

1: Catalog Record: Overland journey from San Francisco to New | Hathi Trust Digital Library

AN OVERLAND JOURNEY. From New York to Kansas, 7 Notes on Kansas, 20 More Notes on Kansas, 35 More of Kansas, 48 Summing up on Kansas, 61 On the Plains,

American journalist and politician Horace Greeley "founded the New York Tribune in and served as its editor for the next thirty years. He made the Tribune one of the most influential journals of his time. In , Greeley traveled through the west by stagecoach, publishing accounts of his travels in the New York Tribune. The purpose of the trip was partially to sketch in writing the character of the western regions and the people who lived there, both the indigenous population and the settlers. It was also designed to generate enthusiasm for building a railroad, which would make a journey like the one he undertook far less arduous and more commonplace. The west had been opened and was being settled. His overland journey was in part a piece of investigative, on-site reporting and, in part, an early example of advocacy journalism. These articles, which became *An Overland Journey*, detailed what the country was like and how settlers lived. Thus he provided both a map of the natural environment, and an early sociological study. Greeley used the stories to suggest that because of the dissipation and slothfulness he kept encountering, there was a need for the railroad. He also argued that the land was fit to profit diligent and industrious men and women who devoted themselves to making a livelihood in the west. The railroad, as Greeley saw it, would bring civilization and civility to regions that had been opened to settlement but not domesticated. He looked for "social, moral, and intellectual blessings" from a railroad. The railroad, Greeley argued, would facilitate communication through the swift exchange of letters and the delivery of the implements of civilization, books, and journals to the west. Just as important was the need to increase the number of "intelligent, capable, virtuous women" out west, for he believed in their stabilizing and uplifting influence. Besides offering reasons for building a railroad in *An Overland Journey*, Greeley offered practical financial and engineering advice, arguing that it was not a daunting enterprise but could be accomplished. Suffice it for the present that I merely suggest them. Our mails are now carried to and from California by steamships, via Panama, in twenty to thirty days, starting once a fortnight. The average time of transit from writers throughout the Atlantic states to their correspondents on the Pacific exceeds thirty days. With a Pacific railroad, this would be reduced to ten; for the letters written in Illinois or Michigan would reach their destinations in the mining counties of California quicker than letters sent from New York or Philadelphia would reach San Francisco. With a daily mail by railroad from each of our Atlantic cities to and from California, it is hardly possible that the amount of both letters and printed matter transmitted, and consequently of postage, should not be speedily quadrupled. The first need of California to-day is a large influx of intelligent, capable, virtuous women. With a railroad to the Pacific, avoiding the miseries and perils of six thousand miles of ocean transportation, and making the transit a pleasant and interesting overland journey of ten days, at a reduced cost, the migration of this class would be immensely accelerated and increased. Thousands now staying in California, expecting to "go home" so soon as they shall have somewhat improved their circumstances, would send or come for their families and settle on the Pacific for life, if a railroad were opened. Tens of thousands who have been to California and come back, unwilling either to live away from their families or to expose them to the present hardships of migration thither, would return with all they have, prepared to spend their remaining days in the land of gold, if there were a Pacific railroad. Education is the vital want of California, second to its need of true women. School-books, and all the material of education, are now scarce and dear there. Almost all books sell there twice as high as here, and many of the best are scarcely attainable at any rate. With the Pacific railroad, all this would be changed for the better. The proportion of schoolhouses to grogshops would rapidly increase. All the elements of moral and religious melioration would be multiplied. Tens of thousands of our best citizens would visit the Pacific coast, receiving novel ideas and impressions, to their own profit and that of the people thus visited. Civilization, intelligence, refinement, on both sides of the mountain"still more, in the Great Basin inclosed by them"would receive a new and immense impulse, and the Union would acquire a greater accession of strength, power, endurance, and true glory, than it would from the acquisition of the whole

continent down to Cape Horn. The only points of view in which a railroad from the Missouri to the Pacific remains to be considered are those of its practicability, cost, location, and the ways and means. Let us look at them: As to practicability, there is no room for hesitation or doubt. The Massachusetts Western, the Erie, the Pennsylvania, and the Baltimore and Ohio, have each encountered difficulties as formidable as any to be overcome by a Pacific railroad this side of the Sierra Nevada. The government on its part should concede to the company a mile in width, according to the section lines, of the public lands on either side of the road as built, with the right to take timber, stone and earth from any public lands without charge; and should require of said company that it carry a daily through-mail each way at the price paid other roads for conveying mails on first-class routes; and should moreover stipulate for the conveyance at all times of troops, arms, munitions, provisions, etc. The government should leave the choice of route entirely to the company, only stipulating that it shall connect the navigable waters of the Mississippi with those of the Pacific Ocean, and that it shall be constructed wholly through our own territory. By adopting this plan, the rivalries of routes will be made to work for, instead of working against, the construction of the road. Strenuous efforts will be made by the friends of each to put themselves in position to bid low enough to secure the location; and the lowest rate at which the work can safely be undertaken will unquestionably be bid. The road will be the property of the company constructing it, subject only to the rights of use, stipulated and paid for by the government. And, even were it to cost the latter a bonus of fully fifty millions, I feel certain that every farthing of that large sum will have been reimbursed to the treasury within five years after the completion of the work in the proceeds of land sales, in increased postages, and in duties on goods imported, sold, and consumed because of this railroad—not to speak of the annual saving of millions in the cost of transporting and supplying troops. Let us resolve to have a railroad to the Pacific—to have it soon. It will add more to the strength and wealth of our country than would the acquisition of a dozen Cubas. It will prove a bond of union not easily broken, and a new spring to our national industry, prosperity and wealth. It will call new manufactures into existence, and increase the demand for the products of those already existing. It will open new vistas to national and to individual aspiration, and crush out filibusterism by giving a new and wholesome direction to the public mind. My long, fatiguing journey was undertaken in the hope that I might do something toward the early construction of the Pacific Railroad; and I trust that it has not been made wholly in vain. He believed in the importance of industrial technology for the development of a productive, democratic society in a world where vast amounts of territory—administered by one central authority, the United States—would nevertheless constitute a democracy and not an empire, as they had throughout past history. He was not an environmentalist in the common understanding of the word. His goal was not to preserve nature but to establish the conditions that would help people lead civilized lives through the force of their own democratic authority. Although he favored cities and industry, he was not an adherent of the industrial revolution as it prevailed in the nineteenth century. He was a progressive Puritan, wishing to see religion, family, and morality prevail where there was wilderness and wildness. In many respects, his vision of a unified continent was an early version of globalism. Go West, Young Man!: University of New Mexico Press, Web sites Horace Greeley. Cite this article Pick a style below, and copy the text for your bibliography. Retrieved November 15, from Encyclopedia. Then, copy and paste the text into your bibliography or works cited list. Because each style has its own formatting nuances that evolve over time and not all information is available for every reference entry or article, Encyclopedia.

2: stagecoach journey FROM SAN FRANCISCO TO NEW YORK

An Overland Journey from New York to San Francisco in the Summer of 1846 has 9 ratings and 0 reviews. In the spring of 1846, Horace Greeley, celebrated ed.

A prominent British citizen. Verney was a well-educated traveler and his description of the overland route is extensive. Stage coach traveling was exhausting and Verney describes both the rough conditions and his fellow travelers. Trouble with Indians pervaded. While unimpressed with Mormonism, he approved of Salt Lake City. Our return journey seemed to me to pass away too quickly. We left Coulterville by stage the same evening at midnight, and at six the next morning I parted from those friends whose unaffected goodness and kindness to a perfect stranger has taught me a lesson of true hospitality I shall never forget. Having parted with my charming Bloomer companions, I pursued my solitary way with depressed spirits. This place, to the eastward of the 121st degree of longitude, is at present the end of that railroad which, starting from Sacramento, is some day to cross the continent. Gigantic as the task appears, it is steadily and perseveringly pursued: The Sierra Nevada mountains once crossed, the road will advance much faster; and I am persuaded that the central plains of this great continent will be crossed by steam before many years are over. Some Americans think that this railroad will soon be considered a political necessity, as a bond of union between the Eastern and Western States. If the Federal Government would take the matter in hand, and furnish a guarantee for the money laid out, it would be an accomplished fact in two years, and I am inclined to think it would not prove an unprofitable speculation. The next morning at half-past four, I rose to go on by the early coach. When it arrived I found that it was full, two gentlemen having engaged six seats, that they might sleep at ease. The night being now so far spent, I asked one of them to rent me a seat; but he replied that the pleasure of obliging me on his arrival at Placerville was not the motive that had induced him to engage his three seats at San Francisco. However, when the second coach arrived in the afternoon, I found a vacant seat, and pursued my journey to Virginia City. The road between that place and Shingle Springs is always kept in first-rate order; during the summer it is watered every night, and so kept hard. The coaches are first-class, the six horses are always carefully chosen and well matched, and the drivers are selected for their skill and good character. It is said that some of the "tallest" driving in the States may be seen on this road, and, as far as my experience goes, I certainly never saw such driving. One passes heavy waggons drawn by long teams, both journeying east and west; the road is often narrow and steep, with sharp turns; and when the driver, rapidly swinging his six horses round a bluff, sometimes comes suddenly on a waggon labouring up the hill, only great skill and experience, and firm nerve, prevent either a collision on the one hand, or a capsize on the other. The hills are descended at full gallop, and ascended at a smart trot. At one place it became necessary for us to go very near the edge of the steep; the earth crumbled and sank under the outer wheels, and for a moment the coach heeled over a little, but, at the pace we were going, soon recovered itself. Accidents are very rare. Placerville is a pleasant little town, with trees in the streets and ice in the hotels. Many of its houses are of brick or stone, and well built. Wooden houses are common in all parts of the United States, and are by no means ugly or uncomfortable; but in winter the better-built houses are far preferable. All houses are roofed with wooden shingle, usually made from the cedar. There are on this road two high points, the First and Second Summits, said to be about six thousand feet above the level of the sea. Between them lies Lake Tahoe, a large sheet of fresh water about forty miles in diameter. A small steamer plies on it, and it is resorted to in the summer for the sake of its excellent fishing. We passed the First Summit in the evening, just before sundown, and the view was magnificent; mountain after mountain rolling away in the distance as far as the eye could reach. I have seen many of the celebrated views of the world, but never one which seemed to command so vast and immeasurable a view of this round earth. From the First Summit, the American river flows to the westward. During our ascent we followed its banks for many miles, and saw in several places the old emigrant road used in former days before the present one was made. Anything less like a road, or more like the track of an avalanche could scarcely be imagined; and one could in some degree conceive what were the obstacles surmounted by the hardy gallant pioneers of the far far west. In a few short years, Yankee go-ahead-iveness

will have wiped out even these memorials of the past. A wayside house in Strawberry Valley is worthy of mention on account of the simple derivation of its somewhat romantic name. It is kept by a man named Berry , noted for the good fare he provides for man and beast. The western slope of the Sierra Nevadas abounds with quail of two species. Near the plains is the common California quail, but higher up is the mountain quail, distinguished by a crest of two long feathers, which quiver with every quick nervous motion of its little head, as it runs over the rocks and among the bushes. Both species are numerous, of beautiful plumage, and good eating. They are difficult to catch alive, but I have seen a large cagedful of them at a wayside house among the mountains. Descending at a break-neck pace from the First Summit we reached the borders of Lake Tahoe , whose southern shores we followed for nearly twenty miles. It was now night but a full moon gave to the scene a peculiar beauty, lighting up points of the most distant hills, and shadowing valleys in the deepest gloom. All day had I been jolted on the top of the coach, but when night came I took my place inside, where was a vacant seat. This was my first experience of a night spent in a Concord coach. An American friend, who had himself crossed the plains, had recommended me to bring an air-pillow. This became my main-stay: I sat on it by day, or interposed it between the hard side of the coach and my ragged skin and jaded bones, and by night I put my head through the hole in the middle and wore it as a collar, like a degraded Chinaman. This saved the sides of my head during my endeavours to sleep, but occasionally a heavier jolt than usual would strike the cranium violently against the roof, driving it down between my shoulders. I remember nothing between the shores of Lake Tahoe and the Second Summit; here I certainly did look out of the window, and then fell to bumping about again until we stopped for a short time at Carson City , at one A. Here we got out and stamped around for a few minutes while the horses were being changed, and were amused by a lady who had no money wherewith, to pay her fare any farther, and at the same time declined to alight. The mail agent was in an awkward fix: At last, however, he was persuaded to leave her in possession by her assurance that she was a person of great consideration, owning houses and lands in Virginia City , and that everybody knew where she lived. So I poked my head into my air-pillow again and off we went. A very frowsy looking saint, bound for the Great Salt Lake , came with us, and started for his Eden two hours after arrival. Virginia City is a remarkable specimen of the towns that seem to spring up by magic in the mining districts. It is situated near the foot of a conspicuous hill, Mount Davidson , in a land where rain never falls, where not a blade of grass is visible, and where trees are only to be seen in one distant valley. It lies in the focus of the rays of the sun reflected from the naked hills, a dry and uninviting evidence of underground wealth. All that part of the State of Nevada , recently admitted into the Union , is known as the Washoe country, and is celebrated for the richness of its silver mines. The rain-bearing clouds that come floating in from the Pacific ocean are caught by the Sierra Nevada mountains , and fall condensed before they reach the Washoe country. Snow falls heavily in winter on the Sierra Nevadas, and on the high plateau of Nevada State, which is much more elevated than California. These snows melting in summer feed two or three considerable streams which flow for some distance and are then lost in sinks in valleys, where a few cotton-trees grow. The ground is hard, and mostly covered with a sage-brush like the common garden-sage. A few attempts at irrigation have succeeded, and in one or two places round the town are small vegetable gardens. There are many well-built brick buildings in Virginia City , including two theatres. The mines gave birth to three towns, Gold Hill , Silver City , and Virginia City, and houses have now sprung up between them, making one continuous street, three or four miles long, running along the side of a hill, which is burrowed and tunnelled in every direction. Like most speculative towns, Virginia City lives in a condition of normal collapse; every man you meet assures you that the place is "caving in", and that the mines are "played out;" yet, if you walk round the town, you will see houses springing up, and much business being transacted in the "stores". Beautiful specimens of petrified wood are found in the neighbourhood. They are very remarkable, as there are now no trees within miles of the spot; and they seem to show that this country was once well wooded, and enjoyed a totally different climate. About five miles from Virginia City are some hot springs. I had not time to visit them, but I believe that there are several acres covered with small geysers of various temperatures. From Placerville I journeyed with Mr Little , a merchant returning from China , where he had spent some years. The pleasure of meeting an English gentleman in such a distant land cannot be exaggerated. I was also glad to renew at Virginia City , my

acquaintance with Mr. Rising Episcopal clergyman of that town, whom I had met at the Big Trees. He has opportunity for doing much good, and it appeared that his efforts were appreciated. He has a numerous attendance at his Sunday-school of both teachers and pupils, and their harmonious singing showed that trouble had been taken to cultivate that art. Some letters I had brought with me, assisted by kind recommendations from Mr Rising, secured for me the privilege of visiting the Gould and Curry silver mine , in company with the foreman. To the uninitiated, I do not know that there is any great interest in a mine. One mine is generally very much like another. One is sometimes dirtier than another; in one there is sometimes more bad air than in another; in one there is sometimes more black water than in another; but there is a strong family likeness. The Gould and Curry mine formed no exception. We entered the side of the hill, following a level tunnel, and carrying greasy candles; we went down shafts, clambered up ladders, crawled along drains, examined muddy pieces of rock, tapped them with pick-axes, broke off lumps and held them to the candles, and declared they were very beautiful and very rich. We were soon wet through with perspiration and envied the miners in the scantiest possible clothing. Although quite tired out after a couple of hours, I had still to follow the foreman on his rounds, and did not reach the upper earth till I had spent three hours and a half in this noisome hole. But although such a long visit was not very entertaining to me, two or three California gentlemen made up the party and I was able to learn something from their remarks. The Gould and Curry silver mine is one of the richest and probably the best worked in the world. The Company does everything on a handsome scale: The silver is contained in quartz, which is crushed in a steam quartz-crushing machine, worked with ninety stampers; and it is found to contain 25 per cent of gold. Many mines are worked in the neighbourhood, but none afford returns so rich as the Gould and Curry. It has a great advantage in being on a hill, because the quartz is brought in waggons, which run down on a railroad by their own impetus to the store-rooms and mills below. A visit to the top of Mount Davidson , which overhangs the town, rewards one with an extensive view of the country. The ascent is steep, and stony, but the sight from the top, like that at the First Summit of the Sierra Nevadas , is one never to be forgotten. The clearness of the sky in that pure mountain air makes the view almost illimitable, but it is only the great distance one is able to see, and the endless succession of mountain ranges, that is beautiful; for owing to the absence of all verdure, the nearer country looks painfully barren and repulsive. The grey sage-brush which everywhere covers the ground, has a dreary monotonous appearance that is wearisome both to eye and heart. At the top is a tall flag-staff, whence usually wave the stars and stripes; the pole is seventy feet long, but from the town below it looks like a stick with a handkerchief on the end of it. I believe Virginia City is about the ninth or tenth highest in the world.

3: An Overland Journey from New York to San Francisco in the Summer of by Horace Greeley ()

An Overland Journey from New York to San Francisco in the Summer of Book excerpt. By: Horace Greeley Date: Source: Greeley, www.enganchecubano.com *Overland Journey from New York to San Francisco in the Summer of*

Saxton, Barker and Co. Their arts, wars, treaties, alliances, habitations, crafts, properties, commerce, comforts, all belong to the very lowest and rudest ages of human existence. Some few of the chiefs have a narrow and short-sighted shrewdness, and very rarely in their history, a really great man, like Pontiac or Tecumseh, has arisen among them; but this does not shake the general truth that they are utterly incompetent to cope in any way with the European or Caucasian race. Any band of schoolboys, from ten to fifteen years of age, are quite as capable of ruling their appetites, devising and upholding a public policy, constituting and conducting a state or community, as an average Indian tribe. And, unless they shall be treated as a truly Christian community would treat a band of orphan children providentially thrown on its hands, the aborigines of this country will be practically extinct within the next fifty years. I have learned to appreciate better than hitherto, and to make more allowance for, the dislike, aversion, contempt wherewith Indians are usually regarded by their white neighbors, and have been since the days of the Puritans. To the prosaic observer, the average Indian of the woods and prairies is a being who does little credit to human nature--a slave of appetite and sloth, never emancipated from the tyranny of one animal passion save by the more ravenous demands of another. As I passed over those magnificent bottoms of the Kansas which form the reservations of the Delaware, Potawatomies, etc. God has given this earth to those who will subdue and cultivate it, and it is vain to struggle against His righteous decree. He knows that there is a certain way in which his people have lived from time immemorial, and in which they are content still to live, knowing and seeking no better. He may or may not have heard that it is the common lot of prophets to be stoned and of reformers to be crucified; but he probably comprehends that squaws cannot fence and plow, and that braves are disinclined to any such steady, monotonous exercise of their muscles. Briefly, the brave, whether civilized or savage, is not a worker, a producer; and where the men are all braves, with a war always on hand, the prospect for productive industry is gloomy indeed. If, then, the hope of Indian renovation rested mainly on the men, it would be slender enough. There is little probability that the present generation of braves can be weaned from the traditions and the habits in which they find a certain personal consequence and immunity from daily toil, which stand them instead of intelligence and comfort. Squalid and conceited, proud and worthless, lazy and lousy, they will strut out or drink out their miserable existence, and at length afford the world a sensible relief by dying out of it. But it is otherwise with the women. Degraded and filthy as they are, beyond description or belief, they bear the germ of renovation for their race, in that they are neither too proud nor too indolent to labor. The squaw accepts work as her destiny from childhood. Tanning or dressing hides, making tents, clothing, moccasins, etc. Under such a dispensation, it is not difficult to believe that she often willingly accepts a rival in the affections of her sullen master, as promising a mitigation rather than an aggravation of the hardships of her lot. And yet even the Indian women are idle half their time, from sheer want of anything to do. They will fetch water for their white neighbors, or do anything else whereby a piece of bread may be honestly earned; and they would do ten times more than they do, if they could find work and be reasonably sure of even a meager reward for it. I urge, therefore, that in future efforts to improve the condition of the Indians, the women be specially regarded and appealed to. A conscientious, humane, capable Christian trader, with a wife thoroughly skilled in household manufactures and handicraft, each speaking the language of the tribe with whom they take up their residence, can do more good than a dozen average missionaries. Let a farm and garden be started so soon as may be, and vegetables, grain, fruits given therefrom in exchange for Indian labor therein, at all times when such labor can be made available. Of course, the school, though primarily industrial, should impart intellectual and religious instruction also, wisely adapted in character and season to the needs of the pupils, and to their perception of those needs. Such an enterprise, combining trade with instruction, thrift with philanthropy, would gradually mould a generation after its own spirit--would teach them to value the blessings of civilization before imposing on them its seeming burdens; and would, in the course of twenty years, silently transform an

indolent savage tribe into a civilized Christian community. There may be shorter modes of effecting this transformation, but I think none surer. Doubtless, such an enterprise demands rare qualities in its head--that of patience prominent among them. The vagrancy of the Indians would prove as great an obstacle to its success as their paltry but interminable wars. Very often, in the outset, the apostle of industry and civilization would find himself deserted by all his pupils, lured away by the hope of success elsewhere in marauding or hunting. But let him, having first deliberately chosen his location, simply persevere, and they will soon come round again, glad enough to find food that may be had even for solid work; for all I can learn impels me to believe that hunger is the normal state of the Indian, diversified by transient interludes of gluttony. Meat is almost his only food; and this, though plentiful at seasons, is at others scarcely obtainable in the smallest quantities, or dried to the toughness of leather. The Indian likes bread as well as the white; he must be taught to prefer the toil of producing it to the privation of lacking it. This point gained, he will easily be led to seek shelter, clothing, and all the comforts of civilized life, at their inevitable cost; and thus his temporal salvation will be assured. Otherwise, his extermination is inexorably certain, and cannot long be postponed.

4: Catalog Record: An overland journey, from New York to San | Hathi Trust Digital Library

Mr. Greeley, editor of the New York Tribune, visited Yosemite Valley in during a trip out west. The article is significant as it was the first widely-distributed news about Yosemite, and by a reputable person, that brought Yosemite to attention of many Easterners for the first time.

History[edit] The route was initially scouted in by Howard Egan, and used by him to drive livestock between Salt Lake City and California. The trail Egan used led straight through the high mountain ranges that most earlier explorers had worked so hard to avoid. Egan had discovered a series of mountain passes and mountain springs that aligned to allow an almost straight path across the middle of Utah and Nevada. After it was developed many California emigrants and returning emigrants used this route. Army sent an expedition led by Captain James H. The Army then improved the trail and springs for use by wagons and stagecoaches in and When the approaching American Civil War closed the heavily subsidized Butterfield Overland Mail southwestern route to California along the Gila River , George Chorpenning immediately realized the value of this more direct route, and shifted his existing mail and passenger line from the " Northern Humboldt Route " along the Humboldt River. In John Butterfield , who since had been using the Butterfield Overland Mail route through the deserts of the American Southwest, also switched to the Central Route to avoid possible hostilities during the American Civil War. Gold and Silver mined in California and Nevada were often part of the cargo going east as the Civil War consumed vast sums of money. Nearly all stage lines were heavily subsidized to carry the mail. The Army established Fort Ruby at the southern end of Ruby Valley in Nevada to protect travelers against marauding Indians along the road. The Army abandoned Camp Floyd in as the soldiers were reassigned back east to fight the Civil War. Joseph, Missouri to Sacramento, California. In , soon after the completion of the First Transcontinental Telegraph , the Pony Express was discontinued as the Transcontinental Telegraph now could provide quicker and cheaper communication from the East to the West. Telegraph[edit] Under pressure and subsidizes from the U. Congress to establish rapid east-west communication in Hiram Sibley , the president of the Western Union Company, formed a consortium between Western Union and the telegraph companies in California to construct the First Transcontinental Telegraph. The telegraph line was authorized and subsidized by the U. The newly consolidated Overland Telegraph Company of California, which had already built a telegraph line to Carson City, would build the line eastward from Carson City using the newly developed Central Route though Nevada and Utah. At the same time, the Pacific Telegraph Company of Nebraska, formed by Sibley, would construct a line westward from Omaha, Nebraska along the eastern part of the California and Oregon Trails. The lines would meet at a station in Salt Lake City, Utah. The Central Route in Nevada Telegraph lines, insulators shipped around Cape Horn to California and telegraph poles for the line were collected in late , and rapid construction proceeded during the second half of Major problems were encountered in finding telegraph poles on the treeless plains of the Midwest and the nearly treeless deserts of the Great Basin. The telegraph line from Omaha reached Salt Lake City on October 18, , and the line from Carson City to Salt Lake City was completed six days later, on October 24, â€”about a year ahead of predictions. Literary Accounts[edit] Several accounts of travel along the Central Route have been published. In July Horace Greeley made the trip, at a time when Chorpenning was using only the eastern segment they reconnected with the Humboldt River trail near present-day Beowawe. He gave detailed descriptions of each of the way stations in his book *The City of the Saints, Across the Rocky Mountains to California*. Obsolescence[edit] In the First Transcontinental Railroad was completed using the more level route along the Humboldt River to the northâ€”along much of the original California Trail route. Passengers and freight were now carried faster and cheaper than on the stage and freight lines using the old route. Alongside the railroad a new telegraph line was constructed. It was easier to maintain and supply operators, relay stations, etc. The stage and telegraph relay stations were abandoned, and the soldiers at Fort Ruby were transferred north to Fort Halleck to protect the railroad. A detailed account of the various mail lines.

5: An overland journey, from New York to San Francisco in the summer of

an overland journey, from new york to san francisco, in the summer of HORACE GREELEY Full view - An Overland Journey from New York to San Francisco in the Summer of

6: Central Overland Route - Wikipedia

An Overland Journey from New York to San Francisco in the Summer of by Horace Greeley ()1 Mr. Greeley, editor of the New York Tribune, visited Yosemite Valley in during a trip out west. The.

7: Stagecoach History: You Can Learn More

In the spring of Horace Greeley, celebrated editor of the New-York Tribune, set off to explore the projected central route for a great transcontinental railroad line connecting the Mississippi Valley and the West Coast. Greeley traveled to California, primarily by stagecoach, and sent back a.

8: An Overland Journey from New York to San Francisco in the Summer of by Horace Greeley

After serving as a gunboat captain in British Columbia, Verney made the overland journey by stage coach from San Francisco, California to New York City in Verney was a well-educated traveler and his description of the overland route is extensive.

9: An Overland Journey from New York to San Francisco in the Summer of | www.enganchecubano.com

An Overland Journey from New York to San Francisco in the Summer of See more like this 8x10 Print Overland Touring Auto San Francisco California # \$

How to build the ghost in your attic Air cargo handling manual Paintings in Taxicabs Lincoln, land, and labor, 1809-60 1997 ford contour repair manual Professional development in general practice Van Lills South African miscellany A hobbits journal. Russia the modernizing old regime Black American women fiction writers The Endurance of Nationalism Beyond Nonstructural Quantitative Analysis Blown-Ups, Spinning Currents and Modern Science A house of books: my book house Susan Kenney Beyond the Picket Fence Black knight christopher pike Qanoon e shariat book in urdu You were mine abbi glines bud B ed psychology book God Bless Yall All Shelter (Social studies emergent readers) Holt chemistry textbook 2006 The College Board guide to the CLEP examinations. Memoirs of the life and writings of the Right Honourable Lord Byron The 1995 annotated refugee convention Macmillan mcgraw hill grammar grade 2 The bottom of the plate Research methods and statistics in psychology 5th edition The life and times of Cicero Just Another Ghost Story Psychology in modules 11th edition module 21 Israel: a regional geography. Twilight zone sheet music The Wideness of Gods Mercy Isaac asimov second foundation Grade 8 geometry textbook Revisionist social sciences: pre-state colonization and the 1948 War Transmitting Antenna The Mask of Tamirella Writing the basic resume ch. 6. The Equestrian Vaulting