgrounds, picnic areas, national monuments, and various museums. Many of these public use facilities (such as historic sites, historical highway markers, and museums) have some thematic relationship either directly or indirectly to El Camino Real. Others (such as highway rest stops) do not relate directly to the history of El Camino Real but could offer opportunities for the public to appreciate the trail. These sites could provide many opportunities for the public to learn about, see, and experience El Camino Real. Not all public use sites would qualify as officially certified or federal components of a national historic trail (see alternative 1 for a discussion of certified sites).

American Indian Pueblos

A number of American Indian Pueblos are closely linked to the history and evolution of El Camino Real: Ysleta del Sur, Isleta, Jemez, Sandia, Santa Ana, San Felipe, Santo Domingo, Cochiti, Tesuque, Pojoaque, Nambe, San Ildefonso, Santa Clara, Taos, and San Juan. American Indians, particularly the Pueblo Indians, established routes for trade and communications long before the arrival of the Spanish. These trade routes are what Spanish travelers later followed. Pueblos provided food, goods, and services to the Spanish as they traveled and settled along El Camino Real. The cultural interaction of the Spanish and American Indian cultures is apparent at the Pueblo Indian missions and throughout rural New Mexico.

Some pueblos are open to the public year round and encourage tourism and recreation. Others are open only by reservation and during special events (feast day celebrations and dances), and some are closed to the public.

Santa Clara Pueblo and Puyé Cliff Dwellings and Communal House Ruins. Santa Clara people are living descendants of the Puyé cliff dwellers. Tours of the pueblo, the historic church, and Puyé Ruins are available. The Anasazi settled in the cliffs of the Pajarito Plateau late in the 12th century. The area was abandoned in the 1500s because of severe drought. The cliff ruins are more than a mile

long and one to three stories high. The house ruins on the mesa top are believed to have contained more than 1,200 rooms.

San Juan Pueblo. In 1598 Juan de Oñate renamed this pueblo San Juan de los Caballeros. In the same year Oñate also occupied a pueblo across the river, naming it San Gabriel de los Españoles. San Gabriel was declared the first Spanish capital of New Mexico. All that remains of San Gabriel are mounds. A cross and stone marker commemorate the site. Nearly 100 of the original 700-year-old homes still stand as part of San Juan Pueblo.

National Parks

The National Park Service manages the Santa Fe National Historic Trail, whose route extends 1,203 miles from a point near Franklin, Missouri, through Kansas, Oklahoma, and Colorado to Santa Fe, New Mexico. From 1821 to the arrival of the railroad in Santa Fe in 1880, the Santa Fe Trail played a critical role in the westward expansion of the United States and was an important two-way avenue for commerce and cultural exchanges. There are almost 70 certified sites for public use and recreation along the trail.

National Forests

The Forest Service, U.S. Department of Agriculture, manages Cibola National Forest and Santa Fe National Forest. The mountain ranges in these national forests are landscape-defining features that characterize the trail and define the Rio Grande Valley. The Sangre de Cristo, Sandia, Manzano, Magdalena, and San Mateo mountain ranges are landmarks that were used by El Camino Real travelers for centuries.

Public Domain Lands Managed by Bureau of Land Management

The Bureau of Land Management, U.S. Department of the Interior, manages the Organ Mountains Recreation Area and Fort Craig. The Organ Mountains are part of the San Andres Range. The San Andres Range defines La Jornada del Muerto and the Rio Grande Valley. The area provides a vantage point from which El Camino Real can be seen. Both archeological and historic sites related to El Camino Real can be found in the Organ Mountains; among them Aguirre's Spring. The mountains were a landmark referred to in diaries and descriptions written by travelers of El Camino Real.

Fort Craig lies at the northern end of La Jornada del Muerto. The fort was established in the 1850s to protect settlers and travelers along El Camino Real. Self-guided walking tours of the fort ruins are available.

National Wildlife Refuges

The U.S. Fish and Wildlife Service, U.S. Department of the Interior, manages Bosque del Apache Wildlife Refuge. In this refuge, 57,191 acres of marsh, ponds, grasslands, and desert uplands provide habitat for some 320 bird species and more than 115 other animal species, which can be seen on a 15-mile automobile tour. The east bank of the refuge contains numerous braided and parallel road

alignments, which are the old roadbed of El Camino Real. This part of the refuge also includes trail-related archeological sites (Marshall 1991a, 1991b), which are not open to the public. Many of these sites may have been occupied during the early decades of use of El Camino Real. The visitor center, which is devoted mainly to wildlife exhibits, also provides some history on El Camino Real.

State and Local Parks, Monuments, and Sites

El Paso Missions and Mission Trail, Texas. The road from Ysleta to San Elizario is the designated Mission Trail auto route connecting the communities of San Elizario, Socorro, and Ysleta. This route represents the historic connection of Socorro and Ysleta Missions with the San Elizario presidio on El Camino Real.

San Elizario Presidio Chapel and Plaza — San Elizario was established as a presidio in 1789 to protect settlements in the lower Rio Grande Valley downstream of El Paso, Texas. The chapel was originally built in 1853 as part of the fort compound. The present chapel, built in 1877, is enhanced by the village plaza, jail, and other historic adobe structures that reflect Spanish colonial settlement.

Socorro Mission and Ysleta del Sur Mission — The missions were established in the 1680s as a result of the Pueblo Revolt. Franciscan monks established Mission Socorro and Mission Ysleta to provide refuge for Piro and Tigua Indians and Spanish settlers who had retreated from the north. Because of changes in the Rio Grande channel, flooding, and fire, the missions have been relocated and reconstructed several times.

Fort Selden State Monument, New Mexico. Situated on the banks of the Rio Grande, Fort Selden was one of a series of frontier military posts established in 1865 to protect trade routes to the north and travelers and settlers in the Mesilla Valley. Self-guided walking tours through the adobe ruins are available, and a visitor center and museum offer exhibits of frontier life.

La Mesilla, New Mexico. La Mesilla includes a historic plaza and surrounding buildings that have been restored to their 19th century appearance. During the 1800s the area was a camping and foraging spot for both Spaniards and Mexicans. The first permanent settlers came to La Mesilla after the Treaty of Guadalupe Hidalgo in 1848. By 1850 there was an established colony, and later La Mesilla became a main supply center for garrisoned troops. The Mexican–American War and the Treaty of Guadalupe Hidalgo left La Mesilla in a “no man’s land,” a strip of land claimed by both the United States and Mexico. The Gadsden Purchase in 1854 established that La Mesilla was officially part of the United States.

San Miguel Mission, Socorro, New Mexico. Franciscans erected a mission in the early 1600s, naming it Virgen del Socorro (Virgin of Relief) to commemorate the aid given by the Piro Indians to Oñate and other weary caravans on El Camino Real. The present 1819–21 church replaced the earlier mission, but part of one of its walls dates back into the 1600s. Various artifacts are displayed in the adjoining church office.

Tomé Plaza and Tomé Hill, New Mexico. The prominent hill of Tomé was a significant landmark for travelers along El Camino Real. The hill is open to the public for hiking. Tomé was settled as early as 1650, but it was abandoned after the Pueblo Revolt of 1680 and remained uninhabited until

the Tomé land grant was established in 1739. Historic Tomé Plaza includes the Immaculate Conception Church and a museum, a jail, and several other adobe structures.

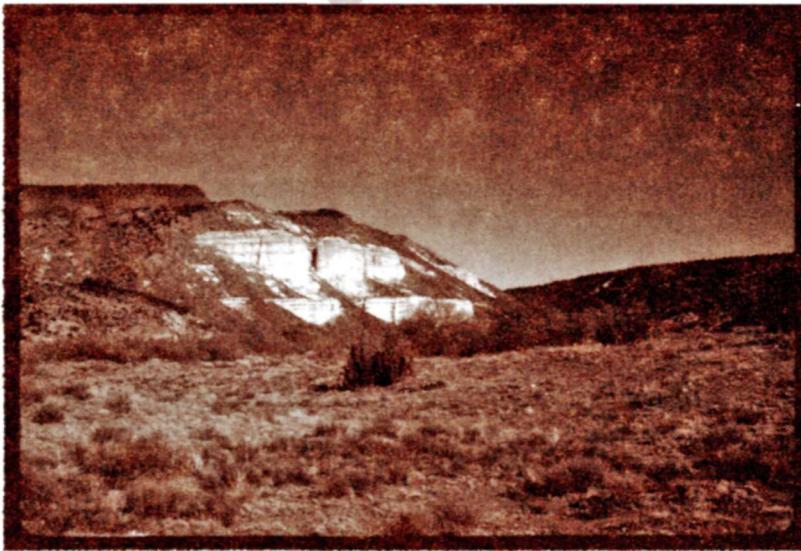
Valencia County, New Mexico. The route of El Camino Real route through Valencia County has been designated as a Scenic and Historic Byway by the State Scenic and Historic Byways Advisory Council. The Valley Improvement Association and the Middle Rio Grande Council of Governments is submitting a proposal to connect El Camino Real route to the Salt Missions Trail by way of Abo Pass Trail.

Old Town Plaza. Old Town, the site of Albuquerque's original settlement, is situated along El Camino Real and benefited from commerce between Santa Fe and Mexico City. New Mexico Governor Francisco Cuervo y Valdes founded the new "*Villa de Alburquerque*" in 1706. Old Town Plaza and San Felipe de Neri Church (1706) are part of Albuquerque's historic district. These facilities are surrounded by shops, galleries, and restaurants.

Coronado State Monument, New Mexico. The partially reconstructed ruins of Kuaua, the northernmost of the Tewa villages among which Francisco Vásquez de Coronado wintered in 1540, can be found in Coronado State Monument. The village was first settled in about 1300; Spanish explorers found it abandoned in 1598. A restored kiva painted with symbols illustrates historic figures and ceremonial activities. Original murals are on display in the visitor center museum. The visitor center contains exhibits depicting cultural changes brought about by the arrival of the Spaniards.

El Rancho de las Golondrinas, New Mexico. Las Golondrinas was a historic paraje, or stopping place, along El Camino Real just south of Santa Fe. There are archeological sites on the premises. El Rancho de las Golondrinas, founded in the 1700s, is now a 200-acre living history museum with restored, imported, and reconstructed historic buildings and costumed villagers re-creating life in Spanish colonial and territorial New Mexico.

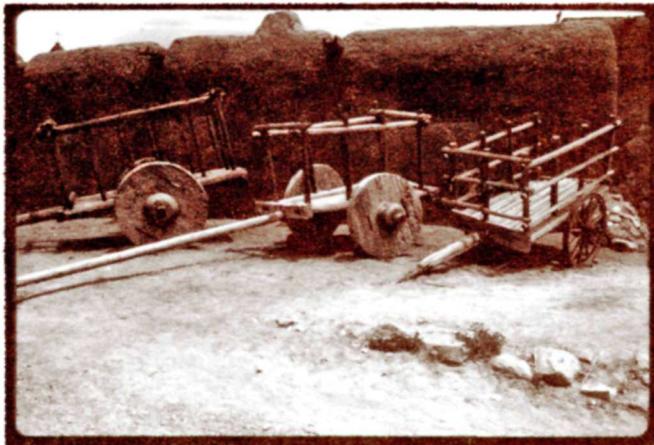
San Miguel Mission, Santa Fe. The San Miguel mission was established in the early 1600s. Records of its early history were destroyed during the Pueblo Revolt, but the adobe walls were left unharmed. In the early 1800s the mission walls were reinforced with stone buttresses. An audio presentation is available for visitors.



Las Bocas (the mouth) at the Santa Fe River Canyon
*(Photograph courtesy of Wingswept Research,
Dan Scurlock, Environmental Historian)*



El Tajo Caracas from Socorro
(Photograph courtesy of the Bureau of Land Management)



Reproduction of *carretas* on display at el Rancho de Los Golondrinas

ALTERNATIVES

Alternatives for managing El Camino Real are discussed in this section. See the 7-segment map of El Camino Real in the United States.

ALTERNATIVE 1: DESIGNATION FROM EL PASO TO SAN JUAN PUEBLO

Under alternative 1, El Camino Real de Tierra Adentro from El Paso, Texas, to San Juan Pueblo, New Mexico, would be designated by the United States Congress as a national historic trail, a unit of the national trails system. The designated trail would end at San Juan Pueblo, the site of the first capital of the province (1598–1600). Between 1600 and 1609, the capital was at San Gabriel, about 3 miles from San Juan. Subsequently, for almost the entire colonial period, from 1610 to 1821, Santa Fe was the capital of New Mexico and terminus of El Camino Real. After 1821 the route continued to be significant as the Chihuahua Trail freight route between Santa Fe, New Mexico, to Ciudad Chihuahua, Mexico. The route declined in significance after the completion of the railroad.

The overall approach of this alternative would be to designate the route from El Paso, Texas, to the first provincial capital at San Juan Pueblo, New Mexico. This route has integrity and national significance and meets the eligibility criteria of the National Trails System Act.

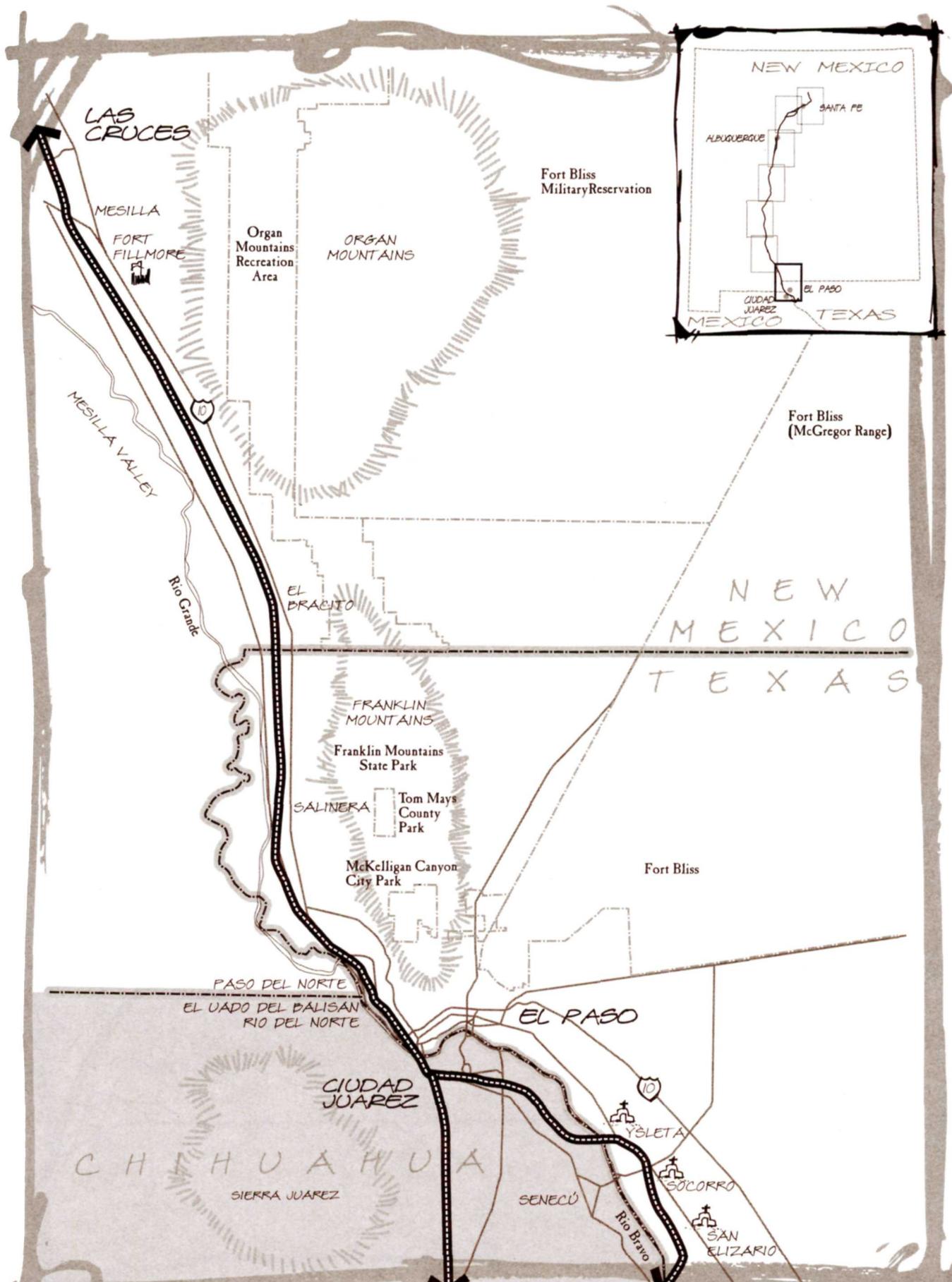
If an amendment is proposed to designate El Camino Real de Tierra Adentro as a national historic trail, it is recommended that such a proposal include a provision limiting any future federal land acquisition along the route to a willing seller-willing buyer basis as has been provided in the Santa Fe national historic trail, among other designation legislation. At this time little if any federal land acquisition is anticipated.

Management

Under alternative 1, preservation strategies would be focused along the route of El Camino Real. Along the route are many resources represented by civilian, religious, indigenous, and military archeological and historic sites, as well as trail remnants and natural and historic landscapes dating from 1598 to the 1880s.

Many segments of the route of El Camino Real de Tierra Adentro remain much as they were in the past. The route of El Camino Real can be clearly seen through the sparse desert vegetation of Mexico, west Texas, and New Mexico. The width of the trail corridor varied to adapt to the terrain. In some segments the corridor was very wide; in others, it was quite narrow. Specific sites, such as river crossing points, moved as river levels and bank conditions changed.

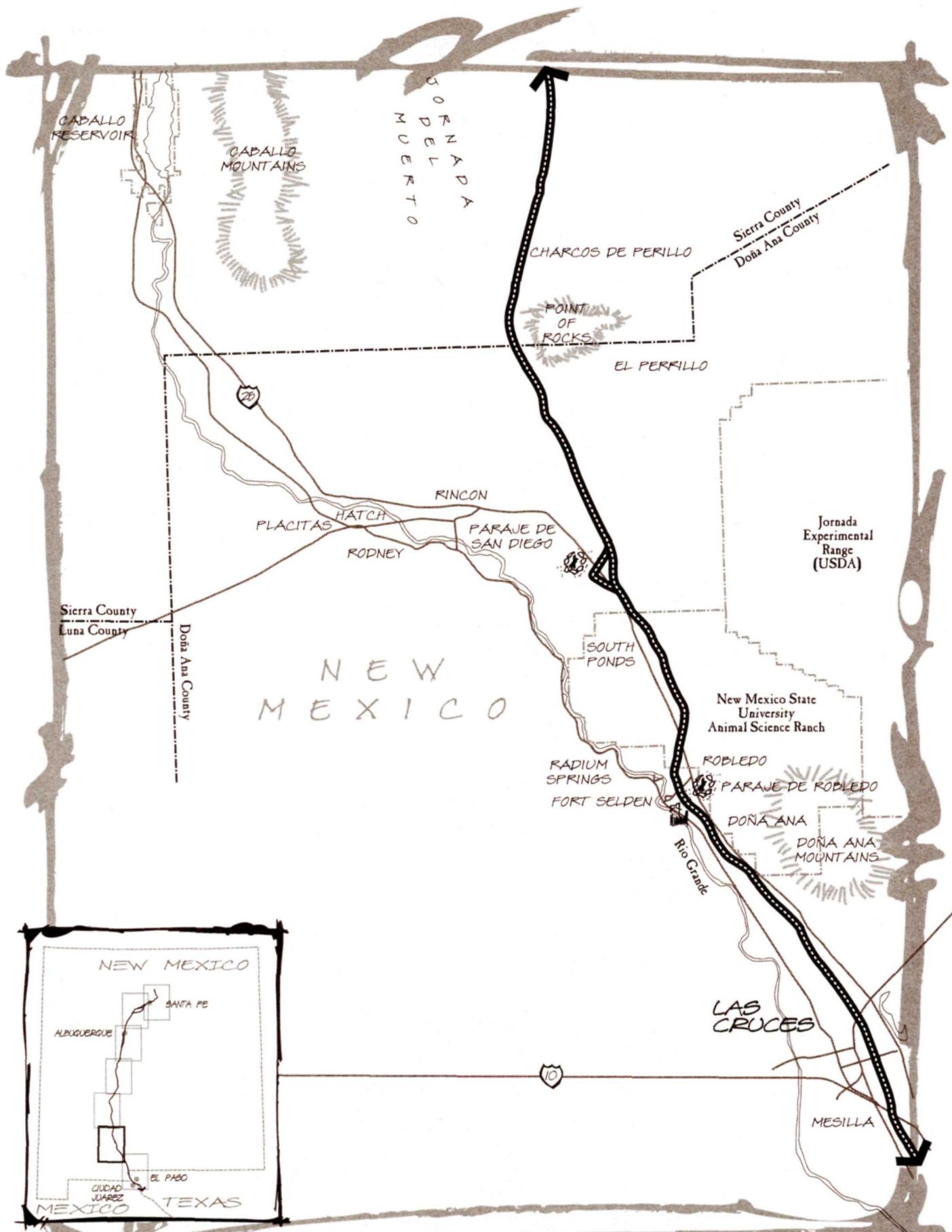
When designating the route, Congress also would identify a lead federal agency to administer the trail in cooperation with a variety of day-to-day management partners, including state, local, and other federal agencies, American Indian tribes, local communities, private landowners, and others. The administrative activities would be preparing a comprehensive management and use plan, identifying sites and segments with significant potential for public recreational use or historical interest; developing cooperative agreements; certifying qualified sites; and stimulating, assisting, and



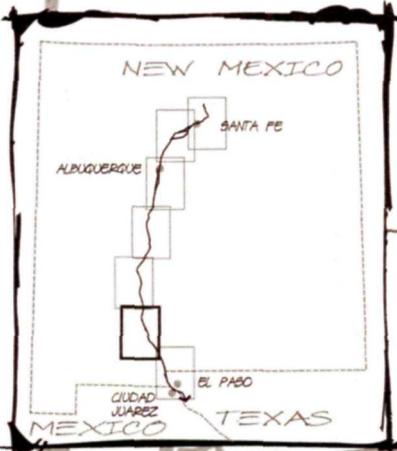
Section 1 of 7
UNITED STATES ROUTE
 El Camino Real de Tierra Adentro

United States Department of the Interior
 National Park Service

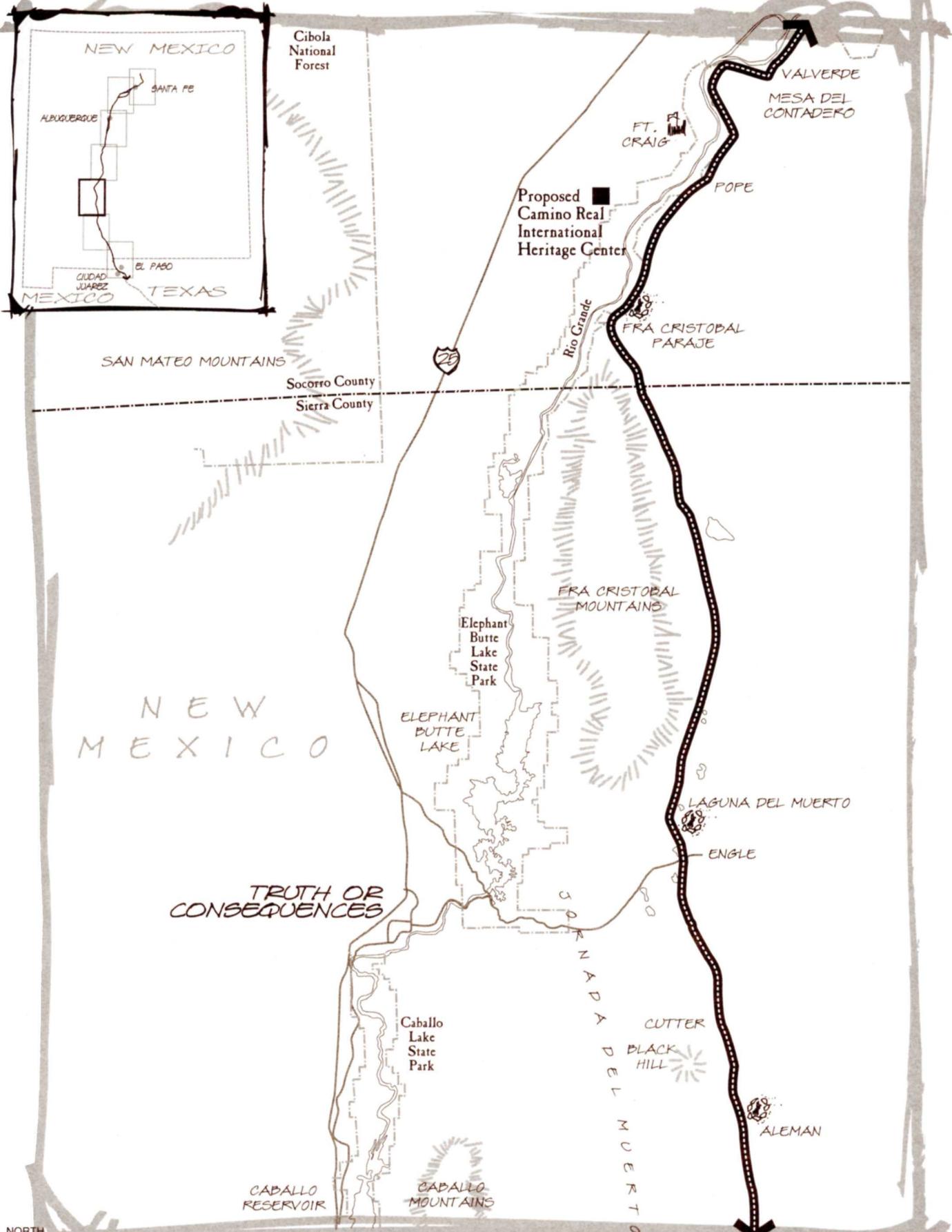
DSC • March 1997 • ELCA • 20,003



NEW MEXICO



Section 2 of 7
UNITED STATES ROUTE
 El Camino Real de Tierra Adentro
 United States Department of the Interior
 National Park Service
 DSC • March 1997 • ELCA • 20.003



NEW MEXICO

TRUTH OR CONSEQUENCES

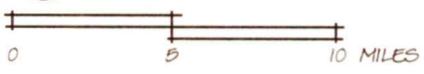
Section 3 of 7

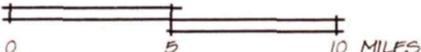
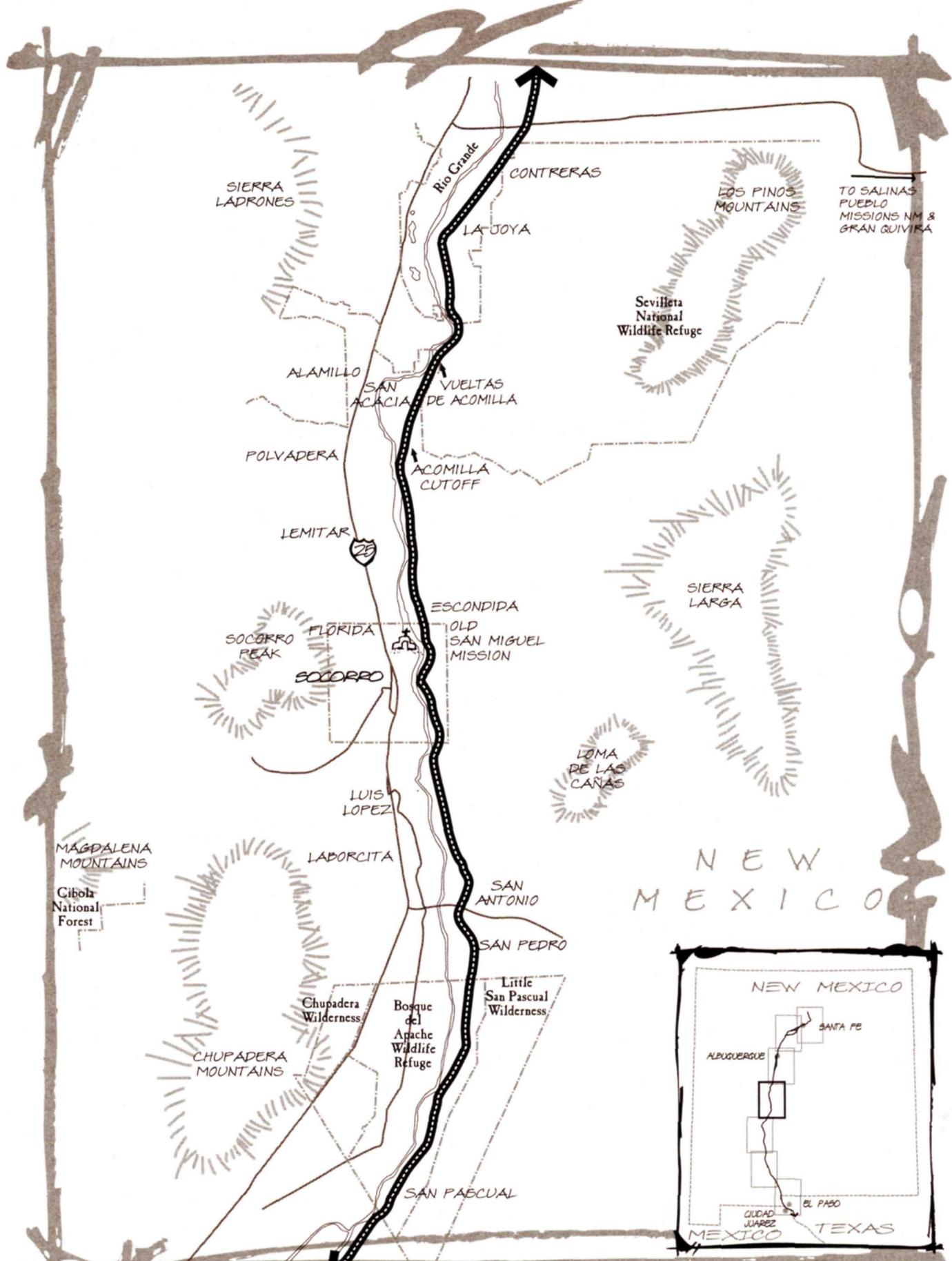
UNITED STATES ROUTE

El Camino Real de Tierra Adentro

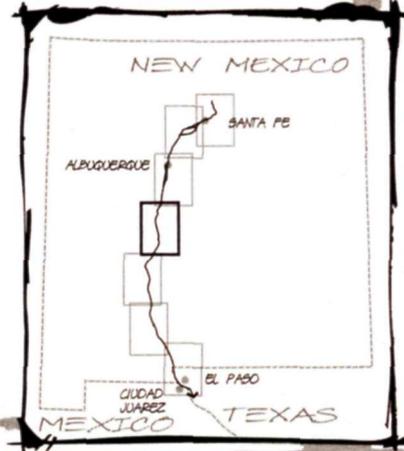
United States Department of the Interior
National Park Service

DSC • March 1997 • ELCA • 20,003





NEW MEXICO

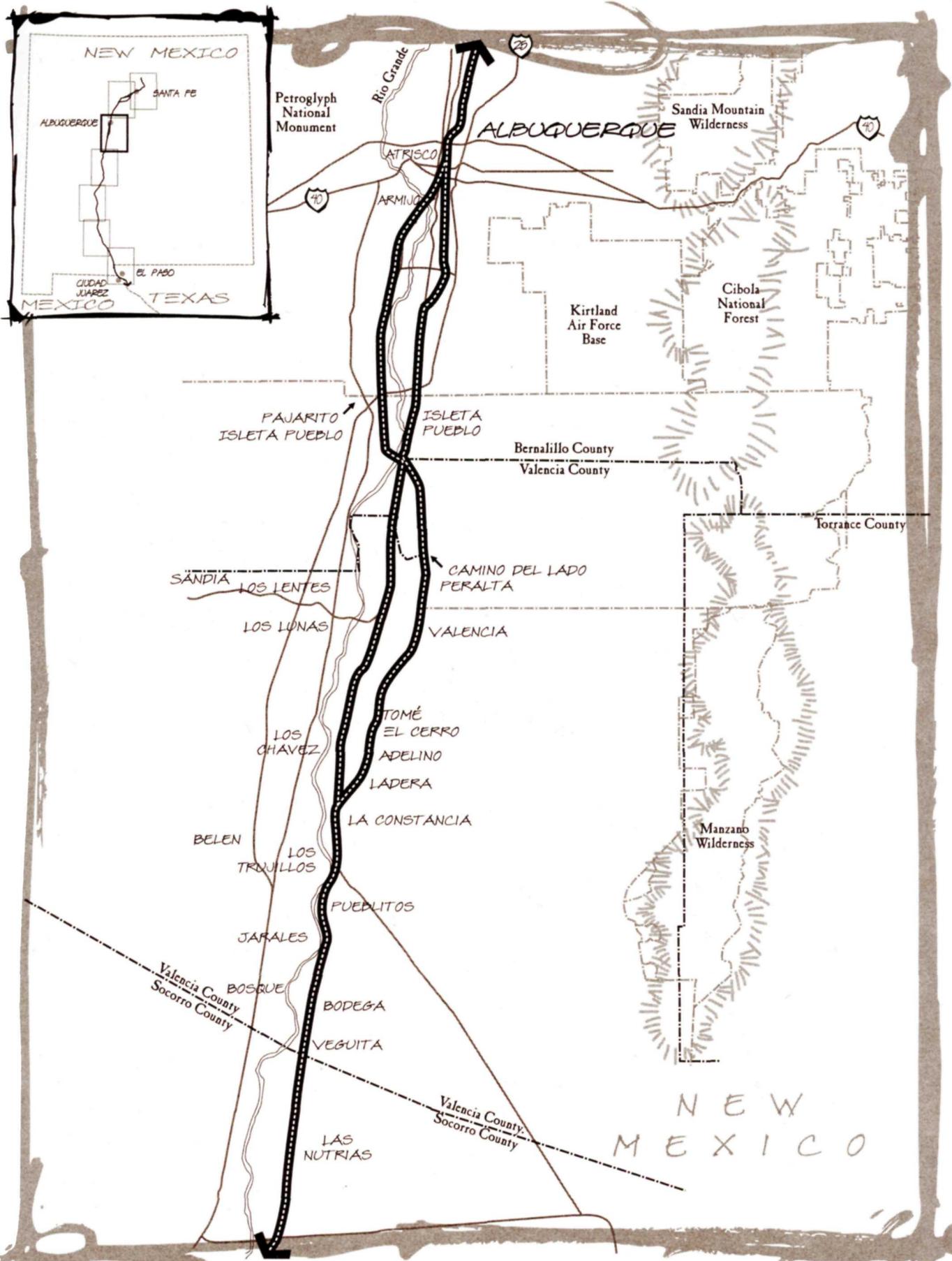


Section 4 of 7
UNITED STATES ROUTE

El Camino Real de Tierra Adentro

United States Department of the Interior
 National Park Service

DSC • March 1997 • ELCA • 20.003



NEW MEXICO

Section 5 of 7

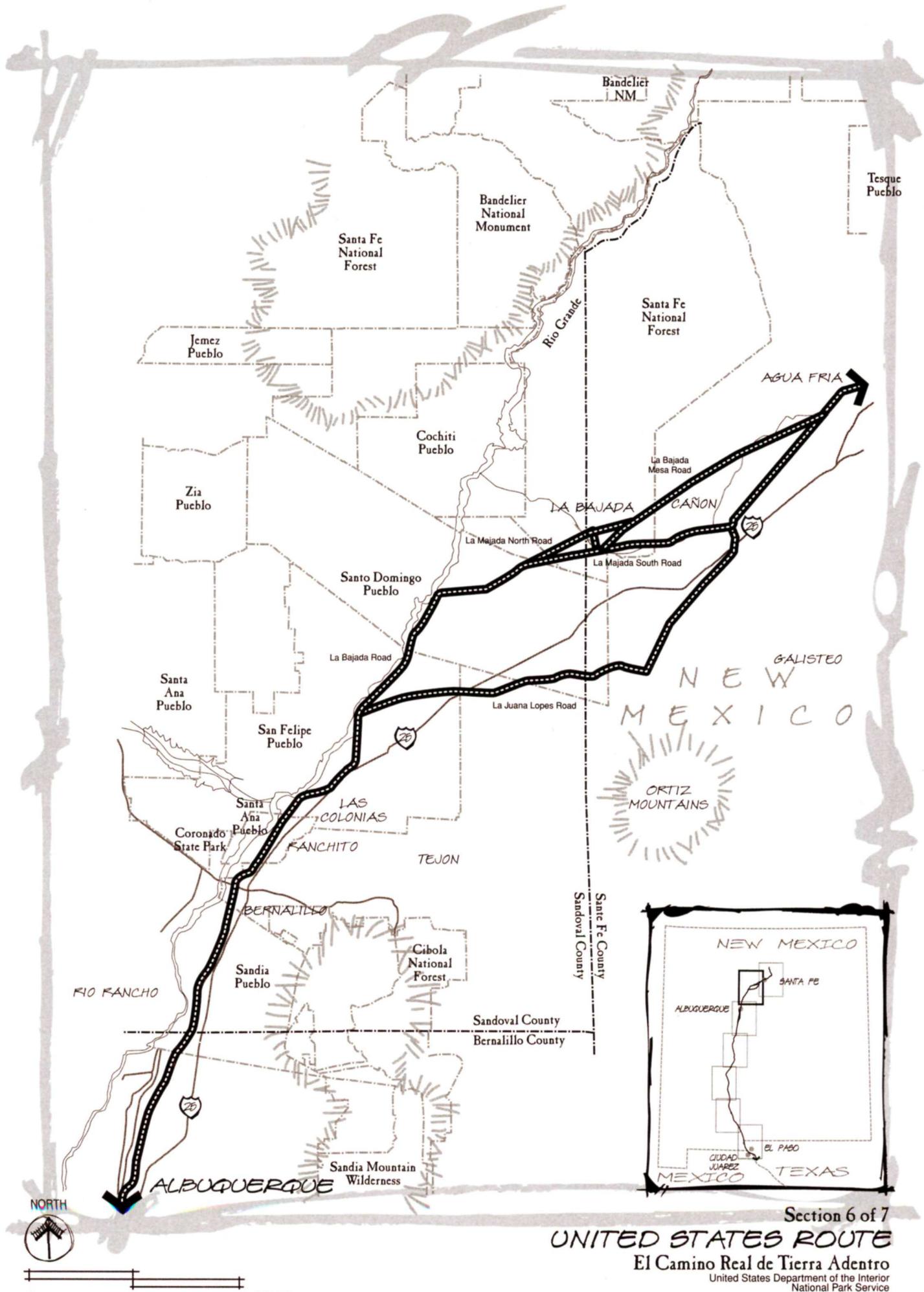
UNITED STATES ROUTE

El Camino Real de Tierra Adentro

United States Department of the Interior
National Park Service

DSC • March 1997 • ELCA • 20,003



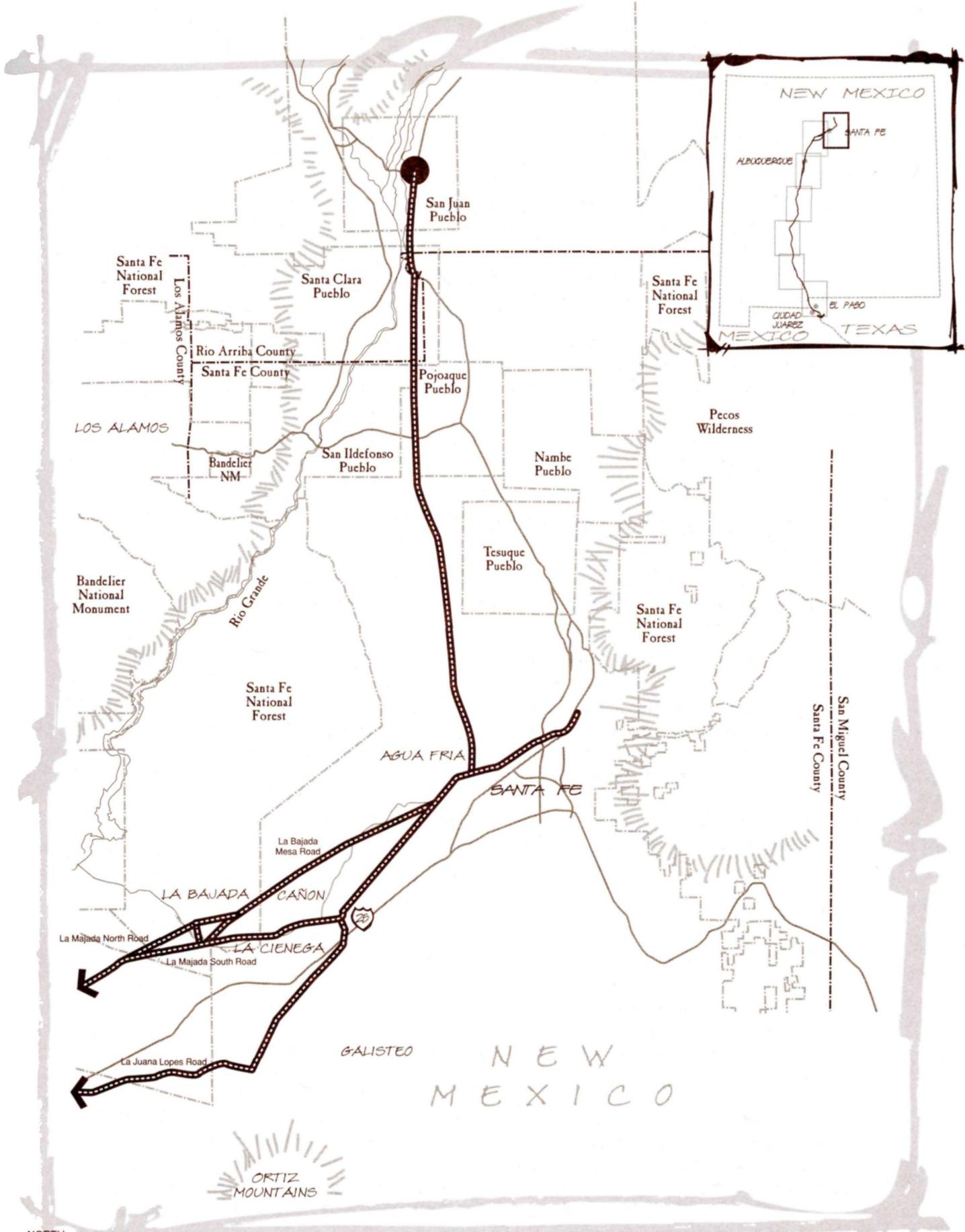


Section 6 of 7
UNITED STATES ROUTE

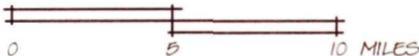
El Camino Real de Tierra Adentro

United States Department of the Interior
 National Park Service

DSC • March 1997 • ELCA • 20,003



NORTH



Section 7 of 7
UNITED STATES ROUTE
El Camino Real de Tierra Adentro
 United States Department of the Interior
 National Park Service
 DSC • March 1997 • ELCA • 20,003

ALTERNATIVES

coordinating preservation and interpretive activities of various government and nongovernment organizations and private entities.

The administering agency also would develop a uniform marker and, where appropriate, mark the trail and auto tour route; provide technical and limited financial assistance; assist and conduct historical and archeological research; carry out monitoring to ensure the preservation and quality of certified sites, segments, and facilities; manage the official logo for proper use; establish approaches to interpretation; and prepare interpretive materials.

The purpose of the comprehensive management and use plan would be to help achieve consistent and effective preservation, public use, and interpretive strategies. Section 5 (f) of the National Trails System Act identifies the following items to be addressed by the comprehensive management and use plan:

- (1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved (along with high-potential historic sites and high-potential route segments in the case of national historic trails), details of anticipated cooperative agreements to be consummated with other entities, and an identified carrying capacity of the trail and a plan for its implementation;
- (2) an acquisition or protection plan, by fiscal year, for all lands to be acquired by fee title or lesser interest, along with detailed explanation of anticipated necessary cooperative agreements for any lands not to be acquired; and
- (3) general and site-specific development plans including anticipated costs.

The comprehensive management and use plan could include provisions to work cooperatively with state and local governments and landowners to help preserve the natural landscapes along El Camino Real. These efforts could include encouragement of the continuation of cattle grazing that has helped to protect the undeveloped appearance of El Camino Real.

In addition, the administering agency could offer programs to qualified organizations and property owners for any of the following national historic trail related purposes:

- preservation
- research
- interpretation
- technical assistance
- limited financial assistance
- recognition programs for partners
- appropriate public use of sites
- volunteers in parks status for qualifying landowners to provide for liability protection
- trail marking

The voluntary process for certifying sites along the proposed El Camino Real de Tierra Adentro National Historic Trail would be similar to the process used for other national historic trails. Certified trail properties would be nonfederal historic sites, trail segments, and interpretive facilities that met the standards of the administering agency for resource preservation and public enjoyment. Certification is a partnership or a type of cooperative agreement that has the flexibility to meet the landowner's needs while ensuring protection and appropriate public use.

Specific actions on private lands would depend on efforts by the federal administering agency or other partners to provide incentives and on the interest of partners in the development, protection, and interpretation of sites along the trail. The public lands along the trail provide many opportunities to provide for public use and the appreciation and enjoyment of El Camino Real.

The designation of El Camino Real would offer important preservation opportunities resulting from some provisions of the National Trails System Act. Designation would encourage further research to improve the knowledge, understanding, and appreciation of trail segments and related sites. It also would promote the overall commemoration of its national significance. Technical assistance might be provided to document the significance of sites and to identify the most appropriate preservation techniques for preserving significant sites. Other assistance would help to stabilize and, where appropriate, restore significant resources for the purposes of protection and interpretation.

The designation of El Camino Real de Tierra Adentro as a unit of the national trails system would lead to opportunities to coordinate activities along the length of the trail and to coordinate with other trails such as the Santa Fe National Historic Trail. It also would mean increased opportunities for coordinating activities with the Mexican and Spanish governments and other institutions that might be interested in developing appropriate preservation and educational programs for trail resources, conducting research, and exchanging information and knowledge.

Interpretation

Interpretation refers to activities designed to convey important information, to educate, to reveal relationships related to natural and cultural resources, and to foster further inquiry and stewardship. The interpretation of El Camino Real would focus on three areas: the story and significance, the place and landscape, and the people. Story and significance are listed together because they are essentially inseparable. The trail is significant because of its story. Whether stories are recorded in histories, oral traditions, memories, or customs they are cultural resources.

From a distance, much of the landscape of the route of El Camino Real today generally resembles its appearance during its period of significance. Designation as a national historic trail would provide opportunities for visitors to retrace the historic route and see the same patterns today. They would be able to visit places like the last camps before La Jornada del Muerto and perhaps to imagine the feelings around the campfire before setting off the next morning. Journals and other accounts confirm how central was the landscape to the experience of travelers on El Camino Real. Many of the same enticing vistas, cool rivers, and hot, dusty expanses would be preserved for visitors to enjoy and appreciate.

People are the third area on which interpretation could be focused. American Indian use of the Rio Grande Valley before and throughout the Spanish period would be interpreted. Many famous or important people were associated with the trail including Popé, Juan de Oñate, Juan Bautista de Anza, Father Morfi, Zebulon Pike, Josiah Gregg, Stephen Watts Kearny, Felipe Chávez, and José Cordero. Many more traveled on the trail; workers on ranches and in industries were dependent on the trail; residents of haciendas and communities grew up along the trail. There were missionaries who sought to spread their religion and native spiritual leaders who sought to maintain their ways, protect their people, and understand the new colonial world. There were government functionaries and soldiers. There were children. Their stories are the stories that would be told through the designation of El Camino Real as a national historic trail.

Interpretive Themes. The following interpretive themes are the ideas, concepts, and stories that are central to the history, identity, and significance of El Camino Real de Tierra Adentro. These are the primary, most important themes that could be used in interpretive programs so that all visitors would understand them. In addition to these themes, many other topics and stories would be interpreted.

- ◆ The trail was a major route for the conquest, settlement, trade, military operations, and supply of the present southwestern United States and northern Mexico for more than 300 years. The nature of trail activities evolved with time to accommodate changing conditions and needs. While in the early colonial period, New Mexicans depended heavily on supply caravans from Mexico; with time, they began to use the trail to export a large volume of local manufactures and stock, particularly sheep. In the 19th century El Camino Real was used to send millions of dollars' worth of merchandise into the Mexican republic.
- ◆ Indigenous people used the route of El Camino Real for more than 1,000 years. Archeological sites document that the trail was a major travel and transportation corridor between North America and Mesoamerica. Segments of what was to become El Camino Real were used extensively by the more than 40 pueblos in the Rio Grande Valley as a travel and trade route between the pueblos and well beyond to distant lands. The Spanish culture brought many benefits to indigenous people but also led to the loss of many aspects of indigenous cultures.
- ◆ The trail facilitated cultural exchange, diffusion, communication, and conflict among American Indians, Spanish, Mexicans, and Anglos and represents the shared patrimony of nations and cultures.

Interpretive Facilities and Media. Future planning efforts would identify interpretive facilities and media. Consistency would be needed in information, design, and visitor use guidelines. Media and program design should be accomplished with the involvement of interested and knowledgeable groups and individuals.

Facilities would include visitor centers, contact stations, and unattended kiosks. The federal administering agency normally would not construct or operate visitor facilities for the trail unless it was in partnership with appropriate state and private organizations with broad public support and a demonstrated ability to raise the funds needed to build and operate such facilities. However, the federal agency could provide, based on the availability of funds, technical and financial assistance to others in the planning, development, and overall approach to interpretation. Exhibits would be an important means of telling the interpretive story. Exhibits could display and explain original and replica objects associated with the trail. Graphics could show various landscapes and illustrate changes over centuries. Audiovisual programs, computers, interactive devices, models, dioramas, topographic models, or other media might join with objects, text, and graphics to tell stories and excite interest. Exhibits would require an indoor environment, but they also could be portable.

The federal administering agency would develop, in partnership with others, an interpretive wayside exhibit system at appropriate points along the trail. A standardized exhibit design would be used to reflect the flavor of El Camino Real and to help reinforce the public's perception of an integrated trail system. Wayside exhibits are outdoor panels that generally contain text and graphics. Waysides would be considered at any locations that met the following criteria: something important and interesting happened here, was here, or is visible from here; and the location is accessible and safe for visitors. Waysides could be placed at road pullouts, vistas, historic sites or features, or trailheads and along trails.

A variety of books, pamphlets, and site folders exist that interpret El Camino Real and related topics. Some advantages of publications are that they can be taken home after a visit, can be enjoyed at one's own pace, can interpret complex and sequential stories, and are often shared with others. Publications would be developed through partnerships and other arrangements.

Visitor Use Opportunities

A range of visitor use opportunities could be developed on public lands and private properties that have been certified with landowner concurrence with terms for public use. Easements might also be acquired to provide for public use. Such use would be managed so that there would not be any degradation of archeological or historic sites. Existing trail systems could be expanded for hiking, wagon tours, and horseback riding. In addition, an auto tour route could be marked along parallel roads and highways. There could even be opportunities for using the train tracks paralleling the route for interpretive train trips along the route of El Camino Real. Audio cassette tapes or special radio programs could be made available to help motorists better appreciate the history of the areas while driving.

Interpretation along many segments of the trail could be enhanced, particularly in such areas as La Jornada del Muerto or the Santa Fe River canyon. Research conducted on these sites and segments (Marshall 1991b) suggests that significant aspects of the history of the trail still are not adequately addressed. These stories could be shared with the public; for example, stories could be told about the artifacts found along the trail, from precolonial pottery shards and implements to 19th century meat cans, bottles, and tobacco tins.

Another opportunity is the recording and documentation of oral histories of families that are descendants of the merchants and settlers who used El Camino Real. Oral histories and ethnographic interviews would provide the connection to the families and personal stories of people who traveled the trail and indigenous people directly related to El Camino Real.

Besides retracing the trail, additional methods of experiencing El Camino Real could be explored. For example, areas of difficult access could be documented in video form and shared with people who are unable or unwilling to endure trail travel. Local community groups could become more involved in educating the public and promoting the preservation and appropriate use of resources associated with the trail. The public would have opportunities to take part in the following activities:

- retrace the trail in the United States at appropriate places by historic means: hiking, horseback riding, or riding in wagons, provided there would not be any adverse impact on trail resources

- participate in living history programs and festivals

- learn and appreciate the stories and significance of the entire route of El Camino Real, its connections with and influences on larger national and international developments, and its role in the changing physical and cultural landscapes of the southwestern United States and Mexico (see "Interpretive Themes" section)

- visit sites and segments along nearly the entire length of the trail in the United States, including segments with visible ruts or other physical remains, archeological sites, historic structures, towns, and related cultural landscapes

ALTERNATIVES

visit sites and segments offering a range of visitor services, from highly developed facilities to remote and primitive ones

enjoy access to all important and representative sites and segments and information, without impairing the resource or visitor experience values of those sites and segments; this should be a priority to serve groups who might find access to some resources difficult, such as visitors with disabilities, children, non-English-speaking visitors, and economically disadvantaged people

participate in the preservation of physical, cultural, and traditional resources associated with El Camino Real; this could include volunteer programs to participate in research and preservation work in such fields as archeology, history, anthropology, architecture, and American and Mexican studies

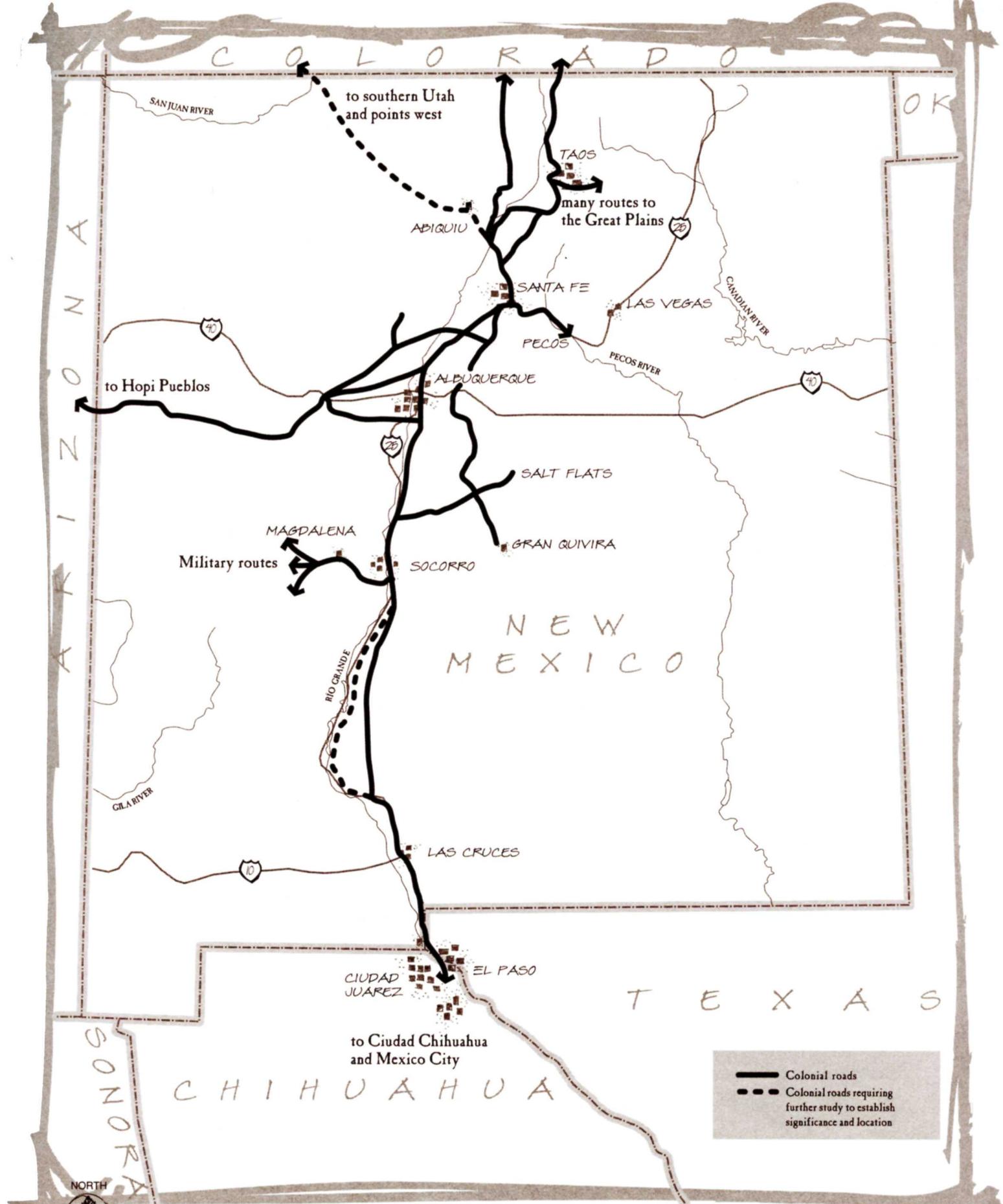
experience and learn about the trail in Mexico if and when complementary programs are developed. International exchange and cooperation could enhance visitor opportunities in both the United States and Mexico

ALTERNATIVE 2: NO ACTION (CONTINUATION OF EXISTING POLICIES)

If Congress decided not to designate El Camino Real de Tierra Adentro a national historic trail, existing actions of agencies, organizations, and individuals could continue to help in the preservation and maintenance of a variety of trail routes and provide for public use. These routes could include the route from El Paso to San Juan Pueblo, as well as other routes. Trail preservation and use approaches could be managed as each agency was able, but the level of coordination and protection would be less than that in the designation alternative because there would not be a single agency directed to help coordinate and protect sites and segments of El Camino Real.

ALTERNATIVE CONSIDERED BUT NOT SELECTED

An alternative was considered that would have included designation as a national historic trail of the network of colonial roads throughout New Mexico as El Camino Real (see map: Alternative Considered but Not Selected). Under this alternative Congress would have designated as a national historic trail El Camino Real de Tierra Adentro as the main trunk road in the United States from El Paso, Texas, to San Juan Pueblo, New Mexico, and the network of colonial roads that branched from it and led to various points throughout New Mexico. Many of these routes have been referred to at times as caminos reales by travelers or in historical accounts. It is not unusual for a colonial road to be considered as a camino real. El Camino Real de Tierra Adentro stretched from Mexico City to New Mexico. The main trunk of El Camino Real defined a corridor that ran from El Paso to the Spanish capital at San Juan Pueblo and generally followed the Rio Grande. The Spanish population of New Mexico was concentrated along this Rio Grande corridor. Most agriculture took place along the corridor at Indian pueblos, missions, and Spanish settlements. Many pueblos, with their associated missions and nearby Spanish villages, were located away from the main route and were connected by a network of roads. These roads were used to supply missions and Spanish settlements and to conduct trade with pueblos and plains Indians, particularly at annual trade fairs. Military expeditions, miners, and herders with their stock also moved along these routes. Geographically, the network of roads off the Rio Grande spread throughout New Mexico as far as the Great Plains to the east, Arizona to the



C O L O R A D O

OK

A R I Z O N A

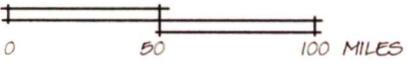
N E W
M E X I C O

T E X A S

S O N O R A

C H I H U A H U A

— Colonial roads
 - - - Colonial roads requiring further study to establish significance and location



ALTERNATIVES CONSIDERED BUT NOT SELECTED

El Camino Real de Tierra Adentro
 United States Department of the Interior
 National Park Service
 DSC • March 1997 • ELCA • 20,004

west, and southern and western Colorado to the north. Not all routes in the network are specifically known; however, the major roads to the pueblos and principal places have been identified.

Significantly, the network integrated the widespread population of Spanish and American Indians; transmitted language, cultural values, and folkways; and facilitated trade, ranching, and agriculture. Many modern highways follow the routes established by the network of colonial roads that connected with El Camino Real in New Mexico.

If this alternative had been selected, further study of the roads in the network of El Camino Real would have been required. It would have been especially necessary to study the roads that had been used for commercial and military purposes so that their relationship with El Camino Real de Tierra Adentro from Mexico City to New Mexico could have been understood better. This research also would have been required to identify other routes or corridors that spread regionally from New Mexico toward Arizona, Texas, Colorado, Kansas, and Utah.

Preservation strategies for the alternative would have included consideration of a wide geographic area emanating from the primary Camino Real route. Along the network were many sites representing settlement, farming, mining, military, missionary, and commercial interests. Resources for these topics would have included archeological and historical sites, as well as trail remnants and historic landscapes stretching across time from 1598 to the 1880s.

Interpretation of the trail would have addressed the historical development of the network of roads that connected with El Camino Real. The story of the trail would have emphasized the network of routes that connected colonial sites in a wide region.

This alternative was not selected because of the number and length of routes that would have been designated and the lack of knowledge about the specific location, the significance, and the integrity of many of the routes. Because this knowledge is incomplete, the alternative would not have met the criteria for designation of national historic trails. Many of these routes may have local and regional significance as historic routes, but they are not nationally significant because of having been used for a limited time or infrequently, or because the types of use were limited. Interpretation and protection of resources for this extensive system would have been difficult and costly. It would have been more difficult to explain and convey to visitors the significance of the El Paso to San Juan Pueblo segment of El Camino Real because of the number of other routes that would have been designated. Individual segments of this colonial road network that have direct association with El Camino Real might be locally marked and associated with national historic trail programs.

HISTORIC NAMES OF THE ROUTE

The legislation authorizing this study directed that the study include “due consideration of alternative name designations.” Factors to be considered include how widespread was the historical use of the name, how well the name describes the route proposed for designation and differentiates the proposed route from other routes, and how well the proposed trail name would fit on a standard national historic trail sign.

Several additional names were considered to be recommended for designation. Among them were El Camino Real, El Camino a Santa Fe, El Camino a Chihuahua, Chihuahua Trail, the Silver Road, El Camino de la Plata, the Royal Road, the Royal Road to the Interior, and the King’s Highway. El

Camino Real, by itself, is a general term, used widely. Some of these names would have been favored by different travelers during the various periods of trail use. They often referred to specific geographic segments. For example, El Camino de la Plata was used exclusively in Mexico north of Mexico City to the silver mines of Guanajuato, Zacatecas and Durango; it never applied to the segment under study. The road to Chihuahua implies that the road ended in the city or the province of Chihuahua, and this was not the case. El Camino Real is the name used by New Mexican Governor Vargas in 1692. In 1808 Alexander von Humboldt identified the trail as El Camino Real de Tierra Adentro to differentiate it from other routes to California and eastern Texas.

It is recommended that the name of the trail remain El Camino Real de Tierra Adentro, as in the legislation that authorized this study. The period of significance for the trail extends from before European exploration and settlement to after the independence of Mexico from Spain in 1821. After 1821 the name "Camino Real" is technically not correct because the route is no longer a Spanish Royal Road. The names of the trail that were used after Mexican independence would be part of the interpretive story of El Camino Real. Because the overall significance of the trail and the human interaction it gave rise to evolved from the Spanish Colonial period, for the purpose of naming the national historic trail, "El Camino Real de Tierra Adentro" is most appropriate.

This name differentiates the route from El Paso to San Juan Pueblo from other Caminos Reales that are now under study for possible designation as national historic trails, such as El Camino Real para los Tejas (in Texas). If Congress chooses to designate El Camino Real de Tierra Adentro a national historic trail, the comprehensive management and use planning process would consider a variety of trail logo designs while incorporating the name within the size limitations of the standard national historic trail marker design format and considering the need for the name to be recognized from a distance.

ENVIRONMENTAL CONSEQUENCES

This chapter contains a description of the environmental consequences that would result from the alternative concepts described in this feasibility study. The alternatives are conceptual and do not include any development activities or any specific federal actions. Therefore, the potential impacts are addressed conceptually.

ALTERNATIVE 1: DESIGNATION FROM EL PASO TO SAN JUAN PUEBLO

Designation of El Camino Real de Tierra Adentro as a national historic trail would help ensure the protection and interpretation of the trail in a consistent and coordinated manner. The public and future generations would benefit from the protection of El Camino Real sites and segments. The focus on overall interpretive themes would enable a wide range of the public to appreciate and understand the significance and importance of El Camino Real.

Cultural and Natural Resources

The designation of the trail as a national historic trail would encourage additional protection of resources through promotion of public interests; grassroots management, study, and research regarding the significance of sites and segments, as well as technical assistance for preservation and for providing for public use (where appropriate); coordination, and potential funding. Resources on federal lands would receive increased protection, and designation would lead to additional mechanisms, incentives, and opportunities to protect resources on nonfederal lands. Designation as a national historic trail also would lead to increased public awareness and recognition, which would help to ensure greater protection of resources. People might become more familiar and connected to their cultural heritage and therefore might be more likely to participate in the protection of the resources.

Designation as proposed in this alternative would help to meet the needs of visitors along El Camino Real and promote the maintenance of a high-quality experience. Interpretive programs would give visitors the opportunity to learn about the significant role the trail played in the development of the Southwest and Mexico, as well as the importance of local historic sites. Designating an auto-tour route would allow visitors to follow the approximate route of the trail on adjacent highways and to find opportunities to experience actual trail resources. Programs, facilities, and recreational opportunities would be designed and structured to provide varying levels of information about El Camino Real for visitors seeking a wide range of information about the history of the trail.

The designation of the trail would result in increased visitation. With proper management, such an increase would not be likely to cause adverse impacts on trail resources.

If visitor facilities and visitor opportunities were expanded without sound planning and effective coordination there would be a potential for both natural and cultural resources to be adversely affected. Vegetation, wildlife, air and water quality, woodlands, soils, threatened and endangered species, critical habitat, floodplains, wetlands, prime farmlands, and historic and archeological resources could be negatively affected by development and visitors. If any developments were

considered or proposed for these resource areas, further analysis would be done on a site-specific basis in consultation with affected parties to mitigate any impacts.

The availability of information about trail-related resources increases the probability that sites could be vandalized and destroyed. Adverse impacts would be avoided through proper site selection, proper design, management of visitor use, law enforcement, site stewardship programs, and consultation with state historic preservation offices and the Advisory Council on Historic Preservation. Designation and subsequent certification as a national historic trail component would provide the opportunity for landowners and local governments to receive technical assistance in preserving and protecting their resources. This would help avert impacts from development and visitors on trail resources on nonfederal lands.

Socioeconomic Environment

Designation of the trail probably would lead to increases in visitation and tourism revenues. These increases would not be significant on a regional and statewide scale. Tourism could increase in local communities along the trail corridor. Other federal, state, local, and private entities would benefit from overall coordination of activities to preserve and protect trail-related resources, to interpret the trail, and to provide consistent opportunities for visitor use. The coordination of visitor services and interpretation could potentially increase tourism revenue.

Designation would have beneficial effects on the socioeconomic environment. Local communities would benefit from increased recognition and possibly greater understanding of cultural heritage, as well as from greater opportunities to interpret the trail.

In a planning study for the proposed Camino Real Heritage Center prepared for the Museum of New Mexico State Monuments, a consulting firm estimated projected visitation ranging from 27,000 to 185,000 visitors per year (Architectural Research Consultants, Inc. 1994). The study estimates a range of gross receipts potentially generated by visitors to the center to be \$2.5 million to \$17.5 million. It is estimated that from 45 to 300 jobs could be generated in the southern part of New Mexico through tourism associated with the proposed interpretive center. Designating El Camino Real as a national historic trail would increase the probability of the higher amounts of these ranges.

The effects on land values resulting from designation would be few and limited. Little land acquisition, if any, would be recommended. Restrictive language in the actual trail designation legislation, as has been used for other national historic trails, could limit federal land acquisition to willing sellers only. Some landowners would benefit from the sale of lands and easements. It is possible that local municipalities would prohibit incompatible development that would adversely affect trail resources. Landowners and developers could be adversely affected by such actions of local governments. Owners of adjacent property might benefit from such land use actions. Protected trail segments with recreational values might increase nearby residential property values. In some cases, there could be a loss in property values because of visitor use on adjacent properties. Adverse impacts would be mitigated by involving affected landowners and other interests in the protection of the trail and the natural and cultural landscapes that are near the trail.

ALTERNATIVE 2: NO ACTION (CONTINUATION OF EXISTING POLICIES)

Cultural and Natural Resources

Without designation as a national historic trail, the trail's resources would not receive overall coordination by a lead federal agency. State, local, and private entities would continue to manage trail-related resources as they do now. The absence of coordination and technical assistance by a federal agency would mean that protection would be afforded to fewer resources than would be the case with designation as a national historic trail. Without designation, national recognition and increased awareness of the values of trail resources would not occur, which also would mean less protection of resources. In addition, without the overall interpretive focus that would be provided with designation, fewer people living near the trail corridor and fewer people from throughout the nation would understand the significance and importance of El Camino Real.

It is likely that cultural resources could be destroyed inadvertently because less information would be available about the significance of these sites. There also would be less law enforcement and fewer volunteer activities to protect sites.

Socioeconomic Environment

There would be no significant change in the socioeconomic environment under this alternative. State, local, and private trail activities would continue. Visitation and public use opportunities and coordination of tourism efforts would continue. Some activities and tourism opportunities might not occur because of the lack of designation, federal coordination, technical assistance, and opportunities for funding.

Some confusion and misunderstanding by residents and tourists would result from the absence of coordination of interpretive programs and the likelihood that there would continue to be different and sometimes widely varying interpretations of history. It is likely that there would be local designation of sites and segments that may not have been a part of El Camino Real. It is also likely that the identification and explanation of the effects of the conquest, settlement, and cultural exchanges would not necessarily be explained with the perspectives of different ethnic groups, including the descendants of indigenous people, Hispanics, and others.

CONSULTATION AND COORDINATION

Throughout the preparation of this feasibility study the National Park Service has actively consulted with affected public agencies, organizations, and individuals.

The primary method of working with agencies and American Indian tribes has been through the establishment of a technical team. The technical team has met to ensure that there is an understanding of the goals of this study and the procedures for conducting it and to exchange information about related projects and programs. The team consists of representatives of federal, state, and local agencies and individuals from private organizations and American Indian pueblos, as well as independent researchers. The technical team has met to initially identify issues that the study should address, to review historical research and alternatives, and to review draft materials. A full list of all agencies and organizations that were invited to meetings of the technical team is presented under "Technical Team Members," below.

A scoping newsletter was prepared and distributed in January 1995. In the newsletter was a summary of the purpose and scope of this study and the process used in its preparation. The newsletter included a response form to facilitate input and comment. The National Park Service distributed about 500 newsletters, and about 50 responses were received. The responses were supportive of designation of El Camino Real de Tierra Adentro as a national historic trail, the protection of resources, and programs to help communities better appreciate their heritage.

Letters were sent to all American Indian pueblos and tribes in New Mexico and west Texas. Letters also were sent to the Hopi Tribe and the Navajo Nation in Arizona. The National Park Service has made selected follow-up telephone calls to tribes in areas where significant segments of El Camino Real cross tribal lands.

To understand the significance of the part of the route in the United States, the National Park Service has conducted research on the entire route from San Juan Pueblo, New Mexico, to Mexico City. The Mexican government has cooperated in the research efforts and the preparation of this study. The National Park Service also has worked with the Mexican government regarding the protection of sites and routes in Mexico.

To further the existing historical and archeological research, the National Park Service, the Bureau of Land Management, the Instituto Nacional de Antropología e Historia, and the Universidad Autónoma de Ciudad Juárez collaborated to convene the "First International Colloquium, Camino Real de Tierra Adentro — History and Culture." The meeting took place in Valle de Allende, Chihuahua, Mexico, in early June 1995. About 50 scholars from Mexico and the United States attended and participated in the meeting. (A list of the speakers and topics of that meeting is presented in appendix C.) The same agencies, along with the Museum of New Mexico, worked to organize the second international symposium, which took place in Santa Fe in October 1996.

The potential of creating an international historic trail is discussed in the "Opportunities" section. A letter of support for designation of the route in New Mexico and Texas and further coordination from the Instituto Nacional de Antropología e Historia is in appendix D.

More than 300 copies of the draft feasibility study were distributed for public review from October 21 to November 29, 1996. More than 60 written comments were received. The comments have been considered and, where appropriate, addressed through revisions to the draft that have been incorporated into this feasibility study. Many letters were received in support of designation of the route as a national historic trail. Letters were also received expressing concern about the possibility of federal land acquisition, potential economic impacts on residents and landowners, the possible loss of private property rights, and the level of federal involvement in the trail.

APPENDIX A: NATIONAL TRAILS SYSTEM ACT

[NOTE: See section 5 (a) (36) (A) for specific language about El Camino Real de Tierra Adentro.]

NATIONAL TRAILS SYSTEM ACT
Public Law 90-543
(16 U.S.C. 1241 et seq.)
as amended
through P.L. 103-145, November 17, 1993

AN ACT

To establish a national trails system, and for other purposes.

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

SHORT TITLE

SECTION 1. This Act may be cited as the "National Trails System Act."

STATEMENT OF POLICY

SEC. 2. (a) In order to provide for the ever-increasing outdoor recreation needs of an expanding population and in order to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation, trails should be established (I) primarily, near the urban areas of the Nation, and (ii) secondarily, within scenic areas and along historic travel routes of the Nation which are often more remotely located.

(b) The purpose of this Act is to provide the means for attaining these objectives by instituting a national system of recreation, scenic and historic trails, by designating the Appalachian Trail and the Pacific Crest Trail as the initial components of that system, and by prescribing the methods by which, and standards according to which, additional components may be added to the system.

(c) The Congress recognizes the valuable contributions that volunteers and private, nonprofit trail groups have made to the development and maintenance of the Nation's trails. In recognition of these contributions, it is further the purpose of this Act to encourage and assist volunteer citizen involvement in the planning, development, maintenance, and management, where appropriate, of trails.

NATIONAL TRAILS SYSTEM

SEC. 3. (a) The national system of trails shall be composed of the following:

(1) National recreation trails, established as provided in section 4 of this Act, which will provide a variety of outdoor recreation uses in or reasonably accessible to urban areas.

(2) National scenic trails, established as provided in section 5 of this Act, which will be extended trails so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass. National scenic trails may be located so as to represent desert, marsh, grassland, mountain, canyon, river,

forest, and other areas, as well as landforms which exhibit significant characteristics of the physiographic regions of the Nation.

(3) National historic trails, established as provided in section 5 of this Act, which will be extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historic significance. Designation of such trails or routes shall be continuous, but the established or developed trail, and the acquisition thereof, need not be continuous onsite. National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment. Only those selected land and water based components of a historic trail which are on federally owned lands and which meet the national historic trail criteria established in this Act are included as Federal protection components of a national historic trail. The appropriate Secretary may certify other lands as protected segments of an historic trail upon application from State or local governmental agencies or private interests involved if such segments meet the national historic trail criteria established in this Act and such criteria supplementary thereto as the appropriate Secretary may prescribe, and are administered by such agencies or interests without expense to the United States.

(4) Connecting or side trails, established as provided in section 6 of this Act, which will provide additional points of public access to national recreation, national scenic or national historic trails or which will provide connections between such trails.

The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker for the national trails system.

(b) For purposes of this section, the term "extended trails" means trails or trail segments which total at least one hundred miles in length, except that historic trails of less than one hundred miles may be designated as extended trails. While it is desirable that extended trails be continuous, studies of such trails may conclude that it is feasible to propose one or more trail segments which, in the aggregate, constitute at least one hundred miles in length.

(c) On October 1, 1982, and at the beginning of each odd numbered fiscal year thereafter, the Secretary of the Interior shall submit to the Speaker of the United States House of Representatives and to the President of the United States Senate, an initial and revised (respectively) National Trails System plan. Such comprehensive plan shall indicate the scope and extent of a completed nationwide system of trails, to include (1) desirable nationally significant scenic and historic components which are considered necessary to complete a comprehensive national system, and (2) other trails which would balance out a complete and comprehensive nationwide system of trails. Such plan, and the periodic revisions thereto, shall be prepared in full consultation with the Secretary of Agriculture, the Governors of the various States, and the trails community.

NATIONAL RECREATION TRAILS

SEC. 4. (a) The Secretary of the Interior, or the Secretary of Agriculture where lands administered by him are involved, may establish and designate national recreation trails, with the consent of the Federal agency, State, or political subdivision having jurisdiction over the lands involved, upon finding that—

(i) such trails are reasonably accessible to urban areas, and, or

(ii) such trails meet the criteria established in this Act and such supplementary criteria as he may prescribe.

(b) As provided in this section, trails within park, forest, and other recreation areas administered by the Secretary of the Interior or the Secretary of Agriculture or in other federally administered areas may be established and designated as "National Recreation Trails" by the appropriate Secretary and, when no Federal land acquisition is involved—

(i) trails in or reasonably accessible to urban areas may be designated as "National Recreation Trails" by the appropriate Secretary with the consent of the States, their political subdivisions, or other appropriate administering agencies;

(ii) trails within park, forest, and other recreation areas owned or administered by States may be designated as "National Recreation Trails" by the appropriate Secretary with the consent of the State; and

(iii) trails on privately owned lands may be designated "National Recreation Trails" by the appropriate Secretary with the written consent of the owner of the property involved.

NATIONAL SCENIC AND NATIONAL HISTORIC TRAILS

SEC. 5. (a) National scenic and national historic trails shall be authorized and designated only by Act of Congress. There are hereby established the following National Scenic and National Historic Trails:

[paragraphs naming 19 trails have been deleted]

(b) The Secretary of the Interior, through the agency most likely to administer such trail, and the Secretary of Agriculture where lands administered by him are involved, shall make such additional studies as are herein or may hereafter be authorized by the Congress for the purpose of determining the feasibility and desirability of designating other trails as national scenic or national historic trails. Such studies shall be made in consultation with the heads of other Federal agencies administering lands through which such additional proposed trails would pass and in cooperation with interested interstate, State, and local governmental agencies, public and private organizations, and landowners and land users concerned. The feasibility of designating a trail shall be determined on the basis of an evaluation of whether or not it is physically possible to develop a trail along a route being studied, and whether the development of a trail would be financially feasible. The studies listed in subsection (c) of this section shall be completed and submitted to the Congress, with recommendations as to the suitability of trail designation, not later than three complete fiscal years from the date of enactment of their addition to this subsection, or from the date of enactment of this sentence, whichever is later. Such studies, when submitted, shall be printed as a House or Senate document, and shall include, but not be limited to:

(1) the proposed route of such trail (including maps and illustrations);

(2) the areas adjacent to such trails, to be utilized for scenic, historic, natural, cultural, or developmental, purposes;

(3) the characteristics which, in the judgment of the appropriate Secretary, make the proposed trail worthy of designation as a national scenic or national historic trail; and in the case of national historic trails the report shall include the recommendation of the Secretary of the Interior's National Park System Advisory Board as to the national historic significance based on the criteria developed under the Historic Sites Act of 1935 (40 Stat. 666; 16 U.S.C. 461);

(4) the current status of land ownership and current and potential use along the designated route;

(5) the estimated cost of acquisition of lands or interest in lands, if any;

(6) the plans for developing and maintaining the trail and the cost thereof;

(7) the proposed Federal administering agency (which, in the case of a national scenic trail wholly or substantially within a national forest, shall be the Department of Agriculture);

(8) the extent to which a State or its political subdivisions and public and private organizations might reasonably be expected to participate in acquiring the necessary lands and in the administration thereof;

(9) the relative uses of the lands involved, including: the number of anticipated visitor-days for the entire length of, as well as for segments of, such trail; the number of months which such trail, or segments thereof, will be open for recreation purposes; the economic and social benefits which might accrue from alternate land uses; and the estimated man-years of civilian employment and expenditures expected for the purposes of maintenance, supervision, and regulation of such trail;

(10) the anticipated impact of public outdoor recreation use on the preservation of a proposed national historic trail and its related historic and archeological features and settings, including the measures proposed to ensure evaluation and preservation of the values that contribute to their national historic significance; and

(11) To qualify for designation as a national historic trail, a trail must meet all three of the following criteria:

(A) It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variations offering a more pleasurable recreational experience. Such deviations shall be so noted on site. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.

(B) It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far reaching effect on broad patterns of American culture. Trails significant in the history of native Americans may be included.

(C) It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

(c) The following routes shall be studied in accordance with the objectives outlined in subsection (b) of this section.

[paragraphs naming 35 trails have been deleted]

(36)(A) El Camino Real de Tierra Adentro, the approximately 1,800 mile route extending from Mexico City, Mexico, across the international border at El Paso, Texas, across to Santa Fe, New Mexico.

(B) The study shall —

- (i) examine changing routes within the general corridor;
- (ii) examine major connecting branch routes; and
- (iii) give due consideration to alternative name designations.

(C) The Secretary of the Interior is authorized to work in cooperation with the Government of Mexico (including, but not limited to, providing technical assistance) to determine the suitability and feasibility of establishing an international historic route along the El Camino Real de Tierra Adentro.

[six paragraphs regarding other trails have been deleted]

(d) The Secretary charged with the administration of each respective trail shall, within one year of the date of the addition of any national scenic or national historic trail to the system, and within sixty days of the enactment of this sentence for the Appalachian and Pacific Crest National Scenic Trails, establish an advisory council for each such trail, each of which councils shall expire ten years from the date of its establishment, except that the Advisory Council established for the Iditarod Historic Trail shall expire twenty years from the date of its establishment. If the appropriate Secretary is unable to establish such an advisory council because of the lack of adequate public interest, the Secretary shall so advise the appropriate committees of the Congress. The appropriate Secretary shall consult with such council from time to time with respect to matters relating to the trail, including the selection of rights-of-way, standards for the erection and maintenance of markers along the trail, and the administration of the trail. The members of each advisory council, which shall not exceed thirty-five in number, shall serve for a term of two years and without compensation as such, but the Secretary

may pay, upon vouchers signed by the chairman of the council, the expenses reasonably incurred by the council and its members in carrying out their responsibilities under this section.

Members of each council shall be appointed by the appropriate Secretary as follows:

(1) the head of each Federal department or independent agency administering lands through which the trail route passes, or his designee;

(2) a member appointed to represent each State through which the trail passes, and such appointments shall be made from recommendations of the Governors of such States;

(3) one or more members appointed to represent private organizations, including corporate and individual landowners and land users, which in the opinion of the Secretary, have an established and recognized interest in the trail, and such appointments shall be made from recommendations of the heads of such organizations: *Provided*, That the Appalachian Trail Conference shall be represented by a sufficient number of persons to represent the various sections of the country through which the Appalachian Trail passes; and

(4) the Secretary shall designate one member to be chairman and shall fill vacancies in the same manner as the original appointment.

(e) Within two complete fiscal years of the date of enactment of legislation designating a national scenic trail, except for the Continental Divide National Scenic Trail and the North Country National Scenic Trail, as part of the system, and within two complete fiscal years of the date of enactment of this subsection for the Pacific Crest and Appalachian Trails, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the Governors of the affected States, the relevant advisory council established pursuant to section 5(d), and the Appalachian Trail Conference in the case of the Appalachian Trail, submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the acquisition, management, development, and use of the trail, including but not limited to, the following items:

(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved (along with high-potential historic sites and high-potential route segments in the case of national historic trails), details of anticipated cooperative agreements to be consummated with other entities, and an identified carrying capacity of the trail and a plan for its implementation;

(2) an acquisition or protection plan, by fiscal year, for all lands to be acquired by fee title or lesser interest, along with detailed explanation of anticipated necessary cooperative agreements for any lands not to be acquired; and

(3) general and site-specific development plans including anticipated costs.

(f) Within two complete fiscal years of the date of enactment of legislation designating a national historic trail or the Continental Divide National Scenic Trail or the North Country National Scenic Trail as part of the system, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the Governors of the affected States, and the relevant Advisory Council established pursuant to section 5(d) of this Act, submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the management, and use of the trail, including but not limited to, the following items:

(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved, details of any anticipated cooperative agreements to be consummated with State and local government agencies or private interests, and for national scenic or national historic trails an identified carrying capacity of the trail and a plan for its implementation;

- (2) the process to be followed by the appropriate Secretary to implement the marking requirements established in section 7(c) of this Act;
- (3) a protection plan for any high potential historic sites or high potential route segments; and
- (4) general and site-specific development plans, including anticipated costs.

CONNECTING AND SIDE TRAILS

SEC. 6. Connecting or side trails within park, forest, and other recreation areas administered by the Secretary of the Interior or Secretary of Agriculture may be established, designated, and marked by the appropriate Secretary as components of a national recreation, national scenic or national historic trail. When no Federal land acquisition is involved, connecting or side trails may be located across lands administered by interstate, State, or local governmental agencies with their consent, or, where the appropriate Secretary deems necessary or desirable, on privately owned lands with the consent of the landowners. Applications for approval and designation of connecting and side trails on non-Federal lands shall be submitted to the appropriate Secretary.

ADMINISTRATION AND DEVELOPMENT

SEC. 7. (a)(1)(A) The Secretary charged with the overall administration of a trail pursuant to section 5(a) shall, in administering and managing the trail, consult with the heads of all other affected State and Federal agencies. Nothing contained in this Act shall be deemed to transfer among Federal agencies any management responsibilities established under any other law for federally administered lands which are components of the National Trails System. Any transfer of management responsibilities may be carried out between the Secretary of the Interior and the Secretary of Agriculture only as provided under subparagraph (B).

(B) The Secretary charged with the overall administration of any trail pursuant to section 5(a) may transfer management of any specified trail segment of such trail to the other appropriate Secretary pursuant to a joint memorandum of agreement containing such terms and conditions as the Secretaries consider most appropriate to accomplish the purposes of this Act. During any period in which management responsibilities for any trail segment are transferred under such an agreement, the management of any such segment shall be subject to the laws, rules, and regulations of the Secretary provided with the management authority under the agreement except to such extent as the agreement may otherwise expressly provide.

(2) Pursuant to section 5(a), the appropriate Secretary shall select the rights-of-way for national scenic and national historic trails and shall publish notice thereof of the availability of appropriate maps or descriptions in the Federal Register; *Provided*, That in selecting the rights-of-way full consideration shall be given to minimizing the adverse effects upon the adjacent landowner or user and his operation. Development and management of each segment of the National Trails System shall be designed to harmonize with and complement any established multiple-use plans for the specific area in order to insure continued maximum benefits from the land. The location and width of such rights-of-way across Federal lands under the jurisdiction of another Federal agency shall be by agreement between the head of that agency and the appropriate Secretary. In selecting rights-of-way for trail purposes, the Secretary shall obtain the advice and assistance of the States, local governments, private organizations, and landowners and land users concerned.

(b) After publication of notice of the availability of appropriate maps or descriptions in the Federal Register, the Secretary charged with the administration of a national scenic or national historic trail may relocate segments of a national scenic or national historic trail right-of-way, with the concurrence of the head of the Federal agency having jurisdiction over the lands involved, upon a determination that: (i) Such a relocation is necessary to preserve the purposes for which the trail was established, or (ii) the relocation is necessary to promote a sound land management program in accordance with established multiple-use principles; *Provided*, That a substantial relocation of the rights-of-way for such trail shall be by Act of Congress.

(c) National scenic or national historic trails may contain campsites, shelters, and related-public-use facilities. Other uses along the trail, which will not substantially interfere with the nature and purposes of the trail, may be permitted by the Secretary charged with the administration of the trail. Reasonable efforts shall be made to provide sufficient access opportunities to such trails and, to the extent practicable, efforts be made to avoid activities incompatible with the purposes for which such trails were established. The use of motorized vehicles by the general public along any national scenic trail shall be prohibited and nothing in this Act shall be construed as authorizing the use of motorized vehicles within the natural and historical areas of the national park system, the national wildlife refuge system, the national wilderness preservation system where they are presently prohibited or on other Federal lands where trails are designated as being closed to such use by the appropriate Secretary: *Provided*, That the Secretary charged with the administration of such trail shall establish regulations which shall authorize the use of motorized vehicles when, in his judgment, such vehicles are necessary to meet emergencies or to enable adjacent landowners or land users to have reasonable access to their lands or timber rights: *Provided further*, That private lands included in the national recreation, national scenic, or national historic trails by cooperative agreement of a landowner shall not preclude such owner from using motorized vehicles on or across such trails or adjacent lands from time to time in accordance with regulations to be established by the appropriate Secretary. Where a national historic trail follows existing public roads, developed rights-of-way or waterways, and similar features of man's nonhistorically related development, approximating the original location of a historic route, such segments may be marked to facilitate retracement of the historic route, and where a national historic trail parallels an existing public road, such road may be marked to commemorate the historic route. Other uses along the historic trails and the Continental Divide National Scenic Trail, which will not substantially interfere with the nature and purposes of the trail, and which, at the time of designation, are allowed by administrative regulations, including the use of motorized vehicles, shall be permitted by the Secretary charged with administration of the trail. The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker, including thereon an appropriate and distinctive symbol for each national recreation, national scenic, and national historic trail. Where the trails cross lands administered by Federal agencies such markers shall be erected at appropriate points along the trails and maintained by the Federal agency administering the trail in accordance with standards established by the appropriate Secretary and where the trails cross non-Federal lands, in accordance with written cooperative agreements, the appropriate Secretary shall provide such uniform markers to cooperating agencies and shall require such agencies to erect and maintain them in accordance with the standards established. The appropriate Secretary may also provide for trail interpretation sites, which shall be located at historic sites along the route of any national scenic or national historic trail, in order to present information to the public about the trail, at the lowest possible cost, with emphasis on the portion of the trail passing through the State in which the site is located. Wherever possible, the sites shall be maintained by a State agency under a cooperative agreement between the appropriate Secretary and the State agency.

(d) Within the exterior boundaries of areas under their administration that are included in the right-of-way selected for a national recreation, national scenic, or national historic trail, the heads of Federal agencies may use lands for trail purposes and may acquire lands or interests in lands by written cooperative agreement, donation, purchase with donated or appropriated funds or exchange.

(e) Where the lands included in a national scenic or national historic trail right-of-way are outside of the exterior boundaries of federally administered areas, the Secretary charged with the administration of such trail shall encourage the States or local governments involved (1) to enter into written cooperative agreements with landowners, private organizations, and individuals to provide the necessary trail right-of-way, or (2) to acquire such lands or interests therein to be utilized as segments of the national scenic or national historic trail: *Provided*, That if the State or local governments fail to enter into such written cooperative agreements or to acquire such lands or interests therein after notice of the selection of the right-of-way is published, the appropriate Secretary, may (I) enter into such agreements with landowners, States, local governments, private organizations, and individuals for the use of lands for trail purposes, or (ii) acquire private lands or interests therein by donation, purchase with donated or appropriated funds or exchange in accordance with the provisions of subsection (f) of this section: *Provided further*, That the appropriate Secretary may acquire lands or interests therein from local governments or governmental corporations with the consent of such entities. The lands involved in such rights-of-way should be acquired in fee, if other methods of public control are not sufficient to assure their use for the purpose for which they are acquired: *Provided*, That if the Secretary charged with the administration of such trail permanently relocates the right-of-way and disposes of all title or interest in the land,

the original owner, or his heirs or assigns, shall be offered, by notice given at the former owner's last known address, the right of first refusal at the fair market price.

(f)(1) The Secretary of the Interior, in the exercise of his exchange authority, may accept title to any non-Federal property within the right-of-way and in exchange therefor he may convey to the grantor of such property any federally owned property under his jurisdiction which is located in the State wherein such property is located and which he classifies as suitable for exchange or other disposal. The values of the properties so exchanged either shall be approximately equal, or if they are not approximately equal the values shall be equalized by the payment of cash to the grantor or to the Secretary as the circumstances require. The Secretary of Agriculture, in the exercise of his exchange authority, may utilize authorities and procedures available to him in connection with exchanges of national forest lands.

(2) In acquiring lands or interests therein for a National Scenic or Historic Trail, the appropriate Secretary may, with consent of a landowner, acquire whole tracts notwithstanding that parts of such tracts may lie outside the area of trail acquisition. In furtherance of the purposes of this act, lands so acquired outside the area of trail acquisition may be exchanged for any non-Federal lands or interests therein within the trail right-of-way, or disposed of in accordance with such procedures or regulations as the appropriate Secretary shall prescribe, including: (i) provisions for conveyance of such acquired lands or interests therein at not less than fair market value to the highest bidder, and (ii) provisions for allowing the last owners of record a right to purchase said acquired lands or interests therein upon payment or agreement to pay an amount equal to the highest bid price. For lands designated for exchange or disposal, the appropriate Secretary may convey these lands with any reservations or covenants deemed desirable to further the purposes of this Act. The proceeds from any disposal shall be credited to the appropriation bearing the costs of land acquisition for the affected trail.

(g) The appropriate Secretary may utilize condemnation proceedings without the consent of the owner to acquire private lands or interests, therein pursuant to this section only in cases where, in his judgment, all reasonable efforts to acquire such lands or interest therein by negotiation have failed, and in such cases he shall acquire only such title as, in his judgment, is reasonably necessary to provide passage across such lands: *Provided*, That condemnation proceedings may not be utilized to acquire fee title or lesser interests to more than an average of one hundred and twenty-five acres per mile. Money appropriated for Federal purposes from the land and water conservation fund shall, without prejudice to appropriations from other sources, be available to Federal departments for the acquisition of lands or interests in lands for the purposes of this Act. For national historic trails, direct Federal acquisition for trail purposes shall be limited to those areas indicated by the study report or by the comprehensive plan as high potential route segments or high potential historic sites. Except for designated protected components of the trail, no land or site located along a designated national historic trail or along the Continental Divide National Scenic Trail shall be subject to the provisions of section 4(f) of the Department of Transportation Act (49 U.S.C. 1653(f)) unless such land or site is deemed to be of historical significance under appropriate historical site criteria such as those for the National Register of Historic Places.

(h)(1) The Secretary charged with the administration of a national recreation, national scenic, or national historic trail shall provide for the development and maintenance of such trails within federally administered areas and shall cooperate with and encourage the States to operate, develop, and maintain portions of such trails which are located outside the boundaries of federally administered areas. When deemed to be in the public interest, such Secretary may enter written cooperative agreements with the States or their political subdivisions, landowners, private organizations, or individuals to operate, develop, and maintain any portion of such a trail either within or outside a federally administered area. Such agreements may include provisions for limited financial assistance to encourage participation in the acquisition, protection, operation, development, or maintenance of such trails, provisions providing volunteer in the park or volunteer in the forest status (in accordance with the Volunteers in the Parks Act of 1969 and the Volunteers in the Forests Act of 1972) to individuals, private organizations, or landowners participating in such activities, or provisions of both types. The appropriate Secretary shall also initiate consultations with affected States and their political subdivisions to encourage —

(A) the development and implementation by such entities of appropriate measures to protect private landowners from trespass resulting from trail use and from unreasonable personal liability and property damage caused by trail use, and

(B) the development and implementation by such entities of provisions for land practices, compatible with the purposes of this Act,

for property within or adjacent to trail rights-of-way. After consulting with States and their political subdivisions under the preceding sentence, the Secretary may provide assistance to such entities under appropriate cooperative agreements in the manner provided by this subsection.

(2) Whenever the Secretary of the Interior makes any conveyance of land under any of the public land laws, he may reserve a right-of-way for trails to the extent he deems necessary to carry out the purposes of this Act.

(I) The appropriate Secretary, with the concurrence of the heads of any other Federal agencies administering lands through which a national recreation, national scenic, or national historic trail passes, and after consultation with the States, local governments, and organizations concerned, may issue regulations, which may be revised from time to time, governing the use, protection, management, development, and administration of trails of the national trails system. In order to maintain good conduct on and along the trails located within federally administered areas and to provide for the proper government and protection of such trails, the Secretary of the Interior and the Secretary of Agriculture shall prescribe and publish such uniform regulations as they deem necessary and any person who violates such regulations shall be guilty of a misdemeanor, and may be punished by a fine of not more \$500, or by imprisonment not exceeding six months, or by both such fine and imprisonment. The Secretary responsible for the administration of any segment of any component of the National Trails System (as determined in a manner consistent with subsection (a)(1) of this section) may also utilize authorities related to units of the national park system or the national forest system, as the case may be, in carrying out his administrative responsibilities for such component.

(j) Potential trail uses allowed on designated components of the national trails system may include, but are not limited to, the following: bicycling, cross-country skiing, day hiking, equestrian activities, jogging or similar fitness activities, trail biking, overnight and long-distance backpacking, snowmobiling, and surface water and underwater activities. Vehicles which may be permitted on certain trails may include, but need not be limited to, motorcycles, bicycles, four-wheel drive or all-terrain off-road vehicles. In addition, trail access for handicapped individuals may be provided. The provisions of this subsection shall not supersede any other provisions of this Act or other Federal laws, or any State or local laws.

(k) For the conservation purpose of preserving or enhancing the recreational, scenic, natural, or historical values of components of the national trails system, and environs thereof as determined by the appropriate Secretary, landowners are authorized to donate or otherwise convey qualified real property interests to qualified organizations consistent with section 170(h)(3) of the Internal Revenue Code of 1954, including, but not limited to, right-of-way, open space, scenic, or conservation easements, without regard to any limitation on the nature of the estate or interest otherwise transferable within the jurisdiction where the land is located. The conveyance of any such interest in land in accordance with this subsection shall be deemed to further a Federal conservation policy and yield a significant public benefit for purposes of section 6 of Public Law 96-541.

STATE AND METROPOLITAN AREA TRAILS

SEC. 8. (a) The Secretary of the Interior is directed to encourage States to consider, in their comprehensive statewide outdoor recreation plans and proposals for financial assistance for State and local projects submitted pursuant to the Land and Water Conservation Fund Act, needs and opportunities for establishing park, forest, and other recreation and historic trails on lands owned or administered by States, and recreation and historic trails on lands in or near urban areas. The Secretary is also directed to encourage States to consider, in their comprehensive statewide historic preservation plans and proposals for financial assistance for State, local, and private projects submitted pursuant to the Act of October 15, 1966 (80 Stat. 915), as amended, needs and opportunities for establishing historic trails. He is further directed in accordance with the authority contained in the Act of May 28, 1963 (77 Stat. 49), to encourage States, political subdivisions, and private interests, including nonprofit organizations, to establish such trails.

(b) The Secretary of Housing and Urban Development is directed, in administering the program of comprehensive urban planning and assistance under section 701 of the Housing Act of 1954, to encourage the

planning of recreation trails in connection with the recreation and transportation planning for metropolitan and other urban areas. He is further directed, in administering the urban open space program under title VII of the Housing Act of 1961, to encourage such recreation trails.

(c) The Secretary of Agriculture is directed, in accordance with authority vested in him, to encourage States and local agencies and private interests to establish such trails.

(d) The Secretary of Transportation, the Chairman of the Interstate Commerce Commission, and the Secretary of the Interior, in administering the Railroad Revitalization and Regulatory Reform Act of 1976, shall encourage State and local agencies and private interests to establish appropriate trails using the provisions of such programs. Consistent with the purposes of that Act, and in furtherance of the national policy to preserve established railroad rights-of-way for future reactivation of rail service, to protect rail transportation corridors, and to encourage energy efficient transportation use, in the case of interim use of any established railroad rights-of-way pursuant to donation, transfer, lease, sale, or otherwise in a manner consistent with the National Trails System Act, if such interim use is subject to restoration or reconstruction for railroad purposes, such interim use shall not be treated, for purposes of any law or rule of law, as an abandonment of the use of such rights-of-way for railroad purposes. If a State, political subdivision, or qualified private organization is prepared to assume full responsibility for management of such rights-of-way and for any legal liability arising out of such transfer or use, and for the payment of any and all taxes that may be levied or assessed against such rights-of-way, then the Commission shall impose such terms and conditions as a requirement of any transfer or conveyance for interim use in a manner consistent with this Act, and shall not permit abandonment or discontinuance inconsistent or disruptive of such use.

(e) Such trails may be designated and suitably marked as parts of the nationwide system of trails by the States, their political subdivisions, or other appropriate administering agencies with the approval of the Secretary of the Interior.

RIGHTS-OF-WAY AND OTHER PROPERTIES

SEC. 9. (a) The Secretary of the Interior or the Secretary of Agriculture as the case may be, may grant easements and rights-of-way upon, over, under, across, or along any component of the national trails system in accordance with the laws applicable to the national park system and the national forest system, respectively: *Provided*, That any conditions contained in such easements and rights-of-way shall be related to the policy and purposes of this Act.

(b) The Department of Defense, the Department of Transportation, the Interstate Commerce Commission, the Federal Communications Commission, the Federal Power Commission, and other Federal agencies having jurisdiction or control over or information concerning the use, abandonment, or disposition of roadways, utility rights-of-way, or other properties which may be suitable for the purpose of improving or expanding the national trails system shall cooperate with the Secretary of the Interior and the Secretary of Agriculture in order to assure, to the extent practicable, that any such properties having values suitable for trail purposes may be made available for such use.

(c) Commencing upon the date of enactment of this subsection, any and all right, title, interest, and estate of the United States in all rights-of-way of the type described in the Act of March 8, 1922 (43 U.S.C. 912), shall remain in the United States upon the abandonment or forfeiture of such rights-of-way, or portions thereof, except to the extent that any such right-of-way, or portion thereof, is embraced within a public highway no later than one year after a determination of abandonment or forfeiture, as provided under such Act.

(d)(1) All rights-of-way, or portions thereof, retained by the United States pursuant to subsection (c) which are located within the boundaries of a conservation system unit or a National Forest shall be added to and incorporated within such unit or National Forest and managed in accordance with applicable provisions of law, including this Act.

(2) All such retained rights-of-way, or portions thereof, which are located outside the boundaries of a conservation system unit or a National Forest but adjacent to or contiguous with any portion of the public lands

shall be managed pursuant to the Federal Land Policy and Management Act of 1976 and other applicable law, including this section.

(3) All such retained rights-of-way, or portions thereof, which are located outside the boundaries of a conservation system unit or National Forest which the Secretary of the Interior determines suitable for use as a public recreational trail or other recreational purposes shall be managed by the Secretary for such uses, as well as for such other uses as the Secretary determines to be appropriate pursuant to applicable laws, as long as such uses do not preclude trail use.

(e)(l) The Secretary of the Interior is authorized where appropriate to release and quitclaim to a unit of government or to another entity meeting the requirements of this subsection any and all right, title, and interest in the surface estate of any portion of any right-of-way to the extent any such right, title, and interest was retained by the United States pursuant to subsection (c), if such portion is not located within the boundaries of any conservation system unit or National Forest. Such release and quitclaim shall be made only in response to an application therefor by a unit of State or local government or another entity which the Secretary of the Interior determines to be legally and financially qualified to manage the relevant portion for public recreational purposes. Upon receipt of such an application, the Secretary shall publish a notice concerning such application in a newspaper of general circulation in the area where the relevant portion is located. Such release and quitclaim shall be on the following conditions:

(A) If such unit or entity attempts to sell, convey, or otherwise transfer such right, title, or interest or attempts to permit the use of any part of such portion for any purpose incompatible with its use for public recreation, then any and all right, title, and interest released and quitclaimed by the Secretary pursuant to this subsection shall revert to the United States.

(B) Such unit or entity shall assume full responsibility and hold the United States harmless for any legal liability which might arise with respect to the transfer, possession, use, release, or quitclaim of such right-of-way.

(C) Notwithstanding any other provision of law, the United States shall be under no duty to inspect such portion prior to such release and quitclaim, and shall incur no legal liability with respect to any hazard or any unsafe condition existing on such portion at the time of such release and quitclaim.

(2) The Secretary is authorized to sell any portion of a right-of-way retained by the United States pursuant to subsection (c) located outside the boundaries of a conservation system unit or National Forest if any such portion is—

(A) not adjacent to or contiguous with any portion of the public lands; or

(B) determined by the Secretary, pursuant to the disposal criteria established by section 203 of the Federal Land Policy and Management Act of 1976, to be suitable for sale.

Prior to conducting any such sale, the Secretary shall take appropriate steps to afford a unit of State or local government or any other entity an opportunity to seek to obtain such portion pursuant to paragraph (l) of this subsection.

(3) All proceeds from sales of such retained rights of way shall be deposited into the Treasury of the United States and credited to the Land and Water Conservation Fund as provided in section 2 of the Land and Water Conservation Fund Act of 1965.

(4) The Secretary of the Interior shall annually report to the Congress the total proceeds from sales under paragraph (2) during the preceding fiscal year. Such report shall be included in the President's annual budget submitted to the Congress.

(f) As used in this section —

(1) The term “conservation system unit” has the same meaning given such term in the Alaska National Interest Lands Conservation Act (Public Law 96-487; 94 Stat. 2371 et seq.), except that such term shall also include units outside Alaska.

(2) The term “public lands” has the same meaning given such term in the Federal Land Policy and Management Act of 1976.

AUTHORIZATION OF APPROPRIATIONS

SEC. 10. (a)(1) There are hereby authorized to be appropriated for the acquisition of lands or interests in lands not more than \$5,000,000 for the Appalachian National Scenic Trail and not more than \$500,000 for the Pacific Crest National Scenic Trail. From the appropriations authorized for fiscal year 1979 and succeeding fiscal years pursuant to the Land and Water Conservation Fund Act (78 Stat. 897), as amended, not more than the following amounts may be expended for the acquisition of lands and interests in lands authorized to be acquired pursuant to the provisions of this Act: for the Appalachian National Scenic Trail, not to exceed \$30,000,000 for fiscal year 1979, \$30,000,000 for fiscal year 1980, and \$30,000,000 for fiscal year 1981, except that the difference between the foregoing amounts and the actual appropriations in any one fiscal year shall be available for appropriation in subsequent fiscal years.

(2) It is the express intent of the Congress that the Secretary should substantially complete the land acquisition program necessary to insure the protection of the Appalachian Trail within three complete fiscal years following the date of enactment of this sentence. Until the entire acquisition program is completed, he shall transmit in writing at the close of each fiscal year the following information to the Committee on Energy and Natural Resources of the Senate and the Committee on Interior and Insular Affairs of the House of Representatives:

(A) the amount of land acquired during the fiscal year and the amount expended therefor;

(B) the estimated amount of land remaining to be acquired; and

(C) the amount of land planned for acquisition in the ensuing fiscal year and the estimated cost thereof.

(b) For the purposes of Public Law 95-42 (91 Stat. 211), the lands and interests therein acquired pursuant to this section shall be deemed to qualify for funding under the provisions of section 1, clause 2, of said Act.

(c)(1) There is hereby authorized to be appropriated such sums as may be necessary to implement the provisions of this Act relating to the trails designated by paragraphs 5(a)(3), (4), (5), (6), (7), (8), (9) and (10): *Provided*, That no such funds are authorized to be appropriated prior to October 1, 1978: *And provided further*, That notwithstanding any other provisions of this Act or any other provisions of law, no funds may be expended by Federal agencies for the acquisition of lands or interests in lands outside the exterior boundaries of existing Federal areas for the Continental Divide National Scenic Trail, the North Country National Scenic Trail, The Ice Age National Scenic Trail, the Oregon National Historic Trail, the Mormon Pioneer National Historic Trail, the Lewis and Clark National Historic Trail, and the Iditarod National Historic Trail, except that funds may be expended for the acquisition of lands or interests therein for the purpose of providing for one trail interpretation site, as described in section 7(c), along with such trail in each State crossed by the trail.

(2) Except as otherwise provided in this Act, there is authorized to be appropriated such sums as may be necessary to implement the provisions of this Act relating to the trails designated by section 5(a). Not more than \$500,000 may be appropriated for the purposes of acquisition of land and interests therein for the trail designated by section 5(a)(12) of this Act, and not more than \$2,000,000 may be appropriated for the purposes of the development of such trail. The administrating agency for the trail shall encourage volunteer trail groups to participate in the development of the trail.

VOLUNTEER TRAILS ASSISTANCE

SEC. 11. (a)(1) In addition to the cooperative agreement and other authorities contained in this Act, the Secretary of the Interior, the Secretary of Agriculture, and the head of any Federal agency administering Federal lands, are authorized to encourage volunteers and volunteer organizations to plan, develop, maintain, and manage, where appropriate, trails throughout the Nation.

(2) Wherever appropriate in furtherance of the purposes of this Act, the Secretaries are authorized and encouraged to utilize the Volunteers in the Parks Act of 1969, the Volunteers in the Forests Act of 1972, and section 6 of the Land and Water Conservation Fund Act of 1965 (relating to the development of Statewide Comprehensive Outdoor Recreation Plans).

(b) Each Secretary or the head of any Federal land managing agency, may assist volunteers and volunteer organizations in planning, developing, maintaining, and managing trails. Volunteer work may include, but need not be limited to—

(1) planning, developing, maintaining, or managing (A) trails which are components of the national trails system, or (B) trails which, if so developed and maintained, could qualify for designation as components of the national trails system; or

(2) operating programs to organize and supervise volunteer trail building efforts with respect to the trails referred to in paragraph (1), conducting trail-related research projects, or providing education and training to volunteers on methods of trails planning, construction, and maintenance.

(c) The appropriate Secretary or the head of any Federal land managing agency may utilize and make available Federal facilities, equipment, tools, and technical assistance to volunteers and volunteer organizations, subject to such limitations and restrictions as the appropriate Secretary or the head of any Federal land managing agency deems necessary or desirable.

SEC. 12. As used in this Act:

(1) The term “high potential historic sites” means those historic sites related to the route, or sites in close proximity thereto, which provide opportunity to interpret the historic significance of the trail during the period of its major use. Criteria for consideration as high potential sites include historic significance, presence of visible historic remnants, scenic quality, and relative freedom from intrusion.

(2) The term “high potential route segments” means those segments of a trail which would afford high quality recreation experience in a portion of the route having greater than average scenic values or affording an opportunity to vicariously share the experience of the original users of a historic route.

(3) The term “State” means each of the several States of the United States, the District of Columbia, the Commonwealth of Puerto Rico, the Virgin Islands, Guam, American Samoa, the Trust Territory of the Pacific Islands, the Northern Mariana Islands, and any other territory or possession of the United States.

(4) The term “without expense to the United States” means that no funds may be expended by Federal agencies for the development of trail related facilities or for the acquisition of lands or interest in lands outside the exterior boundaries of Federal areas. For the purposes of the preceding sentence, amounts made available to any State or political subdivision under the Land and Water Conservation Fund Act of 1965 or any other provision of law shall not be treated as an expense to the United States.

APPENDIX B: PREVIOUS STUDIES; RELATED PROJECTS AND PROGRAMS

There has been a great deal of interest in El Camino Real over the past several years, and interest continues to increase. Past and current activities directly related to El Camino Real are summarized in this appendix.

A nonprofit corporation known as the Camino Real Project, Inc., has as its objective the promotion, development, and establishment of projects with institutions in the United States and Mexico to study the route's history and to locate, excavate, and analyze sites of El Camino Real de Tierra Adentro. In 1990 the Camino Real Project, Inc., prepared the traveling exhibit titled "El Camino Real: Un Sendero Histórico," along with a catalog in English with a Spanish insert. Dr. Gabrielle Palmer, the director of this organization, has cooperative agreements with the University of New Mexico's Latin American Institute and the government of Mexico to conduct research and compile trail information. Past projects have included obtaining a grant from the New Mexico Historic Preservation Division to conduct archeological investigations of El Camino Real and developing and installing 33 historical highway markers in New Mexico and 13 highway markers in the State of Chihuahua, Mexico. Dr. Palmer has been working closely with Museum of New Mexico State Monuments to develop the interpretive program for the proposed international heritage center.

The Bureau of Land Management and Museum of New Mexico State Monuments have developed a partnership to design and build an international heritage center south of Socorro on federal land managed by the BLM. The agency has allocated land and partial design funds. The Museum of New Mexico has received a grant through the Intermodal Surface Transportation Efficiency Act (ISTEA) for the state's share of building design and the development of an interpretive exhibit design plan.

Museum of New Mexico State Monuments has conducted initial surveys of the feasibility of constructing an interpretive center in the southern part of the state, possibly near Socorro, to interpret El Camino Real. The report, "El Viaje: A Planning Study for El Camino Real Interpretive Center," was prepared by Architectural Research Consultants, Incorporated.

A 1991 report prepared by the Camino Real Project and Cibola Research Consultants for the New Mexico Preservation Division, "El Camino Real de Tierra Adentro: An Archeological Investigation," (Marshall, 1991b) is a detailed archeological investigation of El Camino Real. The report identifies the approximate location of major segments of the trail.

The New Mexico Highway and Transportation Department has completed a historical highway marker project along the route with assistance from the Camino Real Project, Inc.

The Bureau of Land Management in 1993 published *El Camino Real de Tierra Adentro*, a series of essays. The document was published as no. 11 of the Cultural Resources series. Another volume is being prepared.

The Paraje San Diego, an encampment site on BLM-managed federal land south of Socorro, was excavated in the summer of 1994 with the participation of Mexican and U.S. archeologists through New Mexico State University, the Latin American Institute of the University of New Mexico, and the Camino Real Project, Inc., with assistance from the BLM. The final report is being prepared.

El Camino Real Economic Alliance is a public-private collaborative effort seeking to link six cities (Santa Fe, Albuquerque, Las Cruces, El Paso, Ciudad Juarez, and Ciudad Chihuahua) into a corridor that will help to bind their residents and businesses economically and culturally.

To further the existing historical and archeological research, the National Park Service, the Bureau of Land Management, the Instituto Nacional de Antropología e Historia, and the Universidad Autónoma de Ciudad Juárez collaborated to convene the "First International Colloquium, Camino Real de Tierra Adentro — History and Culture." The meeting took place in Valle de Allende, Chihuahua, Mexico, in early June 1995. (A list of the speakers and topics of that meeting is presented in appendix C.) The same agencies, along with the Museum of New Mexico, worked to organize the second international symposium, which took place in Santa Fe in October 1996.

APPENDIXES

New Mexico Arts, a division of the Office of Cultural Affairs, has begun projects to present public art demonstrations funded through the Intermodal Surface Transportation and Efficiency Act. The pilot projects have begun in Las Cruces and Valencia County.

The New Mexico Department of Tourism has received a grant to produce a CD-ROM on El Camino Real, funded through the Intermodal Surface Transportation and Efficiency Act.

The Scenic and Historic Byways program of the New Mexico State Highway and Transportation Department plans to prepare a scenic and historic byway plan.

The Public Arts Program of the city of Albuquerque has adopted a plan, "El Camino Real: the Road of Life," to guide public arts projects related to El Camino Real. The purpose of the plan is to commemorate individuals, groups, and events that are connected to New Mexico's cultural history and to incorporate the pueblo and Spanish influences on Albuquerque and New Mexico.

Bernalillo County and the city of Albuquerque are working to identify, sign, and commemorate El Camino Real.

Valencia County has received grants to conduct historic research and oral history on Tomé Hill and Tomé Plaza and to construct visitor facilities.

Instituto Nacional de Antropología e Historia and the Bureau of Land Management have conducted cooperative archeological research at Carrizal and Paraje de San Diego.

The Mission Trail is a segment of El Camino Real. The National Park Service has prepared the *El Paso Missions Special Resource Study*, a study of alternatives for the protection and management of the missions.

The Bureau of Land Management prepared La Cienega Area of Critical Environmental Concern: Coordinated Resource Management Plan in September 1995. At this time there is no plan to provide public access to the Santa Fe River Canyon, which is along the route of El Camino Real.

The recently completed Rio Arriba County Don Juan Oñate Monument and Visitors Center in Alcalde, which is north of Española, offers the opportunity to interpret and educate the public about El Camino Real.

The New Mexico Economic Development Department, Office of Space Commercialization, is preparing an environmental impact statement on the proposed Southwest Regional Spaceport, which would be located in La Jornada del Muerto between Rincon and Engle. The spaceport would be financed through private funds. Preliminary discussions have occurred regarding the possible interpretation and use of the trail ruts.

The Albuquerque Rotary Club has established the Camino Real Committee, which has undertaken several specific trail-related projects. The committee, which has coordinated its activities with other Rotary Clubs, chambers of commerce, and other public and private groups, has worked to develop secondary education programs and detailed maps of the trail route for the presidents of the United States and Mexico. Past projects have included the presentation of high-quality large-format photographs of Camino Real segments.

APPENDIX C: PROGRAM OF EL CAMINO REAL SYMPOSIUM

FIRST INTERNATIONAL COLLOQUIUM EL CAMINO REAL DE TIERRA ADENTRO: HISTORY AND CULTURE

June 7–9, 1995

Wednesday, June 7

Inauguration

Welcome

Profesora Silvia Esther Villanueva, Municipal President of Valle de Allende
Anthropologist José Luis Perea, National Institute of Anthropology and History
David M. Gaines, National Park Service
Stephen Fosberg, Bureau of Land Management
Historian Salvador Alvarez, Autonomous University of Ciudad Juárez

EL CAMINO REAL: ROUTES AND CARTOGRAPHY

Moderator: Victor Orozco, Autonomous University of Ciudad Juárez

“History of El Camino Real de Tierra Adentro and its Branches from Zacatecas to El Paso”
Chantal Cramaussel, Autonomous University of Ciudad Juárez

“Analysis of the Map of San Miguel and San Felipe (1580) in El Camino Real”
Luis Felipe Nieto, National Institute of Anthropology and History, Guanajuato

“Areal Survey of El Camino Real in Mexico”
John Roney, Bureau of Land Management, Albuquerque

“New Mexican Onomastic Study of El Camino Real de Tierra Adentro”
Angélica Sánchez-Clark, University of New Mexico, Albuquerque

MATERIAL CULTURE AND MONUMENTS IN EL CAMINO REAL

Moderator: Rita Soto, Community of Valle de Allende

“The Material Culture of Mining Establishment in Northern New Galicia, Sixteenth and Seventeenth Centuries”
José Francisco Román Gutiérrez, National Institute of Anthropology and History, Zacatecas

“Historic Monuments of Valle de Allende”
Sara Mildred Vásquez Morales, National Institute of Anthropology and History, National Coordination of
Historic Monuments

“The Silver Road”
Francisco Javier López Morales, National Institute of Anthropology and History, National Coordination of
Historic Monuments

APPENDIXES

Thursday, June 8

EL CAMINO REAL: A PROTECTED AVENUE OF EXCHANGE

Moderator: José Luis Perea González, National Institute of Anthropology and History

“The Jewish Merchants in El Camino Real de Tierra Adentro”
Stanley Hordes, HMS Associates, Santa Fe, New Mexico

“Corn and Commerce in El Camino Real in Chihuahua, Eighteenth Century”
Roy Bernard Brown, National Institute of Anthropology and History, Chihuahua

“Commerce and Merchandise Traffic in Central New Viscaya During the Last Third of the Eighteenth Century”
José de La Cruz Pacheco, National Institute of Anthropology and History, Durango

“Muleteering in El Camino Real de Tierra Adentro at the End of the Eighteenth Century”
Clara Elena Suárez, Center of Archeological Studies and Investigations, Mexico

PRESIDIOS AND MISSIONS OF EL CAMINO REAL

“The Hacienda–Presidio in El Camino Real de Tierra Adentro”
Salvador Alvarez, Autonomous University of Ciudad Juárez

“The Gate of El Camino Real de Tierra Adentro: The Presidio of Our Lady of Pilar and the Settlers of El Paso”
Oakah Jones, Independent Scholar, Albuquerque

“Franciscan Missions of New Mexico and El Paso through El Camino Real”
Félix Almaraz, Texas Historical Society, Brownsville

EL CAMINO REAL: AN AVENUE FOR CULTURAL EXCHANGE

Moderator: José de la Cruz Pacheco, National Institute of Anthropology and History

“Artistic Objects and Travelers: Which Ones, How, and Why?”
Clara Bargellini, National Autonomous University, Mexico

“Book Circulation along El Camino Real”
Carmen Castañeda, Western Center of Archeological Studies and Investigations, Guadalajara

“El Camino Real de Tierra Adentro and the Subcultures of the Frontier”
Fernando Cámara Barbachano, National Institute of Anthropology and History, Mexico

Friday, June 9

EL CAMINO REAL DURING THE 19TH CENTURY

Moderator: Professor Antonio Peralta, Community of Valle de Allende

“Mexicans and Americans in the Santa Fe Trade, 1821–1846”
Martín González, Colegio de la Frontera Norte, Ciudad Juárez

“Commerce and the Economy Between Chihuahua and New Mexico During the Nineteenth Century”
Susan Calafate Boyle, National Park Service, Denver

“El Camino Real Between Mexico and Santa Fe: An Avenue of Exchange between Two Cultures, 1800–1847”
Jesús Vargas, Autonomous University of Ciudad Juárez, CIDECH, Chihuahua

“El Camino Real de Tierra Adentro as a Conservation Project in New Mexico”
Gabrielle Palmer, the Camino Real Project, Inc., Albuquerque

APPENDIX D: INTERNATIONAL LETTERS OF UNDERSTANDING

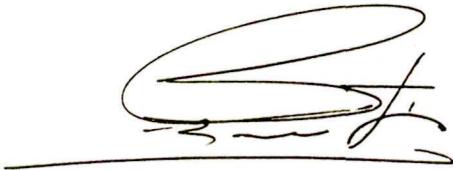
LETTER OF UNDERSTANDING

In recognition of the importance of the **Camino Real de Tierra Adentro** to further better understanding -- between the peoples of México and the United States, -- cognizant that the states of Chihuahua and New Mexico share a common history and a common border, and recalling that trade and tourism between our states is -- not new, but part of a long, shared historical tradition, the parties signing below in representation of their respective organizations jointly agree:

- 1) Cooperate in the development, furtherance and execution of the **Camino Real de Tierra Adentro** project, including identifying those federal and state agencies that can cooperate in this endeavor. An annex to this letter of understanding contains a listing of those agencies with an indication of tasks they are prepared to undertake. This may be modified -- as required by circumstances.
- 2) Utilize, in cooperation with the appropriate agencies of the states of Chihuahua and New Mexico, -- the **Camino Real de Tierra Adentro** project as an -- effective means of promoting tourism and economic development of the two states. In this regard, -- undertake all possible steps to obtain its designation as an "International Historic Trail".
- 3) Undertake measures and jointly promote the utilization of the **Camino Real de Tierra Adentro** project to organize cultural events, public school presentations and educational experiences.
- 4) Assist in the full identification of the **Camino Real de Tierra Adentro** in the state of Chihuahua -- and New Mexico, and to promote the extension of -- the project to remaining portions in México.

- 5) Cooperate and encourage a joint research, such as archaeological and archival investigations. This -- includes the possibility of joint scientific/aca-- demic conferences presenting the results of the -- research and explorations of Mexican and United -- States investigators.

This letter of understanding in equally valid versions in Spanish and English is signed
in the city of Santa Fe, New Mexico.



J. Michael Cerletti
Secretario de Turismo
Joseph M. Montoya Building
1100 St Francis Drive
Sante Fe, New Mexico, USA



OFFICE OF THE GOVERNOR
STATE CAPITOL
SANTA FE, NEW MEXICO 87503

BRUCE KING
GOVERNOR

(505) 827-3000

LETTER OF UNDERSTANDING

***THE CAMINO REAL DE TIERRA ADENTRO
THE KING'S HIGHWAY TO THE INTERIOR LANDS***

An International Historic Trail

WHEREAS:

The *Camino Real de Tierra Adentro* is one of the oldest and one of the longest historic routes on the North American Continent, stretching from Mexico City to Santa Fe, New Mexico;

For more than three hundred years this trail supported an ample variety of traffic, including commerce, which began in the sixteenth century when Don Juan de Oñate forged the last link in the *Camino Real de Tierra Adentro* between Chihuahua and New Mexico;

The trail became the route for the coming of the Spanish conquistadors, for ecclesiastical authorities, the traders and Hispanic settlers, and the encounters with the Indian Populations;

The trail provided vital means for the introduction of new ideas, concepts and technologies;

The history of the *Camino Real de Tierra Adentro* is a vital part of the history of the states of Chihuahua and New Mexico, and is one of the foundations on which our modern societies have developed and will prosper;

The designation of this trail as an historical route, joining both states, will further strengthen the social, cultural, commercial and personal relations between New Mexico and Chihuahua;

WE, THE GOVERNORS OF THE STATES OF CHIHUAHUA AND NEW MEXICO

HEREBY RECOMMEND THAT THE APPROPRIATE AGENCIES IN OUR RESPECTIVE COUNTRIES UNDERTAKE ALL APPROPRIATE MEASURES LEADING TOWARD THE RECOGNITION OF AND, IF POSSIBLE, OBTAIN THE DESIGNATION OF THE "CAMINO REAL DE TIERRA ADENTRO" AS AN INTERNATIONAL HISTORIC TRAIL;

AND HEREBY REQUEST THAT THE NATIONAL AND INTERNATIONAL MEDIA ENCOURAGE THE RECOGNITION OF THE "CAMINO REAL DE TIERRA ADENTRO" AS AN INTERNATIONAL HISTORIC TRAIL;

AND HEREBY ENCOURAGE THE PEOPLES OF THE STATES OF NEW MEXICO AND CHIHUAHUA TO FULLY ENJOY AND TAKE ADVANTAGE OF THE CULTURAL AND HISTORIC SIGNIFICANCE OF THIS HISTORIC TRAIL.

This letter of understanding is signed both in Santa Fe, New Mexico, USA and in Chihuahua, Chihuahua, México in equally valid versions in Spanish and English this 15th day of June one thousand nine hundred and ninety two.


GOVERNOR
STATE OF NEW MEXICO

CONSTITUTIONAL GOVERNOR
STATE OF CHIHUAHUA

THE HONORABLE BRUCE KING


LIC. FERNANDO BAEZA MELENDEZ

Note: The following is a translation of the original letter in Spanish.

SUBDIRECCION DE CATALOGO Y ZONAS

OFICIO No. 401-21-153 México, D.F. a 15 de noviembre de 1996 "EL OFICIO DE LA ROCA"

INAH

Instituto Nacional de
Antropología e Historia

**COORDINACIÓN NACIONAL
DE MONUMENTOS HISTÓRICOS**

Exconvento de Churubusco
Xicotencatl y 20 de Agosto
Col. San Diego Churubusco
México D.F. Delegación Coyoacán

PROYECTO CAMINO REAL DETIERRA ADENTRO
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

In reference to the Designation of El Camino Real de Tierra Adentro, I am pleased that it has been dealt with by all of you in your "National Historic Feasibility Study Environmental Assessment" project of October 1996.

We would like to inform you that the Instituto Nacional de Antropología e Historia considers this initiative to be, not only desirable but necessary so that it may be recognized and valued as a significant part of our cultural heritage because Historic Roads in our country have to date not been considered as monuments and as such, have been slowly lost. In this sense, we think that the Mexican side should designate the first stretch, since it is a complete unit that should not be fragmented.

It is important to consider that the Coordinación Nacional de Monumentos Históricos, which is responsible for the Designation Projects for Monuments and for the Historic Monument Zones, has also taken the proper steps to integrate the written proceedings for the Designation of El Camino Real de Tierra Adentro, heeding the petition made by the group of participants of the 1st Coloquio Internacional de Tierra Adentro that took place in Valle de Allende, Chihuahua, between the 7th and 9th of June 1995.

We see with great interest that this Project is formalized within the framework agreement of collaboration between the National Park Service, United States Department of the Interior, and the Instituto Nacional de Antropología e Historia del Consejo Nacional para la Cultura y las Artes, México.

We reiterate our endorsement for the proposed Camino Real de Tierra Adentro Designation in New Mexico and Texas.

Without any further ado, please accept my most cordial greetings.

SINCERELY,

DR. FRANCISCO JAVIER LOPEZ MORALES
SUBDIRECTOR DE CATALOGO Y ZONAS

c.c.p. la Lic. Ma Teresa Franco González y Salas - Directora General Del Instituto Nacional de Antropología e Historia - Presente.
c.c.p. el C. Arq. Salvador Aceves García - Coordinador Nacional de Monumentos Históricos - Presente.
c.c.p. el C. Antrop. José Luis Perea González - Director del Centro INAH-Chihuahua - Presente.

APPENDIX E: EXISTING PUBLIC USE SITES

The following public use sites are in or near to the corridor of El Camino Real. Many of the sites listed do not have a direct thematic and resource connection to El Camino Real. Sites are listed in linear order, traveling north from El Paso, to the San Juan-Santa Fe area.

Many of the Indian Pueblos listed are closed to the public except during special events.

EL PASO AREA

Franklin Mountains State Park
Chamizal National Memorial
San Elizario Presidio chapel
Ysleta Mission
Socorro Mission
Anthony Wayne Welcome Center

LAS CRUCES AREA

Las Cruces Museum of Natural History
New Mexico State University Museum of Southwest Archeology and History
La Mesilla
Gadsden Museum
Downtown Mesquite and Alameda Historic Districts
Organ Mountains Recreation Area, Bureau of Land Management
Fort Selden State Monument
Leasburg Dam State Park
White Sands National Monument
San Andres Wildlife Refuge
Gila National Forest

TRUTH OR CONSEQUENCES AREA

Percha Dam State Park
Caballo Lake State Park
Elephant Butte Lake State Park
Geronimo Springs Museum
Fort Craig, Bureau of Land Management
Springtime Canyon, Cibola National Forest

SOCORRO AREA

Bosque Del Apache National Wildlife Refuge, USFWS
San Miguel Mission
Water Canyon Cibola National Forest
The Box, Bureau of Land Management
San Lorenzo Canyon, Bureau of Land Management
Bernardo State Waterfowl Area

MOUNTAINAIR AREA

Salinas Pueblo Missions National Monument
Salt Missions Trails Scenic Historic Loop Tours
Cibola National Forest
Red Canyon
Fourth of July Canyon
Monzano Mountains State Park

BELEN AREA

Tomé Plaza
Tomé Hill
Isleta Pueblo and Mission
Isleta Lakes

ALBUQUERQUE AREA

Petroglyph National Monument
Old Town Plaza, San Felipe de Neri Church
Albuquerque Museum
Maxwell Museum of Anthropology
Spanish History Museum
Sandia National Forest

BERNALILLO AREA

Sandia Lakes
Coronado State Monument
Coronado State Park
Zia Lake
Santa Ana Pueblo
Jemez State Monument

NORTH OF BERNALILLO

Cochiti Dam and Reservoir, Corps of Engineers
Tent Rocks, Bureau Land Management
La Bajada Welcome Center
Santa Fe River Canyon, BLM and Forest Service

SANTA FE AREA

El Rancho de las Golondrinas Living History Museum
Santa Fe River State Park
Palace of the Governors
Museum of Indian Arts and Culture
Holy Cross Catholic Church, 1733
San Francisco de Assisi Church, 1815
San Miguel Mission
Santuario de Guadalupe 18th Century Mission Museum
Pecos National Historical Park
Bandelier National Monument
Santa Fe National Forest
Santa Fe National Historic Trail

ESPANOLA AREA

Nambe Lake
Santa Clara Pueblo
Puyé Cliff Dwellings
Santuario de Chimayo Church, 1816
San Juan Pueblo
Oñate Monument and Visitors Center

REFERENCES

- Architectural Research Consultants, Inc.
1994 "El Viaje: A Planning Study for El Camino Real Interpretive Center." Report prepared for Museum of New Mexico State Monuments.
- Arnon, Nancy S., and W. W. Hill
1979 "Santa Clara Pueblo." In *Handbook of North American Indians*. Volume 9, *Southwest*, edited by Alfonso Ortiz, 296–307. Washington: Smithsonian Institution.
- Baxter, John O.
1987 *Las Carneradas: Sheep Trade in New Mexico, 1700–1800*. Albuquerque: University of New Mexico Press.
- Beck, Warren A., and Ynez D. Haase
1969 *Historical Atlas of New Mexico*. Norman, OK: University of Oklahoma Press.
- Bloom, Lansing B.
1937 "The Chihuahua Highway." *New Mexico Historical Review* 12, (3) (July 1937): 209–217.
- Bieber, Ralph P., editor
1937 *Southern Trails to California in 1849*. Glendale, CA: The Arthur H. Clark Company.
- Bodine, John J.
1979 "Taos Pueblo." In *Handbook of North American Indians*. Volume 9, *Southwest*, edited by Alfonso Ortiz, 255–267. Washington: Smithsonian Institution.
- Brown, Donald N.
1979 "Picurís Pueblo." In *Handbook of North American Indians*. Volume 9, *Southwest*, edited by Alfonso Ortiz, 268–277. Washington: Smithsonian Institution.
- Bureau of Land Management. United States Department of the Interior
1992 *El Camino Real de Tierra Adentro*, edited by Gabrielle Palmer. Cultural Resources Series, no. 11, Santa Fe, NM.
1995 *La Cienega Area of Critical Environmental Concern: Coordinated Resource Management Plan*. Prepared by Taos Resource Area and Albuquerque District Office. [Albuquerque].
- Camino Real Project
1990 *El Camino Real: Un Sendero Histórico*. Exhibit Catalog developed in cooperation with the Latin American Institute, University of New Mexico, with support from the National Endowment for the Humanities, the New Mexico Endowment for the Humanities, and the New Mexico State Highway and Transportation Department.
- Chaput, Donald
1975 *Francois X. Aubry: Trader, Trailmaker, and Voyageur in the Southwest, 1846–1854*. Glendale, CA: The Arthur Clark Company.
- Crampton, C. Gregory, and Steven K. Madsen
1994 *In Search of the Spanish Trail: Santa Fe to Los Angeles, 1829–1848*. Salt Lake City: Gibbs-Smith.
- deBuys, William
1985 *Enchantment and Exploitation: The Life and Hard Times of a New Mexico Mountain Range*. Albuquerque: University of New Mexico Press.

- Edelman, Sandra L.
1979 "San Ildefonso Pueblo." In *Handbook of North American Indians*. Volume 9, *Southwest*, edited by Alfonso Ortiz, 308–316. Washington: Smithsonian Institution.
- Edelman, Sandra A., and Alfonso Ortiz
1979 "Tesuque Pueblo." In *Handbook of North American Indians*. Volume 9, *Southwest*, edited by Alfonso Ortiz, 330–335. Washington: Smithsonian Institution.
- Elliott, Michael L.
1988 *The Archeology of Santa Fe: A Background Report for the City of Santa Fe, New Mexico*. Archeological report 87–13. Santa Fe: NMP Jemez Mountains Research Center.
- Ellis, Florence Hawley
1989 *San Gabriel del Yonque as seen by an Archeologist*. Santa Fe, NM: Sunstone Press.
- Forest Service, United States Department of Agriculture
1980 *Description of the Ecoregions of the United States*, compiled by Robert G. Bailey. Miscellaneous publication 1391. Prepared in cooperation with U.S. Fish and Wildlife Service. Washington.
1995 *Description of the Ecoregions of the United States*, compiled by Robert G. Bailey. Second edition, revised and expanded. Miscellaneous publication 1391. Washington.
- Fugate, Francis L., and Roberta B. Fugate
1989 *Roadside History of New Mexico*. Missoula, MT: Mountain Press Publishing.
- Gregg, Josiah
1954 *Commerce of the Prairies*. Edited by Max L. Moorhead. Norman, OK: University of Oklahoma Press.
- Gutiérrez, Ramón A.
1991 *When Jesus Came, the Corn Mothers Went Away: Marriage, Sexuality and Power in New Mexico, 1500–1846*. Stanford, CA: Stanford University Press.
- Hafen, LeRoy R., and Ann Hafen
1954 *Old Spanish Trail: Santa Fe to Los Angeles*. Glendale, CA: The Arthur H. Clark Company.
- Hewett, Edgar L., and Wayne L. Mauzy
1953 *Landmarks of New Mexico*. Prepared by School of American Research. Albuquerque: University of New Mexico Press.
- Humboldt, Alexander von
1808 *Ensayo político sobre el reyno de Nueva España*. Madrid: Imprenta de Nuñez.
- Jones, Oakah L.
1979 *Los Paisanos: Spanish Settlers in the Northern Frontier of New Spain*. Norman, OK: University of Oklahoma Press.
- Lambert, Marjorie F.
1979 "Pojoaque Pueblo." In *Handbook of North American Indians*. Volume 9, *Southwest*, edited by Alfonso Ortiz, 324–329. Washington: Smithsonian Institution.
- Marshall, Michael
1991a "Archeological Survey of El Camino Real de Tierra Adentro: The 1991 BLM Jornada del Muerto Survey: An Interim Report and Preliminary Draft of the Field Notes." On file at Bureau of Land Management office, Santa Fe, NM.

REFERENCES

- 1991b "El Camino Real de Tierra Adentro: An Archeological Investigation. The 1990 New Mexico Historic Preservation Division Survey." Prepared by El Camino Real Project and Cibola Research Consultants for the New Mexico Historic Preservation Division.
- Marshall, Michael, and Henry Walt
1984 *Rio Abajo Prehistory and History of the Rio Grande Province*. Santa Fe, NM: New Mexico Historic Preservation Division.
- Metzgar, Joseph V.
1977 "The Atrisco Land Grant, 1692–1977." *The New Mexico Historical Review* 52 (4) (1977): 269–291.
- Moorhead, Max L.
1958 *New Mexico's Royal Road, Trade and Travel on the Chihuahua Trail*. Norman, OK: University of Oklahoma Press.
- National Park Service. United States Department of the Interior
1979 *Kiva, Cross and Crown: The Pecos Indians and New Mexico, 1540–1840*, by John L. Kessell. Washington.
- 1985 *Trail of Tears: National Historic Trail Feasibility Study and Environmental Assessment*. Denver.
- 1987 *California and Pony Express Trails: Eligibility/Feasibility Study and Environmental Assessment for National Historic Trail Authorization*. Denver.
- 1990 *Santa Fe National Historic Trail Comprehensive Management and Use Plan*. Denver.
- 1991 "Alternative Concepts for Commemorating Spanish Colonization."
- 1994a *Comerciantes, Arrieros y Peones: The Hispanos and the Santa Fe Trade*, by Susan Calafate Boyle. Professional Paper 54. Santa Fe, NM: Southwest Cultural Resources Center.
- 1994b *Petroglyph National Monument Cultural Landscape Overview*, prepared by Peggy S. Froeschauer, with contributions by Anne Goldberg, Southwest Regional Office. Santa Fe, NM.
- 1995 "Historical Dictionary of Place Names Associated with *El Camino Real de Tierra Adentro*." Project Director, Joseph P. Sánchez; Researchers, Bruce A. Erickson and Angélica Sánchez-Clark; Assistant Researchers, Chantal Cramaussel and Salvador Alvarez; Cartographical Consultant, Carolyn Finnance, Spanish Colonial Research Center. On file at NPS offices in Albuquerque and Santa Fe, New Mexico.
- 1996a "Toward a Definition of the Spanish *Camino Real*: *Cabañas*, Villas, Armies, and the Spanish Crown", Joseph P. Sánchez, María Luisa Pérez González, and Bruce A. Erickson, that is on file at the Spanish Colonial Research Center and the Long Distance Trails Group Office - Santa Fe.
- 1996b El Paso Missions Special Resource Study, Texas
- National Park Service, United States Department of the Interior, and Santa Fe Trail Association
1991 *Certification Guide, Santa Fe National Historic Trail*. Santa Fe, NM.
- New Mexico. Office of the Secretary of State
1993 *New Mexico Blue Book, 1993–1994*. Santa Fe, NM.
- Nostrand, Richard L.
1993 "The New Mexico-Centered Hispano Homeland." *Journal of Cultural Geography*, 13 (2) (Spring–Summer 1993): 47–59.
- Omernik, J. M.
1995 "Ecoregions: A Framework for Managing Ecosystems." *The George Wright Forum* 12: 35–51.

- Ortiz, Alfonso
 1979 "San Juan Pueblo." In *Handbook of North American Indians*. Volume 9, *Southwest*, edited by Alfonso Ortiz, 278–295. Washington: Smithsonian Institution.
- Pearce, T. M.
 1965 *New Mexico Place Names: A Geographical Dictionary*. Albuquerque: University of New Mexico Press.
- Plains Electric Generation and Transmission Cooperative, Inc.
 n.d. "New Mexico County Profiles." Prepared for New Mexico Economic Development Department.
- Pratt, Boyd C., and David H. Snow
 1988 *The North Central Regional Overview*. Volume 1: *Historic Overview of North Central New Mexico*. Santa Fe, NM: New Mexico Historic Preservation Division.
- Sánchez, Joseph P.
 1987 *The Rio Abajo Frontier 1540-1692, A History of Early Colonial New Mexico*, An Albuquerque Museum History Monograph, Albuquerque, New Mexico.
 1996 "Bernardo Gruber and the New Mexico Inquisition, 1668–1671." In *Río Abajo Frontier, 1540–1692: A History of Early New Mexico*, prepared by Albuquerque Museum. Albuquerque. First edition was published in 1987.
- Sandoval, David Alex
 1978 "Trade and the Manito Society in New Mexico, 1821–1848." Ph.D. dissertation, University of Utah, Salt Lake City.
- Scurlock, Dan, Peggy A. Gerow, and David Kammer
 1995 "The Cultural Resources of Tomé Hill: A Multidisciplinary Investigation." Prepared for Valencia County, NM, and Valley Improvement Association, Albuquerque by Office of Contract Archeology, University of New Mexico.
 1988 "The Rio Grande Bosque: Ever Changing." *New Mexico Historical Review* 63(2):131–140
- Simmons, Marc
 1988 *New Mexico: An Interpretive History*. Albuquerque: University of New Mexico Press.
 1993 *Trade Fairs and Markets in New Mexico: Tracing the Roots of Trading from the Aztecs to the Spanish Culture*. Inside Santa Fe and Taos Series. Santa Fe, NM: El Rancho de Las Golondrinas.
- Speirs, Randall H.
 1979 "Nambé Pueblo." In *Handbook of North American Indians*. Volume 9, *Southwest*, edited by Alfonso Ortiz, 317–323. Washington: Smithsonian Institution.
- Staski, Edward
 1994 "Status Report: Archaeological Investigations at the Paraje San Diego Site, Southern New Mexico." Prepared by New Mexico State University.
- Weber, David J.
 1992 *The Spanish Frontier in North America*. New Haven, CT: Yale University Press.
- Work Projects Administration. Writers' Program.
 1940 *The WPA Guide to 1930s New Mexico*. Tucson, AZ: University of Arizona Press.

STUDY TEAM

NATIONAL PARK SERVICE

Denver Service Center

Lawrence Beal, Community Planner — Job Captain
Susan Calafate Boyle, Historian
Nola Chavez, Landscape Architect
David Hesker, Visual Information Specialist
Holly Kirchner, Natural Resource Specialist
Dana Kinsey, Historian
Lou Layman, Writer / Editor
Michael LeBorgne, Project Manager
Jon Nickolas, Writer / Editor

Colorado Plateau Support Office, Albuquerque

Milford Fletcher, Program Leader, Geographic Information Systems
David Frederick, Geographic Information Systems Specialist

Harpers Ferry Center, Denver Office

Sam Vaughn, Interpretive Planner

Long Distance Trails Group Office — Santa Fe

David Gaines, Superintendent

Spanish Colonial Research Center, Albuquerque

Joseph P. Sánchez, Superintendent
Bruce A. Erickson, Historian
Carolyn Finnance, Research Assistant
Angélica Sánchez-Clark, Linguist/Historian

CONSULTANTS

Bob Spude, Historian, Southwest Support Office, National Park Service, Santa Fe
Salvador Alvarez, Historian, Universidad Autónoma de Ciudad Juárez
Chantal Cramaussel, Historian, Universidad Autónoma de Ciudad Juárez

TECHNICAL TEAM MEMBERS

Bureau of Land Management, U.S. Department of the Interior

Steve Fosberg, State Archeologist, Santa Fe, New Mexico
John Roney, District Archeologist, Albuquerque
Paul Williams, Archeologist, Taos Resource Area
Linda Rundell, District Manager, Las Cruces
Charles Carroll, Archeologist, Socorro Resource Area

Forest Service, U.S. Department of Agriculture

Southwest Regional Office, Albuquerque

U.S. Fish and Wildlife Service, U.S. Department of the Interior

Phil Norton, Manager, Bosque del Apache National Wildlife Refuge
David Siegel, Archeologist

State of New Mexico

A. Robert Baca, Director, Museum of New Mexico State Monuments
Richard Hooker, New Mexico Arts, a Division of the Office of Cultural Affairs
Norman Nelson, New Mexico Land Office
Philip Shelley, New Mexico State Historic Preservation Office
Michael Pitel, New Mexico Department of Tourism
Bill Taylor, New Mexico State Highway and Transportation Department

State of Texas

Curtis Tunnell, Executive Director, Texas Historical Commission

American Indian Groups

Acoma Pueblo, New Mexico
Cochiti Pueblo, New Mexico
Hopi Tribe, Arizona
Isleta Pueblo, New Mexico
Jemez Pueblo, New Mexico
Laguna Pueblo, New Mexico
Mescalero Apaches, New Mexico
Nambe Pueblo, New Mexico
Picuris Pueblo, New Mexico
Pojoaque Pueblo, New Mexico
San Juan Pueblo, New Mexico
San Ildefonso Pueblo, New Mexico
San Felipe Pueblo, New Mexico
Sandia Pueblo, New Mexico
Santa Clara Pueblo, New Mexico
Santa Ana Pueblo, New Mexico
Santo Domingo Pueblo, New Mexico
Taos Pueblo, New Mexico
Tesuque Pueblo, New Mexico
Ysleta del Sur, Texas
Zia Pueblo, New Mexico
Zuni Pueblo, New Mexico

Mexico

José Luis Perea, Instituto Nacional de Antropología e Historia, Chihuahua

Others

Theo R. Crevenna, Deputy Director, Latin American Institute, University of New Mexico
Michael Marshall, Private Archeological Consultant, Corrales, New Mexico
Gabrielle Palmer, Executive Director, the Camino Real Project, Inc., Santa Fe, New Mexico
Sheldon Hall, Mission Trail Association, El Paso, Texas
Dan Scurlock, Environmental Historian, Wingswept Research, Albuquerque, New Mexico



As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

Publication services were provided by the graphics staff, Resource Planning Group, Denver Service Center.
NPS D-2A / March 1997

