


How the West was Won
The Building of the Great **Transcontinental**
Railroads

ASSOCIATED NOTIONS

 MANIFEST DESTINY

 TECHNOLOGICAL INNOVATION IN THE
RAILROAD INDUSTRY

 THE GREAT TRANSCONTINENTAL
RAILROAD, ASSOCIATED LINES, PASSENGERS
AND TYCOONS



HELL ON WHEELS

RETURNS AUG 12
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MANIFEST DESTINY



IN THE NORTH > AMERICA AS THE LAND OF PROGRESS AND OF THE FUTURE (AS OPPOSED TO THE SOUTH'S VISION OF ITSELF AS A LAND OF TRADITION). THIS DEVELOPS INTO THE NATIONAL IDEOLOGY OF AMERICA'S "MANIFEST DESTINY"

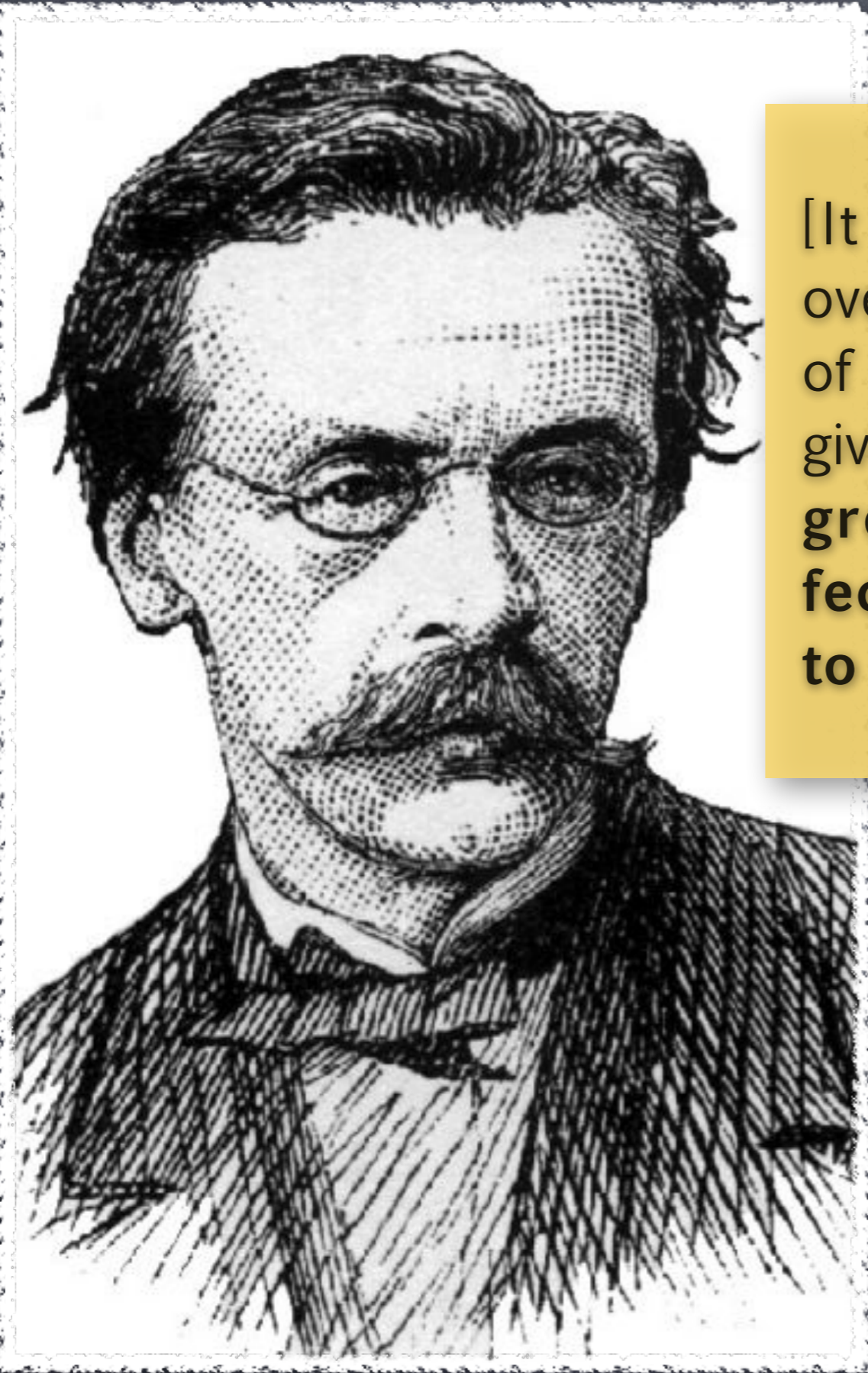


MANIFEST DESTINY



"The fulfillment of our manifest destiny [is] **to overspread the continent allotted by Providence for the free development of our yearly multiplying millions.**"

(John L. O'Sullivan, *Democratic Review*, Aug. 1845)



[It is] our
overspread and to possess the whole
of the continent which Providence has
given us for the development of
**great experiment of liberty and
federated self-government entrusted
to us**

JOHN L. O'SULLIVAN,
New York Morning News,
DEC. 1845



SULLIVAN'S "GREAT NATION OF FUTURITY"



Questions on Sullivan's GNOF

- ① 1. What makes Americans and the American experiment unique?
- ① 2. How is Europe viewed in contrast to America?
- ① 3. What is America destined for?
- ① 4. What justifies America's special destiny or mission?

Building the Continental Empire

American Expansion from the
Revolution to the Civil War

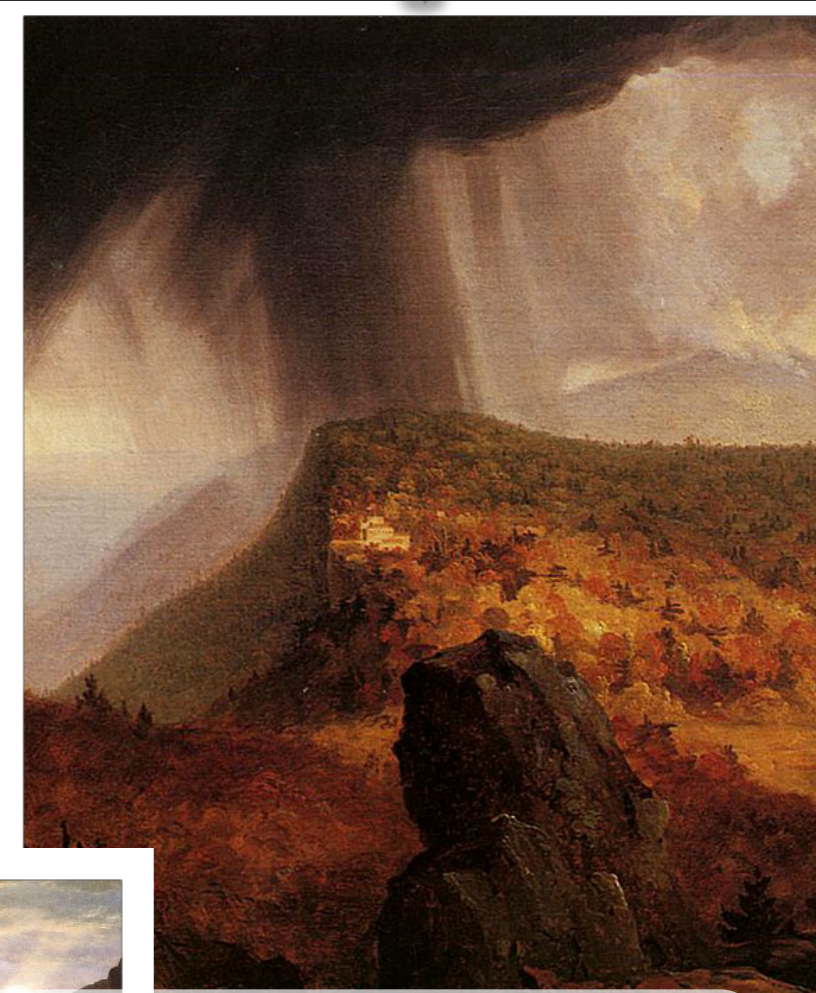
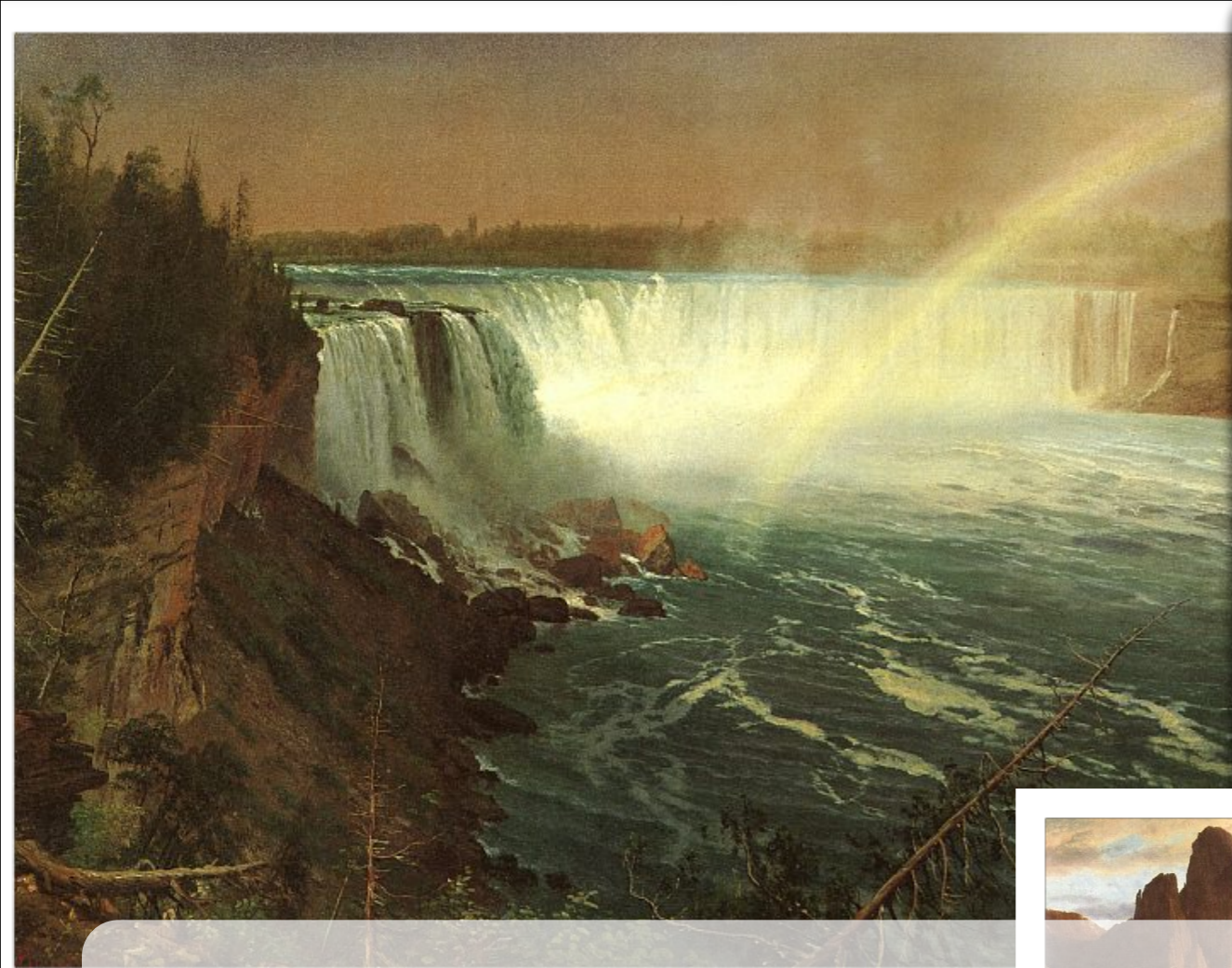


William Earl Weeks

AMERICAN WAYS SERIES

“It appeared to be America’s sacred
the North American continent,
to
Western Hemisphere
serve as an
future to people everywhere
This was the Manifest Destiny
of the American people.”

W. E. WEEKS



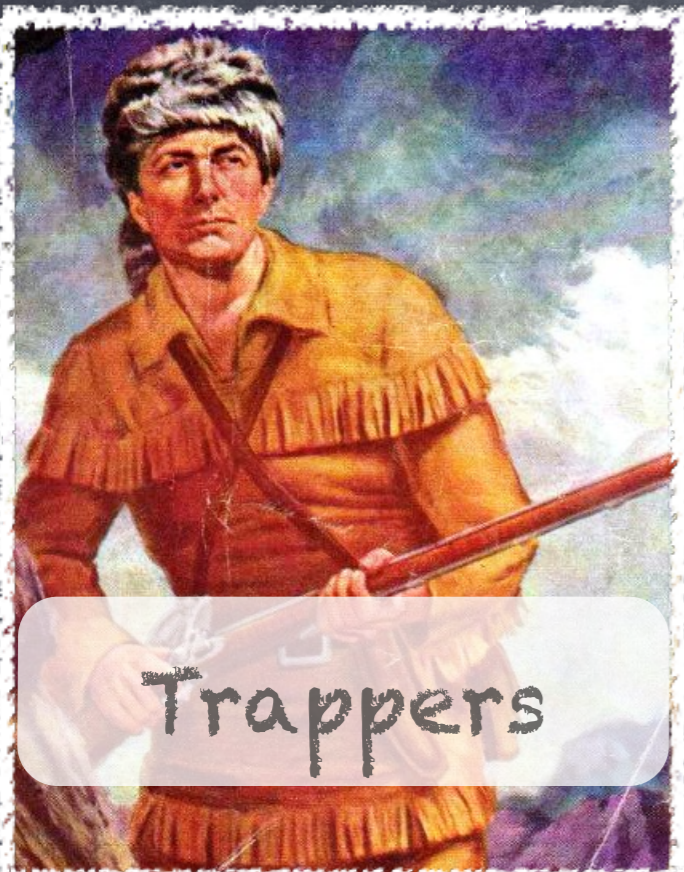
HOW MOST AMERICANS VIEWED THE WEST



THE PROBLEM...



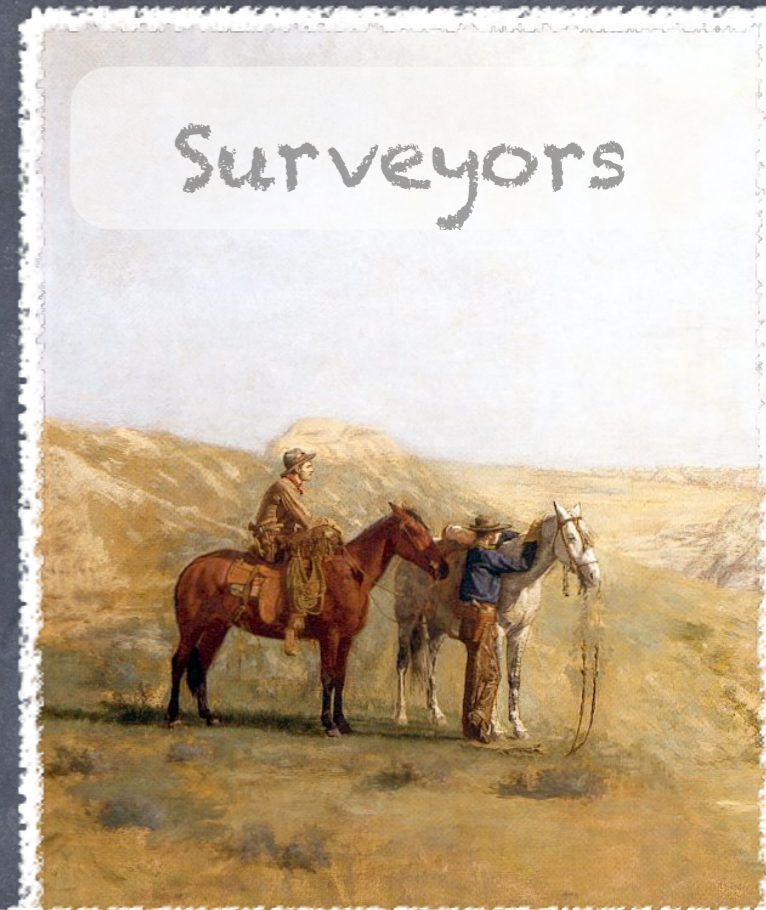
WHO WENT WEST?



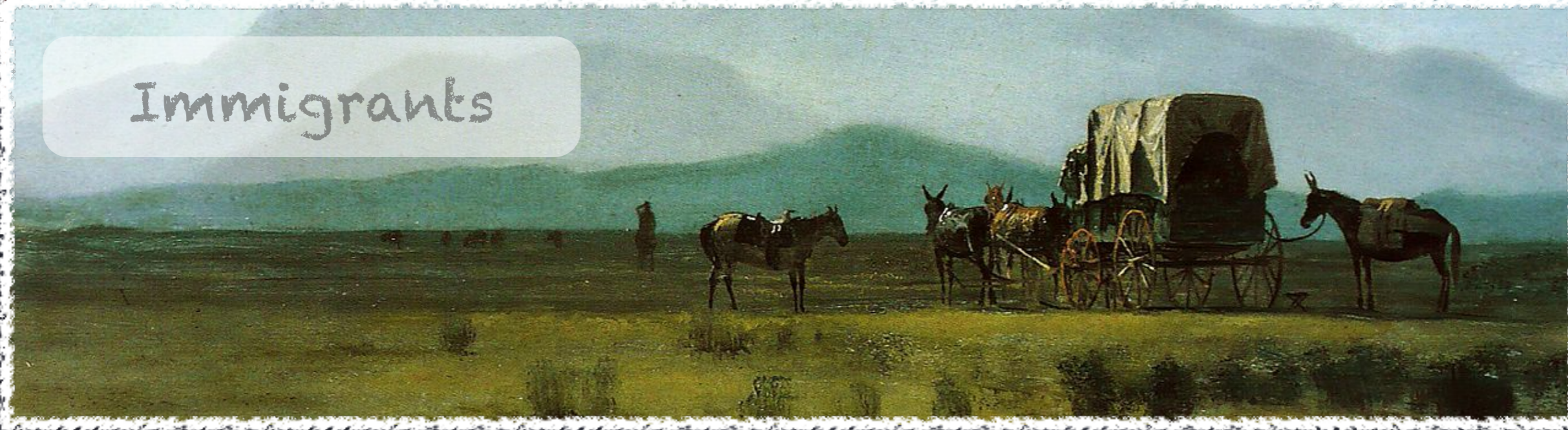
Trappers



Cowboys



Surveyors



Immigrants

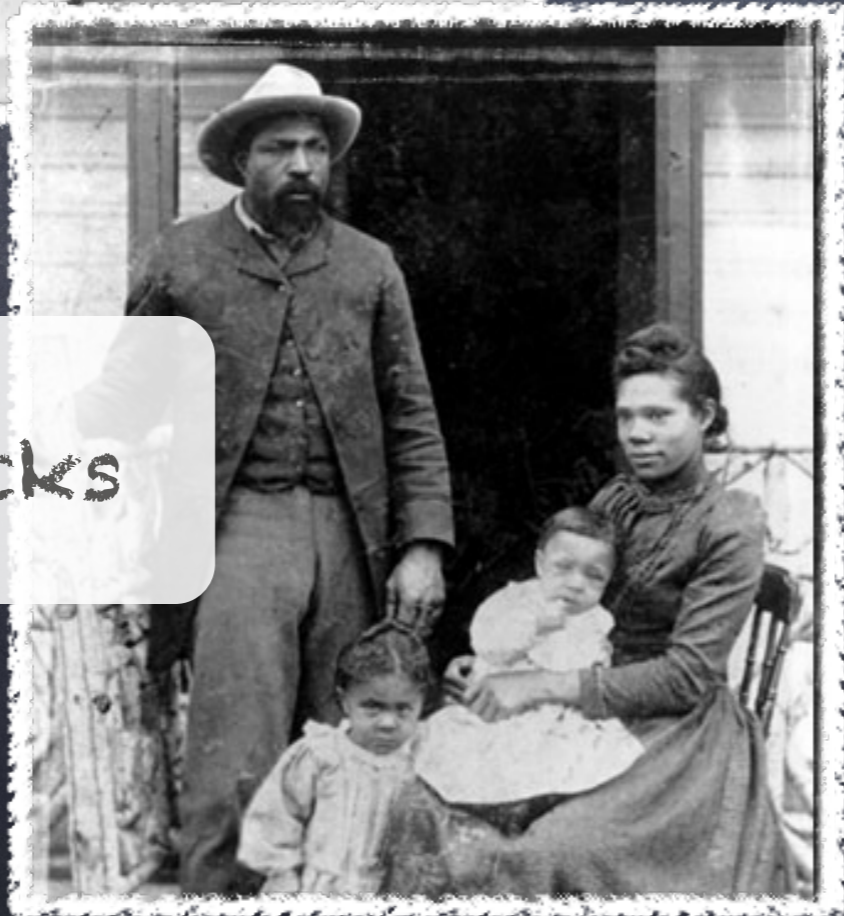
Gold diggers



Railroaders

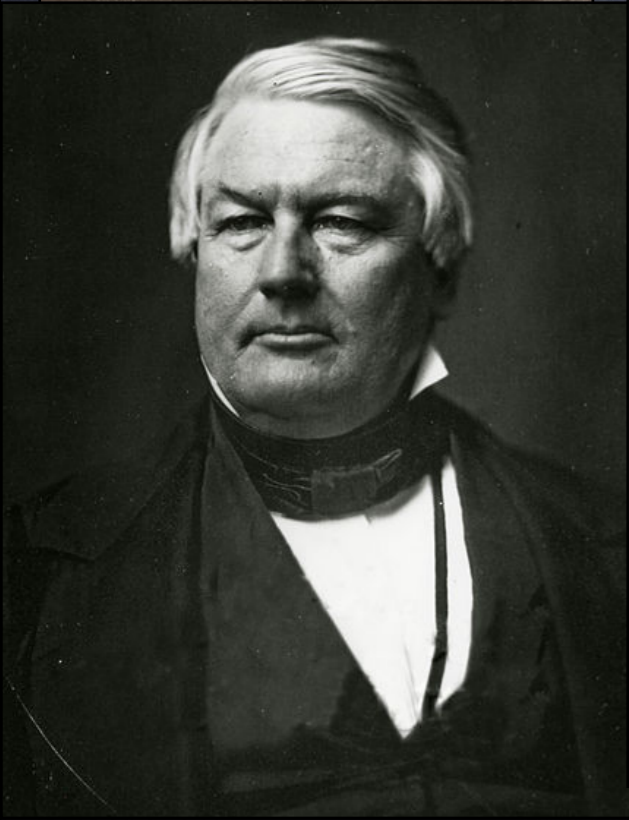
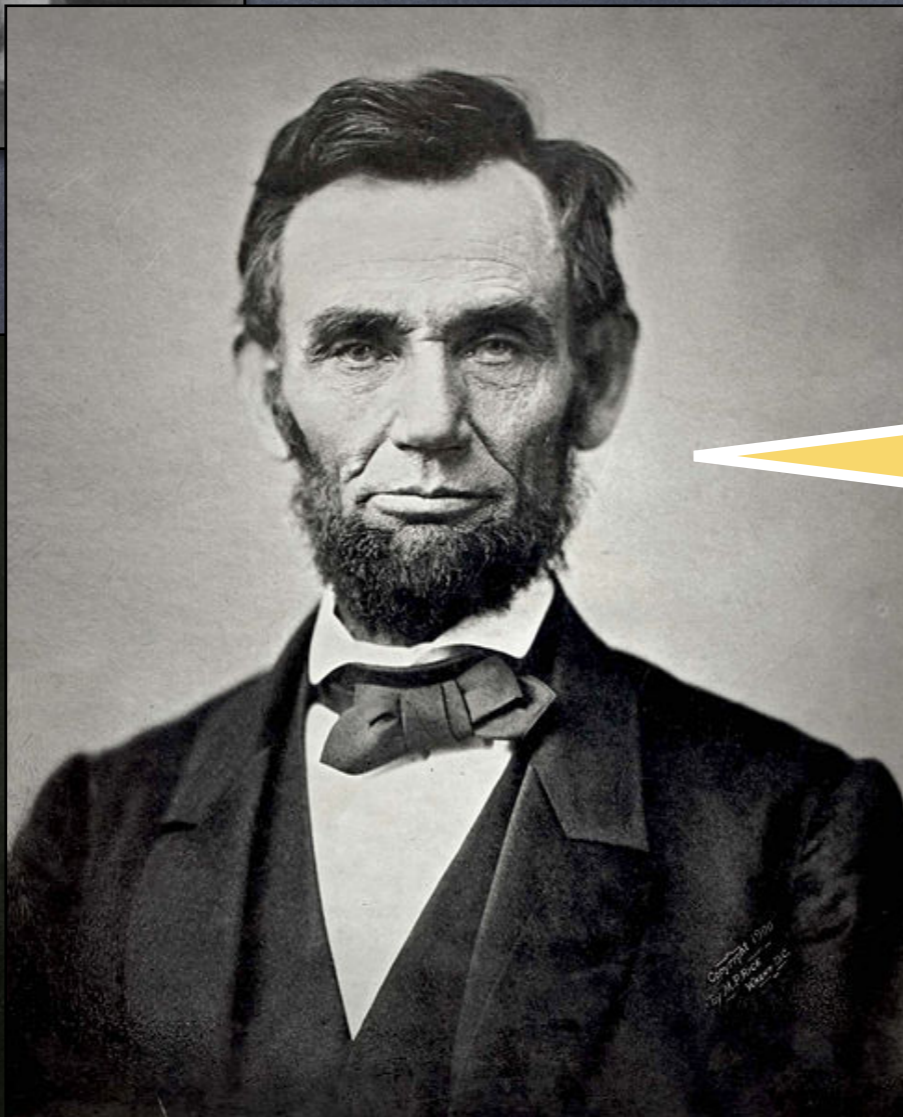
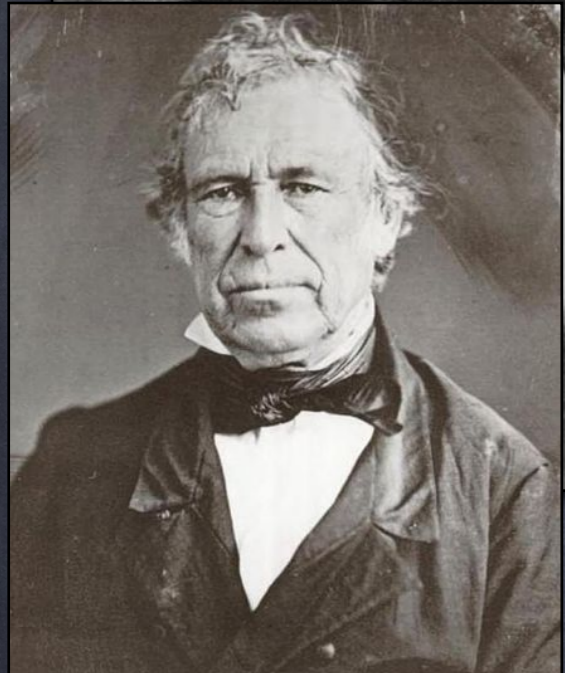
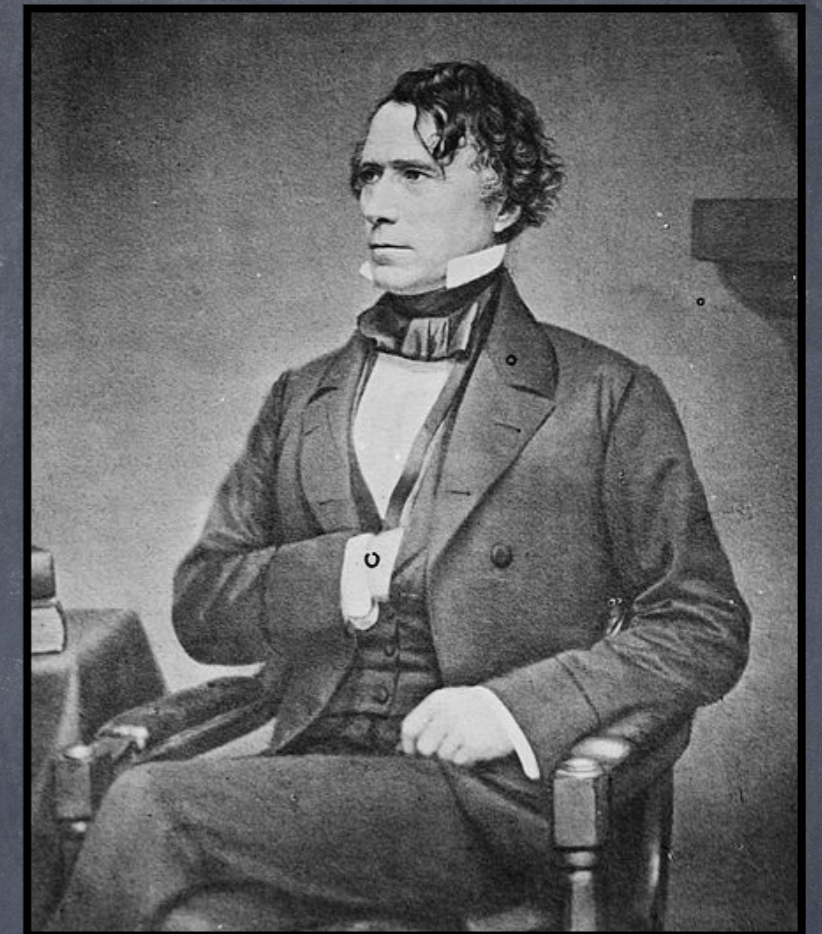
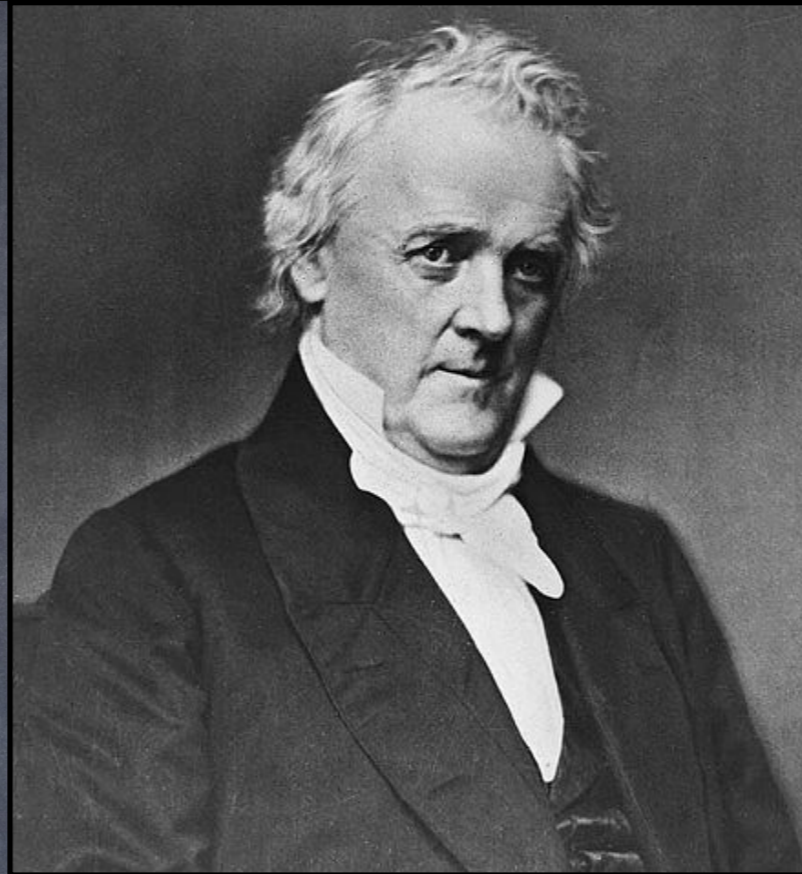
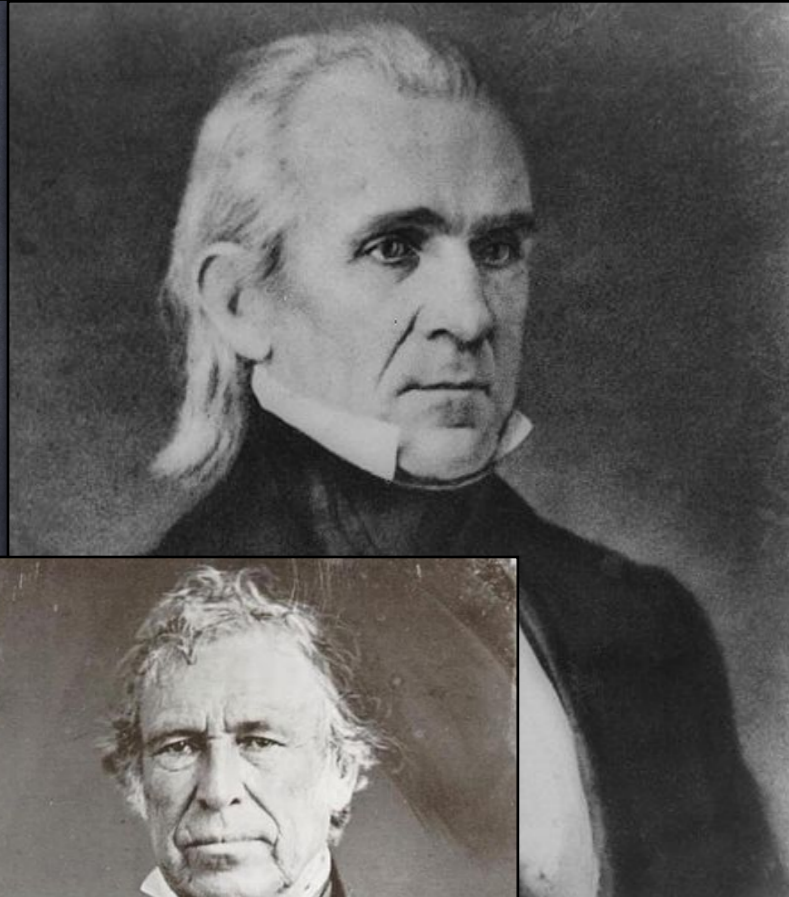


Free blacks



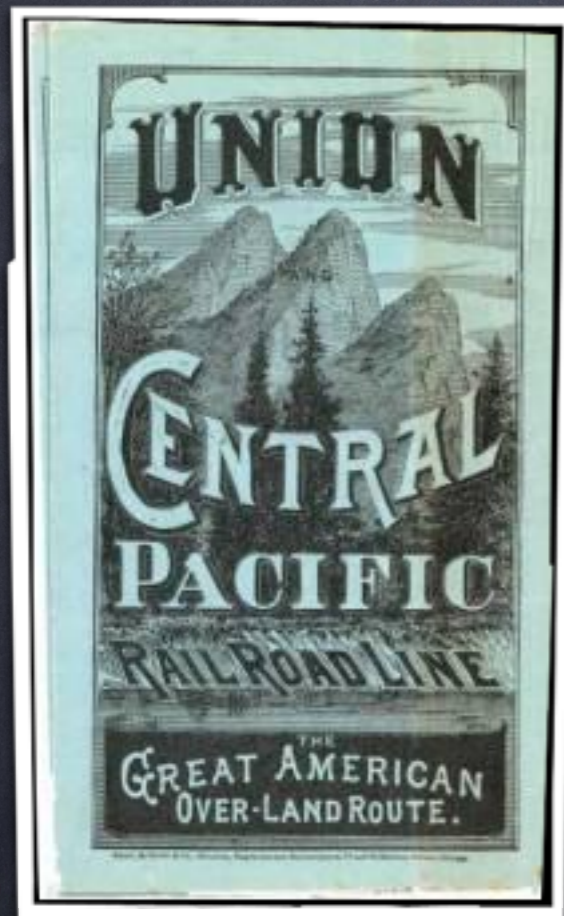
Mormons





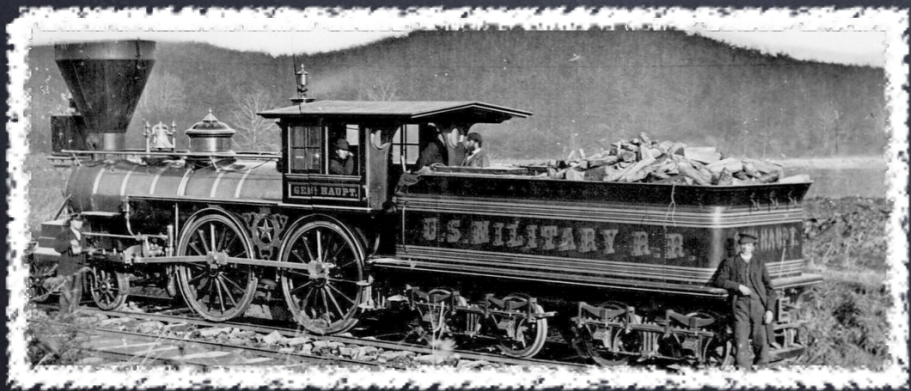
**TO GO WEST,
YOU NEED
INFRASTRUCTURES**

THE BUILDING OF THE GREAT TRANSCONTINENTAL RAILROAD





RAILROAD INNOVATION IN THE INDUSTRIAL REVOLUTION



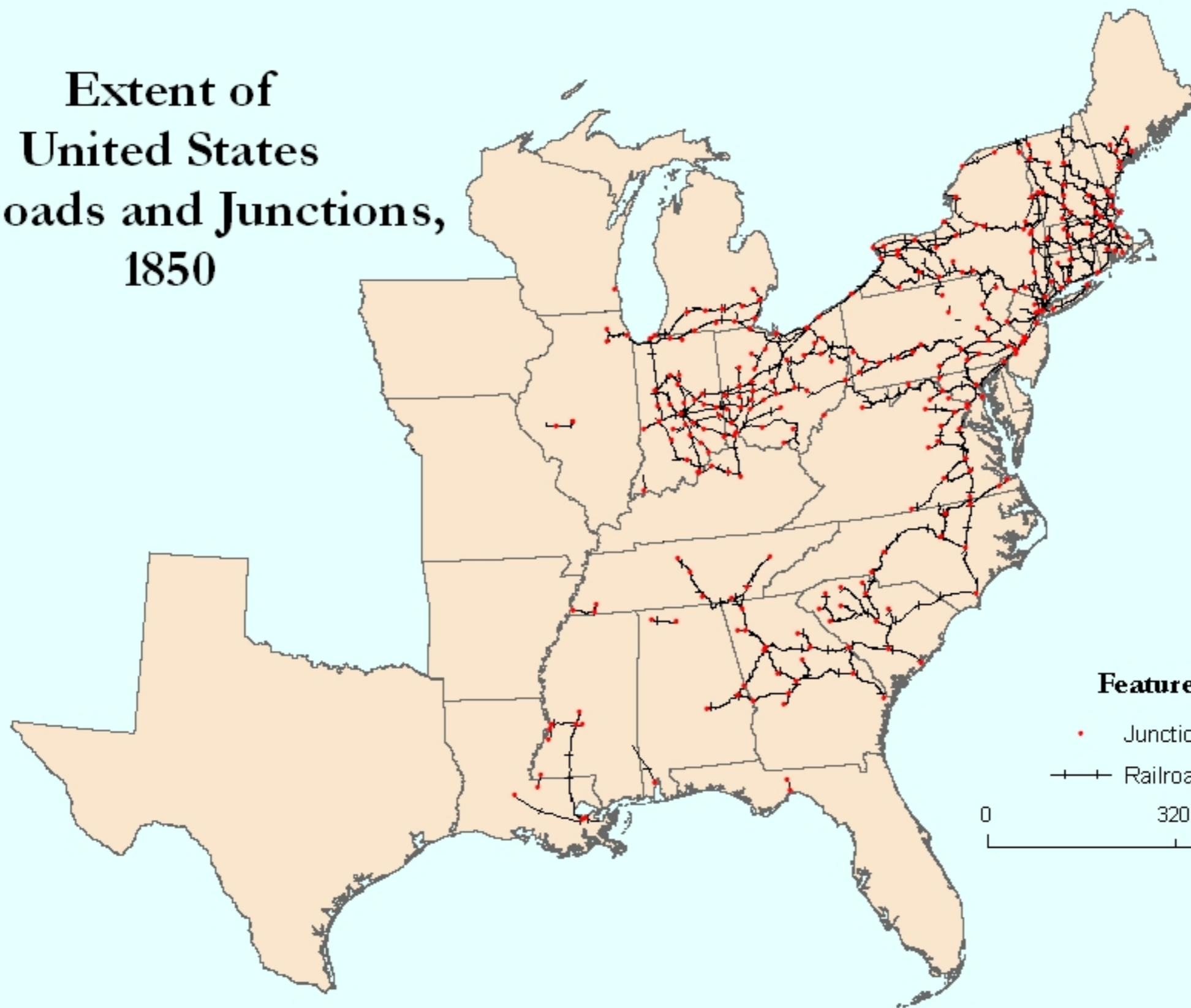
A BRIEF (AND PARTIAL) RECAP

❁ EXPANSION OF RAILROAD WITH MAPS

❁ FORTUNES AND CORRUPTION

❁ GILDED AGE: PEOPLE GETTING STINKING RICH (WE'LL EXPLORE SOME MORE ASPECTS OF THE GILDED AGE WITH THE TITANIC)

Extent of United States Railroads and Junctions, 1850



Features

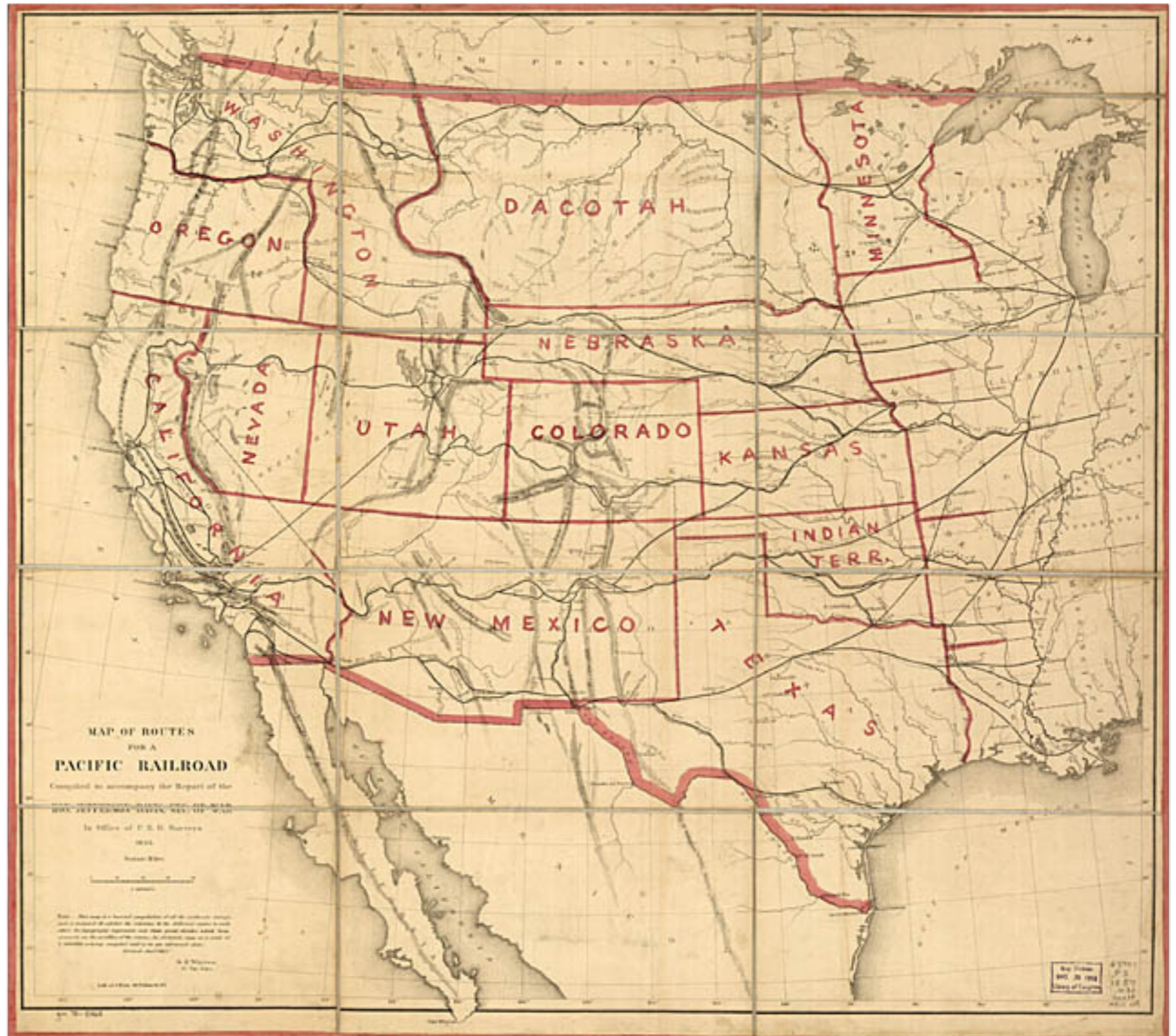
• Junctions

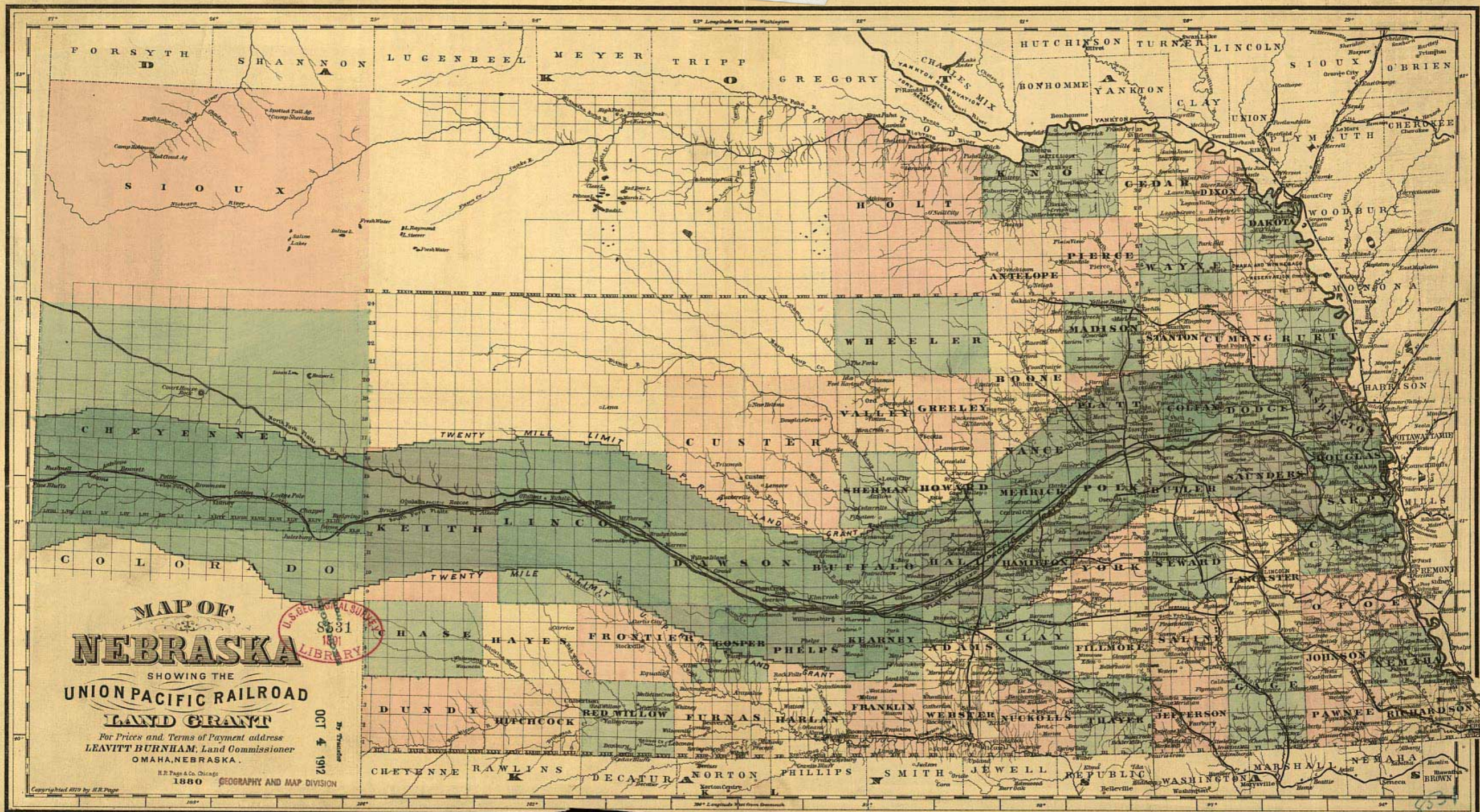
—+— Railroads

0 320 640 Miles

First edition of G.K. Warren's "hurried compilation," indicating the routes of the Pacific railroad surveys.

The map was appended to the U.S. War Department's official report to Congress. (1857)





MAP OF NEBRASKA

SHOWING THE UNION PACIFIC RAILROAD LAND GRANT

For Prices and Terms of Payment address LEAVITT BURNHAM, Land Commissioner OMAHA, NEBRASKA.



OCT 4 1912

H.E. Page & Co. Chicago 1880 GEOGRAPHY AND MAP DIVISION

Copyrighted 1879 by H.E. Page

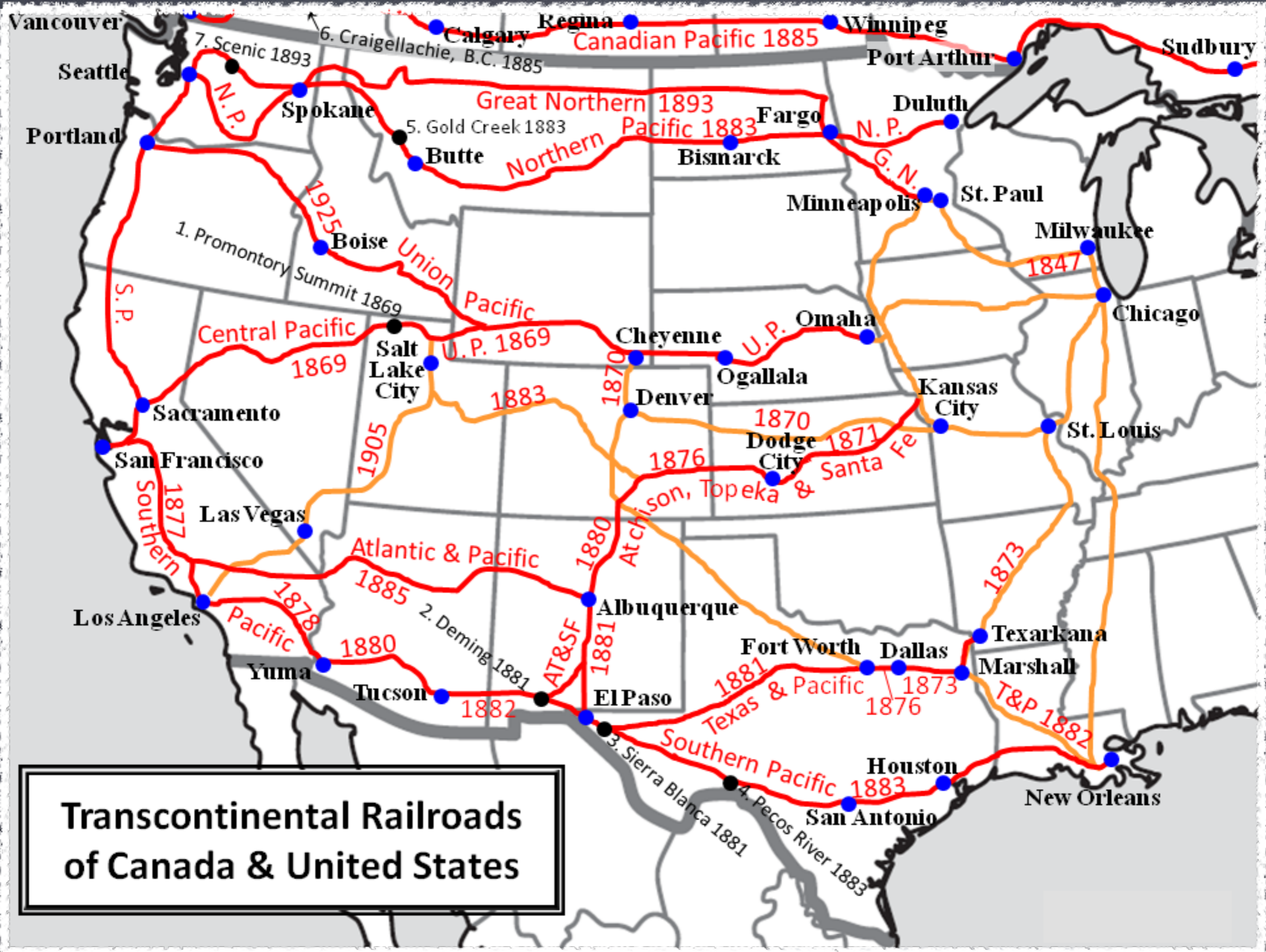
Transcontinental Railroad

Promontory Point

Omaha

Sacramento





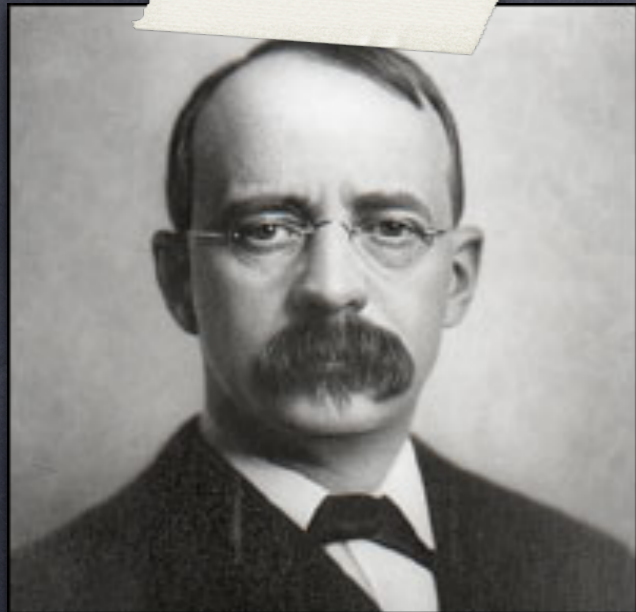
Transcontinental Railroads of Canada & United States

A black and white line drawing map of the United States, showing a dense network of railroad lines. The lines are most concentrated in the eastern half of the country, particularly in the Northeast and around major cities, and become sparser towards the West. The map includes the outlines of the states and the Hawaiian Islands. The text "RAILROADS" is printed in the bottom left corner.

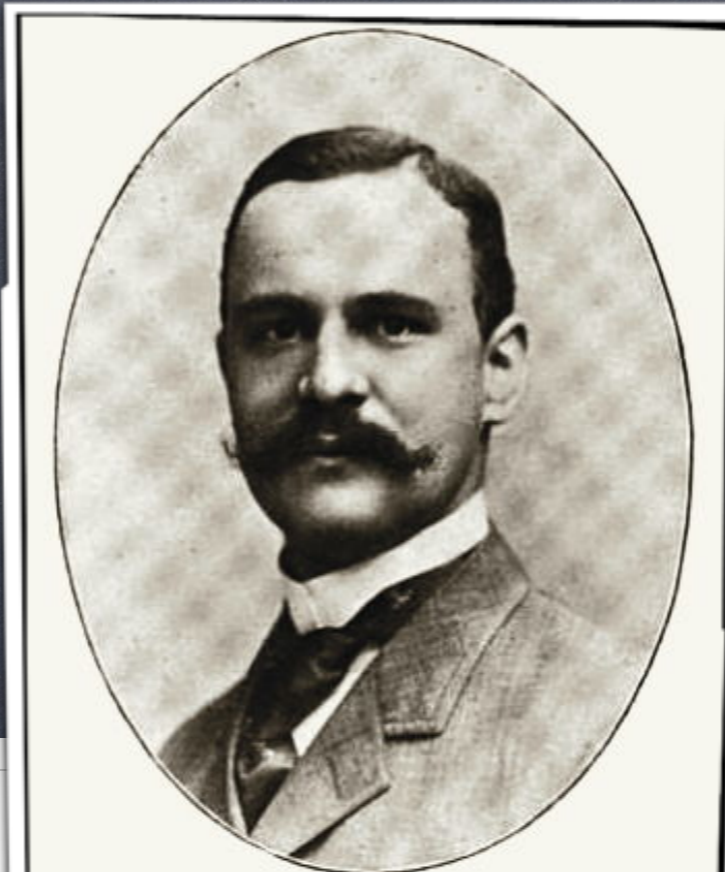
**1930 the peak (and end) of
the golden age of railroads**

RAILROADS

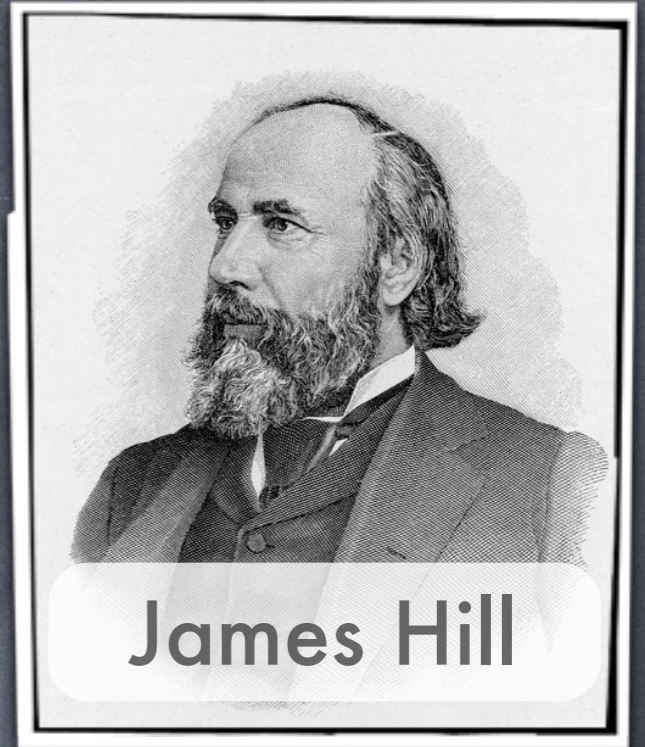
SOME FAMOUS RAILROAD TYCOONS



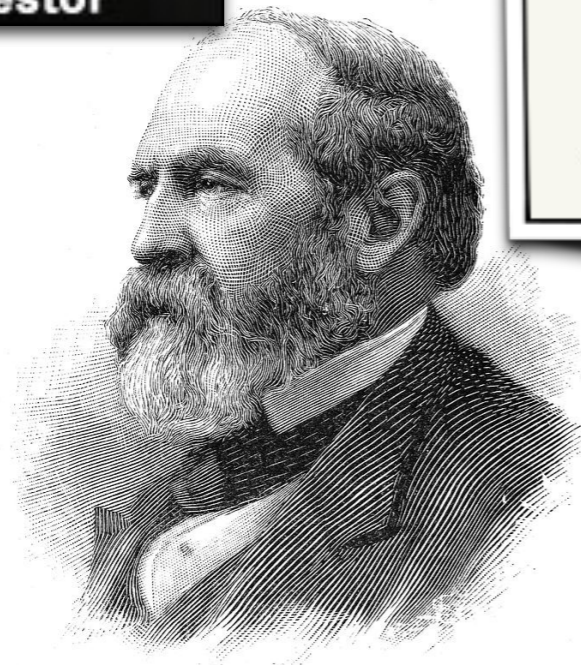
Edward H. Harriman
1849-1909
Railroad Investor



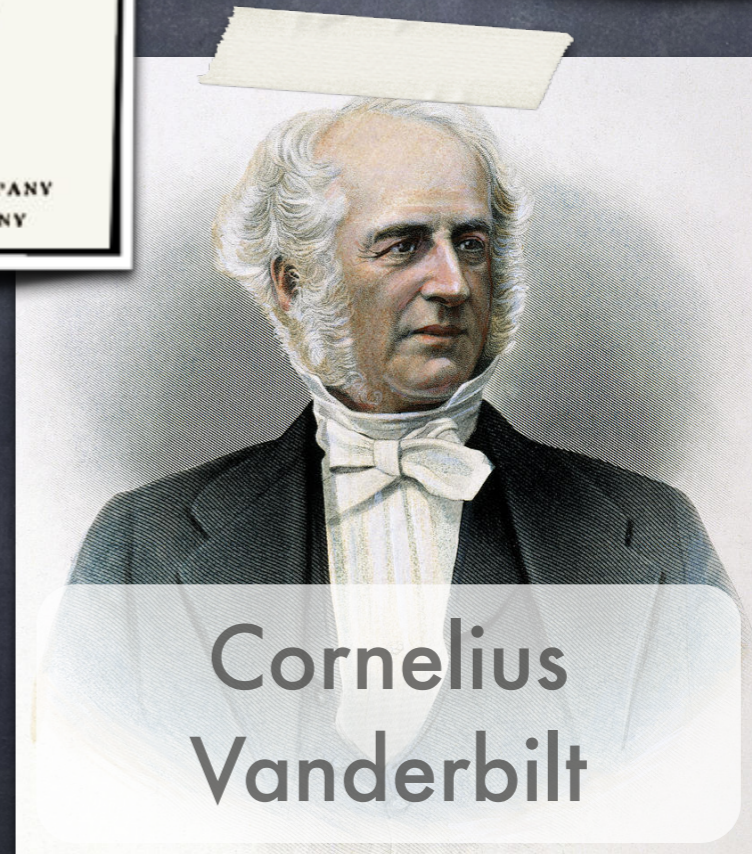
GEORGE JAY GOULD
PRESIDENT MISSOURI PACIFIC RAILWAY COMPANY
PRESIDENT MANHATTAN RAILWAY COMPANY



James Hill




C. P. HUNTINGTON, PRESIDENT OF THE SOUTHERN PACIFIC RAILROAD.




**Cornelius
Vanderbilt**

THE RAILROAD TYCOONS CONSIDERED



Visionaries credited with helping to create the backbone of America's national railroad network.



Yet, they were also seen as ruthless businessmen who disregarded public safety in the name of profits > "Robber barons" (this during a time before there were regulatory agencies in place).

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PENNSYLVANIA AVENUE
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