MUSEUM OF NEW MEXICO

OFFICE OF ARCHAEOLOGICAL STUDIES

INVESTIGATIONS ALONG NM 26: THE FLORIDA DUMP SITE, LUNA COUNTY, NEW MEXICO

by
Peter Y. Bullock

Submitted by
Yvonne R. Oakes
Principal Investigator

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ADMINISTRATIVE SUMMARY

Between August 16 and September 3, 1993, the Office of Archaeological Studies, Museum of New Mexico, conducted investigations at the site of LA 69469 located on NM 26 at Florida, Luna County, New Mexico. Mapping, field analysis, and archival research were conducted at the request of the New Mexico State Highway and Transportation Department to determine the extent, age, and importance of the cultural material present within the current right-of-way, and its relationship to the history of the settlement of Florida.

The site of LA 69469 dates from the early twentieth century to the 1950s. Most of the cultural material was probably associated with the occupants of the railroad section house. This was confirmed by archival research and interviews. The data potential for the portion of the site located within the right-of-way is determined to be minimal beyond that already recorded, and no further investigations are recommended.

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ACKNOWLEDGMENTS

We would like to thank the people of Deming who helped us piece together the story of Florida. Special thanks to Dolly Shannon, archivist at the Deming, Luna County, Mimbres Museum in Deming, Pete Measday, Carl Hoagland, who shared his knowledge of the railroads, and Mr. and Mrs. Edward "Smokey" Nunn. Lastly, we'd like to thank the staff of the Deming Public Library and the Luna County Court House, for their help and assistance.

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INTRODUCTION

At the request of the New Mexico State Highway and Transportation Department, archaeological investigations were conducted at LA 69469 on NM 26 in Florida, New Mexico, on State land administered by the New Mexico State Highway and Transportation Department (Fig. 1). Mapping, field analysis, and archival research were conducted by archaeologists from the Office of Archaeological Studies, Museum of New Mexico, under State Land Permit SP-89. Fieldwork was carried out between August 16 and September 3, 1993, by Peter Y. Bullock, assisted by Sibel Melik. Yvonne Oakes acted as principal investigator. Figures were drafted by Ann Noble, the report was edited by Robin Gould, and the photographs were printed by Nancy Warren.

The site is a historic trash scatter, or informal dump, connected with the railroad station and section at Florida, Luna County, New Mexico. The legal description of the site is T 22S, R 7W, Section 9, the W½ of the NW¼. The UTM is Zone 13, E257700, N3589110. Investigations were conducted at LA 69469 to determine the extent, age, and importance of the portion of the site located within the highway right-of-way.

Prior to conducting fieldwork, current listings of the *National Register of Historic Places,* the *State Register of Cultural Properties,* and the site files of the Archeological Records Management Section were consulted, and no sites listed on, nominated to, or approved for submission to either inventory are located in the vicinity of LA 69469.

This report complies with the provisions of the National Historic Preservation Act of 1966 (as amended).

ENVIRONMENT

LA 69469 is located on NM 26, 14 miles northeast of Deming. The site is on level alluvial sedimentary deposits near the foothills of Cooke's Range, at an elevation of 1,366 m (4,510 ft). Cooke's Peak is an irregular dome of porphyry with uplifted, overlaying sedimentary limestone and shales on its slopes (Dorton 1933:141-142).

Vegetation in the area is primarily mixed desert grassland (Castetter 1956:256, fig. 1), with snakeweed, creosote bush, mesquite, yucca, and prickly pear present in disturbed or overgrazed areas (Brown 1982:127-129); Levine 1993:2).

Fauna native to the region includes pronghorn antelope, deer, jackrabbit, and various rodents and birds (Brown 1982:127-129).

Climate for the Florida area is classified as low desert. Temperatures range from 40.0 to 77.2 degrees F, with a mean average of 58.9 degrees F. The hottest temperatures occur in July, the coldest temperatures occur in January. Precipitation averages 25.4 cm (10 inches) per year, with 60 percent occurring as midsummer showers (Gabin and Lesperence 1977:202).

CULTURAL OVERVIEW

Prehistory

The PaleoIndian period (10,000 to 7000 B.C.) is traditionally characterized by the hunting of large Pleistocene animals, including the now-extinct bison, giant ground sloth, and mammoth. Large distinctive lanceolate points were used. These have been divided morphologically and chronologically into Clovis, Folsom, and Plano types (LeBlanc and Whalen 1980).

The Archaic period (7000 B.C. to A.D. 200) is characterized by mobile groups of hunters and gatherers. Subsistence focused on the hunting of smaller game, and the gathering of wild plant resources. In this area the Archaic has been defined as the Cochise Culture and is divided into three phases: the Sulphur Springs phase (7500 B.C. to 3500 B.C.), Chiricahua phase (3500 B.C. to 1500 B.C.), and the San Pedro phase (1500 B.C. to A.D. 200) (LeBlanc and Whalen 1980). Archaic sites from all three phases generally consist of lithic artifact scatters with diagnostic projectile points and ground stone artifacts. Pit structures appear in the San Pedro phase.

Most archaeological work done in the southern portion of New Mexico has focused on the Mogollon occupation (A.D. 200 to 1450). The transition from the Archaic to the Mogollon is marked by the appearance of ceramics beginning with Alma Plain Brown Wares (Stuart and Gauthier 1981). The early part of the Mogollon period, including the Pinelawn phase (A.D. 250-550), the Georgetown phase (A.D. 550-650), the San Francisco phase (A.D. 650-850), and the Three Circle phase (A.D. 859-975), was dominated by the use of pit structures. Masonry surface structures, including full-scale pueblos, appear in the Mimbres phase (A.D. 975-1150), a time also noted for distinctive classic Mimbres pottery. Both the later Animas phase (A.D. 1150-1375) and the Salado phase (A.D. 1300-1450) are characterized by adobe architecture thought to be influenced through contact with the Casas Grandes culture to the south (Martin 1979).

A hiatus occurs between the disappearance of the Salado culture and the appearance of the Apaches. Some theorize (LeBlanc and Whalen 1980:316) that the Salado peoples may have evolved into one of the local groups present in northern Mexico, such as the Jocome or the Conchos. These groups all were subsumed by the Spanish under the general label of *Apache* in the historical period. Our inability to distinguish late nonpueblo sites, coupled with the limited work done in the area, adds to the difficulty in identifying possible descendants of the Salado.

History

The early Spanish accounts from 1680 to 1750 for southern New Mexico include accounts of a number of Indian groups such as the Jocome, Suma, Manso, Jano, and Apache. The linguistic affiliations of most of these groups have never been satisfactorily resolved. Although the Apache are known to be Athabascan, there is some disagreement over a possible Uto-Aztecan affiliation for the other four groups (Forbes 1957; Griffin 1983). It is likely that at least some of these groups inhabited the Florida area, but the archaeological evidence is scarce.

The Chiricahua Apache were first recorded living in the southwestern portion of New Mexico in 1687 by Father Kino (Opler 1983:402). Spanish mining in the region and attempts at settlement quickly led to hostile relations between the Chiricahua Apaches and the Spanish. These hostilities continued until the beginning of American control in 1848. Despite heavy investments of men and effort by the Spanish, little headway was made against the Apaches (Opler 1983:403). One by-product of the Mexican Revolution in 1821, was the withdrawal of military forces from southern New Mexico. An unofficial truce soon went into effect. Within several years, irritating incidents began to occur between the two groups and warfare resumed (Opler 1983:405).

The first "official" American presence in the Florida area was the arrival of the Mormon Battalion commanded by General Cooke, November 1846, during the Mexican War (Couchman 1990:30). In 1848 the area was covered by the Treaty of Guadalupe-Hidalgo, becoming part of the United States.

The California gold rush of 1849 brought heavy use of the area by immigrants and gold seekers on their way to California (Couchman 1990:73). This use of the area by Americans in transit to the goldfields of California resulted in increasing conflicts with the Chirichaua Apaches living in the area. Warm Springs Reservation was established in the 1860s, but continued raiding by its inhabitants resulted in the reservation ultimately being dissolved and the Apaches moved to the San Carlos Apache Reservation in Arizona. Intermittent hostilities continued until final defeat of the Apaches in 1886 (Opler 1983:408).

Plans for a transcontinental railroad included a southern alternative route that traversed the area of Cooke's Peak. A survey of the area around Cooke's Spring was conducted by the Office of Exploration and Surveys, part of the United States War Department, commanded by Lt. Parke, in March of 1854 (Couchman 1990:61-62). A route further north was ultimately chosen for the railroad line.

An Anglo-American presence was established in the Florida area with the construction of the Butterfield Stage Line in 1858 (Anonymous 1942:24). This stage line connected the settlement of Mesilla with Tucson, and continued on to California. The Cooke's Spring stage coach station and depot was built to take advantage of the water provided by Cooke's Spring. These adobe structures were located ½ mile east of the spring (Humphries 1939:10).

The spring was the only reliable source of water between the Mimbres River and the Rio Grande. It was named Cooke's Spring in 1846 by a lieutenant in the command of Colonel Cooke. Now named Ft. Cummings Spring, this is the largest spring in Luna County (Anonymous 1942:1).

The Butterfield Stage Line ceased operations in 1860 with the start of the Civil War. By October 2, 1963, Ft. Cummings had been built adjacent to the old stage coach station near the spring (Humphries 1939:33).

Ft. Cummings was the only walled fort built in New Mexico. Located at Cooke's Spring, at the entrance to Cooke's Canyon, its designated purpose was to protect mail carriers, immigrant wagon trains, and freighters using the Butterfield Trail, from marauding Apaches (Giese 1991:17-18; Anonymous 1942:9). Fort Cummings was closed in August of 1873.

Lead and silver were discovered at Cooke's Peak in 1875 (Anonymous 1978:5). Because of problems with the Apaches, the fort was reopened in 1880 manned with black troops (known as Buffalo Soldiers) of the 9th Calvary (Anonymous 1978:5). The Apaches led by Nana were defeated by the 9th Cavalry in 1881. The garrison at Ft. Cummings also protected the region from lawless whites and Mexicans (Leckie 1967:230-234). The presence of these black troops allowed the civil authorities in both Texas and New Mexico to perform their duties and establish civil law (Leckie 1967:259).

FLORIDA

The second transcontinental railroad line was completed in 1881, with the joining of the Atchison, Topeka, and Santa Fe Railroad with the Southern Pacific Railroad in southern New Mexico, at a place later named Deming (Clark 1958:145). *The Grant County Herald* (December 11, 1880, p. 3.) announced that the AT & SF Railroad had reached a point 5 miles southeast of Ft. Cummings, in the area of Florida, by December 11, 1880.

Florida was established in 1881 with the completion of the railroad line (Clark 1958:145). Railroads usually put in wells as needed along their tracks to supply water to their steam engines. At Florida this was not the case, since a good supply of water was readily available only 6 miles to the west at Ft. Cummings Spring (formerly Cooke's Spring) (Couchman 1990:204). A deal was concluded between the Federal Government and the AT & SF Railroad in 1882 regarding the spring. The railroad would clean the spring and cover it, in exchange for half the water (estimated at 50,000 gallons a day), which would be piped to the tracks at their nearest point (Couchman 1990:206). Cooke's Spring was covered, and water piped to the railroad line located 6 miles away for use by the railroad in steam engines (Anonymous 1942:1). The presence of water made the location a logical place for a station and section house. Porter Station (Florida) was established in 1882 (Couchman 1990:207).

There is some discrepancy regarding the name Florida. It may have been named for the Florida Mountains located to the south, but possibly was named for the multitude of flowers on the slopes of Cooke's Peak (Pearce 1965:57). According to Pearce (1965:57), Florida was first named Porter Station, and then Cummings. The name of Florida was registered with the postal officials in 1900, but changed the same year to Cybar with that name becoming effective in 1904. In July 1927, an application was made to change the name of the post office from Cybar back to Florida. This name change became effective in 1928. The Florida post office remained in service from 1928 until post office consolidation in 1940 (Woodward 1971).

Supplies for Fort Cummings were delivered by way of the new railroad station at Florida. Because it was felt that new equipment would be wasted on black soldiers, most of this consisted of second-hand equipment and the worst horses in the army (Leckie 1967:259). The supplying of the fort continued until Fort Cummings was again closed in August 1884. It was reoccupied in 1886 because of renewed troubles with the Apaches. Fort Cummings closed permanently on October 3, 1886.

A heliograph station was established at Ft. Cummings as part of the sunlight-powered communication system designed to monitor the movements of potentially hostile Apaches. The system was refined in 1890, but closed the same year (Couchman 1990:218-219). There are no records of how the heliograph stations were supplied. Ft. Cummings was transferred to the Bureau of the Interior, October 20, 1891 (Frazer 1965:98).

Florida was never actually a town. It remained a train station and housing for railroad crew until the section house and section crew house were closed in 1954 (Carl Hoagland, pers. comm. 1993). A post office, and later a school was built to serve the needs of the section crew and their families based in Florida. One ranch house (still standing) was built at Florida, taking advantage of the proximity to the train station.

According to Carl Hoagland, a former section chief for the Southern Pacific Railroad, housing for the section crews was built to standards among the railroads in southern New Mexico. This housing consisted of long buildings made up of pairs of rooms, with a living room and a bedroom. Usually of wood construction, some section crew quarters in Texas, New Mexico, and Arizona were built of cast concrete (Hoagland, pers. comm. 1993). Each section crew member, and whatever family he had with him, lived in these two-room suites. A section crew house of this type was recorded for Rodeo, New Mexico (Levine 1990:7). Section crews at the AT & SF Railroad were comprised of six men. At the Southern Pacific Railroad, the section crews consisted of either six or eight men (Carl Hoagland, pers. comm. 1993).

The railroad section chief lived in a free-standing, two-story, six-room frame house. A room on the second floor of the Florida section chief's house was rented by Ethel Measday (Pete Measday, pers. comm. 1993), school teacher at the Florida school from 1933 through 1935 (Anonymous 1978:26).

Most supplies for the section chief and the crew were provided by the railroad, shipped into Florida once a month from the district office. After the end of World War II, supplies for the Florida section house were brought by truck from Deming (Carl Hoagland, pers. comm. 1993).

For a number of years a small store, housed in a one-room adobe shed, provided a limited selection of basic merchandise to railroad employees and travelers. The store was operated by the rancher living adjacent to the station (Edward "Smokey" Nunn, pers. comm. 1993).

The train schedule was published in *The Deming Headlight*. In 1940, both a northbound and southbound train had daily scheduled stops in Florida. The railroads switched to diesel power in 1943. Although section crews continued to be used, repair shops were converted to diesel servicing, and water tanks were torn down. Use of the water tank at Florida was transferred to the local ranchers by the railroad, insuring its continued existence to the present day (Edward "Smokey" Nunn, pers. comm. 1993).

The entry of the United States into World War II resulted in a shortage of American workers for railroad section crews. In the American southwest, Mexican nationals were hired by the railroads to fill these vacancies. In the Deming area, most of these men were from the town of Palomas, Chihuahua. Although they were allowed to bring their families with them to live in the section houses, most left their families in Mexico and commuted back and forth on their days off (Carl Hoagland, pers. comm. 1993). These railroad workers were included in the Bracero program from 1941-1947 (Scruggs 1979:91). Mexican nationals were replaced by Mexican-Americans in 1947. The section chiefs remained Anglo-Americans until the closure of the section houses in 1954 (Carl Hoagland, pers. comm. 1993). Labor relations with the management of the AT & SF Railroad were generally good, with racial problems minimal. In the Deming area this contrasted sharply with the labor-management problems and racial trouble present at the Southern Pacific Railroad (Kern 1983:55-56).

A school was put into operation by the railroad prior to 1920 (Figs. 2 and 3), run as a private venture. Classes at Florida were first held in abandoned boxcars until a building could be constructed (Anonymous 1978:20). The Florida school was transferred to Luna County and operated as a rural county school, with state certified teachers (Wiley 1968:53), under the

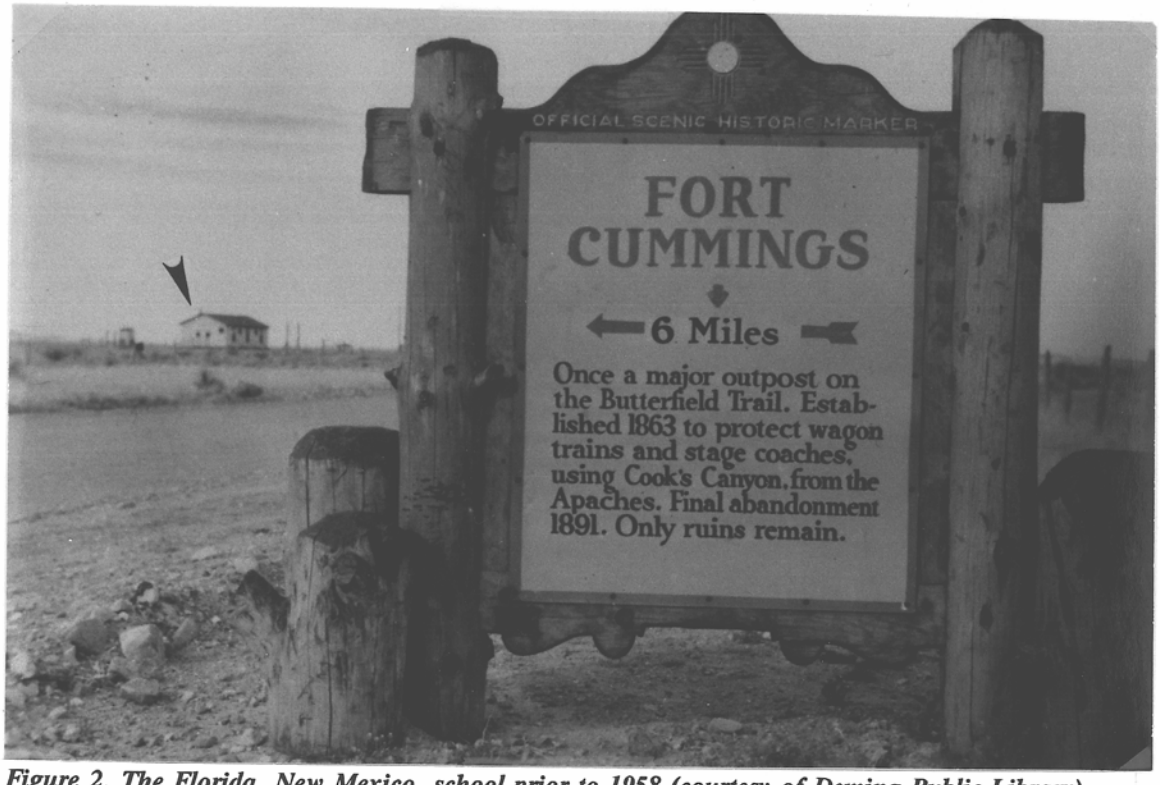

Figure 2. The Florida, New Mexico, school prior to 1958 (courtesy of Deming Public Library).

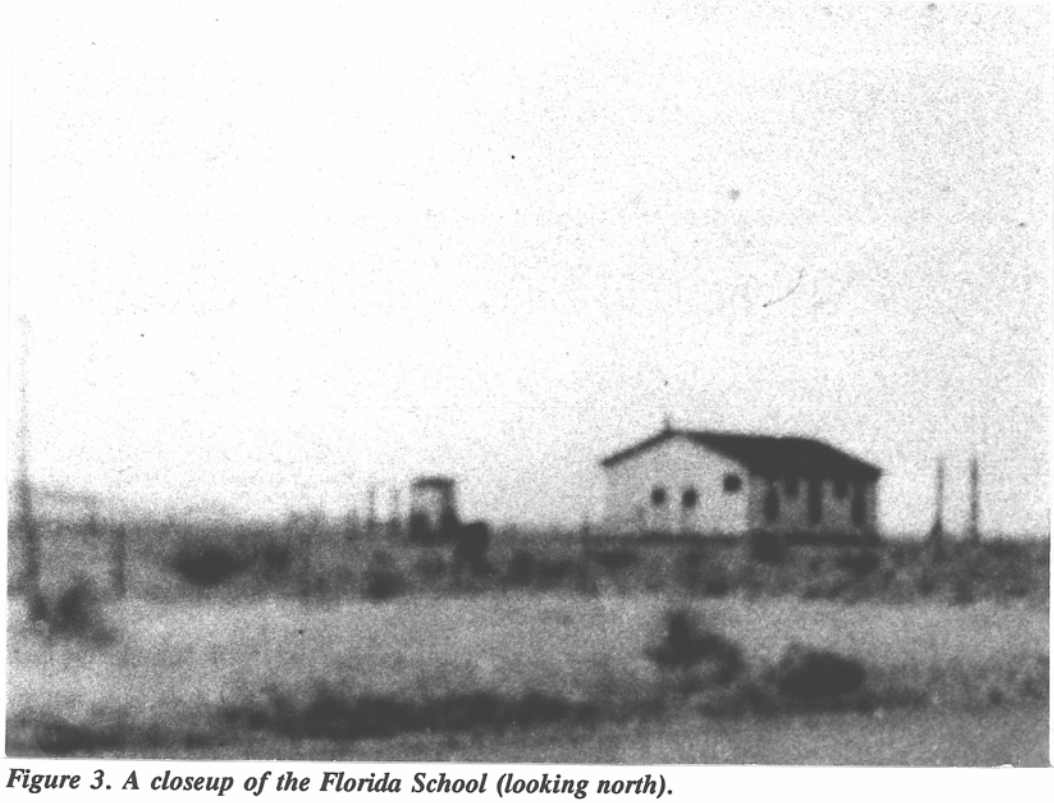

Figure 3. A closeup of the Florida School (looking north).

Figure 4. Florida, New Mexico, as it appears today (looking southeast).

Figure 5. Florida, New Mexico, as it appears today (looking northeast).

auspices of the State School Code of 1923 (Wiley 1968:43). The Florida school operated as a rural county school until closing in 1938. The last teacher at Florida School was Mrs. Ruth Bibrey, who taught until 1938 (Anonymous 1978:26).

Lead ore (containing some silver and gold) (Anonymous 1903:13), and later manganese ore was mined and shipped from the Cooke's Peak mining district (Northrop 1959:571; Anonymous 1942:1) by way of Florida. Mining expanded with the construction of the railroad station at Florida. This allowed direct shipments of ore to the smelters in El Paso (Couchman 1990:218-219), making this the most valuable lead mining area of New Mexico (Couchman 1990:211). By 1897, 12 working mines were shipping 20 tons of ore a day, with a value of $600.00 a ton, out of Florida Station (Couchman 1990:227).

A daily stage connected the Cooke's Peak mining district with the Florida station until 1897 (Sherman and Sherman 1975:56). Operated by Brockou Mitchell, the stage charged $1.50 to go the 6 miles. Mail was carried to Cooke's Peak by the stage, but once the stage line stopped, it had to be picked up in Florida. Mail for Cooke's Peak was routed through Nutt instead of Florida after 1905 (Couchman 1990:230). Little mining was being done after 1911, although efforts were made to revive the manganese mines in the Deming area during World War II. Some manganese shipments did go out of Florida, but the ore wasn't rich enough for the mines to be viable (Pete Measday, pers. comm. 1993).

The AT & SF Railroads' Lake Valley branch closed in 1934, increasing the importance of both the Nutt and Florida Stations as cattle shipping points. This only slowed the decline in livestock taking place in the area (Myrick 1970:159). The decline continued through the 1930s, the result of both poor market conditions and prolonged drought (Anonymous 1942:22). Decreasing numbers of cattle continued to be shipped from Florida until the AT & SF Railroad finally ceased shipping livestock from Florida in the mid-1950s (Carl Hoagland, pers. comm. 1993). Livestock raised in the Florida area is now shipped to markets in trucks by way of Deming (Ashabranner and Conklin 1989:23).

The main east-west route shifted south by 1890, running parallel to the Southern Pacific railroad tracks from Las Cruces to Deming and on to Arizona (Couchman 1990:227). The road to Cooke's Peak came from Nutt by way of Florida, west and parallel to the railroad tracks (Couchman 1990:236). NM 26 came south from Hatch and ended at Florida Station as late as 1940, with the road from Florida to Deming just a rough wagon trail following along the eastern side of the railroad tracks (Figs. 4 and 5).

Local concern that NM 26 would never be built past Florida was strong in Deming. *The Deming Headlight* of August 9, 1940 (vol. 58, no. 50), reported that the Deming Chamber of Commerce executive committee wired the Governor of New Mexico, John E, Miles, asking about the status of the road. Governor Miles replied that the project would go to bid no later than August 31, 1940.

A proposal for the construction of NM 26 from Florida to Deming, went out to bid August 20, 1940 (*The Deming Headlight,* August 16, 1940 [vol. 58, no.51]). The road was moved to the western side of the railroad tracks, and graded and graveled. According to *The Deming Headlight* of September 27, 1940 (p. 1), work on the road began on September 21, 1940.

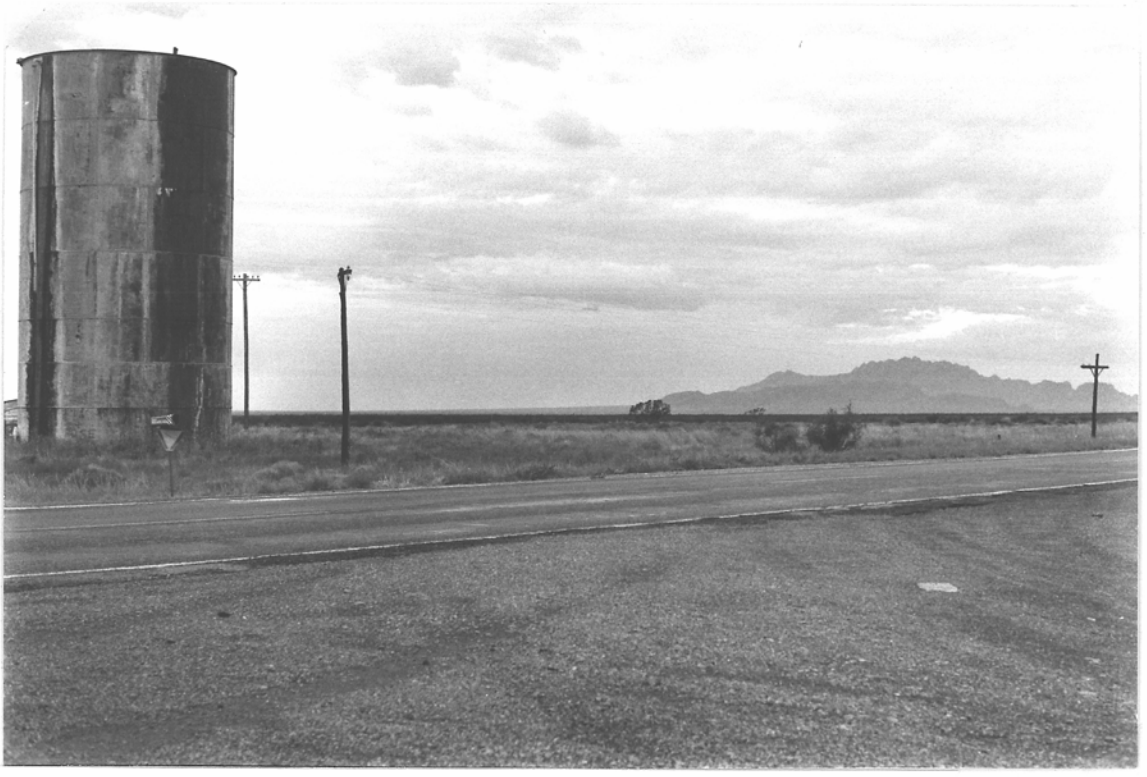

Figure 6. The Florida dump (looking south).

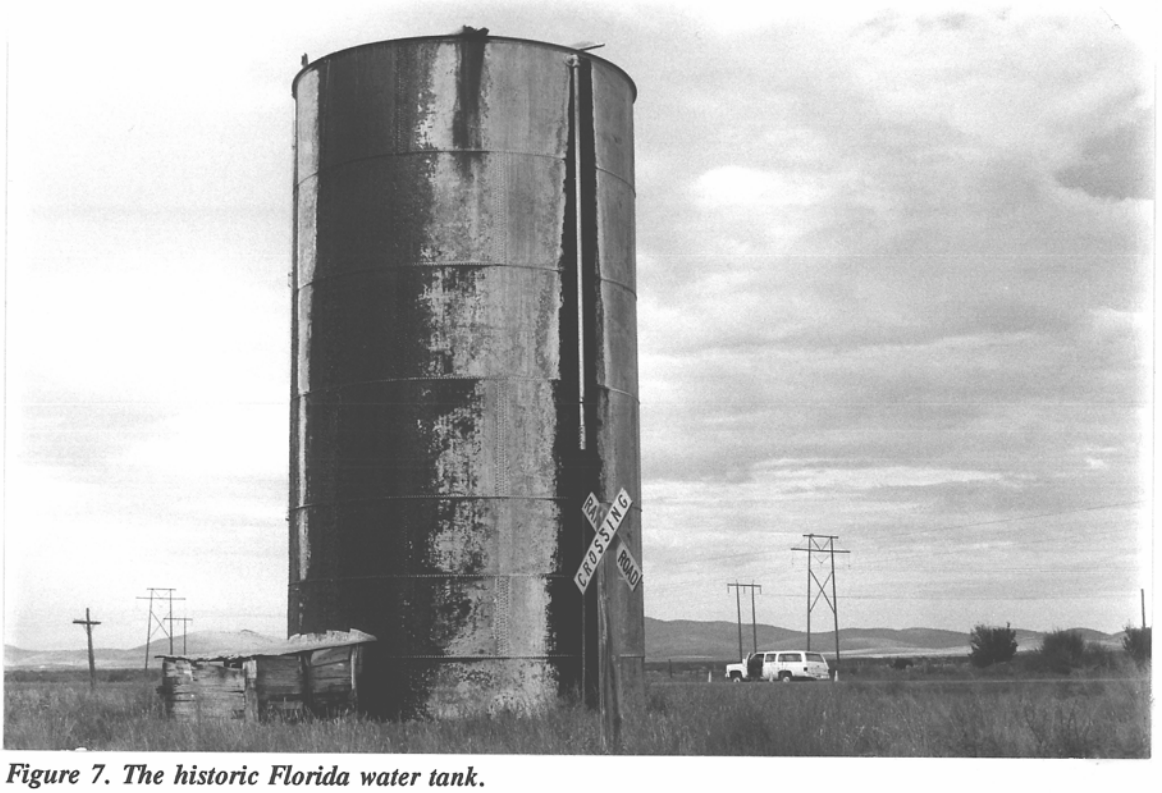

Figure 7. The historic Florida water tank.

The project engineer was A. L. Meadows, the contractor was Henry Thygerson of Albuquerque. NM 26 was first oiled in 1942 (Mrs. Edward Nunn, pers. comm. 1993) (Fig. 6).

Florida is now part of the Nunn Ranch, with Cooke's Peak owned by the Hyatt family (Edward "Smokey" Nunn, pers. comm. 1993). The Hyatts, living directly to the west, moved to the Cooke's Peak area from Fredricksburg, Texas, by way of Cloudcroft, in 1897 (Ashabranner and Conklin 1989:28). The Nunns have lived in the area since the 1890s (Ashabranner and Conklin 1989:50). One ranch house (now the property of the Nunns), stock pens, and the water tank are all that remains of Florida (Fig. 7).

SITE DESCRIPTION

LA 69469 was recorded during a survey of the right-of-way of NM 26. The site was described as a diffuse historic artifact scatter measuring 338.3-by-18.2 m. (Levine 1993). An addendum to the survey extended the site south across SR NM for a length of 215 m (Fig. 8).

LA 69469 is a sheet refuse deposit extending north from the general area of the Florida Station and section buildings. The construction of NM 26 in 1940 bisected the site. Subsequent roadwork, railroad maintenance, utility line maintenance, and utility construction have all affected the site. The site was heavily dug in the 1970s and 1980s by bottle hunters. Any portion of the site that may have been located to the west of the highway right-of-way was removed by the construction of a water control berm. Most surface artifacts, particularly glass and ceramics, have been reduced to small fragments, a situation common to sheet refuse deposits (Rothschild and Blakwill 1993:76).

Two features were located at LA 69469. Both are small foundations located within the site area, but outside of the right-of-way adjacent to the railroad. Feature 1 is a small concrete and rock rectangular foundation measuring 1.67 by 2.10 m. The interior of this foundation had been filled with crushed limestone.

Feature 2 is also a structural foundation. This foundation measures 2.54 by 4.55 m. The feature is constructed of dry-laid cut stone blocks. The visible feature walls are one block wide, with three courses visible within the interior of the foundation.

Both features indicate the locations of outbuildings probably associated with the railroad, based on their close proximity to the existing railroad line. Identification of surface artifacts assigned the site to the historic period.

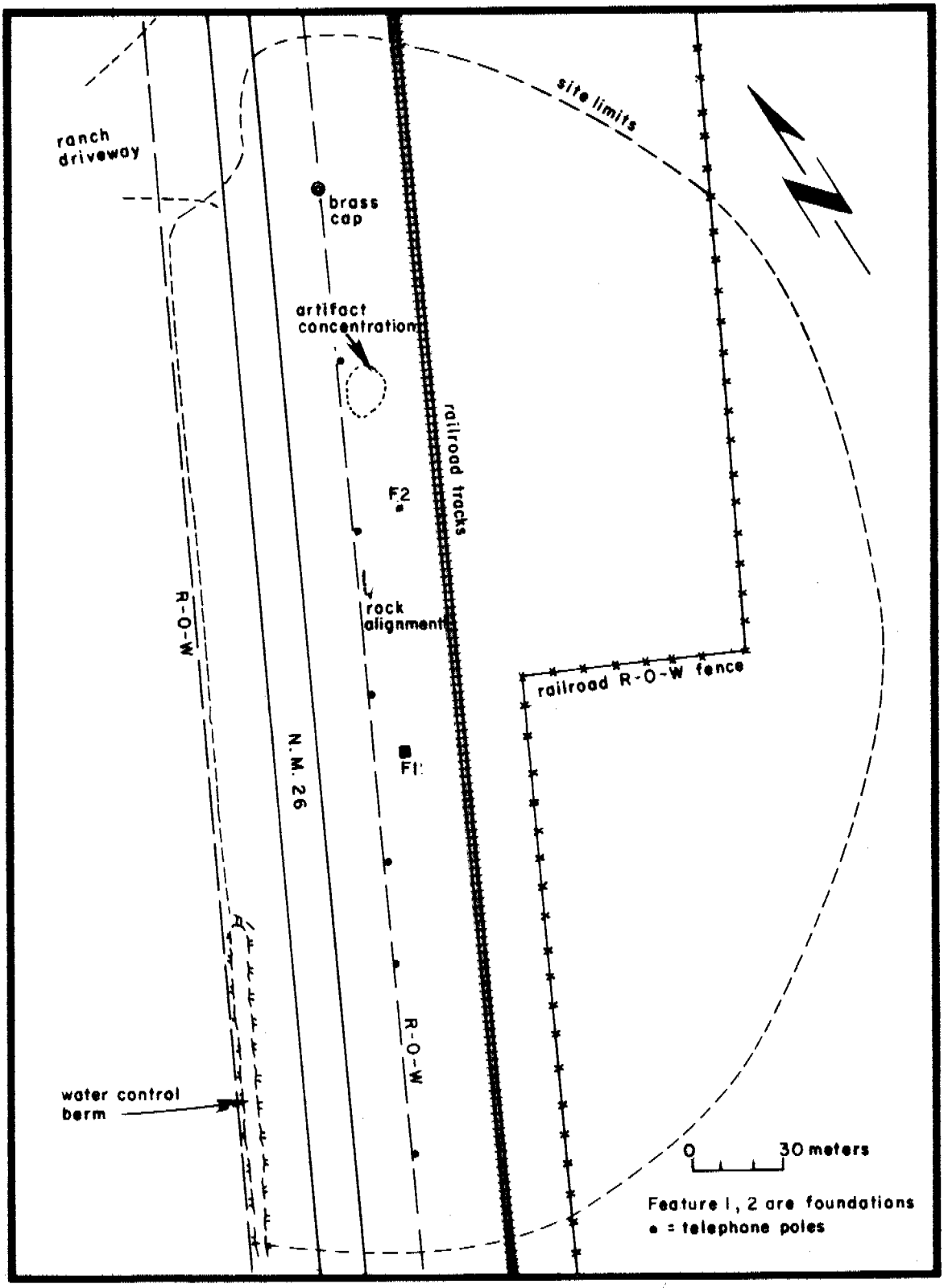

Figure 8. LA 69469 site map.

FIELD METHODS

LA 69469 was first inspected through the use of walked transects, spaced at 15-m intervals, to determine the site limits, and to record possible features that may have been present. A site map was made, with all site features, as well as modern elements associated with the site (highway, telephone poles, etc.), plotted using a transit, stadia rod, and 50 m tape.

A second series of walked transects was used to locate surface artifacts. These were pinflagged as found. Once surface artifacts for the total site had been located, infield analysis was conducted. All surface artifacts were recorded until all located had been analyzed. A total of 7,141 surface artifacts were analyzed. No artifacts were collected. The site, all recorded features, and diagnostic ceramics were described and photographed.

Once the surface artifacts from the site were recorded, archival research was carried out at the Deming-Luna County Mimbres Museum, the Luna County Courthouse, Deming Public Library, and the New Mexico State Library. Local informants were interviewed to provide information about Florida.

ANALYTICAL METHODS

To facilitate field analysis, artifacts were divided and analyzed by material type. The data collected in this manner was later divided into functional categories. These categories included household effects, domestic, food, indulgences, child-related artifacts, construction/maintenance, personal effects, leisure, hardware, and transportation. Within each category, artifacts were grouped with different, yet related uses.

Functional Categories

A total of 7,170 artifacts were analyzed and divided into functional categories.

Food

A total of 537 artifacts related to food procurement or consumption were analyzed. This comprised 7.7 percent of the total assemblage. Of this total, 496 are cans, and 61 are bottles and jars.

Domestic

Domestic items totaled 1,897 artifacts. This formed 26.4 percent of the total surface assemblage. Of this, porcelain totaled 41 pieces, Euroamerican ironstone 1,768 pieces, and glassware 78 pieces. Three pieces of flatware were recorded, one was stainless steel, one was silverplate, the third was stainless steel with a plastic handle. Seven pieces of Mexican pottery were also recorded.

Personal Effects

Personal items are limited to use by a specific individual. Twenty-eight items, or .3 percent of the total assemblage were classified as personal. This total included 10 clothing-related artifacts, 3 of which were buttons. Five containers were classified as personal items based on their known contents. One was a *Vick's Vaporub* jar, one *Milk of Magnesia* jar, one *Mentholatum Deep Heating Rub* jar, and two were cold cream jars. Other personal artifacts were a fragment of a German stein, a single-edge razor blade, a brass nail file, and a glass eyecup. Nine bullet shells were also included in this category.

Indulgences

This category contains 39 artifacts, or .5 percent of the total assemblage. Nineteen items are tobacco tins. Beer cans total 7. Fragments of 13 soft drink bottles comprise the rest of these

items.

Child-Related Artifacts

Child-related artifacts totaled 21 items, or .3 percent of the total artifact assemblage. Three porcelain doll dishes, five porcelain doll fragments, four toy wheels, five marbles, one plastic toy fragment, and three bicycle parts comprise this category of items.

Household

Household items comprise 1.2 percent of the total assemblage, or 89 items. Seven enameled pails, pans, and coffeepots and 68 crock fragments are part of this collection. Six pieces of a "National" glass washboard, 1 kerosene lamp base, and 3 lamp chimney fragments are also included in this category. Also included in household-related artifacts, are 4 pieces of cast iron stoves.

Transportation

Artifacts related to transportation totaled 98, or 1.4 percent of the total artifact assemblage. Automobile-related items totaled 72. Railroad-related items totaled 19. Farm and ranch items comprised the remaining 7 items.

Construction/Maintenance

Construction materials totaled 16 items, or .2 percent of the total assemblage. This category is primarily comprised of asbestos siding, advertised for sale in *The Deming Headlight*, September 27, 1940 (vol. 59, no. 5). Other items in this category are two bricks, one sewer tile fragment, and part of a ceramic doorknob.

Hardware

Hardware related items totaled 194, or 2.7 percent of the category total. A total of 28 barrel straps were recorded. The remaining 166 items are a miscellaneous collection of nails (both square finishing and machine-made round), bolts, screws, nuts, washers, cotter pins, etc.

Unknown

The largest category of artifacts recorded at Florida was unknown. This totaled 4,190 items, or 58.4 percent of the total assemblage. Of this total, 4,094 artifacts are glass, 95 artifacts are metal, and 1 item is rubber.

Summary

Although the unknown category is the largest at 58.4 percent, most of this is due to the fragmentary nature of the artifacts. This is particularly true of the glass included in this category, most of which has been reduced by exposure and disturbance. Household, food, and domestic categories usually considered necessities, total 35.3 percent of the complete assemblage.

Personal, indulgences, and child-related categories contain items that may be considered necessities or luxuries. These categories comprised 1.1 percent of the total artifact assemblage.

ARTIFACT DATING AND INTERPRETATION

Generally historical artifacts are easier to date than prehistoric artifacts. The sequence of manufacturing development is generally known (although not always), and quite often makers' marks are present. The documented span of use of makers' marks can give a beginning and ending date of manufacture. This does not however, necessarily reflect the end of the artifact's period of use. Functional items are used continuously until their usefulness ends. Items are also curated within families as heirlooms, or collected by individuals as antiques. The second-hand use of functional items also serves to prolong their lifespans beyond that indicated from just their makers' marks.

Oakes (1983) devised a technique for dating historic sites based on a mean date for glass. This method utilizes glass, which is separated and assigned dates based on color alone: aqua (1880-1930), amethyst (1808-1920), amber (1920-1930), brown (1880-present), clear (1915-present). A weighted mean and standard deviation were then calculated based on the range of dates for each glass color as well as dates based on makers' marks.

A similar method of dating historic sites, based on ceramics instead of glass, was devised by South (1977) using earthenware (1830-1900), stoneware (1870-present), and porcelain (1660-present). A weighted mean date and standard deviation were calculated based on the range of dates for the ceramics present combined with the recorded makers' marks.

No exact date for the site is available through the use of either of these dating methods. Artifacts associated with each date could have come from any year within the given range of dates. Either system also tends to skew the calculated dates toward the earlier end of the occupation period. This occurs because of the assumption that artifacts are not used beyond their period of manufacture.

In the case of the Florida dump, it is possible to qualify the resulting dates through use of precise dates of the settlement. From archival sources we know that no historic structures existed at Florida prior to the building of the railroad in 1881 and the construction of the station in 1882. The population of Florida remained small, and was primarily Mexican or Mexican-American after 1941. We also know that only one local ranch family has lived in Florida since the railroad section was closed in 1954.

Dates for the artifact assemblage at the Florida dump site (LA 69469) form two major clusters. These dates cluster at 1880-1920, based on hole-in top cans and purple glass (Gillio et al. 1980) and mold seams (Toulouse 1969), and at 1920-1940, based on ceramic makers' marks and depression glass (Florence 1990; Kovel and Kovel 1985; Spillman 1986). Although a number of artifacts were present that could be assigned to the 1940s and early 1950s, their numbers were extremely small. We know, however, that section crews continued to be present in Florida until 1954.

The key to why the artifact assemblage gives us an earlier date for the site than we know to be correct is contained in a statement by Carl Hoagland. According to him (pers. comm. 1993), section crews were comprised of Mexican nationals from Palomas, Chihuahua, after 1941.

Unlike the earlier railroad section gangs, these men did not have their families with them (the school had closed in 1938). Palomas, 45 miles distant, is close enough for these railroad workers to visit their families on their days off.

The lack of cultural material from this period and the economic situation of the railroad workers suggests that any glassware or ceramics in use at this time was for the most part probably second-hand. This could have been either household and domestic goods left by the preceding section crew members and their families, or articles acquired second-hand in Deming. The more expedient lifestyle of the later Mexican inhabitants is also indicated by this time-lag in the artifacts present (Carlson 1984:100-101).

The inhabitants of Florida, although far from cosmopolitan, were not isolated from the world economy (Stewart-Abernathy 1986:156). The community of Florida was connected with the outside world from its inception. Although this is obvious from its connection with the railroad, it is also indicated by an artifact assemblage that included material (particularly ceramics) from both Europe and Asia.

Florida, New Mexico, played an important role in the development of the area. It was involved in the last period of activity at Ft. Cummings, and in the development and later decline of both the Cooke's Peak mining district and local ranching. With a small population directly connected to the maintenance of the railroad, technological change ultimately made Florida redundant and it disappeared.

ASSESSMENT AND RECOMMENDATIONS

Information derived from the surface mapping and field analysis of surface artifacts at LA 69469, in combination with archival research on the community of Florida, provides valuable insight into site function and aids in the interpretation of that portion of the site located within the right-of-way of NM 26.

LA 69469 is a historic to recent period site dating from 1821 to 1954. The site consists of the community dump for the railroad station and section house at Florida. Artifacts occur as sheet refuse deposit. The foundations of two structures were located within the site boundaries, but both are located outside of the NM 26 right-of-way.

The site has suffered heavy modification from the construction of NM 26 in 1940 and its continued maintenance, from utility and water control construction, and from railroad maintenance. The site was heavily dug in the 1970s and 1980s by bottle hunters. The portion of the site adjacent to the railroad tracks east of the SR 26 right-of-way appears to be the only area intact with any degree of remaining integrity.

Although LA 69469 does contain important information concerning the history and settlement of Florida, New Mexico, the portion of the site located within the right-of-way of SR 26 is not likely to yield any information beyond that already documented. No further archaeological study is recommended.

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