

Santa Fé do Sul and Rubinéia (SP): conditions of urban history in the Far Northwest of the State of São Paulo

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ABSTRACT

This paper aimed to list the natural and social conditions that may have guided the dawn of some cities in the Far Northwest of São Paulo during the 20th century. Therefore, a case study was made on the urban history of Santa Fé do Sul and Rubinéia (SP) to relate the occupation and formation of cities with elements of landscape and society. The time frame that begins in the 19th century with the eviction of natives by the people of Minas Gerais, discusses the strategies of the coffee economy and the close relationship with railroads, culminating in the formation of both cities in mid-20th century. For this purpose, it was necessary a literature review regarding the occupation of the hinterland of São Paulo and the local urban history, besides a documental research in primary sources that discussed the urban spaces. The research develops qualitatively and analyzes, empirically, the initial morphology of the referred cities. The influence of the streams delimitating rural properties and how these bodies of water directed the railway was found, discovery that in turn guided the urban layout of the cities analyzed. About the social factors, it was found that Porto Taboado, Estrada de Ferro Araraquara and the socioeconomic context of the time were of great importance on forming and definition of the cities in the region. Finally, from the study of both cities, this paper discussed the historical processes that formed them and may serve as an aid for studies of urban history in the municipalities located in the same context.

KEYWORDS: Far Northwest of the State of São Paulo. Urban formation. Landscape and territory.

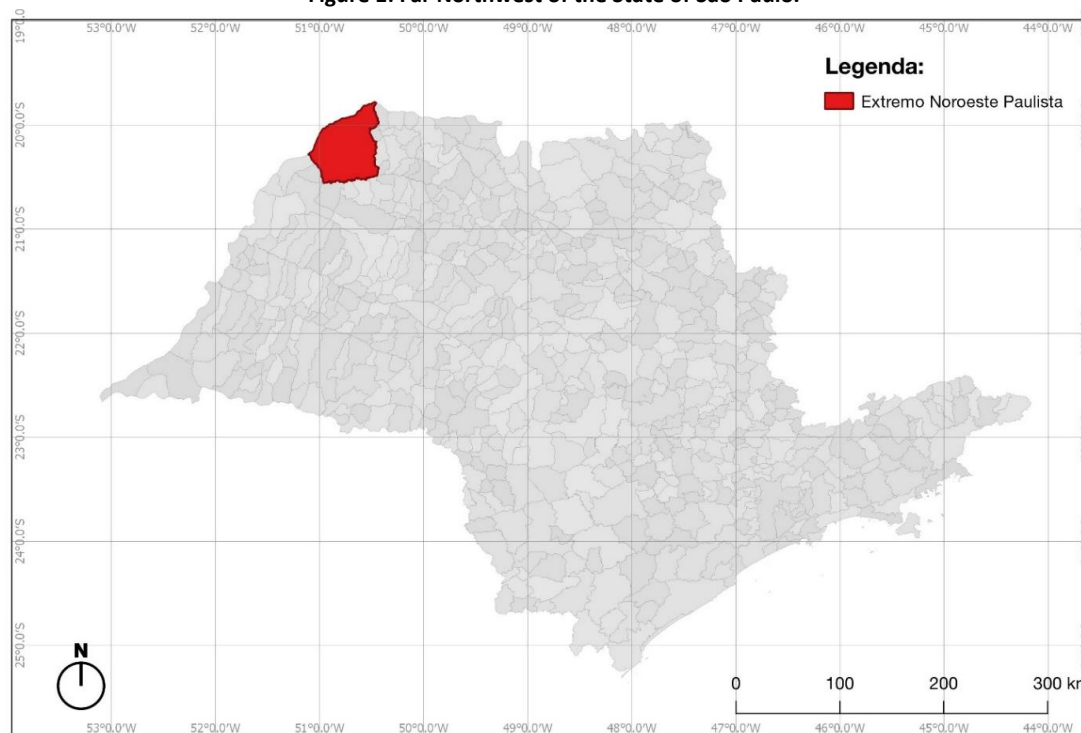
1 INTRODUCTION

Looking for a definition and delimitation of Urban History's field of study, Monteiro (2012) brings forward some senses: field that addresses the traits of urban and social formation of cities, or even, the economic and social processes that impacted the location. The author highlights that, in the literature, the city must not only be studied until its limits, namely, its internal area. The discussion suggests a study that's related to the peripheral space of the city and the network it is integrated to. This way, studying the urban history of a city means looking back to its formation and understanding far beyond the urban peculiarities, encompassing issues about the surrounding's landscape and the socioeconomic context. For instance, Constantino (2010) points out that in São Paulo West region, rivers and streams used to have a great importance to the farms' territory demarcation and, subsequently, originated tracts of lands, villages or properties (city's initial center). Therefore, some fundamental questions may precede the urban center's formation – the urban morphology may carry traits concerning the landscape and its primordial shaping while farm or tract of land. The same author adds that, in the region of Alta Araraquarense, the properties of many cities were conformed by rivers, and in other locations, the streams would divide the rural lands. Saraiva (2005) complements its explanation by saying that the presence of bodies of water in the cities offers structure, localization and development for them. As for the socioeconomic aspects, the formation of many cities in São Paulo West region is directly grounded on the coffee economic context of the State at the time – it's due to the coffee success that a complex and strong relationship between the coffee production, the railway system and the city formation is developed (CANO, 1977). One of the most outstanding cases is the company named Estrada de Ferro Noroeste do Brasil (CEFNOB): the forementioned company, aligned to the longings of coffee producers and landowners, expands to the fertile lands that were inhabited (by the white men) of São Paulo countryside, creating plants that became cities. The company looked for the fast transformation of these

cities into small urban centers in order to grant the safety and get flow spots related to good and passengers (GHIRARDELLO, 2002).

Before the exposed, this paper aims to develop a macro study of the urban history of Far Northwest of the State of São Paulo. This region (Figure 1), is inserted in the boundary of São Paulo, Mato Grosso do Sul and Minas Gerais and it's attached to the Administrative Region of São José do Rio Preto – SP (northwest region of the state). For the formal and systematic definition in this paper, the Far Northwest of the State of São Paulo will be established as the microregion of Jales – SP, however, other authors may include more or less cities in this zone.

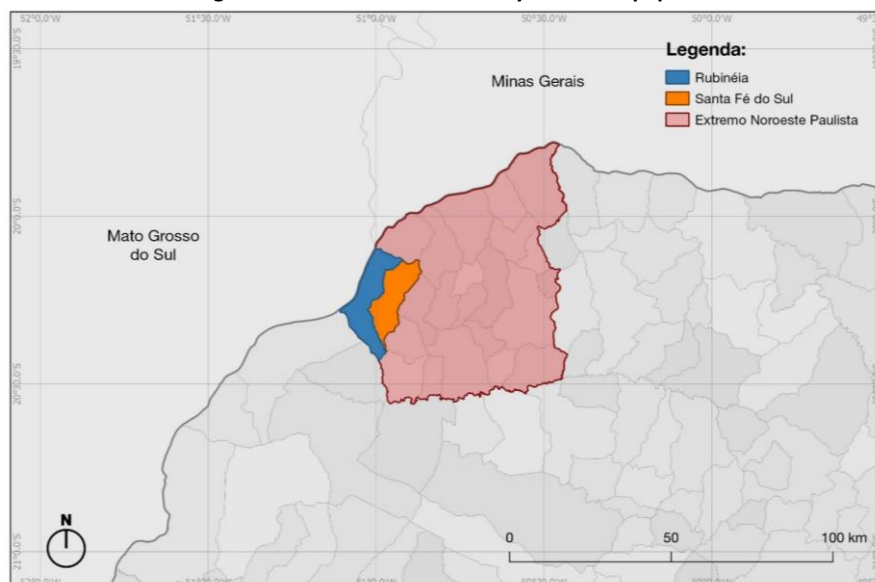
Figure 1: Far Northwest of the State of São Paulo.



Source: The Authors.

The analysis included a time frame from 19th century to the mid-20th century, as well as a space delimitation to the area of Santa Fé do Sul – SP, the “mother city” of many other cities in this region. Besides, the paper adds up a brief urban analysis of Rubinéia – SP, one of the cities that were formed because of Santa Fé do Sul’s influence (Figure 2). Finally, the discussions that are addressed in this paper may serve as basis for other researches, in a more focused level, upon the urban history of each city that’s located in the proposed zone, including its particular development.

Figure 2: The cities that are analyzed in this paper.



Source: The Authors

2 OBJECTIVES

The main objective that has guided this paper is identifying and discussing the determining factors that contributed with the urban formation of the Far Northwest of the State of São Paulo in the mid-20th century, highlighting cities like Santa Fé do Sul and Rubinéia (SP). For such, it was necessary i) figuring out how the occupation of vacant lands of the mentioned zone took place from the 19th century on; ii) identifying the first cities of the region and their role on the urban network formation; iii) associating the occupation of the zone with the economical and farming context and, at last, iv) analyzing the geographical situation of the cities that were mentioned, establishing a contextualization with their possible natural determining factors (landscape, topography, rivers, etc.), and human determining factors (ports, roads and paths).

3 METHODOLOGY

Following the methodology suggested by Groat & Wang (2002), the present paper is shaped in a historical-interpretative research, namely, it analyzes social and physical phenomenon inside complex contexts, explaining them through a holistic narrative. For such, it's crucial chasing after data for the identification, organization and analysis, forming then the historic narrative.

The first stage was carried out through the pursuit of primary and secondary sources. The primary sources come from a document collect already in progress. Therefore, the documents exposed in this paper were archived in public institutions (São Paulo State Archives

and Geographical and Cartographic Institute) and official registry archives (Santa Fé do Sul's Property Registration Office). Concerning the secondary sources, a particular research was carried out in repositories of papers, dissertations and thesis from the following keywords: "Rubinéia"; "Santa Fé do Sul"; "Far Northwest of the State of São Paulo"; "Araraquara Iron Railway"; "Taboado Port".

The second stage consisted of the identification and organization of the material that was collected, mainly the primary sources. Some of these sources had to be manipulated digitally because of the material's conservation state.

The third stage involved the analysis and reading of the material in superposition with the theoretical basis of the research. It was also necessary a source manipulation in order to turn both the analysis and the discussion more intuitive and educational (Figures 4 and 5). Besides, the primary sources served as basis for the historical reconstitution here presented (Figures 6 and 7). For such, it was necessary to rely on the following elements: Topographic map of Rubinéia (1965) – IGC; cadastral surveying plant of Rubinéia (s. d.) – CESP; air photography of Rubinéia (1962) – IGC and air photography of Rubinéia (1971) – IGC. The documents were properly handled, staggered and submitted to a CAD software so the empirical reconstitution could be composed.

Finally, all the discussion and theoretical basis here presented are connected in order to create the historical narrative that may answer the questions raised by the paper.

4 RESULTS AND DISCUSSION

4. 1 TOWARDS THE WEST: COFFEE, RAILROADS AND FARMING COMPANIES

According to Cano (1977), through the decadence of coffee production in Vale do Paraíba, caused by the inadequate topography, old and unproductive coffee plantations and the use of slave workforce, an expansion move gets started, going towards the lands of São Paulo's west region in the mid-19th century. In this area, farmers found a wide availability of fertile and flat lands, allowing, this way, the large-scale coffee production. However, the more it would spread to the State's countryside, more expensive and dangerous would be the product flow to the exportation ports. In this scenario, the railroad system arises and becomes one of the responsible for the increase in the coffee production and the development of the majority of cities in São Paulo's west region. Although the railroad had been already used in the coffee transport of Vale do Paraíba, its use was limited to just a few farmers and the system was precarious. On the other hand, the railroad complex formed in the west was too much extensive, private and state-owned, as well as responsible for the development of assorted cities in this area. In the words of Vera Chaia: "From the mid-19th century on, the coffee culture takes a



crucial importance both for the populating of São Paulo state and the Brazilian economy, that has in this culture its main exportation product¹” (CHAIA, 1980, p. 7).

The railroad line analyzed in this paper is the Araraquara Iron Railroad, that had a great importance to the São Paulo railroad complex and was founded previously to CEFNOB (mentioned in the introduction). Just like the Northwest, this railroad aimed to run the State through the ravines of Paraná river, reaching the land of Mato Grosso (current territory of Mato Grosso do Sul) and bringing the “national integration”, - the “towards the West” policy of the New State (SÃO PAULO, 1940). In the beginning, EFA achieved its desires: set off from Araraquara in the end of 19th century and reached São José do Rio Preto in 1912. However, its rails kept parked until 1940 and only in 1952 they arrived in the Presidente Vargas Port (Rubinéia railroad terminal), at Paraná River (MATOS, 1974). During the time gap, the 1929 Great Depression contributed to the coffee production and exportation’s downfall, carrying with its part of the railroad complex, since the binomial coffee-railroads was inseparable (CANO, 1977). Before this scenario, it was needed to think of new policies in order to keep this system:

The rural bourgeoisie looked for new investment ways to the capital reproduction, and one of the solutions was the creation, in 1934, of the Immigration and Colonization Agrarian Company, having the Iron Railroad São Paulo Company as its biggest shareholder, that lost with the flow and, consequently, with the coffee sales after the crisis, along with a group of coffee businessmen² (ROSAS, 2012, p. 6).

This way, the Immigration and Colonization Agrarian Company had a close bond with the Iron Railroad São Paulo Company (that, in its turn, would manage countless rail lines of the State, including Araraquara Iron Railway), what aligned the Company’s interests to the coffee economy. According to Rosas (2012), the Immigration and Colonization Agrarian Company introduced the small rural property trade policy: the Company would acquire farms (or parts) from landowners (by the way, many of them ruined because of the coffee crisis) and then sell it to the small producer. The farmer should pay off his debts with the Company as soon as possible, otherwise his land would be taken away from him. Due to this method, the coffee production was impossible, since the coffee plantations would take, on average, five years to start the production; that was why the Immigration and Colonization Agrarian Company encouraged the polyculture on the lands. The author adds up: “The nature of this shredding made by the Company was exclusively commercial, because by purchasing this area and sharing it into small pieces for sale, the average profit almost always would exceed 150%” (ROSAS, 2012, p. 7). In short, it’s noticed that this action was convenient to the Immigration and Colonization Agrarian

¹ In the original: A partir da segunda metade do século XIX, a cultura do café assume uma importância fundamental tanto para o povoamento do Estado de São Paulo, como para a economia brasileira, que tem nessa cultura seu principal produto de exportação. (CHAIA, 1980, p. 7)

² In the original: A burguesia agrária buscava novas formas de investimento para a reprodução do capital, e uma das soluções foi a criação, em 1934, da Companhia Agrícola de Imigração e Colonização (CAIC), tendo como maior acionista a Companhia Paulista de Estradas de Ferro, que perdera com a circulação e, conseqüentemente, com a venda do café após a crise, juntamente com um grupo de empresários cafeicultores. (ROSAS, 2012, p. 6)

Company due to the profit, repaying the investment of the farmers and making it possible its application on other more profitable sectors (the industrial, for instance).

4.2 FROM THE RAILROADS TO THE WEST RIVER PORTS

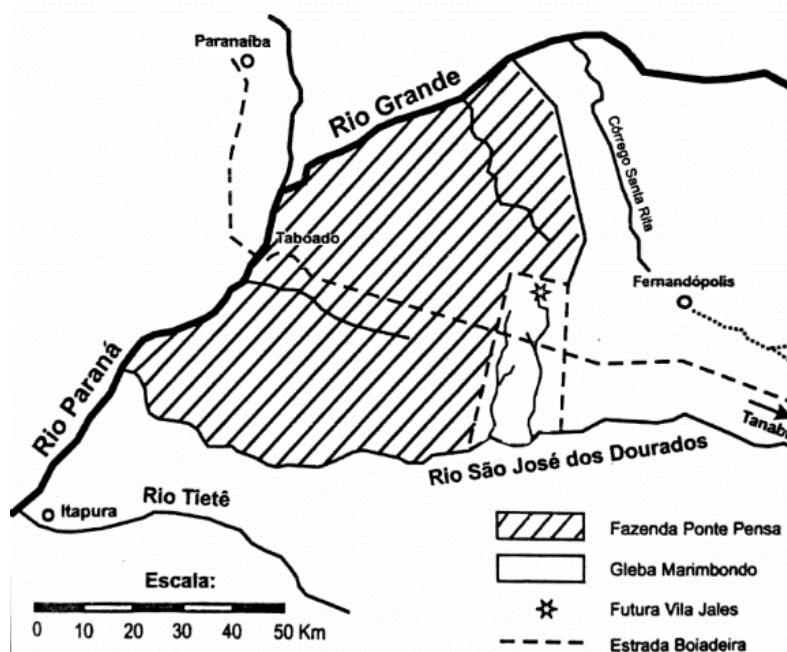
As mentioned previously, the majority of the São Paulo railroads aimed to get through the State's lands for occupation and, at the same time, reach the edge of Paraná river, in order to bring the "national integrity", according to the time discourse. However, it's necessary a better elaboration of the overall situation: the intention was, actually, hit the countless river ports that were created long before on the river ravines. These ports would connect São Paulo to Mato Grosso (current Mato Grosso do Sul), transporting civil people and, mainly, the cattle coming from the Mato Grosso rich cattle-raising. One of the most outstanding and older examples is Taboado Port, located in São Paulo northwest. From this Port, it was formed the Taboado Road, responsible for guiding the drovers from Cuiabá (MS) to a cold-storage in Barretos (SP) during the 19th and 20th centuries (SEIXAS, 2003). This way, the Road got a historic importance because it formed many villages in the northwest region (as example, the Carvalho Village in Votuporanga – SP), that in the wintering was the stop point of the drovers (MONBEIG, 1984). Looking for a more accurate date of the port's existence, it was found its reference on exploratory missions carried out during 1830 by Joaquim Francisco Lopes (LOPES, 2007). A century later, the Port was included in the "Towards the West" Policy of the New State due to its state integration relevance, starting to be named Presidente Vargas Port (SÃO PAULO, 1940). Before this key-element, the Araraquara Iron Road planned the rail final extension in order to get Presidente Vargas Port as destination, respecting the municipal limits of future city of Rubinéia. This way, as soon as the rail reached Rubinéia's terminal, the intention wasn't meeting the city's demands but the Port's instead. The purpose gets clear with the naming of the railroad terminal: different from the other stations that got their names according to their cities' names, the Rubinéia station, actually, was named Presidente Vargas Station, the port's denomination.

4.3 SÃO PAULO NORTHWEST OCCUPATION: THE SÃO JOSÉ DA PONTE PENSE FARM

There's an agreement in literature when it comes to the occupation of this region in the State in the earliest times: with the gold decline in Minas Gerais in the 19th century, many citizens of this place move to São Paulo seeking locations for the taking of run-down lands, shelter and the subsistence agriculture cultivation as strategy of possession confirmation. However, it's crucial to highlight that, actually, the region was occupied already by the Kaingang indigenous tribes. Therefore, this (second) occupation was marked by the Kaingang expulsion by the Minas Gerais people during the early and mid-19th century (MONBEIG, 1984).

Around 1830, the Minas Gerais citizen Patrício Lopes de Souza arrives in São Paulo northwest region, occupies huge pieces of land, carries out some improvements, grazing and crops. In 1860, Patrício returns to Minas Gerais, but leaves behind some people in charge of taking care and exploring the lands he called "São José da Ponte Pensa Farm". The dimensions of the farm were large: the area would cover the equivalent to dozens of contemporary municipal territories and in order to get through these lands it was necessary to walk over 50km (Figure 3). The occupation of this land and of other great territory pieces was influenced by the Land Law of 1850 that, in fact, aimed to prevent the occupation of these "run-down lands" (CHAIA, 1980).

Figure 3: São José da Ponte Pensa farm area in the São Paulo far northwest.



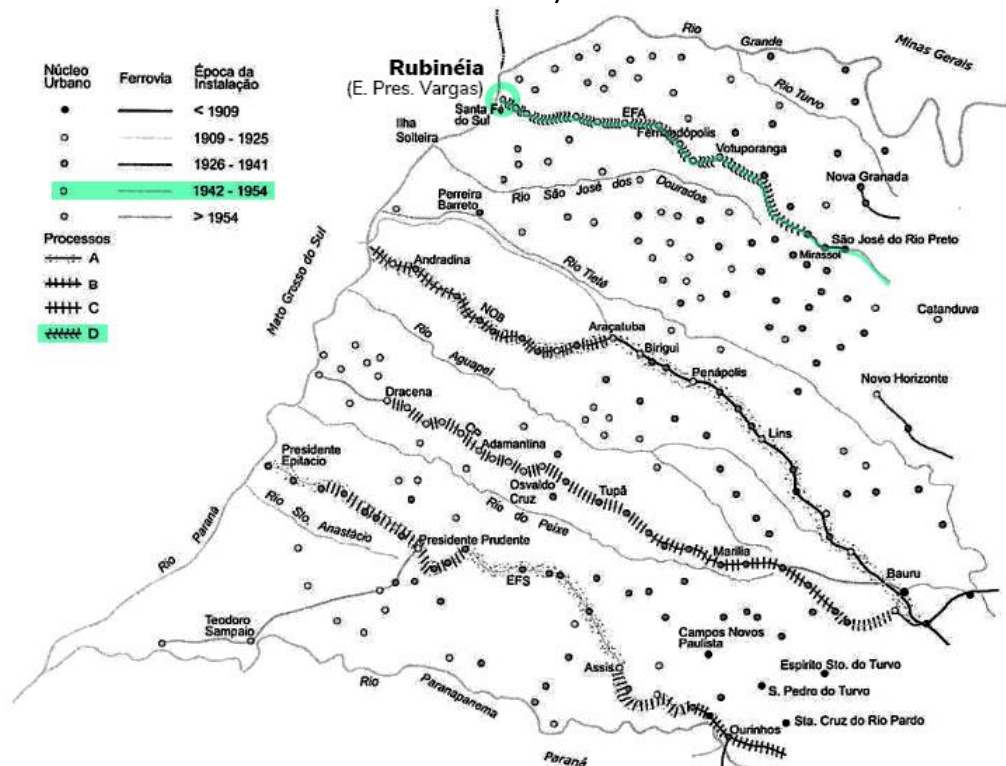
Source: Seixas (2003)

Finally, Patrício Lopes died in 1885 without leaving descendants as heirs of the farm. From this moment on, an endless process of land grabbing starts in the Ponte Pensa area. The movement only finished when João Odorico da Cunha Glória and Mário Furquim presented in 1912 illegitimate documents attesting the heritage of the farm. According to Chaia (1980), they took hold of the farm through fraud and violence by showing forged papers that had no legal value at all. In 1920, the English Major John Byng Paget acquired part of Ponte Pensa lands, pertaining to João da Cunha Glória. John never ever visited the property, but through a prosecutor settled “about 75 families of aggregate people that should watch over and avoid the entrance of outsiders in the farm” (CHAIA, 1980, p. 39). In this new land possession, now through acquisition, John’s part started to be referred as “Paget Tract of Land” or “Paget Core”.

Following this event, the Immigration and Colonization Agrarian Company inserted itself in the region and bought many lands of John Paget in 1946. As cited previously, the Company emerged in the post- 1929 crisis scenario with the coffee decline and was guided by the railroad and the great landowners’ interests. This way, it bought huge pieces of land (repaying the capital to the owners, since the coffee economy was stagnant) and shredded it into smaller rural properties. However, those remote lands wouldn’t have any appeal: the few existent cities were distant and had no urban structure support, something essential for the successful sales. In this manner, the Immigration and Colonization Agrarian Company would reserve part of the acquired lands for the founding of a patrimony³. In the analysis scope, the patrimony was Santa Fé do Sul’s (ROSAS, 2012). Finally, in this interest connection, the railroad company was also a beneficiary: with the planning and certainty of the existence of a future structured city, the Araraquara Iron Railway would extend its rails until this new patrimony, having the necessary conditions for the civil transport and flow of the rural lots’s farming production in the city’s surrounding spots. Langenbuch (2011) mentions that in this extension of the Araraquara Iron Railway, the patrimony formation process is previous to the rail arrival, as demonstrated in the Figure 4. São José do Rio Preto extension – Presidente Vargas (Rubinéia) – was installed between 1942 and 1954, the formation of villages and patrimonies came before the station arrival and the rail tracing was indetermined (different from the rails in the São Paulo’s high region – C process).

³ The patrimony had not a religious nature. Due to the trend of land donations for the formation of religious patrimonies during the 19th century, the term “patrimony” kept being used in the 20th century to mention the city’s central core. For the comprehension of the religious patrimonies of São Paulo in the 19th century, see Ghirardello (2010).

Figure 4: Map relating the railroad stations installation period with the São Paulo patrimony formation (emphasis added).



Source: Langenbuch (2011)

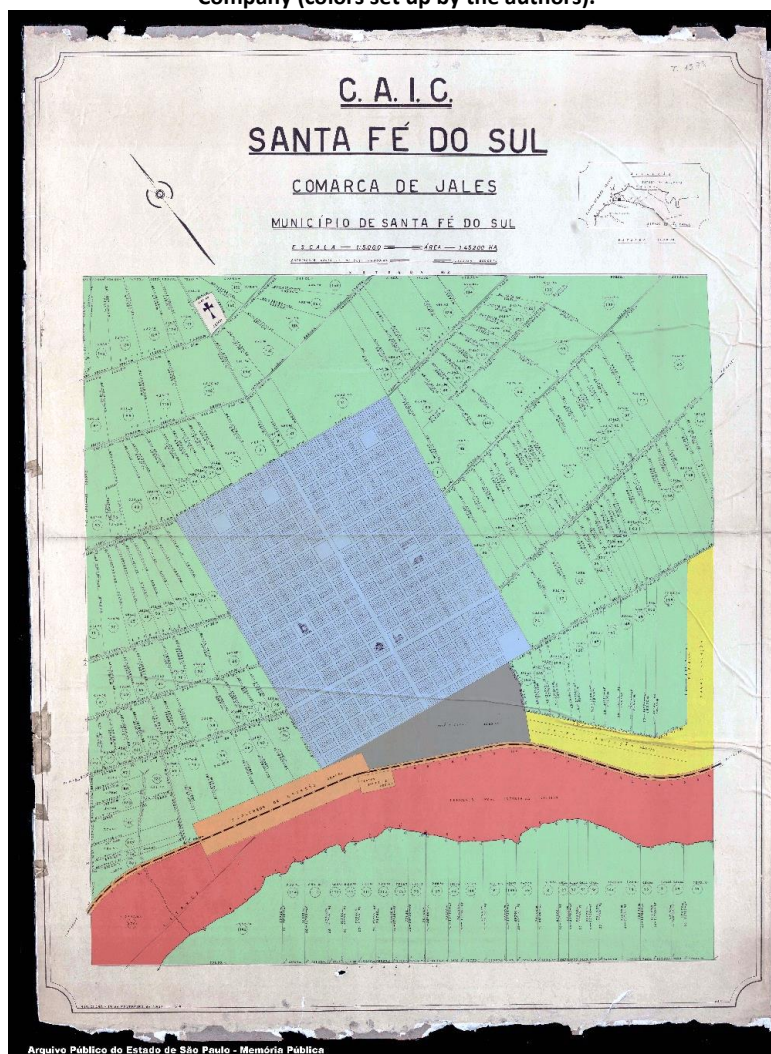
Finally, the last land transference that's related to this paper scope is the purchase of a small piece of territory by Rubens de Oliveira Camargo, Rubinéia's founder. In the research in firm sources, Rubens bought John Byng Paget's lands around 1950 and subdivided them to the city's formation. According to Lima and Basso (2008), Rubens was aware of Araraquara's rails' arrival capacity in the ravines of Paraná River in the Taboado Port. However, his investment in the region came through the small land division at Rubinéia. Besides, the future Santa Fé do Sul could've created an ideology related to its economic prominence. Reis (1990) shows that the Immigration and Colonization Agrarian Company used to idealize the region by creating the idea of "promised land" so there would be too much hope on the development of this zone. Finally, it's possible to say that 6 is born not only from the railroad influence, as in many São Paulo cases, but also from the presence of Paraná River, Taboado Port, Santa Fé do Sul and a relatively fanciful dream.

4.4 URBAN PLANS FOR SANTA FÉ DO SUL AND RUBINÉIA

Analyzing the Santa Fé do Sul's patrimony's project, performed by engineers of the Immigration and Colonization Agrarian Company between 1946-1947, it's possible to notice many urban intentions and even an initial zoning for the city (Figure 5). First: it can be seen the

cross-linked tracing through all the urban zone (in blue), largely widespread on the street layouts of countless cities of the São Paulo countryside. However, it's noticeable the presence of two types of public pathways: the avenue and the street – difference that wasn't found in the cities that were formed subsequently in the site under study, like Rubinéia. Second: the rural lots were set up around the urban core (in green), and connected directly to the city's area through rural roads that would turn into streets and avenues. Such determination would let explicit the interdependence between the rural and the urban world, pointing out that the future city would be the center of a land division for planting. Third: exactly because of the avenues, the producers who would export the cultivation had a fast access whenever crossing the city until the Araraquara Iron Railroad Station (in orange), and when it wasn't possible, the properties would lead straightaway to the Station. Fourth: there's a banner marked with the following words; "lands for industries" (in red). It's visible that this industrial banner had direct access to the railroad, what would allow the fast flow of the production. Fifth: it was planned an "aviation field" (in yellow), being it a forward-thinking element, since the aerial mode was defined as an alternative transport to the railroad one. Finally, there's a private area in the "entrance" of the city belonging to José de Carvalho Diniz (in dark gray). Probably, due to this property, the terrace of the Station had to move to the west, since it was common seeing the Station in the front of the main avenue of the cities in the São Paulo west. Concerning the landscape, it's noticeable the influence of the courses of water on the project: the Araraquara Iron Railroad tracing comes in the city by following the topographic drawing done by the stream named Jacu Queimado, that, in its turn, delimits the city's industrial zone and, consequently, influences the limits of the rural lots in the inferior part of the board.

Figure 5: Project for the patrimony of Santa Fé do Sul, performed by the Immigration and Colonization Agrarian Company (colors set up by the authors).



Source: São Paulo State Archive, 1957.

Concerning Rubinéia, there was no urban planning, but probably a street layout instead. This way, a deeper and more empirical analysis must be carried out. According to Ghirardello (2002), the street layout would be done by a surveyor, since the engineers used to have a rare performance on the scenario of the São Paulo countryside until the beginning of the 20th century. Still, the author emphasizes that, in the cities under study:

To the surveyors... it was enough tracing from the straight line of the terrace the monotonous grid, subdividing it into lots for sale. Not even the privileged space, most

of the times central for the future church, would need to be demarcated⁴ (GHIRARDELLO, 2002, p. 221).

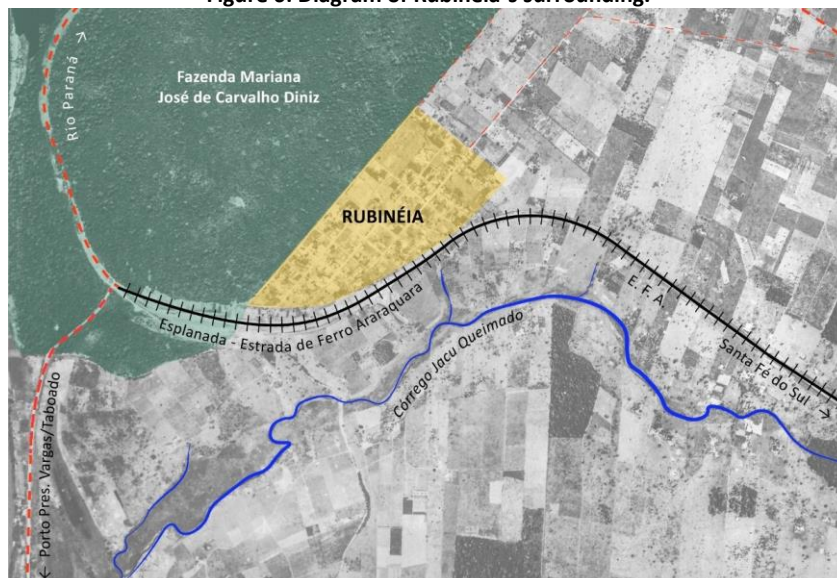
Although Santa Fé do Sul was designed by engineers and Rubinéia's formation dates from the mid-20th century, the inexistence of an urban project may be explained by the low budget and the urban stature the city would have. Until this moment, the document researches couldn't verify the responsible for the street layout or some existent iconography. Therefore, for this analysis, it was used the aerial photography of the Geographical and Cartographic Institute, dated from 1962, the oldest primary source of the city.

From the Figure 6, it's possible to identify many determining factors that may have exercised influence, when it comes to the street layout. The city's shape (in yellow), extends into a quadrant of ellipse, bordered by the property of José de Carvalho Diniz⁵ (in green) and Araraquara Iron Railway. Just like in Santa Fé do Sul, the railroad follows the same ridge of the Jacu Queimado Stream, shaping the tracing of Rubinéia. At the end of the line, the Araraquara Iron Railway connects to two roads: one goes to the north, towards the Paraná River, and the other goes to the south, towards the Presidente Vargas Port. It can be seen the existence of the Euclides da Cunha highway's tracing (that also ends in Rubinéia). However, the highway's distance from the city is significant, and according to journals of that time, it was too much precarious. As conclusion, it isn't possible to affirm that the Euclides da Cunha highway might have determined any intention to carrying out a street layout in the city. On the other side, it's clear the relation between the city and the railroad.

⁴ In the original: Aos arruadores, [...] bastaria traçar a partir da linha reta da esplanada a monótona quadrícula, subdividindo-a em lotes para venda. Nem mesmo o espaço privilegiado, na maioria das vezes central para a futura igreja, precisaria ser demarcado (GHIRARDELLO, 2002, p. 221).

⁵ Although owner of the area mentioned in the Figure 5 (in dark gray), José de Carvalho Diniz was a landowner that acquired the most noble lands of the region. For instance, Mariana farm in Rubinéia (Figure 6 – in green), had a road that would connect the station to the port in the Paraná River. For further clarifications, see Reis (1990).

Figure 6: Diagram of Rubinéia's surrounding.



Source: The authors, based on the photography of the Geographical and Cartographic Institute, 1962.

According to literature, Rubinéia's settlement started from 1951 to 1952. On the other side, the Araraquara Iron Railroad Line only reached the city by the end of 1952 (CALAZANS, 1995). It's also noticed that in the Araraquara's high zone, the village formation comes before the arrival of the rails (LANGENBUCH, 2011). This way, it's safe to say that Rubinéia's population was existent already by the time the station was inaugurated and so, there should be an initial street layout. The street layout that follows the sinuous trace of the railroad, most likely, may have been an extension of the primitive trace of the city. Another chance, less possible, mentions that a trace already existent and with a low occupation may have been eventually cut by the railroad. According to Silva (2003), these possibilities were common in cities formed previously to the railroad.

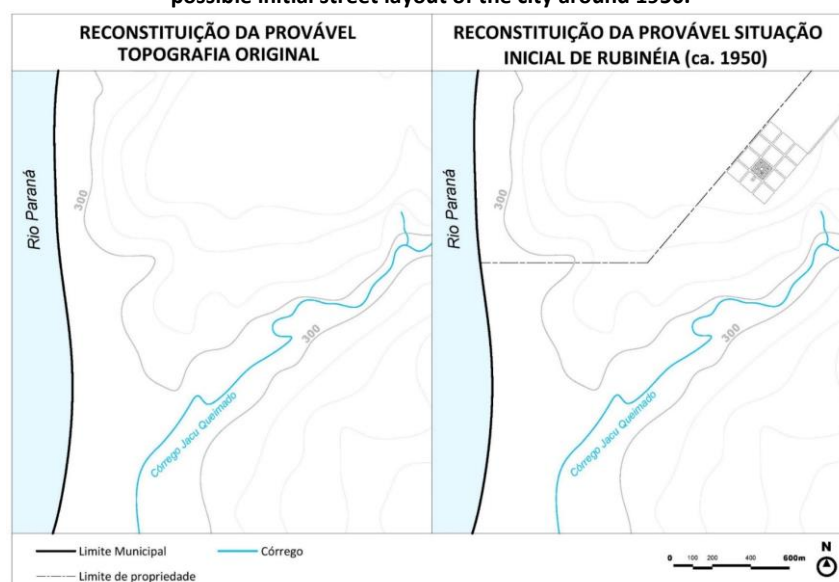
Another situation was when the city had been formed, the railroad would come to the region and the responsible for the lots had not had previous access to its location. Two options were possible: either it would go by out of the city and little by little could attract new land divisions or it would go through the urban tracing at its convenience and could disturb the rigor of the orthogonal trace⁶ (SILVA, 2003, p. 158).

From the topographic map of Geographical and Cartographic Institute, dated by 1965, it was possible to reconstitute the natural topography of the area (Figure 7 – left). Overlaying the reconstitution, it was inserted an urban grid from the 60's and the blocks that didn't meet the reticulated shape were removed (Figure 7 – right). This street layout idea would follow the

⁶ In the original: Uma outra situação era quando a cidade já havia sido implantada e a ferrovia chegava à região e o loteador não havia tido acesso prévio a sua localização. Duas opções eram possíveis: ou ela passava fora da cidade e aos poucos ia atraindo novos loteamentos, ou cortava o traçado urbano na sua conveniência e perturbava a rigidez do traçado ortogonal. (SILVA, 2003, p. 158)

first possibility, out of the two considered above, namely, the one related to the village expanding towards the railroad after the latter's arrival, configuring, subsequently, a sinuous drawing, parallel to the rails. At last, only the blocks were kept, surrounding the central square and the chapel of the city, since this urban initial organization is seen from assorted patrimonies of the referred zone. Overlaying the initial grid by the topography, it's noticeable the reason why that location was chosen for the settlement: the blocks are set exactly where the topography is flatter, what could be a decisive factor to the village's success, since flatter lands demand less expenses and are more usable.

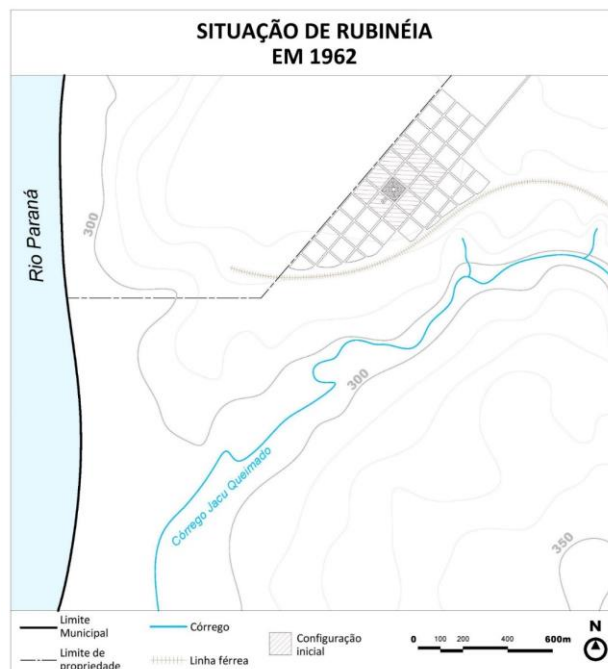
Figure 7: To the left, the reconstitution of the probable original topography. To the right, the reconstitution of the possible initial street layout of the city around 1950.



Source: The authors, based on the topographic map of Geographical and Cartographic Institute, dated by 1965.

Finally, with the support of the 1965 aerial photography, it was overlaid on this topography the urban grid that was supposedly expanded (Figure 8). It's evident the reticulated extension in the north, east and south directions, following the morphology of the initial street layout. Still, it's noticeable that this expansion was limited to "fill up" the borders of the city until the streets could reach the rail line – the blocks next to the railway don't follow the reticulated pattern but are formed in irregular shapes instead.

Figure 8: Urban condition of Rubinéia in 1962.



Source: The authors, based on the topographic map of Geographical and Cartographic Institute, dated by 1965.

5 FINAL REMARKS

The present paper intended to list the natural and social determining factors that may have influenced the development of the São Paulo Far Northwest cities, especially Santa Fé do Sul and Rubinéia. It was verified that the lands of the region were occupied by indigenous people already and, subsequently, Minas Gerais people took hold of the tracts of land. Besides, it was mentioned the importance of Taboado Port and its road on the formation of the first groups in the northwest region, not to mention its influence upon the Araraquara Iron Railway's tracing. As regards the landscape, it was observed a clear effect both on the delimitation of the rural land properties and on the tracing done by the railway. Consequently, the railway is directed by the landscape and the latter's topography guides the tracing and urban development of the cities under analysis.

Hopefully, this paper can serve as support for urban history analysis of townships in the referred zone, mainly the cities formed under influence of Santa Fé do Sul (Rubinéia, Santa Clara d'Oeste, Santa Rita d'Oeste and Santana da Ponte Pensa), since the processes which led to the development of a mother city (Santa Fé do Sul) and the evolution related to the formation of a subsequent city (Rubinéia), created on Santa Fé do Sul's territory, were analyzed. Furthermore, it's believed that the paper also can serve as a great subsidy for urban analysis in similar cities. However, it's crucial paying attention on the traits of each region, natural landscape and city, as well as on the cultural, temporal and economic contexts. Finally, the

analysis was partially limited as for the collect of primary sources, since some materials couldn't be found, either because of their inexistence or destruction.

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