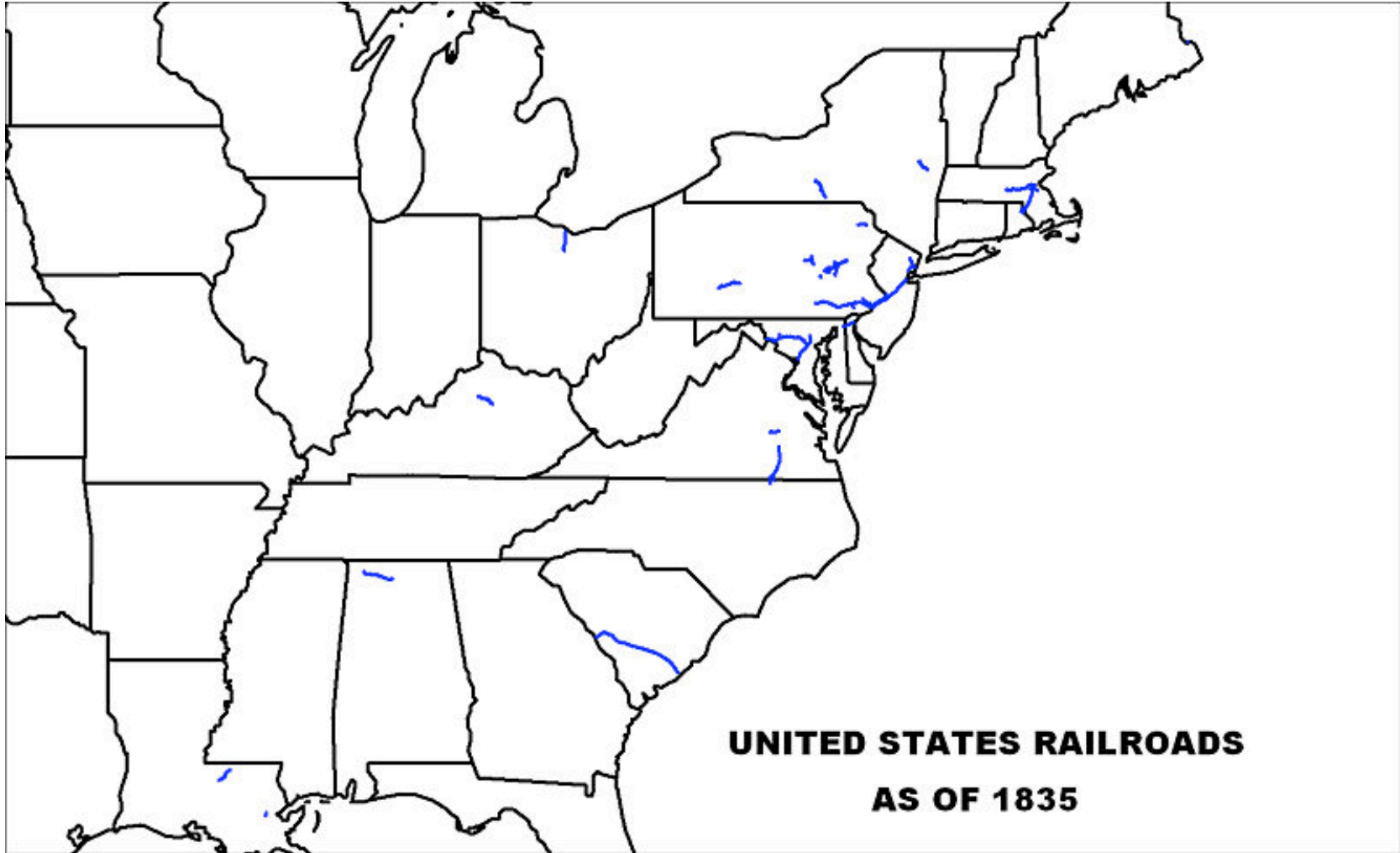


# The Transcontinental Railroads

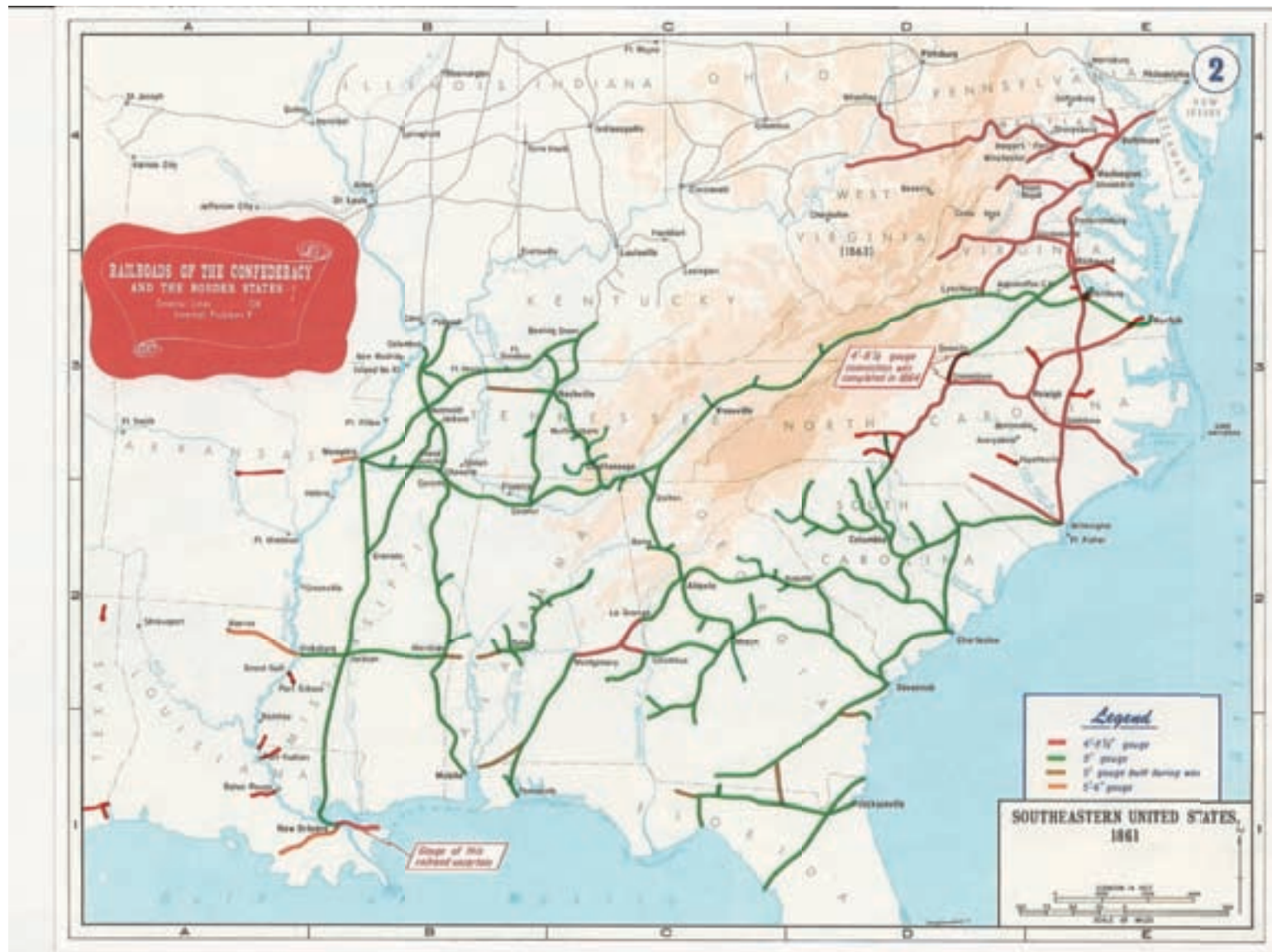
Joining track in Promontory, UT 1869



# The RR in 1835



# Confederate RR







## Union and Confederate Resources, 1860

North South



Population



Railroad mileage



Manufacturing plants



Industrial workers

Source: *Encyclopedia Americana* (adapted)

## Pacific Railway Act (1862)

The question of "internal improvements" was constantly before Congress in the 19th century: Should Congress assist in improving the country's transportation system? One such improvement was the dream of constructing a railroad that would cross the entire country. In the 1850s Congress commissioned several topographical surveys across the West to determine the best route for a railroad, but private corporations were reluctant to undertake the task without Federal assistance. **In 1862 Congress passed the Pacific Railway Act, which designated the 32nd parallel as the initial transcontinental route and gave huge grants of lands for rights-of-way. The act was an effort to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean and to secure the use of that line to the government.** The legislation authorized two railroad companies, the Union Pacific and the Central Pacific, to construct the lines. Beginning in 1863, the Union Pacific, employing more than 8,000 Irish, German, and Italian immigrants, built west from Omaha, NE; the Central Pacific, whose workforce included over 10,000 Chinese laborers, built eastward from Sacramento, CA. Each company faced unprecedented construction problems—mountains, severe weather, and the hostility of Native Americans. **On May 10, 1869, in a ceremony at Promontory, UT, the last rails were laid and the last spike driven.** Congress eventually authorized four transcontinental railroads and granted 174 million acres of public lands for rights-of-way.

For more information, visit The National Archives' Treasures of Congress Online Exhibit.

Page URL: <http://www.ourdocuments.gov/doc.php?doc=32>



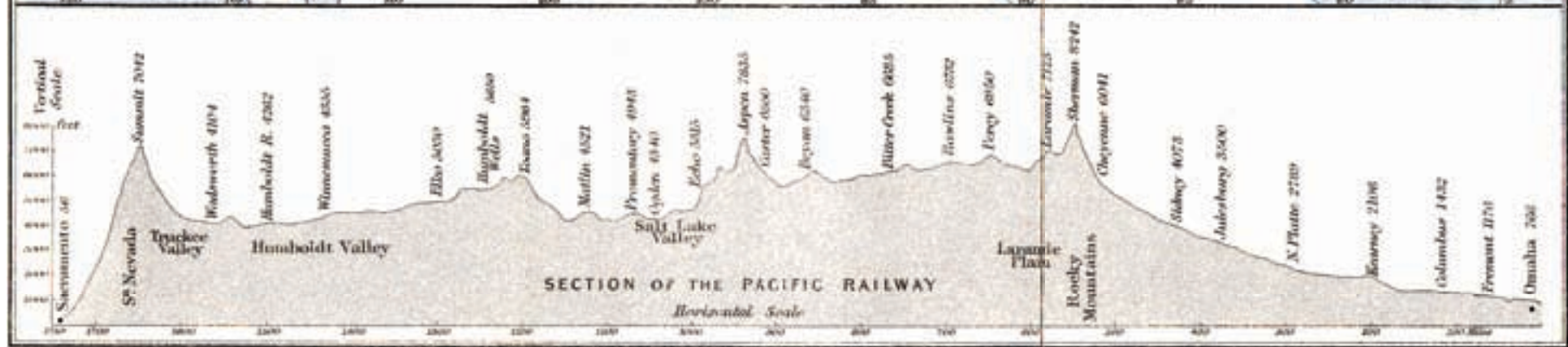
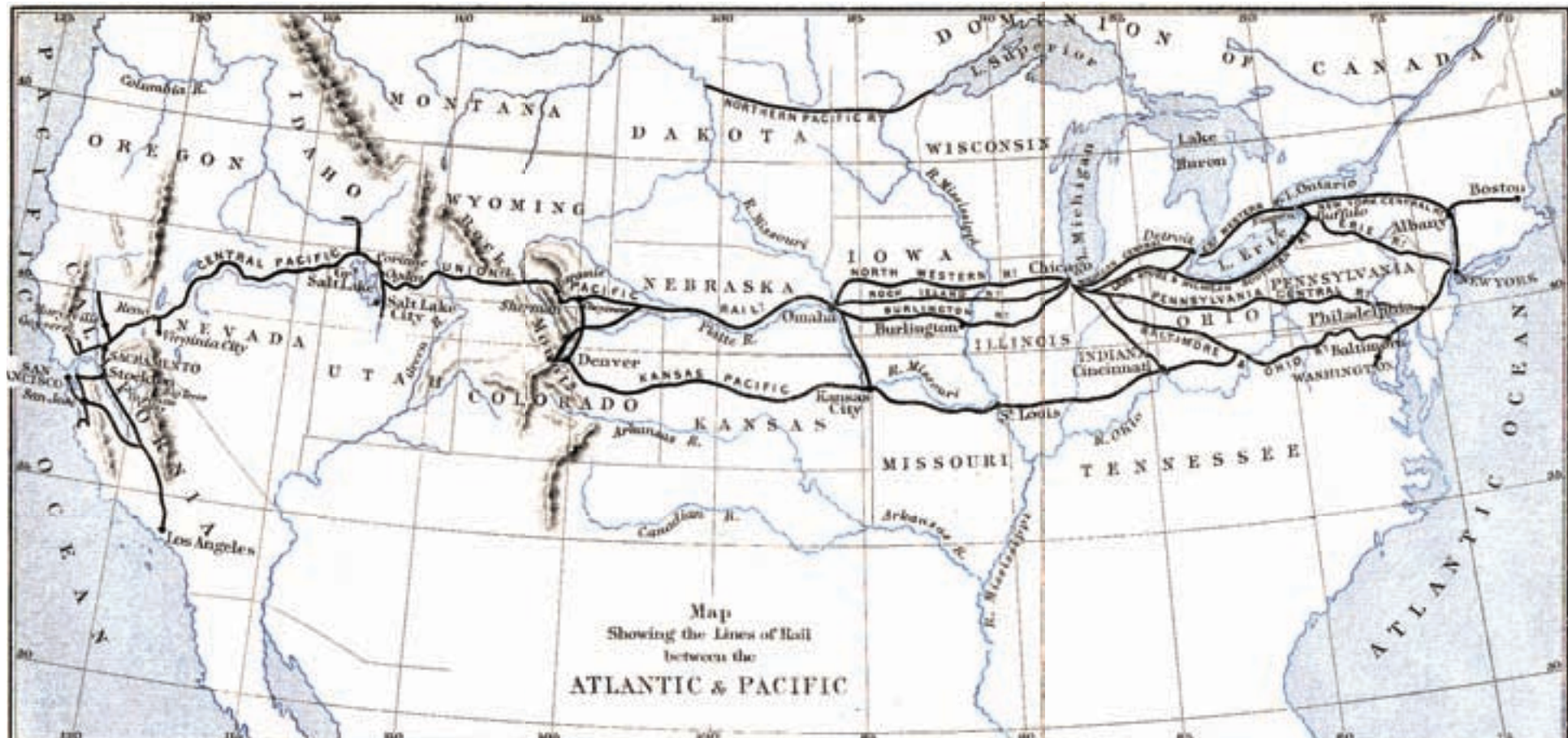
# Transcontinental Railroad



Promontory Point

Sacramento

Omaha



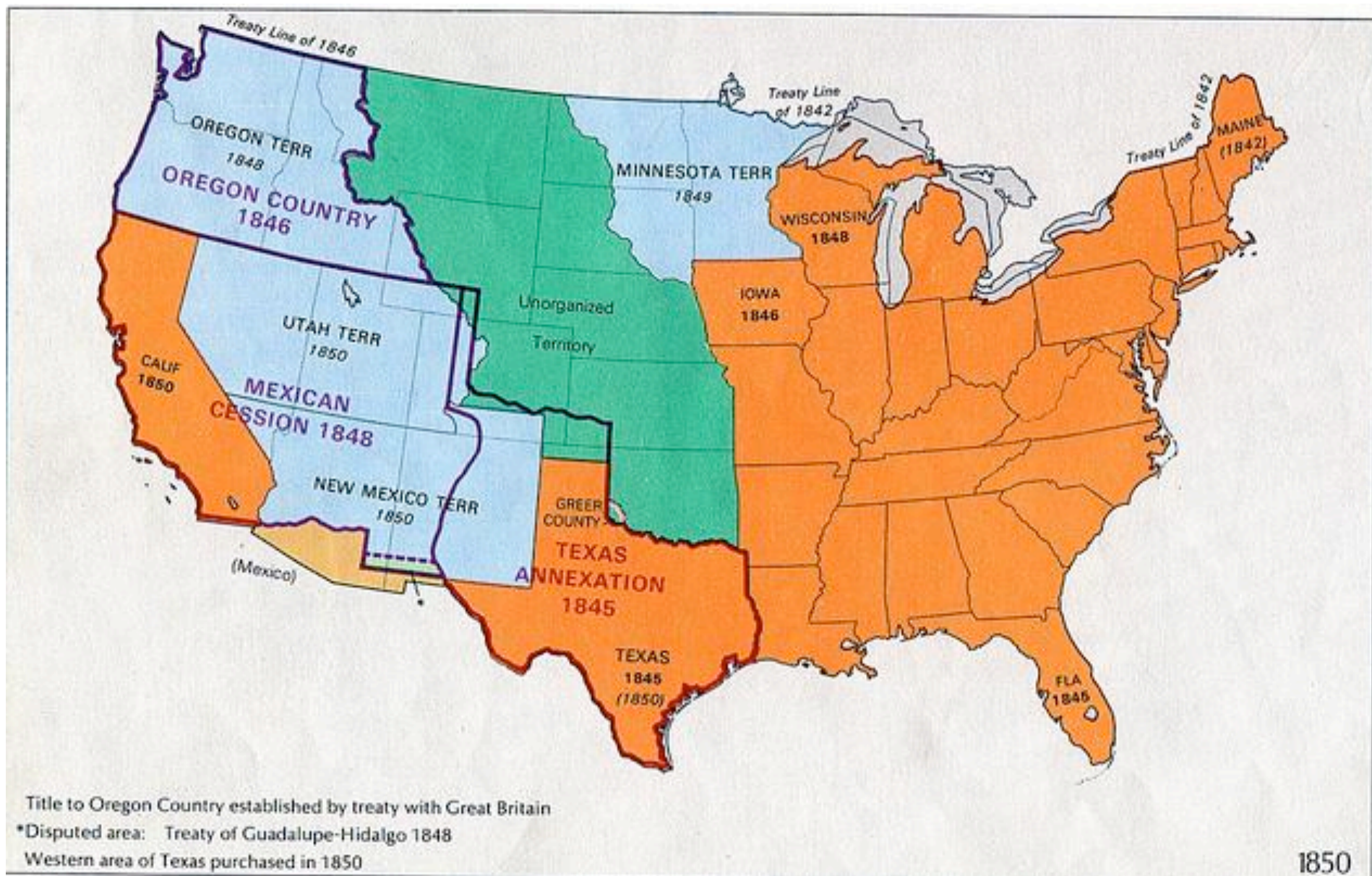
London, Longmans & Co.

Edw. W. C. M.



- The London banker would no longer pocket the commissions and the exchange on the immense trade carried on between New York and China...

- *Harper's Weekly*, July 27, 1867 (<http://www.pbs.org/wgbh/americanexperience/features/primary-resources/tcrr-reports/>)





PRODUCTS WILL PAY FOR LAND AND IMPROVEMENTS!

# MILLIONS OF ACRES

View on the Big Blue, between Camden and Crete, representing Valley and Rolling Prairie Land in Nebraska.



## IOWA AND NEBRASKA

# LANDS

FOR SALE ON **10** YEARS CREDIT

BY THE  
**Burlington & Missouri River R.R. Co.**

**AT 6 PER CT. INTEREST AND LOW PRICES.**

Only One-Seventh of Principal Due Annually, beginning Four Years after purchase.

20 PER CENT. DEDUCTED FROM 10 YEARS PRICE, FOR CASH.

### LAND EXPLORING TICKETS SOLD

and Cost allowed in First Interest paid, on Land bought in 30 days from date of ticket.

*Thus our Land Buyers GET A FREE PASS in the State where the Land bought is located.*

*These TERMS are BETTER at \$5, than to pre-empt United States Land at \$2.50 per Acre.*

EXTRAORDINARY INDUCEMENTS on FREIGHT and PASSAGE are AFFORDED TO PURCHASERS and THEIR FAMILIES.

Address **GEO. S. HARRIS, LAND COMMISSIONER,**  
or **T. H. LEAVITT, Ass't Land Comm'r, Burlington, Iowa.**

Or apply to

FREE ROOMS for buyers to board themselves are provided at Burlington and Lincoln.

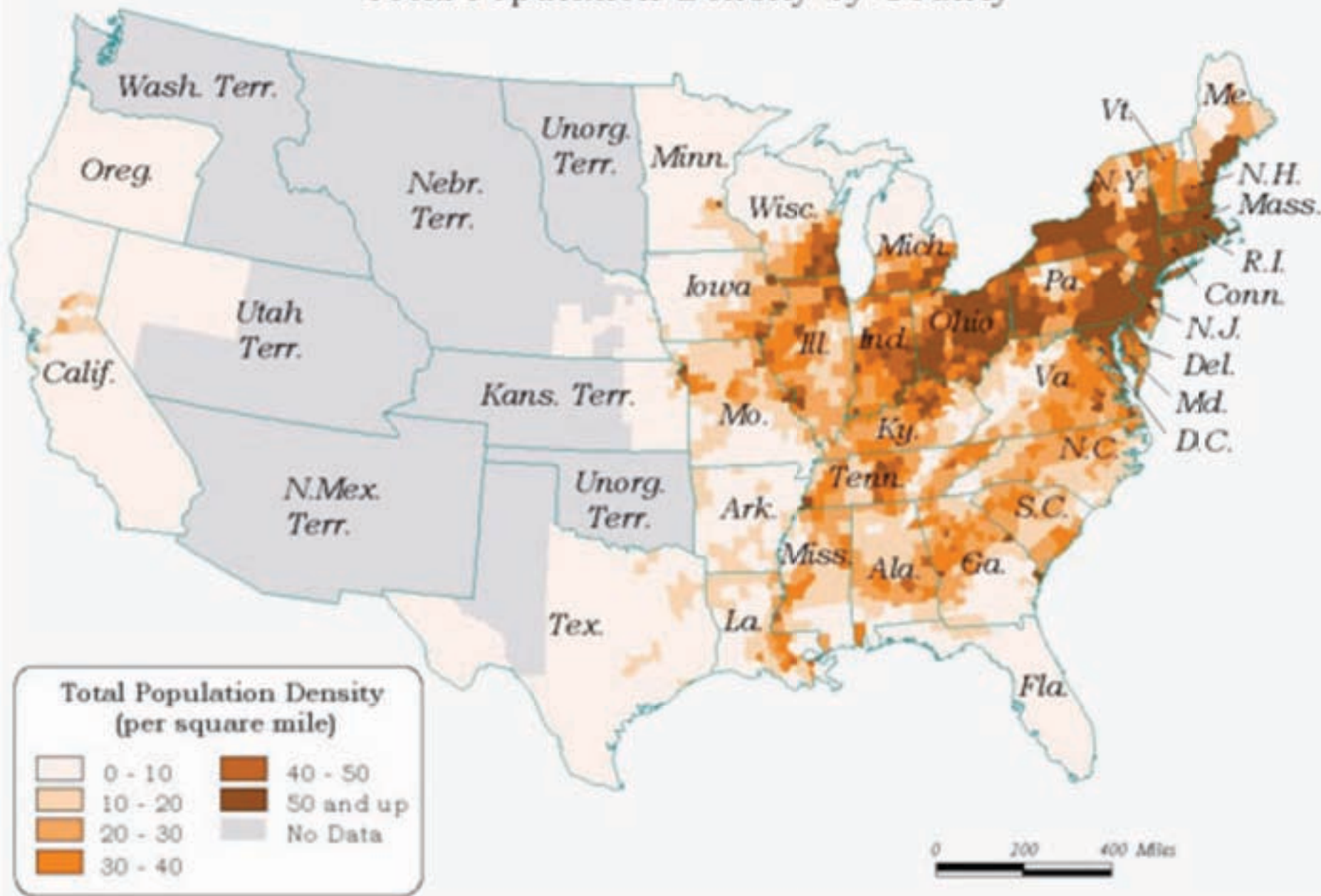
CIRCULARS are supplied GRATIS for distribution in ORGANIZING COLONIES and to induce individuals to emigrate WEST.

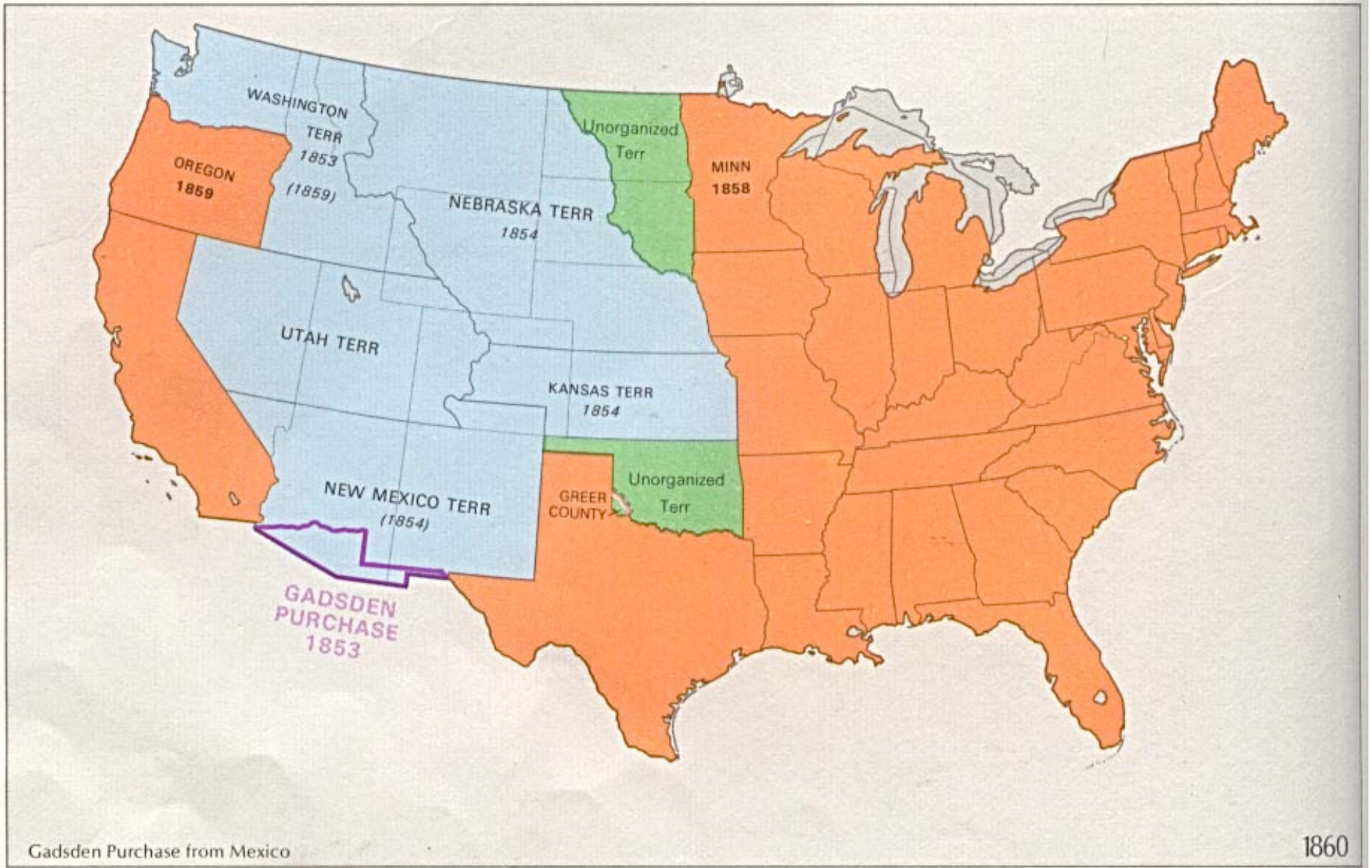
A SECTIONAL MAP, showing exact location of our IOWA LANDS is sold for 30 Cents, and of NEBRASKA LANDS for 30 Cents.



# United States in 1860

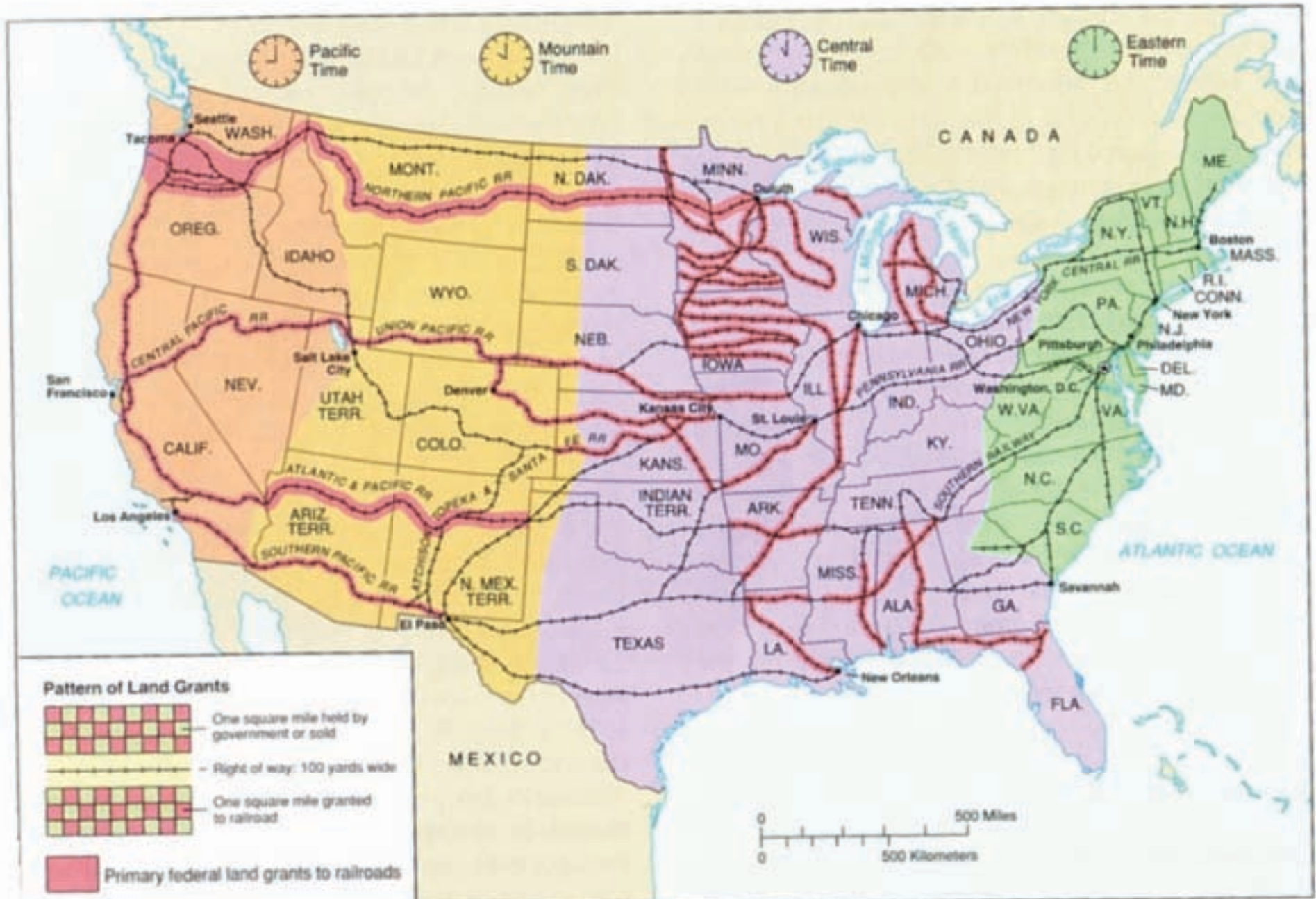
## Total Population Density by County





Gadsden Purchase from Mexico





### Transcontinental Railroads and Federal Land Grants, 1850-1900

*Despite the laissez-faire ideology that surrounded...*





## 1864 NORTHERN PACIFIC LAND GRANT AND THE PACIFIC NORTHWEST

Congress's 1864 Northern Pacific railroad land grant created a swath of checkerboard and "in-line" strips covering an area approximately 120 miles wide and 2000 miles long. Not all granted lands were patented to Northern Pacific.

This map shows the approximate limits of railroad grant lands in the Pacific Northwest as depicted in 1883 by the Northern Pacific Railroad Company. (Checkerboard pattern is not drawn to scale.)

Main raillines of Northern Pacific's corporate heir, Burlington Northern, and contemporary communities are provided for reference.

[Adapted from Northern Pacific, 1883.]

*The map of the United States encompasses the limits in which railroad received their land grants. Congress's Northern Pacific railroad land grant was the largest railroad land grant in American history.*  
(Adapted from Gates, 216 E.)

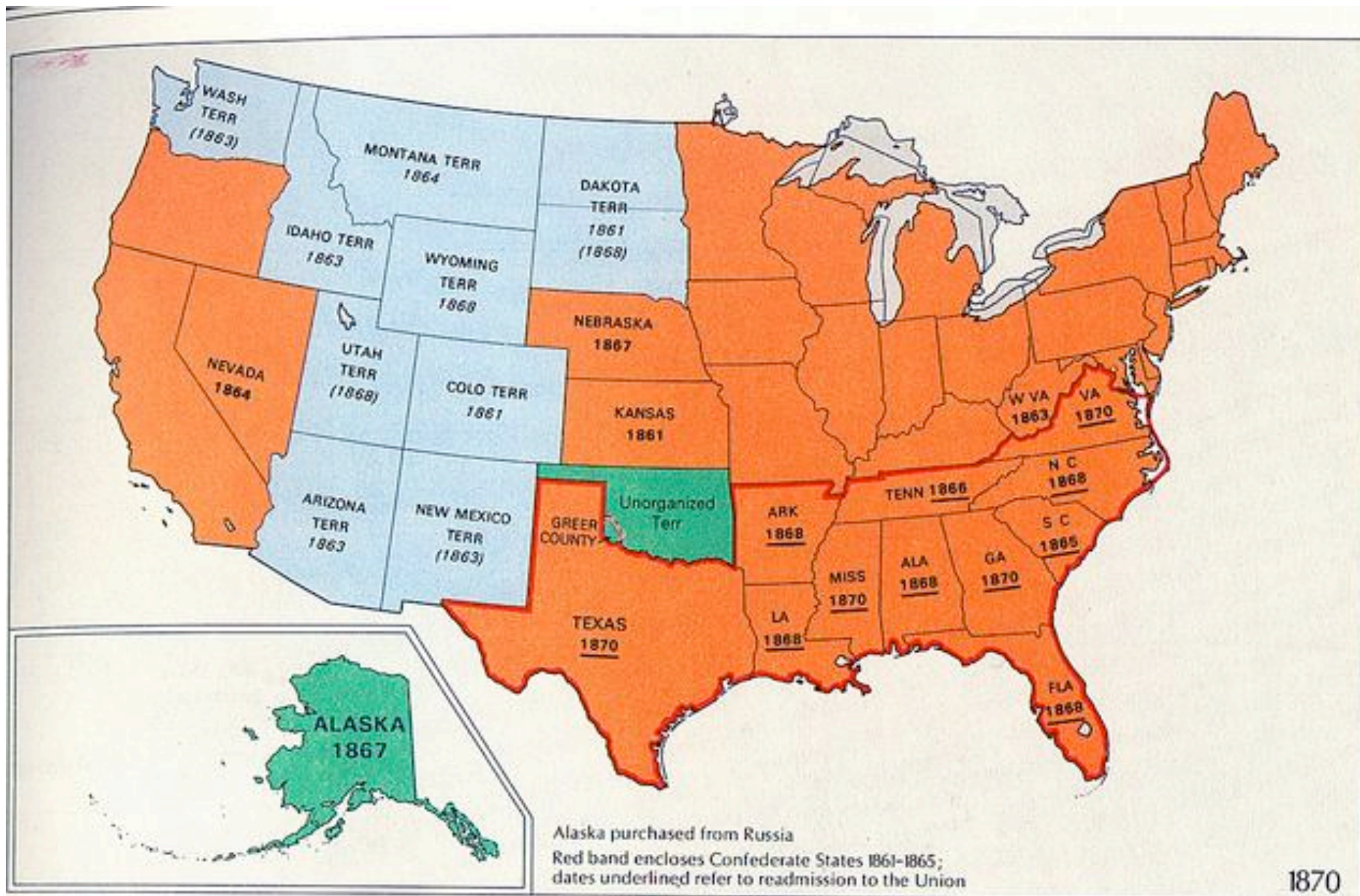
Toll-free  
1-800-368-5878



- New York would become, to America at least, what London is not to the rest of the world, namely, the place on which exchange is universally drawn. Millions of dollars would thereby be saved to our merchants annually, to say nothing of the difference of time, which is as precious as money.

- *Harper's Weekly*, July 27, 1867 (<http://www.pbs.org/wgbh/americanexperience/features/primary-resources/tcrr-reports/>)







- We have heretofore spoken of the advantages to be obtained by the operation of the Pacific Railroad .... and the easy access it afford to Asiatic trade. The gains, to be sure, are for the present purely speculative, but it is easy to conjecture the results from past experience.

- *Harper's Weekly*, July 27, 1867 (<http://www.pbs.org/wgbh/americanexperience/features/primary-resources/tcrr-reports/>)

ONE HUNDRED SHARES

SHARES  
\$100.  
PAID

SHARES  
\$100.  
PAID

# Northern Pacific Railroad Company

ORGANIZED BY ACT OF CONGRESS OF THE UNITED STATES OF AMERICA JULY 27 1864



PREPARED BY  
STODOLSKY

PREPARED BY  
STODOLSKY

1885  
JUL 16  
1885

This Certifies that *E. H. Harriman & Co.* full paid, shares of One Hundred Dollars each of the Preferred Stock of the NORTHERN PACIFIC RAILROAD COMPANY issued in accordance with the Plan adopted at the Shareholders meeting of June 20 1875 transferred in full to *Robert H. Smith* by *Alfred W. Brown* the Clerk of the Company at the office of the Treasurer or any Transfer Agency established by the Company upon the surrender of this certificate.

proprietor of  
CANCELLED  
JUL 22 1885

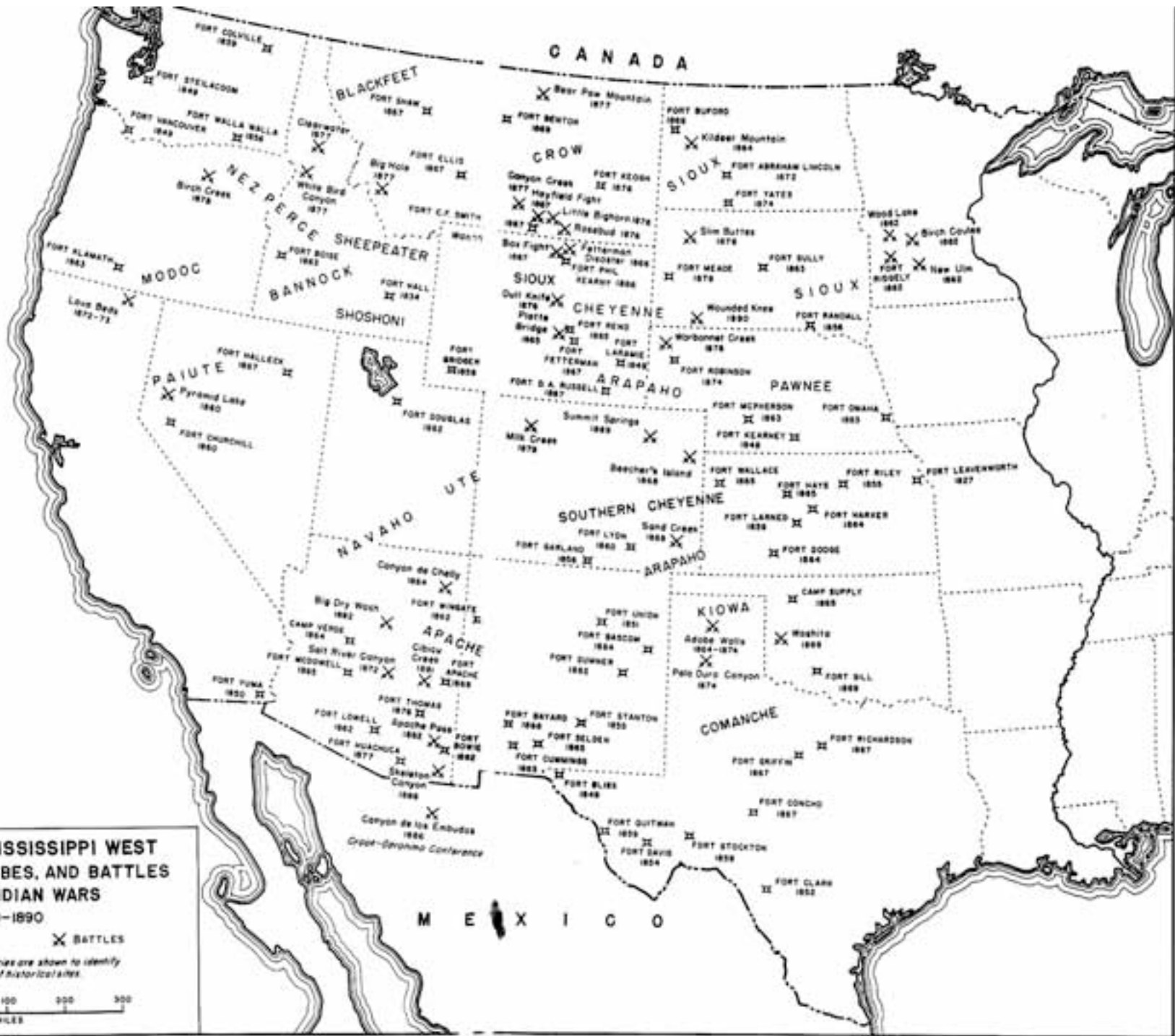
33562

City New York



*Robert H. Smith* The Pres  
*Ed. Bell* Treasurer

July 20 1885



**THE TRANS-MISSISSIPPI WEST  
SOME POSTS, TRIBES, AND BATTLES  
OF THE INDIAN WARS  
1860-1890**

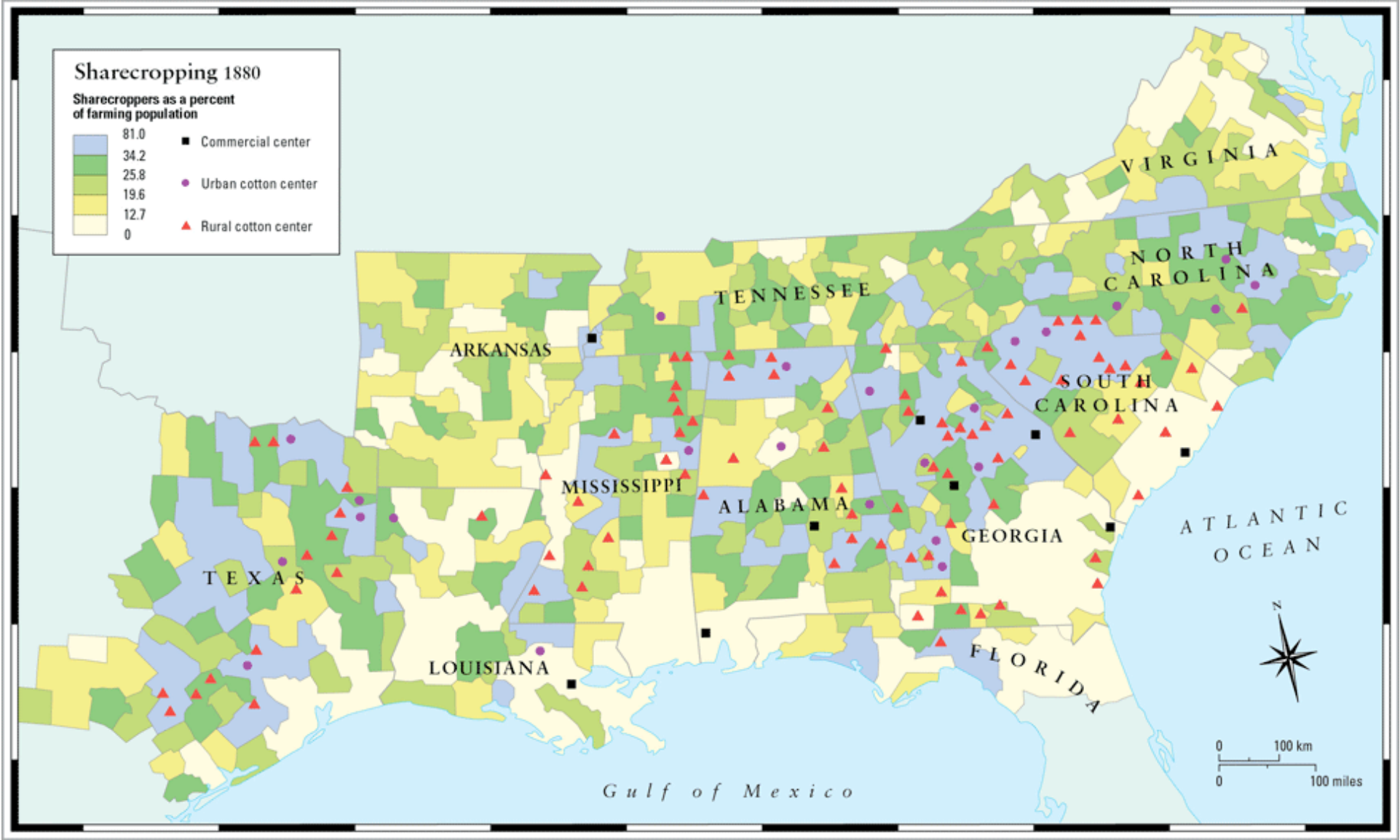
☒ POSTS      ✕ BATTLES

NOTE: State boundaries are shown to identify the location of historical sites.



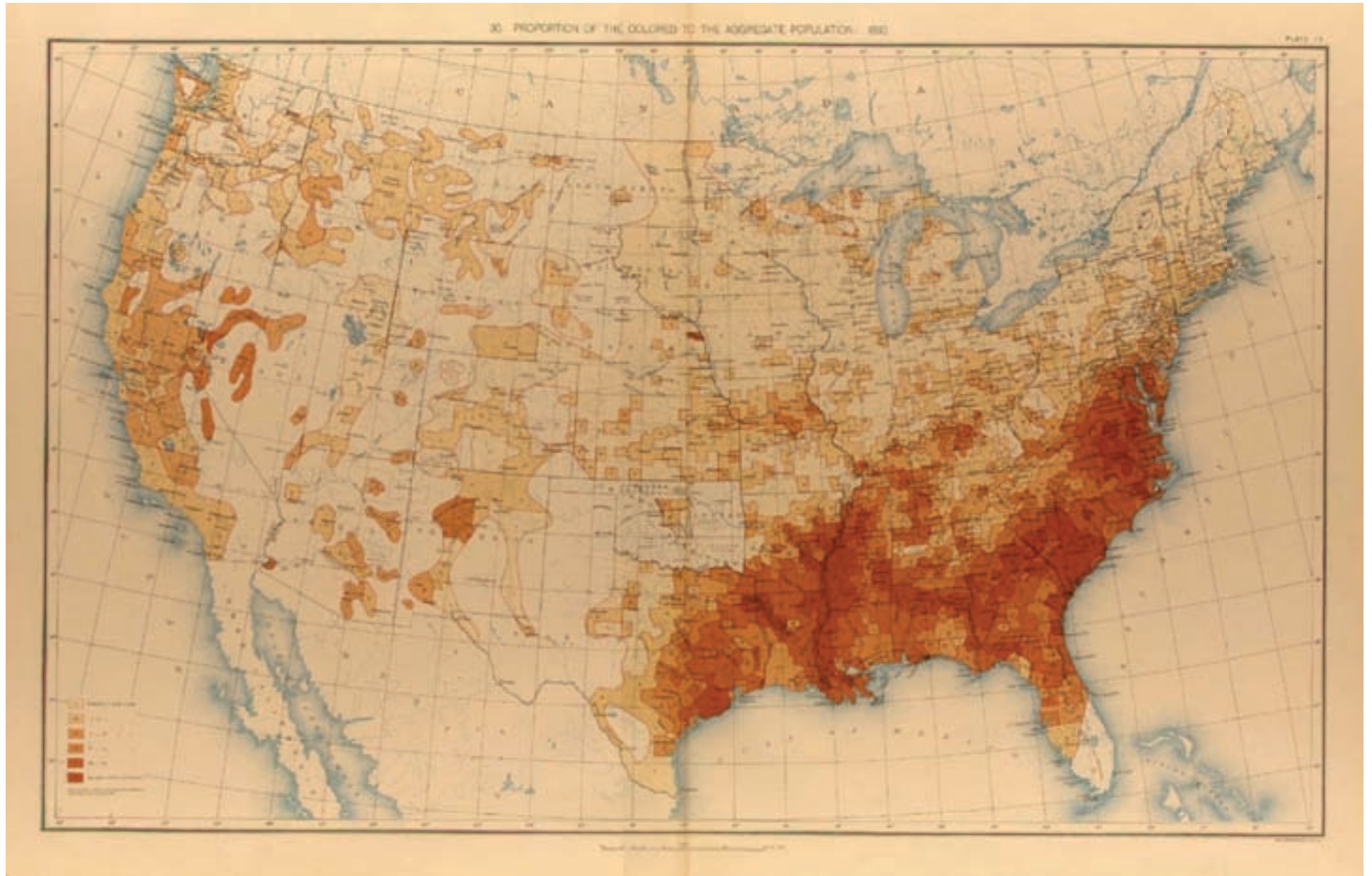






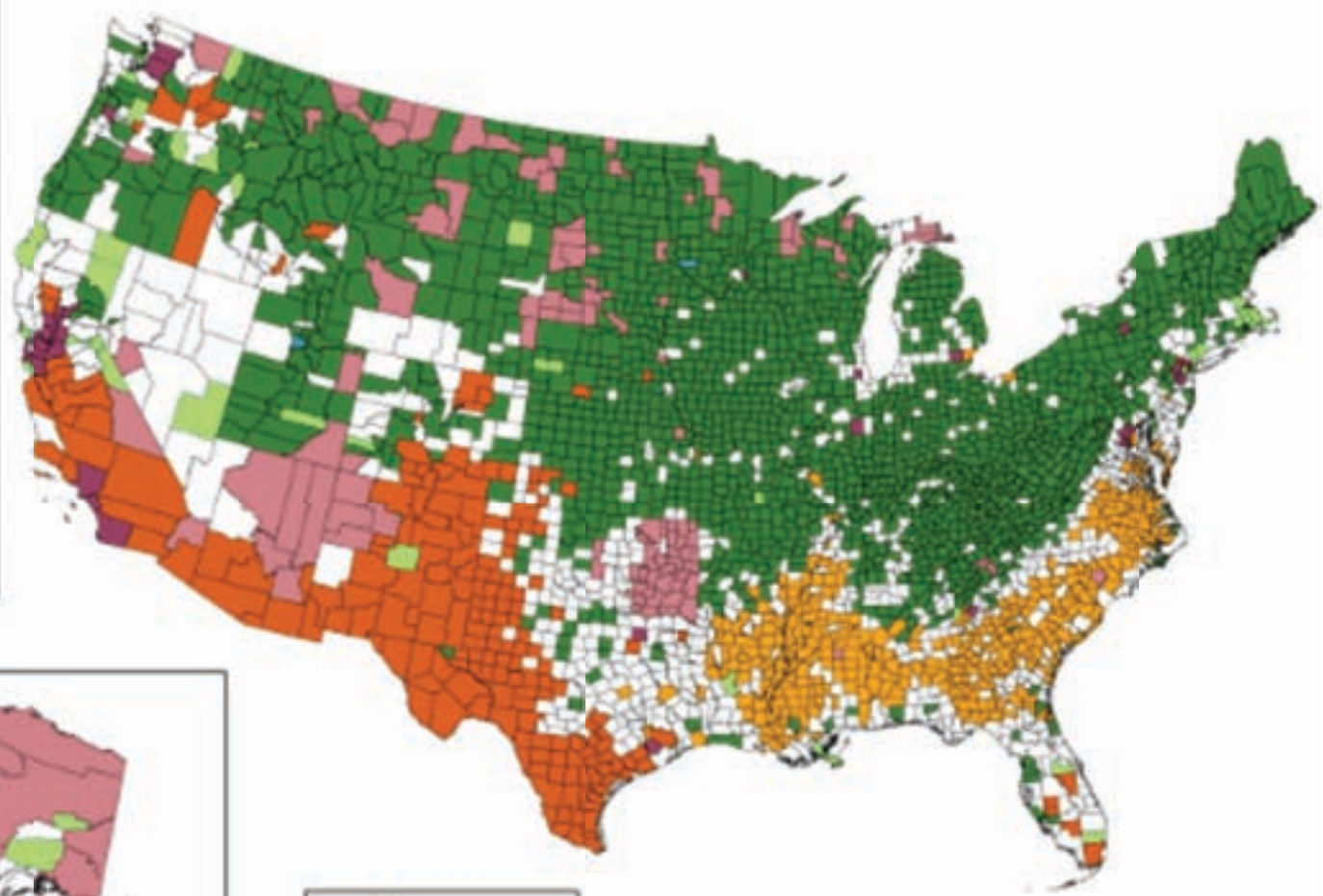


# Population Density: 1890

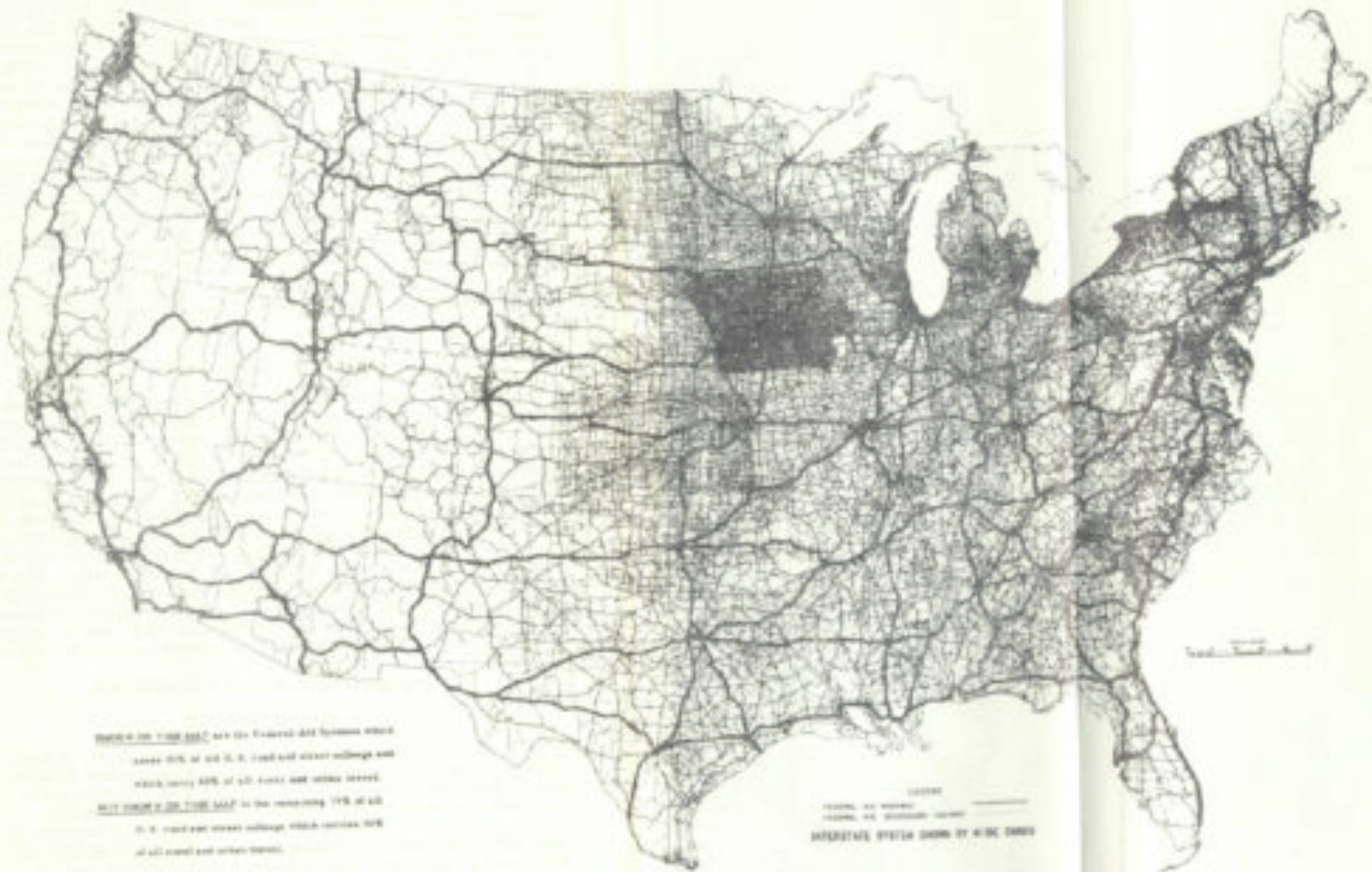


### Most over-represented race/ethnicity, 2000

- Same as USA
- Hispanic
- White, non-Hisp.
- Black, non-Hisp.
- Am. Ind., non-Hisp.
- Asian, non-Hisp.
- Pacific Is., non-Hisp.
- Other race, non-Hisp.







UNITED STATES  
 FEDERAL AID HIGHWAYS AND FEDERAL AID SECONDARY ROADS  
 JUNE 30, 1953