

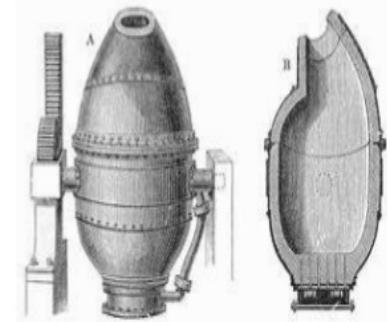
Industrialization Emerges

- Industrial boom was due to several factors: Wealth of natural resources; Government support for business; Growing urban population provided for both cheap labor and markets for products.
- Edwin L. Drake used a steam engine to drill for oil. An oil boom emerged in several states.
- Coal and iron also were abundant.

The Impact of the Bessemer process on American culture

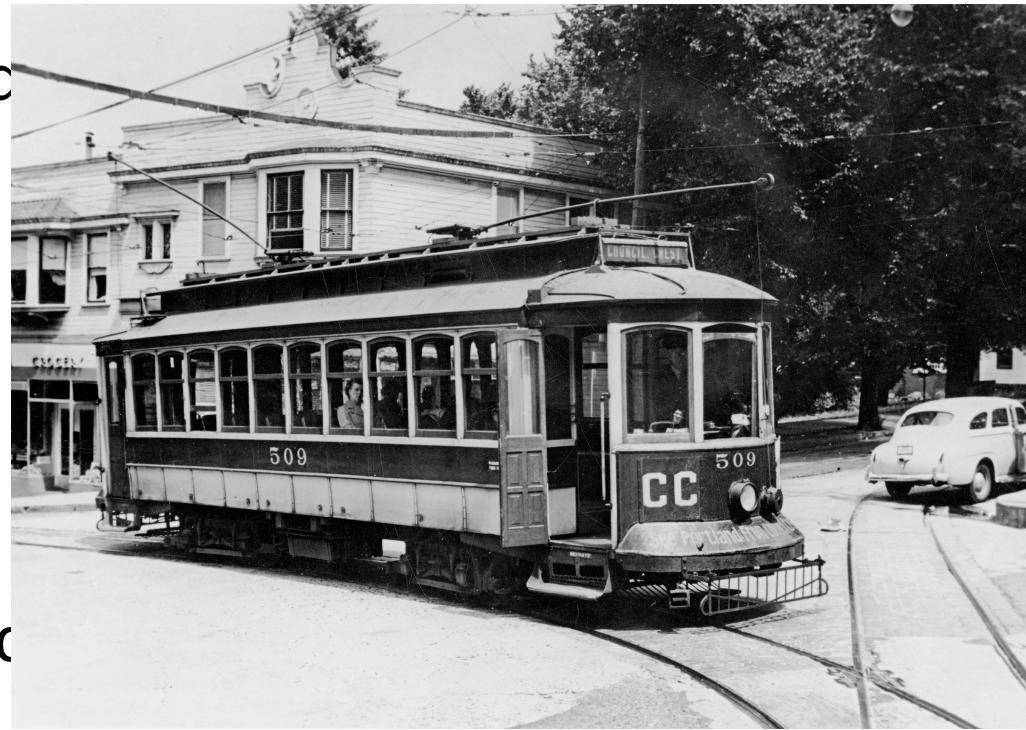
The Bessemer process improved the steel industry by a mile. Americans had a lot more steel because of this, and it was quick and easy. Before the introduction of the process, bridges, railroads, and buildings had to be made out of wrought iron due to the expensive cost of steel. With Henry Bessemer's invention, 30,000 miles of railroad track could be built in the western part of the U.S. The U.S Military power was also increased since weapons and warships were made of steel.

The Bessemer Converter



Inventions Promote Change

- Electricity was produced and distributed.
- Electric power changed business in America and became available in homes.
- Light bulb, typewriter (Christopher Sholes), telephone affected office work and created new jobs for women.



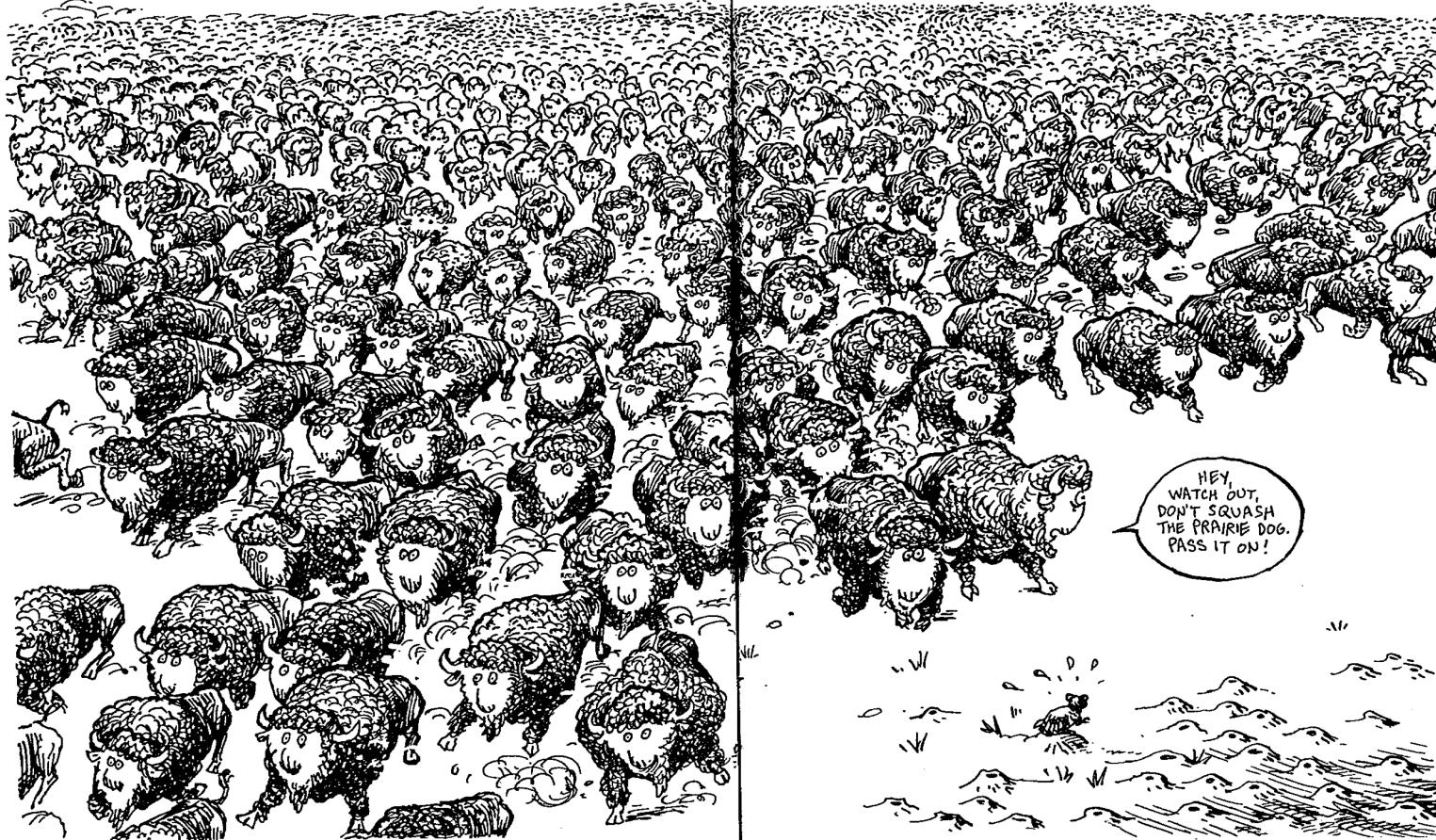
Railroads Span Time and Space



- Railroads brought the dreams of available land, adventure, and a fresh start possible.
- The diverse regions of the country were transformed into a united nation.

CHAPTER 12

♦ WHERE THE RAILROADS ROAM ♦



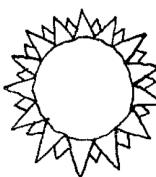
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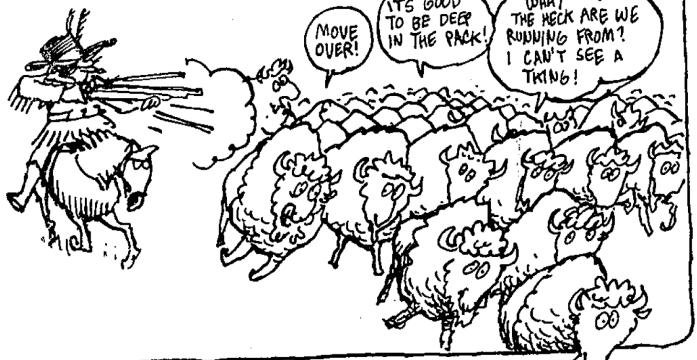


IN 1866 (OR WAS IT 1867?*), THE PLAMBOYANT, YOUNG WILD BILL AND IF CODY SIGNED A CONTRACT TO PROVIDE BISON MEAT TO THE CONSTRUCTION WORKERS OF THE KANSAS PACIFIC RAILWAY.

I DON'T LIKE THE SOUND OF THIS...



CODY WAS NO MEAT PACKER... HE PACKED A GUN INSTEAD (NICKNAMED "LUCRETIA BORGIA"). HIS PLAN WAS TO RUSTLE UP GRUB WHERE HE FOUND IT... BECAUSE THE KANSAS PLAINS WERE A VERITABLE LIVING MEAT LOCKER, WITH BISON AS FAR AS THE EYE COULD SEE!



* ACCURATE INFORMATION ABOUT BILL CODY IS HARD TO COME BY. HE PERSONALLY INVENTED ENOUGH INACCURACIES TO FILL VOLUMES.

IN EIGHT MONTHS* CODY BAGGED OVER 4200 BISON AND EARNED HIMSELF A NICKNAME AS WELL:

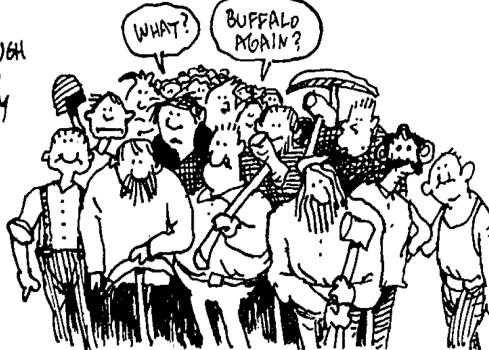
BUFFALO BILL



THIS WAS JUST THE BEGINNING OF THE GREAT BUFFALO SLAUGHTER. IT WAS INCREDIBLY WASTEFUL: CODY TOOK ONLY THE HAMS AND HUMPS, LEAVING THE REST TO THE HAPPY VULTURES.



EVEN SO, HE SUPPLIED ENOUGH MEAT TO FEED A SMALL ARMY OF RAILROAD WORKERS!

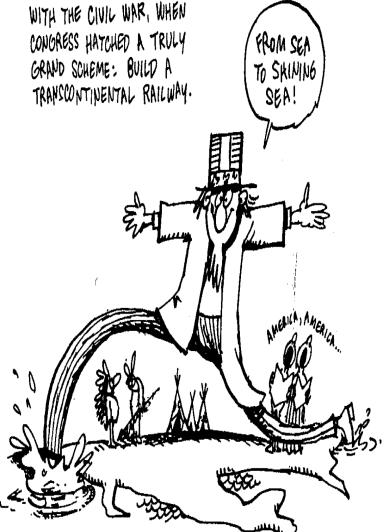


*OR EIGHTEEN. SEE PREVIOUS FOOTNOTE.

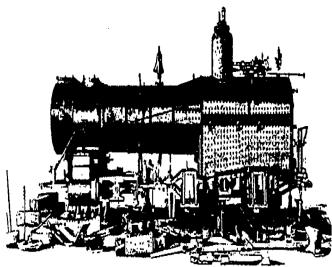
ALL THOSE WORKERS EATING ALL THOSE BUFFALO WAS A CLEAR SIGN THAT THE RAILROAD BUSINESS WAS BOOMING. IN THE 1860'S, RAILROAD BARONS' FORTUNES WERE RISING EVEN FASTER THAN THE BUFFALO POPULATION WAS FALLING.



THE BOOM HAD ACTUALLY BEGUN WITH THE CIVIL WAR, WHEN CONGRESS HATCHED A TRULY GRAND SCHEME: BUILD A TRANSCONTINENTAL RAILWAY.



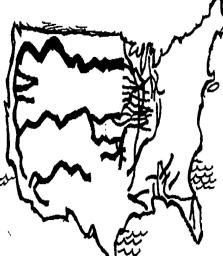
BUT A PROJECT SO ENORMOUS HAD SCARCELY BEEN IMAGINED BEFORE! WHO COULD POSSIBLY AFFORD IT? SUCH A HUGE INVESTMENT IN LAND, LABOR, AND EQUIPMENT WAS BEYOND THE ABILITY OF ANY PRIVATE COMPANY.



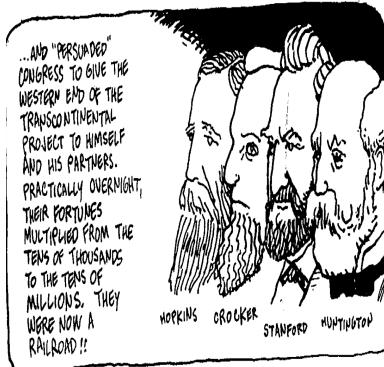
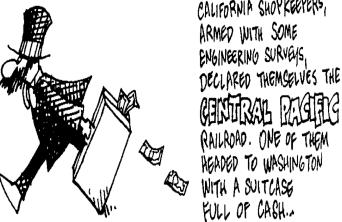
IT WAS SUGGESTED THAT THE GOVERNMENT ITSELF COULD BUILD AND RUN THE GREAT RAILROAD — BUT NO, THAT WOULD BE SOCIALISTIC!



SO THE GOVERNMENT CAME UP WITH A BRILLIANT SOLUTION: SIMPLY GIVE THE LAND AND LEND THE MONEY TO PRIVATE RAILROAD COMPANIES! THE AMOUNT OF LAND EVENTUALLY HANDED OVER WAS INCREDIBLE: MORE THAN 200 MILLION ACRES!!



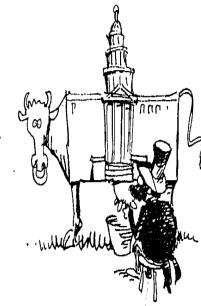
AND WHO WERE THESE RAILROAD COMPANIES? WELL, IN THOSE DAYS, WHEN THE INDUSTRY WAS YOUNG, ANYONE WHO SAID HE WAS A RAILROAD COULD BE A RAILROAD. AND WITH SUCH HIGH STAKES, THERE WERE MANY CONTENDERS!!



THE EASTERN HALF OF THE ROUTE WAS ASSIGNED TO THE

UNION PACIFIC

COMPANY. DESPITE THE PATRIOTIC NAME, THE CORPORATION'S DIRECTORS FOUND A WAY TO MILK CONGRESS FOR MILLIONS OF DOLLARS...

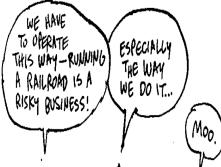


THE SCHEME WAS SIMPLE: THEY HIRED A FIRM NAMED CREDIT MOBILIER TO DO THE CONSTRUCTION WORK, THEN OVERPAID CREDIT MOBILIER BY AN ENORMOUS FACTOR.



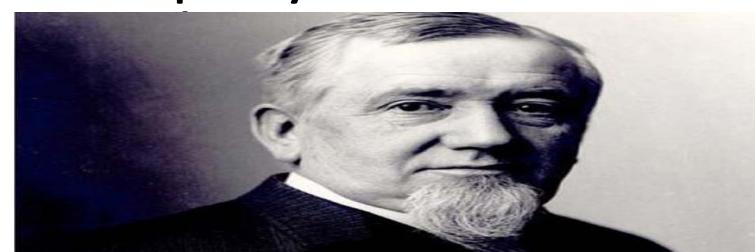
ALTHOUGH MILLIONS IN PUBLIC FUNDS DISAPPEARED INTO THE RAILROADERS' BANK ACCOUNTS, CONGRESS WAS SILENT —

AND NO WONDER: THE UNION PACIFIC MEN HAD BESTOWED MANY SHARES OF PROFITABLE STOCK UPON THE COMPLIANT CONGRESSPEOPLE!



Opportunities and Opportunists

- Growth of the railroads influenced the industries and businesses in which Americans worked. Iron, coal, steel, lumber, and glass industries grew rapidly and tried to keep up with the railroads' demands for materials and parts.
- New towns and markets were linked, and trade was promoted. It was a nationwide network of suppliers and markets.
- George Pullman built a factory for manufacturing sleeper cars. Pullman created a company town for his



The Grange and the Railroads

- Railroad Abuses-Farmers & The Grangers began demanding governmental control over the railroad industry. They were upset because of price fixing and misuse of governmental grants.
- Granger laws were regulatory laws authorized by an Illinois commission “to establish maximum freight and passenger rates and prohibit discrimination.”
- In 1877, *Munn v. Illinois* upheld the Granger laws. States won the right to regulate the railroads for the benefit of farmers and consumers.

Interstate Commerce Act

DOCUMENT E.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that the provisions of this act shall apply to any common carriers engaged in the transportation of passengers or property wholly by railroad, . . . from one state or territory of the United States, or the District of Columbia, to any other state or territory of the United States, or the District of Columbia. . . .

Section 3. That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality. . . .

Section 4. That it shall be unlawful for any common carrier subject to the provision of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line. . . .

The Interstate Commerce Act, 1887