Overview: A Destiny Fulfilled
In this lesson, students will explore primary resources to learn about the role of the Magoffin family in the support and construction of railroad lines that led to the rapid urbanization of El Paso in the late 1800s.

U.S. History Since 1877 TEKS
(3) History. The student understands the political, economic, and social changes in the United States from 1877 to 1898. The student is expected to:
   (B) analyze economic issues such as industrialization, the growth of railroads, the growth of labor unions, farm issues, the cattle industry boom, the rise of entrepreneurship, free enterprise, and the pros and cons of big business;
   (C) analyze social issues affecting women, minorities, children, immigrants, urbanization, the Social Gospel, and philanthropy of industrialists.

(29) Social studies skills. The student applies critical-thinking skills to organize and use information acquired from a variety of valid sources, including electronic technology. The student is expected to:
   (A) use a variety of both primary and secondary valid sources to acquire information and to analyze and answer historical questions;
   (B) analyze information by sequencing, categorizing, identifying cause-and-effect relationships, comparing and contrasting, finding the main idea, summarizing, making generalizations, making predictions, drawing inferences, and drawing conclusions;
   (D) use the process of historical inquiry to research, interpret, and use multiple types of sources of evidence;
   (H) use appropriate skills to analyze and interpret social studies information such as maps, graphs, presentations, speeches, lectures, and political cartoons.

Materials
- Historical images for display/distribution
- **Magoffin’s Early Years** and **All (Rail)Roads Lead to El Paso** primary source activity materials
- Magoffin Home State Historic Site introductory video [https://youtu.be/gEaU653U03A](https://youtu.be/gEaU653U03A)
Vocabulary

- **urban**: typical or characteristic of a city, as opposed to rural/country
- **urbanization**: the process of becoming a city or taking on an urban way of life

**Historical Context**

The coming of the railroad is known to be the single most impactful development in the history of El Paso. The railroads caused a boom in population, industry, and politics by bringing people and goods to and through El Paso from the eastern and western United States and from Mexico.

Upon his father’s death in 1868, Joseph Magoffin moved with his family to El Paso to claim his land inheritance. Joseph Magoffin and his family gained wealth and influence in early El Paso through the sale of holdings, which included 1,280 acres (including Magoffinsville and the future site of the Magoffin home in the El Paso area), over 600 acres southeast of El Paso, and acreage in Canutillo and Presidio Counties.

Prior to arriving in El Paso, Magoffin had lived in cities that experienced a railroad boom. He had seen the advantages that the rail industry brought to cities and investors long before El Paso’s first train arrived in 1881. Railroad development brought new money, new industry, and urbanization to El Paso, transforming it from a rural frontier village into a diverse border city.

With his extensive landholdings, Magoffin was prominent among the El Paso railroad boosters or supporters. Almost every rail company had to buy land from Magoffin to build their lines through El Paso. In 1880-1881, these transactions brought the family over $19,000, more than $400,000 in today’s money.

**Activity: El Paso Then and Now**

10 minutes

- Display/distribute Augustus Koch’s 1886 bird’s-eye view map of El Paso and the Google Earth 3D image. Point out the location of the Magoffin home on both maps. [On the 1886 map, the Magoffin home is an L-shaped building east of the city on Magoffin Street. The home is surrounded by a large orchard of fruit trees. The Texas & Pacific Rail Station is three blocks north of the Magoffin home.]
- Give students five minutes to compare and contrast the images. What landmarks, geographic features, etc. have changed and what features have remained the same?
  - Differences may include the modernization of the city buildings; overall expansion of the city’s footprint.
  - Similarities may include the presence of the Rio Grande River, the bridges spanning the river, and the two rail yards in the city.
Activity: The Magoffins and El Paso
10 minutes

- View the Magoffin Home introductory video found at youtu.be/gEaU653U03A. Tell students they may take notes in order to answer questions following the video.
- After the video, ask:
  - Where was Joseph Magoffin born? (Mexico)
  - From whom did Joseph inherit the land in El Paso? (his father)
  - In what year did Joseph and Octavia move into the El Paso home? (1877)
  - What type of agriculture surrounded the Magoffin home? (fruit orchards)
  - The Magoffin home is the oldest surviving structure of what kind in the region? (adobe)
  - The home is one of the best examples of what southwest architectural style? (territorial)
  - How many generations of the Magoffin family lived in the home? (four)
  - What other interesting facts did you learn? (answers will vary)

Primary Source Activity: All (Rail)Roads Lead to El Paso
30 minutes

- Divide the class into pairs or small groups.
- Explain that in this activity, students will study primary source documents to explore the impact of the railroad on El Paso’s growth in the late 1880s.
- Distribute the El Paso population growth chart, 1885 Texas Business Directory article, 1883 Texas railroad system map, Texas city population growth chart, and the railroad activity worksheet. After the activity is completed, share responses and check for accuracy.
- If possible, provide an enlarged or electronic image of the 1883 railroad system map as students will need to read small text in tables to answer the questions.
Answer Key:

1. 104,813 miles
2. Other large railroad cities, including El Paso, have rail lines approaching from almost every direction, creating a web of lines meeting in those cities. Austin and Galveston, comparatively, have limited rail access. **Discussion extension:** Could this limitation have affected industrial development in these towns in the following decades?
3. Both cities have international rails leading into Mexico. El Paso’s and San Antonio’s economies benefited from the sale of Mexican goods brought into the U.S. as well as shipment and sale of U.S. goods in Mexico. These U.S. cities were important connections for people traveling to and from Mexico.
4. Gulf of Mexico
5. Railroad Construction in the United States (top left), List of Railroad Towns in Texas  (bottom left)
6. Southern Pacific
7. 1285 miles
8. mountains
9. Texas and Pacific
10. Texarkana, Dallas, Fort Worth

<table>
<thead>
<tr>
<th>City</th>
<th>1883 Pop.</th>
<th>1920 Pop.</th>
<th>Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austin</td>
<td>15,540</td>
<td>34,876</td>
<td>1.24</td>
</tr>
<tr>
<td>Dallas</td>
<td>20,152</td>
<td>158,976</td>
<td>6.89</td>
</tr>
<tr>
<td>El Paso</td>
<td>3,029</td>
<td>77,560</td>
<td>24.61</td>
</tr>
<tr>
<td>Fort Worth</td>
<td>15,050</td>
<td>106,482</td>
<td>6.08</td>
</tr>
<tr>
<td>Galveston</td>
<td>34,297</td>
<td>44,255</td>
<td>0.29</td>
</tr>
<tr>
<td>Houston</td>
<td>24,500</td>
<td>138,276</td>
<td>4.64</td>
</tr>
<tr>
<td>San Antonio</td>
<td>30,187</td>
<td>161,379</td>
<td>4.35</td>
</tr>
</tbody>
</table>
Resource Image: Portrait of Joseph Magoffin
Portrait of Joseph Magoffin, c1870s. Courtesy of Magoffin Home State Historic Site.

Star indicates the arrival of the railroad in El Paso.
Resource Images: El Paso Railway Stations

**Union Depot in El Paso**

**Texas and Pacific Railway Station**
Activity Image: Bird’s Eye View Map of El Paso
Activity Image: Google 3D View of El Paso
Primary Source Activity: Texas Railroad System Map, 1883

RAILROADS.

The first railroad to reach El Paso was the Southern Pacific. Starting from San Francisco, this road runs through Southern California, Arizona and New Mexico, 1285 miles, to El Paso. The first train ran into town May 13, 1881, opening up a winter route from the Pacific coast to the shores of the Atlantic. In less than three weeks after, the first train from the north arrived over the line of the Atchison, Topeka & Santa Fé. This popular line, starting from Kansas City, runs 1275 miles to El Paso and opens up to our merchants the trade of the fruitful and productive Valley of the Rio Grande. This line is a wonderful example of what energy, enterprise and capital can do to conquer nature in her wildest aspect, and to lovers of mountain scenery a trip over the Santa Fé road is a genuine treat.

About the time the Santa Fé got into El Paso the Texas & Pacific was making strenuous efforts to get over the ground, and the whistle of its first locomotive echoed through the town January 1, 1882. This line extends from Texarkana, via Dallas and Fort Worth, to El Paso, a distance of 1,000 miles, but taken with its connections—it is a part of the great Gould system—it controls 9,000 miles of track. The road passes through the richest pastoral districts of Texas, and has been an important factor in the progress of the counties through which it passes.

The Galveston, Harrisburg & San Antonio line did not enter the city until January 12, 1883. It was built to a junction with the eastern division by the construction gangs of the Southern Pacific, who immediately, on completion of the latter road, were set to work without a halt to build from El Paso eastward. The Galveston, Harrisburg & San Antonio extends from El Paso, via Houston, by connections to New Orleans, a distance of 1275 miles.
Primary Source Activity: Texas Cities Population Growth Chart
Texas Almanac

Calculate the growth rate for the following cities from 1883 to 1920 using the following formula:

\[ \text{Growth Rate} = \frac{\text{Present} - \text{Past}}{\text{Past}} \]

<table>
<thead>
<tr>
<th>City</th>
<th>1883 Pop.</th>
<th>1920 Pop.</th>
<th>Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austin</td>
<td>15,540</td>
<td>34,876</td>
<td>1.24</td>
</tr>
<tr>
<td>Dallas</td>
<td>20,152</td>
<td>158,976</td>
<td></td>
</tr>
<tr>
<td>El Paso</td>
<td>3,029</td>
<td>77,560</td>
<td></td>
</tr>
<tr>
<td>Fort Worth</td>
<td>15,050</td>
<td>106,482</td>
<td></td>
</tr>
<tr>
<td>Galveston</td>
<td>34,297</td>
<td>44,255</td>
<td></td>
</tr>
<tr>
<td>Houston</td>
<td>24,500</td>
<td>138,276</td>
<td></td>
</tr>
<tr>
<td>San Antonio</td>
<td>30,187</td>
<td>161,379</td>
<td></td>
</tr>
</tbody>
</table>
Primary Source Activity: All (Rail)Roads Lead to El Paso

Use the primary sources to answer the questions.

**Texas Railroad System Map 1883**

1. Using the “Railroad Construction in the United States” table in the top left corner, how many miles of rail were in operation in 1881?

2. How are the rail lines of Austin and Galveston different from those of the other large cities?

3. What do El Paso and San Antonio have in common regarding railways? How might this affect their economies and societies?

4. What large body of water is shown on this map?

5. What other table of information is included on this map?

**Mexico Business Directory Article 1885**

6. According to the article, what was the first railroad to reach El Paso?

7. How many miles long is the Southern Pacific railroad from its start to El Paso?
8. On the Atchison, Topeka & Santa Fe railroad, what scenery would travelers see on their way from Kansas City to El Paso?

9. What railroad arrived in El Paso in 1882?

10. What three other cities were on Texas and Pacific route to El Paso?

**Texas Cities Population Growth Chart**

Complete the activity using the separate worksheet.
Site Visit Recommendations

- Complete the pre-visit lesson or other introductory lessons prior to your field trip.
- Divide students into small groups, each with an adult chaperone.
- Make sure students bring pencils. Pens and markers are not allowed in the exhibits.

Information

To schedule a site visit field trip for your students, please call 915-533-5147. For admission prices and hours of operation, please visit us online at http://visitmagoffinhome.com.

Contact Us

1120 Magoffin Ave.
El Paso, TX 79901
915-533-5147
magoffin-home@thc.texas.gov