

## 1: Plantation biographies

*As of the census, the three largest are the capital, Jackson, Gulfport and Southaven (in suburban Memphis, Tennessee). However, other estimates point to Hattiesburg as the third and Southaven.*

Oldest railroads in North America A railroad was reportedly used in the construction of the French fortress at Louisbourg, Nova Scotia in 1758. It was used until 1765, when it was temporarily replaced by the Leiper Canal, then is reopened to replace the canal in 1766. This is the first railroad meant to be permanent, and the first to evolve into trackage of a common carrier after an intervening closure. In Massachusetts incorporated the Granite Railway as a common freight carrier [6] to primarily haul granite for the construction of the Bunker Hill Monument; operations began later that year. The Americans closely followed and copied British railroad technology. The Baltimore and Ohio Railroad was the first common carrier and started passenger train service in May 1827, initially using horses to pull train cars. This program enabled the opening of numerous western lines, especially the Union Pacific-Central Pacific with fast service from San Francisco to Omaha and east to Chicago. West of Chicago, many cities grew up as rail centers, with repair shops and a base of technically literate workers. Canals and rivers were unavailable in the winter season due to freezing, but the railroads ran year-round despite poor weather. And railroads were safer: The railroads provided cost-effective transportation because they allowed shippers to have a smaller inventory of goods, which reduced storage costs during winter, and to avoid insurance costs from the risk of losing goods during transit. For the common person in the early 1800s, transportation was often traveled by horse or stagecoach. The network of trails along which coaches navigated were riddled with ditches, potholes, and stones. This made travel fairly uncomfortable. Adding to injury, coaches were cramped with little leg room. Travel by train offered a new style. Locomotives proved themselves a smooth, headache free ride with plenty of room to move around. Some passenger trains offered meals in the spacious dining car followed by a good night sleep in the private sleeping quarters. In the heavily settled Corn Belt from Ohio to Iowa, over 80 percent of farms were within 5 miles. A large number of short lines were built, but thanks to a fast developing financial system based on Wall Street and oriented to railway securities, the majority were consolidated into 20 trunk lines by 1860. The canals and steamboats lost out because of the dramatic increases in efficiency and speed of the railroads, which could go almost anywhere year round. The railroads were faster and went to many places a canal would be impractical or too expensive to build or a natural river never went. Railroads also had better scheduling since they often could go year round, more or less ignoring the weather. Long distance transport of goods by wagon to a canal or river was slow and expensive. A railroad to a city made it an inland "port" that often prospered or turned a town into a city. Rail was strategic during the American Civil War, and the Union used its much larger system much more effectively. Practically all the mills and factories supplying rails and equipment were in the North, and the Union blockade kept the South from getting new equipment or spare parts. The war was fought in the South, and Union raiders and sometimes Confederates too systematically destroyed bridges and rolling stock and sometimes bent rails to hinder the logistics of the enemy. Most transports was by boat, not rail, and after the Union blockaded the ports in and seized the key rivers in the South, long-distance travel was difficult. The outbreak of war had a depressing effect on the economic fortunes of the railroad companies, for the hoarding of the cotton crop in an attempt to force European intervention left railroads bereft of their main source of income. For the early years of the war, the Confederate government had a hands-off approach to the railroads. Only in mid 1862 did the Confederate government initiate an overall policy, and it was confined solely to aiding the war effort. Conditions deteriorated rapidly in the Confederacy, as there was no new equipment and raids on both sides systematically destroyed key bridges, as well as locomotives and freight cars. Spare parts were cannibalized; feeder lines were torn up to get replacement rails for trunk lines, and the heavy use of rolling stock wore them out. Ceremony for the completion of the First Transcontinental Railroad, May 1869. The Southern states had blocked westward rail expansion before 1860, but after secession the Pacific Railway Acts were passed in 1862, [24] allowing the first transcontinental railroad to be completed in 1869, making possible a six-day trip from New York to San Francisco. Other transcontinentals were built in the South Southern Pacific, Santa Fe and

along the Canada–US border Northern Pacific , Great Northern , accelerating the settlement of the West by offering inexpensive farms and ranches on credit, carrying pioneers and supplies westward, and cattle, wheat and minerals eastward. In railroads carried less than half as much freight as inland waterways, by railroads carried 5 times as much freight than waterways. During the Reconstruction era , Northern money financed the rebuilding and dramatic expansion of railroads throughout the South; they were modernized in terms of track gauge , equipment and standards of service. The lines were owned and directed overwhelmingly by Northerners. Railroads helped create a mechanically skilled group of craftsmen and broke the isolation of much of the region. Passengers were few, however, and apart from hauling the cotton crop when it was harvested, there was little freight traffic. Many lines went bankrupt or were barely able to pay the interest on their bonds, and workers were laid off on a mass scale, with those still employed subject to large cuts in wages. This worsening situation for railroad workers led to strikes against many railroads, culminating in the Great Railroad Strike of 1877. The strike lasted for 45 days, and ended only with the intervention of local and state militias, and federal troops. Expansion and consolidation [ edit ] J. Morgan played an increasingly dominant role in consolidating the rail system in the late 19th century. He orchestrated reorganizations and consolidations in all parts of the United States. Morgan raised large sums in Europe, but instead of only handling the funds, he helped the railroads reorganize and achieve greater efficiencies. He fought against the speculators interested in speculative profits, and built a vision of an integrated transportation system. He was heavily involved with railroad tycoon James J. Hill and the Great Northern Railway. In response to monopolistic practices and other excesses of some railroads and their owners, Congress passed the Interstate Commerce Act and created the Interstate Commerce Commission ICC in 1887. Morgan set up conferences in 1887 and that brought together railroad presidents in order to help the industry follow the new laws and write agreements for the maintenance of "public, reasonable, uniform and stable rates. It was the result of railroad overbuilding and shaky railroad financing, which set off a series of bank failures. Acquisitions of the bankrupt companies led to further consolidation of ownership. As of 1890, two-thirds of the rail mileage in the U. Hill joined forces with Morgan and others to gain control of the Northern Pacific. United States and the railroads had to go their separate, competitive ways. By that time Morgan and Hill had ensured the Northern Pacific was well-organized and able to survive easily on its own. See Resurgence of freight railroads. Continuing concern over rate discrimination by railroads led Congress to enact additional laws, giving increased regulatory powers to the ICC. President Woodrow Wilson issued an order for nationalization on December 26, 1917. Memories of the panic, the continuing proliferation of railroad companies, and duplicative facilities, fueled this concern. To an extent, the need to nationalize the system during the war was an example of this inefficiency. These concerns were the impetus for legislation to consider improvements to the system. Ripley of Harvard University. Many small railroads failed during the Great Depression of the 1930s. Of those lines that survived, the stronger ones were not interested in supporting the weaker ones. The rise of the automobile led to the end of passenger train service on most railroads. Trucking businesses had become major competitors by the 1930s with the advent of improved paved roads, and after the war they expanded their operations as the Interstate highway network grew, and acquired increased market share of freight business. In 1940, Congress created the Federal Railroad Administration , to issue and enforce rail safety regulations, administer railroad assistance programs, and conduct research and development in support of improved railroad safety and national rail transportation policy. The safety functions were transferred from the ICC. In 1970 Congress created a government corporation, Amtrak , to take over operation of Penn Central passenger lines and selected inter-city passenger services from other private railroads, under the Rail Passenger Service Act. State and local government transportation agencies took over the passenger operations and acquired the various rights-of-way from Conrail in 1981. Beginning in the late 1970s Amtrak eliminated several of its lightly-traveled lines. Ridership stagnated at roughly 20 million passengers per year amid uncertain government aid from 1980 to about 1990. More railroad companies merged and consolidated their lines in order to remain successful. These changes led to the current system of fewer, but profitable, Class I railroads covering larger regions of the United States.

### 2: History of the First Railroad Bridge Crossing of the Mississippi River | River Action, Inc.

*All of the following statements regarding American leisure activities prior to are true EXCEPT A. Shakespeare was the nation's most popular playwright. B. reading was a principle leisure activity among affluent Americans.*

Plantation-owners Biographies As I researched further, I became fascinated at the differences between the largest plantation owners. To castigate all plantation owners as racists bent on preserving their personal fortune at any cost is misguided. I celebrate the resourcefulness of Adelia Acklen no incapacitated grieving widow was she! The fact that so many of the largest South Carolina plantation owners were pro-slave-trade is noteworthy. The slave trade had been outlawed nationally, over 50 years previously. Even the Confederate State of America constitution kept the slave trade illegal. To me, this is a strong indication of how retro particularly these South Carolina plantation owners and " fire-eaters " were, as a whole, and how much they wanted to increase slavery; I do not believe they would ever have consented to work towards emancipation, even in another 50 years. The Civil War permanently changed South Carolina more than any other state -- by there was virtually no rice production there. The emancipation of the slaves had a huge economic impact on the vast fortunes of the plantation owners, but that alone was not the cause of the downfall of all of them; some had been on a downward course, squandering their fortunes, long before the Civil War Pierce Butler below or John Allston in "Them Dark Days" ; the rice-planters who remained were ravaged by falling rice prices, workforce issues, and devastating natural disasters earthquake and hurricanes. The slave experience varied dramatically by area of the country, as well as by the fortunes and compassion of the slave-holder and overseer. Thus there is no true summary to be made, and there are thousands of authoritative books about slave experiences. How in a few words could I ever do justice to the unmeasurable suffering of so many? They speak an English-based creole language containing many African loanwords and significant influences from African languages in grammar and sentence structure, and is related to Jamaican Creole, Barbadian Dialect, Bahamian Dialect, and the Krio language of Sierra Leone in West Africa. Gullah storytelling, cuisine, music, folk beliefs, crafts, farming and fishing traditions, all exhibit strong influences from West and Central African cultures. A great majority of the remaining flowed through Savannah, which was also active in the slave trade. Most of the Gullah came from the West African rice-growing region, centered in Sierra Leone through the most slave castle "Bunce Island. The stories of the individual slaves are as varied as those of the planters. Their hope and resiliency in the face of such unending and overwhelming oppression is inspirational. The inequity of their dangerous and unpaid labor while the planters lived like kings is unconscionable. And overlaying all this is the immoral attitude from White America that Blacks were less than human, and the Whites were doing them a favor to support them as slaves. To not describe the lives of individuals is the same as the census not mentioning names. I have included but two narratives below from slaves of Jere Brown; they are not meant to be representative of the entire experience in any way. I applaud attempts to personalize victims of slavery just as we have tried to personalize victims of the holocaust. The Charleston Slave Market, constructed in after laws passed prohibiting public auctions. It has been a museum since I applaud especially the efforts at the Magnolia Plantation previously owned by the Drayton family and Low County Africana to preserve the slave history as well as the planter history, as well as the publication of the slave narratives by Bruce Fort of UVA. What is our heritage from all of this? Is restitution deserved by the slave descendants? I think non-monetary restitution is long-overdue, and needed for us as a country -- we need to embrace this part of our past and firmly repudiate it; I speak not as a Yankee but as a 21st century American. We need to realize that slavery is not just a history lesson -- there are still million people in bondage today world-wide, mostly debt-slaves in South Asia who can be in bondage for generations. There is also human trafficking primarily for prostituting women and children. Although slavery is at its lowest level in recorded history, the scourge is still being practised today. As far as monetary restitution, that involves stickier questions. How do we locate the right descendants? Could not you argue that these papers deserved to have been part of the sale of the plantation itself? If I feel I need to apologize for slavery, as a descendant of Union families, why would not plantation-owner descendants? Given that the slave traffic in America was uniquely race-defined, I think that

without an overt White Americans apology to Black Americans, we will never put our racial biases behind us. I see the fact that the 50 years between slave-trade outlaw in and the start of the Civil War in did not abolish slavery in the Lowcountry; nor did the 50 years between the Civil Rights of the s and today abolish racism. The close-knit group of SC plantation-owners, who ruled SC politics and whose children intermarried for generations, had been promoting secession for decades, and most wanted to reopen the slave-trade as well. All the SC governors appointed, not elected, until were pro-secession as well; it was a very small, very tight-knit group, which wielded absolute power in SC and they wished to keep it that way. Historians agree that SC was the seat of the Southern secessionist movement. And information on the appointed governors of South Carolina at the end. She was the daughter of Oliver Bliss Hayes, a prominent Nashville lawyer, judge, Presbyterian minister, land speculator, and cousin to President Rutherford B. Born in Nashville, TN in , she was engaged at age 17 to Alphonse Gibbs when he precipitously died. Five years later in she married a year old wealthy cotton planter and slave-trader, Isaac Franklin. Adelia married her second husband, Colonel Joseph A. The couple began immediate construction of Belmont completed in , a twenty-thousand-square-foot summer villa, with 36 rooms, including an art gallery, conservatories, lavish gardens, aviary, lake and zoo. She faced financial ruin when the Confederate army threatened to burn her cotton to keep it from falling into Union possession. Next she charmed the Union to release the cotton to her and to take it by wagon to New Orleans. In New Orleans, the bottom fell out of the cotton market price. In , Robert E. Lee surrendered and the Civil War was over. Three weeks during the summer of , Adelia and her children sailed for England to retrieve the money made from this cotton sale, after which she took her family on a European Vacation. In February , she was in Italy where she bought some statues for Belmont Mansion. Sometime later during came back home. In the fifty-year-old Adelia Acklen married Dr. William Archer Cheatham, a respected Nashville physician. Cheatham also signed a prenuptial agreement. The wedding was held at the Belmont mansion and 2, people were invited. Instead he sent Adelia a gift, a diamond tiara which she wore to the reception. The couple was married for 17 years before the separated for unknown reasons. Adelia relocated to Washington, DC. She died from pneumonia in New York City on May 4, , while on a buying trip from her new home in Washington, DC, survived by one daughter, and three sons; her son Joseph was a U. In February , Nashville became the first major Confederate city to fall to the Union army. Acklen died on September 11, , apparently of an illness contracted following a carriage accident. Joseph wrote a monograph on plantation management and was noted for his humanitarian treatment of his slaves. While Acklen did finance a company of East Tennessee Confederates -- the Acklen Rifles, as they called themselves in his honor -- Acklen himself seems to have harbored ambivalent feelings about slavery. His last surviving letter home indicates his belief that the South had no chance of winning the war and that he would be glad to see the end of slavery, as he had never been much in favor of the "peculiar institution. When he died suddenly in a carriage accident in ironically when a train startled his horse! At age 25, Aiken bought the property in from the Drayton family, as he found agriculture more to his liking than commerce. By Aiken owned the entire Jehosee Island, and the plantation produced 1. After the Civil War, the plantation regained its preeminence, producing 1. William Aiken Sr had bought a Charleston mansion, now known as the Aiken-Rhett home, a typical double house, in just four years before his death. In William Aiken, Jr renovated the home with his new bride, Harriet Lowndes, to make it one of the most impressive residences in Charleston. Beauregard moved his headquarters to the house, which was out of reach of the heavy Federal bombardment of Charleston, in December. The house was looted, and Governor Aiken was arrested and taken to Washington for trial; he was later released following the intervention of several prominent Northern political leaders whom he had befriended while a member of Congress. William died at his summer home in Flat Rock, North Carolina, in , leaving his property to his wife and daughter; the home remained in the Aiken family until , and has been owned by the Historic Charleston Foundation since Peabody Education Fund established by George Peabody in for the purpose of promoting "intellectual, moral, and industrial education in the most destitute portion of the Southern States" - for Whites only memorium: William Aiken was one of the most amiable of men; distinguished, among Southern and Northern statemen alike, for moderation, good temper, and good sense. The results of the Civil War, in which he had taken no active part, fell heavily upon him, depriving him of a large part of a great fortune, and leaving

him with but a small fraction for the support of those dearest to him. But he bore his pecuniary reverses, and not a few most trying personal injustices, with cheerful resignation, and was ready to unite at once in any measure for the pacification, conciliation, and welfare of the Southern people, and for the restoration of peace, harmony, and union to our country. He was elected to the SC House of Representatives in 1802. Following the end of his term, Allston was elected to the state senate, where he served from 1805 until he was sworn in as governor in 1806. He married Adele Petigru in 1804 and they had eleven children -- two miscarriages, four dying in infancy, and five surviving to adulthood. The Petigru family was anti-secession, so vocally so that President Lincoln ordered a special protection order for Petigru property in recognition of the unionism of the family head. The female Petigrus were also strong and opinionated: Allston succeeded equally in business as in politics. A planter and scientific agriculturalist by trade, he was active with the Prince Frederick Church in Plantersville, South Carolina, was a trustee of South Carolina College from 1808 to 1812, presided over the Waccamaw Indigo Society from 1809 to 1812, and was a medal winner for rice culture at the Paris Exposition in 1804. Allston purchased the Russell House in 1806 at the age of 30. His relocation to Charleston just one year into his term as Governor of South Carolina appears to have been politically motivated, as Charleston was a major center of South Carolina politics and culture during the antebellum period. Allston and his wife, Adele Petigru Allston, had new wallpapers and carpets installed before moving their family into the Russell House shortly before Christmas in 1806. The remaining family members took refuge in North Carolina during the Union bombardment of Charleston, which lasted for eighteen months. Allston died in 1817 at the age of 40. At the conclusion of the Civil War in 1865, Adele Allston returned to Charleston with her children to find the Russell House relatively intact despite the three cannonballs that had damaged the house during the bombardment. As with many wealthy Southern families, the Allstons lost much of their fortune during the economic turmoil that followed the Civil War. In 1866, Adele Allston sought to make a living by opening a small boarding school at the Russell House, "Mrs. Allston's School for Young Ladies." The school also provided "moral, intellectual and physical training" to a handful of young ladies. Allston closed the school in 1868 and retired to the Allston family plantation, Chicora Wood, owned by the Allstons since 1790. Despite there being three Blake entries on the list of 19 top slave-holders in 1860, there is very little to be found on the internet about this family. These Blakes all are related -- the Blake family was one of the oldest and wealthiest early families of South Carolina, tracing back to Joseph Blake who was Governor of the Carolina Province in 1733, who owned a plantation called "Plainsfield" on the Stono River.

### 3: Civil War Timeline - Gettysburg National Military Park (U.S. National Park Service)

*A historical list of the largest cities in the United States from the census, ranked by population.*

Faster boats like the Buckeye State could demand higher freight and passenger rates. In May , with people aboard and no cargo, the Buckeye State ran miles upstream from Cincinnati to Pittsburgh in 43 hours, the fastest time ever. Maritime Underground Railroad The Underground Railroad was a loose system of abolitionists who provided food, shelter, clothing, and safety to countless people escaping slavery for freedom. Many fugitive slaves stowed away on steamboats and sailed to freedom, often with the help of African Americans on board. Others escaped along the banks of waterways that led north. Parker of Ripley, Ohio, was once enslaved. He helped other people escape north across the Ohio River. One night he and several others heard about a group of five hiding along the riverbank in Kentucky: Early in the night, seven of us armed with muskets in a little flotilla of three boats quietly rowed across the river to the spot where the people we were to rescue were seen. We found them all right, scared and hungry. Just as quietly as we came, we stole away After that there was no stopping until we delivered our charges at Red Oak Station of the Underground Railroad. Enlarge Image Slaves fleeing by boat under the light of a full moon, This image of people escaping slavery is a romanticized view of what was actually a terrifying and dangerous journey. From the s on, the river was the starting point for tens of thousands of people looking for new lives along the California, Mormon, Oregon, and Santa Fe trails. Many travelers on the Missouri encountered the Hidatsa and Mandan peoples, who lived in villages along the river. They grew corn, beans, and tobacco and used the river for trade and travel. The hours spent paddling bullboats along the shorelines made them expert boat handlers. When steamboats arrived on the Missouri, the women began selling wood to the vessels. His sketches and paintings recorded views of the people, watercraft, and landscapes along the river. A Mandan Village Mandan Indians maneuver bullboats on land and water. Their village stands on the bluff above the river.

### 4: Census | U.S. Federal Census Records

*These settlements eventually emerged into the Quad Cities. The Mississippi River, derived from the Indian name "missisipi," meaning "great water," was formed through the action of six great glaciers over thousands of years.*

Jeremy, Transatlantic Industrial Revolution: Blair and Rives, ; U. Government Printing Office, Instead, this ingenuity rested on fundamental assets: The peddler distribution system provided efficient sales channels into the mids, but, after that, firms took advantage of more traditional wholesaling channels. In some sectors, such as the brass industry, firms followed the example of the large Boston-core textile firms, and the brass companies founded their own wholesale distribution agencies in Boston and New York City. Difficulty of Duplicating Eastern Methods in the Midwest The East industrialized first, based on a prosperous agricultural and industrialization process, as some of its entrepreneurs shifted into the national market manufactures of shoes, cotton textiles, and diverse goods turned out in Connecticut. These industrialists made this shift prior to , and they enhanced their dominance of these products during the subsequent two decades. Manufacturers in the Midwest did not have sufficient intraregional markets to begin producing these goods before ; therefore, they could not compete in these national market manufactures. Eastern firms had developed technologies and organizations of production and created sales channels which could not be readily duplicated, and these light, high-value goods were transported cheaply to the Midwest. When midwestern industrialists faced choices about which manufactures to enter, the eastern light, high-value goods were being sold in the Midwest at prices which were so low that it was too risky for midwestern firms to attempt to compete. Instead, these firms moved into a wide range of local and regional market manufactures which also existed in the East, but which cost too much to transport to the Midwest. These goods included lumber and food products e. The American Manufacturing Belt The Midwest Joins the American Manufacturing Belt after Between and , Midwestern manufacturers made strides in building an industrial infrastructure, and they were positioned to join with the East to constitute the American Manufacturing Belt, the great concentration of manufacturing which would sprawl from the East Coast to the edge of the Great Plains. This Belt became mostly set within a decade or so after , because technologies and organizations of production and of sales channels had lowered costs across a wide array of manufactures, and improvements in transportation such as an integrated railroad system and communication such as the telegraph reduced distribution costs. Thus, increasing shares of industrial production were sold in interregional markets. Lack of Industrialization in the South Although the South had prosperous farms, it failed to build a deep and broad industrial infrastructure prior to , because much of its economy rested on a slave agricultural system. In this economy, investments were heavily concentrated in slaves rather than in an urban and industrial infrastructure. Local and regional demand remained low across much of the South, because slaves were not able to freely express their consumption demands and population densities remained low, except in a few agricultural areas. Thus, the market thresholds for many manufactures were not met, and, if thresholds were met, the demand was insufficient to support more than a few factories. By the s, when the South had recovered from the Civil War and its economy was reconstructed, eastern and midwestern industrialists had built strong positions in many manufactures. And, as new industries emerged, the northern manufacturers had the technological and organizational infrastructure and distribution channels to capture dominance in the new industries. In a similar fashion, the Great Plains, the Southwest, and the West were settled too late for their industrialists to be major producers of national market goods. Manufacturers in these regions focused on local and regional market manufactures. Some low wage industries such as textiles began to move to the South in significant numbers after , and the emergence of industries based on high technology after led to new manufacturing concentrations which rested on different technologies. This essay is based on David R. Johns Hopkins University Press, To Their Own Soil: Agriculture in the Antebellum North. Iowa State University Press, Barker, Theo, and Dorian Gerhold. The Rise and Rise of Road Transport, Cambridge University Press, A History of Banking in Antebellum America: The Diffusion of Information in Early America, Oxford University Press, The Roots of Rural Capitalism: Cornell University Press, Harvard University Press, Canals and American Economic Development. Columbia University Press, From the

American System to Mass Production, Economic Development in the Philadelphia Region, Dairying Families and Agricultural Change, An Agricultural History of the Genesee Valley, University of Pennsylvania Press, Economic Culture along the Upper Susquehanna, Wages and Labor Markets in the United States, University of Chicago Press, The Middlesex Canal, From Market-Places to a Market Economy: The Transformation of Rural Massachusetts, The Textile Manufacture at Philadelphia, A Study of Chicopee, Massachusetts. Gallman and John J. Evidence from Patent Records, Evidence from the American Northeast, Engerman and Robert E. A Study in Industrial Beginnings. Stanford University Press, Agricultural Output per Worker, Labor Force Estimates and Economic Growth, Gallman and John Joseph Wallis, Chicago University of Chicago Press, The Turnpikes of New England. The Radicalism of the American Revolution. Fogel and Stanley L. Net Encyclopedia, edited by Robert Whaples. Net - Economic History Services.

### 5: What was Mississippi largest city before

*River Towns, River Networks. People followed waterways, from canals to great rivers, to build businesses, communities, and new lives. The Mississippi, Ohio, Missouri, Illinois, and other rivers knit together the American nation over the course of a century. In an era before widespread highways and railroads, the.*

Mississippi 1800. French map in color showing portions of what is now Mississippi and surrounding states. From Library of Congress. Mississippi portion of "Course of the Mississippi from Balise to Ft. Chartres Taken on an Expedition to the Illinois in the latter end of the Year of from the Surveys of river made by the French. Louisiana-Mississippi Coast 1800. Mississippi Territory 1800. Pre-statehood map of Mississippi Territory. Shows portions of Mississippi, Louisiana, Alabama and Arkansas. Dean Williams Mississippi Territory 1800. Pre-statehood map of Mississippi Territory, which included the present states of Mississippi and Alabama. Mississippi 1800. Mississippi c 1800. Shows towns, counties and Indian Lands, as they appeared about See Louisiana Index for same map of that state. Map by Bradford, showing county configuration with towns. Dean Williams Mississippi 1800. Arrowsmith, From Library of Congress. Circa showing county configuration with towns and roads. Circa showing county configuration with towns, roads and railroads, but with many more towns and villages than the map above. Circa showing towns, counties, roads and distances, including steamboat distances. The scale is in "British" miles. LA-MS 8 1800. Natchez to Baton Rouge showing land owners on both sides of river. Railroad map showing towns. Shows some landowners and plantations.

**6: Historical Maps of Mississippi**

*In nearly 8 percent of Georgians lived in towns or cities of more than 2, people, up from percent in Savannah remained Georgia's largest city, as it had always been, with the highest concentration of slaves (around 35 percent).*

This map shows the completion dates at various points along the route westward from Chicago. One of the reasons this route was chosen was the relative ease with which the Mississippi could be bridged at Rock Island. This reach of the Mississippi River, the location of the Rock Island Rapids, is geologically youthful. Its narrow channel with a limestone island Rock Island could be used as a stepping-stone for the bridge. Here the Mississippi River runs from east to west: Iowa is on the upper part of this map. In the U. The line through the main channel, north of the island, indicates the trace followed by steamboats through the dangerous Rock Island rapids. Upstream from Fort Armstrong is a piece of the island that protrudes out into the main channel of the river, labeled "Traders Vista. Apparently from this spot, Col. Davenport would look up and down stream for potential customers of his trade. Map courtesy of the Rock Island District, U. Although it had been deactivated by this time, Fort Armstrong is shown at the western tip of the island. In the northwest upper left corner in Davenport is land and a house occupied by Antoine LeClaire, who donated that land for the beginnings of the first railroad in Iowa, the Mississippi and Missouri, which had corporate links to the Rock Island Railroad and to the Bridge Company. The first train on the Mississippi and Missouri left this depot in August , destined for Walcott, eight months before the bridge connected Iowa with Illinois. Then in December Corps of Engineers This map shows the circular path of the new railroad across Rock Island, and the position of the new bridge at Traders Vista. Trains would head eastward out of the City of Rock Island, then turn north on the island, and then enter the City of Davenport from the southeast. Also shown here is the large tract held by Col. Map from Flagler, This s map places the first bridge in the context of the Tri Cities. The Mississippi and Missouri headed northwest out of Davenport. The town of Gilbert, in the upper right, would become Bettendorf in Map courtesy of the Rock Island County Historical Society, Moline, Illinois The First Bridge, This December view from downstream, drawn some sixteen months before the bridge was completed in April , shows how the bridge utilized Rock Island as a stepping-stone. On the left are the six spans of the bridge across the main channel of the Mississippi River extending from the island to Iowa. On the right are three spans of the bridge over the Slough between the island and the City of Rock Island on the Illinois shore. The Howe Truss design of the bridge was distinguished by long wooden arches, anchored to the piers on either side of each fixed span. Diagram from Riebe, The bridge was made primarily of wood and had five fixed spans, each with a flat top and each feet long. The draw, or swing, span was feet long and located near the middle of the river. At the time it was the longest swing span in the world. This view from downstream shows Ft. Armstrong at the west end of the island. The house in the painting is presumed to be the Davenport House, although in actuality it was located east of the bridge and would not be visible in this view. In the upper left is a rail yard located on land that was donated to the railroad by Antoine LeClaire. His house on that land was used as the first railroad depot in Iowa. The Mississippi and Missouri Railroad was completed from Davenport to Iowa City on December 31, , some four months before the bridge was finished. Image courtesy of the Putnam Museum, Davenport, Iowa On the morning of May 6, , just two weeks after the bridge opened, the steamboat Effie Afton crashed into the bridge, causing one span of the bridge and the boat to burn. In a series of court cases, steamboat interests claimed that the bridge was an impediment to navigation. In the most famous of these cases, Hurd et al. It concluded with a hung jury, allowing the railroad to continue using the bridge. Image from Slattery, This photograph, taken from a point upstream near the Davenport House on the island, is one of only two photos of the first bridge that we have found thus far. It was probably taken around This is taken in from east of the Davenport House. Both photos show some new V-shaped cables that were added to the fixed spans, sometime after the Effie Afton incident, to supply additional support to the bridge. Photo courtesy of the Rock Island District, U. Corps of Engineers This panoramic map, facing southwest, shows the Civil War prison camp that had been established on the island in that year. The prison held a total of about 13, Confederate prisoners during the year and a half it was open. In the upper right corner you can see

the first bridge extending over the main channel of the river from Traders Vista to Davenport. In the upper center of the image are a wagon bridge and the railroad bridge extending over the Slough to the City of Rock Island. Like the first bridge it was made of wood trusses; unlike the first, each span had a curved top. This view from the island shows that the piers were slanted and pointed on their upstream sides to minimize damage from ice, debris, or boats that might strike them. Photo courtesy of the Putnam Museum, Davenport, Iowa The second bridge viewed from the bluff in East Davenport, with the island and the bluffs on the Illinois side in the background. Photo Courtesy of the Putnam Museum, Davenport, Iowa In a tornado severely damaged the second bridge, shown in this view from Davenport. Because the stone piers of these first two bridges were not well anchored to the rock bed of the river, they slid along the bottom under the pressure of strong winds. Photo from Nevins, What remained of those piers is shown in this photo of school children on a field trip to the Island from the Davenport Museum. The straight line across the downstream west end of the island shows the path of the railroad and the location of the new, third bridge to be built in Map from Slattery, This photograph shows the third bridge under construction in Because the railroad and the government cooperated in the project, the bridge first became known as the Government Bridge at this time. The same Fort Armstrong Avenue is used today by vehicles approaching the current Government Bridge from the Illinois side. Photo courtesy of the U. The third bridgeâ€”here viewed from the islandâ€”differed from the first two: The railroad used the upper deck, while wagons, livestock and pedestrians used the lower deck. A view of the upper, railroad, deck from Davenport, with eagle adorning the entrance. View of the lower, wagon, deck from Davenport. Here is a photograph of the swing span of the third bridge in its open position, taken from the island upstream from the bridge. This span was feet in length and located adjacent to the Rock Island shore. Rock Island Illustrated, Comp. P Quayle and H. Daily Argus Print, , page Photo used courtesy of the U. This panoramic map shows Davenport and the third bridge. From the Library of Congress, American Memory project. The Current Bridge Government Bridge Present While the draw span of the current Government Bridge was under construction in February , a fierce ice jam caused this damage. This view from Davenport shows the draw span on the right and one fixed span of the new bridge completed. Old fixed spans of the third bridge are on the left. Shown here is "Traveler" a spider-like construction device that straddled the bridge, moving back and forth to disassemble the old and assemble the new. This interior view shows the new Government Bridge under construction; the new bridge in the foreground and the old in the background. The new bridge was set on the same piers as the third, but was made wider to accommodate a double railroad track. The fourth bridge, our current Government Bridge, was completed in December Like the third bridge, its draw span was located adjacent to the island. Beginning in the s the third bridge had accommodated horse-drawn trolley cars, and in the electric trolley. The fourth, current bridge continued that tradition until when the bridge line was discontinued. All other trolley lines in the Quad Cities had been discontinued in At the top of this aerial photo you can see crescent-shaped rail yards following the path that led to the first and second bridges. Remnants of those rail lines remain there today. Here it is crossing the upper deck of the Government Bridge with the island in the background. The dinner is organized by the Quad Cities Henry Farnam Committee, an independent group of volunteers and representatives of local organizations. The committee is affiliated with River Action Inc. Questions and comments should be directed to croseman usc. Images on this Web site were obtained through the cooperation of several libraries and museums, which are named in the credits for each image. We appreciate their cooperation. I also want to thank the numerous individuals who contributed to this project. Army, Corps of Engineers, and Eunice Schlichting of the Putnam Museum provided valuable assistance in accessing images. Elizabeth Roseman contributed to the substance of the text and helped make it readable, and Jesse Inskeep assisted in putting together the Web site. Sources of information on and images of the railroad bridges at Rock Island are widely scattered. Among the basic sources that were helpful to this project are these: Lincoln and the Bridge. Army Armament, Munitions and Chemical Command.

### 7: Quad Cities History – Quad Cities Convention & Visitors Bureau

*Before , all of the major cities in the West were on main rivers. However, the canal system heightened the importance of lake cities such as Buffalo, Cleveland, Detroit, and Chicago. Between and , the portion of westerners living along rivers dropped from 75 to 20 percent.*

December 20, South Carolina secedes from the Union. January - Six additional southern states secede from the Union. February , - The southern states that seceded create a government at Montgomery, Alabama, and the Confederate States of America are formed. February 18, Jefferson Davis is appointed the first President of the Confederate States of America at Montgomery, Alabama, a position he will hold until elections can be arranged. The Civil War has formally begun. April 15, President Lincoln issues a public declaration that an insurrection exists and calls for 75, militia to stop the rebellion. As a result of this call for volunteers, four additional southern states secede from the Union in the following weeks. It is during the occupation of nearby Alexandria that Colonel Elmer Ellsworth, commander of the 11th New York Infantry and a close friend of the Lincolns, is shot dead by the owner of the Marshall House just after removing a Confederate flag from its roof. June 3, A skirmish near Philippi in western Virginia, is the first clash of Union and Confederate forces in the east. June 10, Battle of Big Bethel, the first land battle of the war in Virginia. June 20, At the culmination of the Wheeling Convention, the region that composed the northwestern counties of Virginia broke away from that state to form West Virginia, officially designated and accepted as the thirty fifth state of the Union on June 20, July To thwart the Confederate threat in northern Virginia, a series of earthworks and forts are engineered to surround the City of Washington , adding to protection already offered by active posts such as Fort Washington on the Potomac River. The Union Army under General Nathaniel Lyon, attack Confederate troops and state militia southwest of Springfield, Missouri, and after a disastrous day that included the death of Lyon, are thrown back. The Confederate victory emphasizes the strong southern presence west of the Mississippi River. This begins the first Union efforts to close southern ports along the Carolina coast. The ensuing Union withdrawal turned into a rout with many soldiers drowning while trying to re-cross the icy waters of the Potomac River. January 19, Battle of Mill Springs, Kentucky. The Union victory weakened the Confederate hold on the state. February 6, Surrender of Fort Henry, Tennessee. The loss of this southern fort on the Tennessee River opened the door to Union control of the river. A Confederate defeat, the battle resulted in Union occupation of eastern North Carolina and control of Pamlico Sound, to be used as Northern base for further operations against the southern coast. February 16, Surrender of Fort Donelson, Tennessee. This primary southern fort on the Cumberland River left the river in Union hands. It was here that Union General Ulysses S. Grant gained his nickname "Unconditional Surrender". The Union victory loosened the Confederate hold on Missouri and disrupted southern control of a portion of the Mississippi River. Confederate General Albert Sidney Johnston, a veteran of the Texas War of Independence and the War with Mexico considered to be one of the finest officers the South has, is killed on the first day of fighting. On April 25, the fleet arrived at New Orleans where they demanded the surrender of the city. Within two days the forts fall into Union hands and the mouth of the great river is under Union control. May 25, First Battle of Winchester, Virginia. After two weeks of maneuvering and battles at Cross Keys and Front Royal, General "Stonewall" Jackson attacks Union forces at Winchester and successfully drives them from the city. The victory is the culmination of his Valley Campaign. Lee who renames his command the "Army of Northern Virginia". June 6, Battle of Memphis, Tennessee. A Union flotilla under Commodore Charles Davis successfully defeats a Confederate river force on the Mississippi River near the city and Memphis surrenders. The Mississippi River is now in Union control except for its course west of Mississippi where the city of Vicksburg stands as the last southern stronghold on the great river. August , The Battle of Second Bull Run or Second Manassas is fought on the same ground where one year before, the Union army was defeated and sent reeling in retreat to Washington. Likewise, the result of this battle is a Union defeat. Following the Union victory, President Lincoln will introduce the Emancipation Proclamation, an executive order that freed every slave in the Confederate States. December 13, The Battle of Fredericksburg, Virginia. January 1, The

Emancipation Proclamation goes into effect. Applauded by many abolitionists including Frederick Douglass, there are others who feel it does not go far enough to totally abolish slavery. March 3, Conscription, or the drafting of soldiers into military service, begins in the North. It had begun in the South the year before. In the west, a Union army has begun a campaign to surround and take Vicksburg, Mississippi, the last Confederate stronghold on the Mississippi River. May, The Battle of Chancellorsville, Virginia. Soon after, Lee asks Jefferson Davis for permission to invade the North and take the war out of Virginia. May 18, Siege of Vicksburg, Mississippi begins. Union forces under General Ulysses S. Grant attack Confederate defenses outside the city on May. If Vicksburg falls, the Mississippi River will be completely controlled by the Union. Union cavalry forces cross the Rapidan River to attack General J. The largest cavalry battle of the Civil War, it also marks the beginning of the Gettysburg Campaign. Meanwhile, the Union assault on Vicksburg, Mississippi has become a siege of the city where soldiers and civilians alike suffer from constant bombardment. June, Battle of Second Winchester, Virginia. June 28, The Gettysburg Campaign continues. Confederates pass through York and reach the bridge over the Susquehanna River at Columbia, but Union militia set fire to the bridge, denying access to the east shore. Southern cavalry skirmishes with Union militia near Harrisburg, Pennsylvania. July The Battle of Gettysburg, Pennsylvania. The bloodiest battle of the Civil War dashes Robert E. The capture of Vicksburg gives the Union complete control of the Mississippi River, a vital supply line for the Confederate states in the west. At Gettysburg, Lee begins his retreat to Virginia. July, Union naval and land forces attack Confederate defenses near Charleston, South Carolina. Among the Union troops is the 54th Massachusetts Colored Infantry, the first African American regiment of volunteers to see combat. July 13, Draft Riots begin in New York City and elsewhere as disgruntled workers and laborers, seething over the draft system that seemingly favors the rich, attack the draft office and African American churches. The riots continue through July. Leading the Union infantry charge is the 54th Massachusetts Colored Infantry commanded by Colonel Robert Gould Shaw who is killed and buried with the dead of his regiment. August 21, Sacking of Lawrence, Kansas. In a murderous daylight raid, Confederate and Missouri guerillas under William Clarke Quantrill storm into Lawrence and destroy most of the town. September, The Battle of Chickamauga, Georgia. Confederate forces under Braxton Bragg surround the occupied city. Grant is assigned to command the troops there and begins immediate plans to relieve the besieged Union army. October 5, Outside of Charleston Harbor, the Confederate David, a partially submerged, steam powered vessel, attacked the New Ironsides, part of the Union fleet blockading the harbor, with a torpedo. Both ships survived the attack, though the commander of the David and one of his crew were captured. October 9, Bristoe Station Campaign. Lee successfully outmaneuvers Meade though fails to bring him to battle or catch him in the open. An engagement at Bristoe Station, Virginia, on October 14 gives the campaign its name. President Abraham Lincoln delivers the Gettysburg Address. November, The Battle for Chattanooga. Union forces break the Confederate siege of the city in successive attacks. The most notable event is the storming of Lookout Mountain on November 24 and Battle of Missionary Ridge the following day. The decisive Union victory sends the Confederate Army south into Georgia where General Bragg reorganizes his forces before resigning from command on November. Lee reacts and throws up a line of defenses along the banks of Mine Run Creek. After several days of probing the defenses, Meade withdraws north of the Rapidan and goes into winter quarters. November 27 to December 3, Siege of Knoxville, Tennessee. Longstreet finally attacks on November 30 but is repulsed with heavy losses. The arrival of Union reinforcements forces him to withdraw to Greeneville, Tennessee, where his corps will spend the winter. December 8, Lincoln Issues his Proclamation of Amnesty and Reconstruction, which would pardon those who participated in the "existing rebellion" if they take an oath to the Union. February 9, Escape from Libby Prison, Richmond. After weeks of digging, Union officers made their escape from the notorious Libby Prison, the largest and most sensational escape of the war. Though 48 of the escapees were later captured and two drowned, 59 were able to make their way into Union lines. Universally referred to as Andersonville Prison Camp, it will become notorious for overcrowded conditions and a high death rate among its inmates. Union forces under William T. Sherman enter the city of Meridian, Mississippi after a successful month of campaigning through the central part of the state. The capture of this important southern town, well known for its industry and storage capabilities,

severely hampers the efforts of Confederate commanders to sustain their armies in the deep south, Georgia and west of the Mississippi River. Likewise, the Hunley was also lost and never heard from again until discovered in at the spot where it sank after the attack. March 2, Ulysses S. Grant is appointed lieutenant general, a rank revived at the request of President Lincoln. Grant assumes command of all Union Armies in the field the following day.

**8: Mississippi - Wikipedia**

*Cities first emerged along the Tigris and Euphrates rivers, the Indus River, and the Nile River. With these cities was established the urban-rural divide; however, the two ways of life remained dependant on each other as food products were exchanged for needed urban-produced goods.*

Grant decided he had to neutralize Jackson as a Confederate base in order to protect his rear when he eventually went after Vicksburg. Courtesy of the Ulysses S. Grant stayed here when Federal troops took control of Jackson in 1862. The hotel, built in 1842, stood on the corner of State and Amite streets, across the street from the capitol. It burned in 1862. McPherson commanded Federal forces that drove through Confederate defenses to capture Jackson. Larger view Train with reinforcements for General Joseph E. Johnston, commander of the Confederate forces in the west, running off the track in the forests of Mississippi. Johnston, officer of the Confederate forces, abandoned Jackson and pulled his Confederate troops to Canton, northeast of Jackson. That convention, also meeting in Jackson, passed the ordinance of secession in early January 1862, thus setting Mississippi on the path toward war. Little did the legislators know that they were also putting their capital city in danger. For Jackson, the American Civil War would be disastrous. Named for Andrew Jackson, the city had been established in 1821 as the seat of state government, the site chosen because of the merging of several transportation routes, most notably the Pearl River and the Natchez Trace. Jackson quickly became the center of the political, economic, and social activity in Mississippi. The governor maintained his office in the state house, where the legislature also met in biannual sessions and where the state supreme court heard cases appealed from all over Mississippi. Those who were delegates to the legislature or had business in the city had any number of restaurants and hotels to choose from, the most famous being the Bowman House next door to the state capitol. The city also boasted masonic, concert, and lyceum halls. By 1860, Jackson had a population of 3,000 citizens, but that figure dramatically increased with the coming of war. Soldiers came and went through the city, and Confederate and state manufacturing and supply depots, using the increasingly important railroads that met there, brought in much more traffic and activity. Soon, Jackson saw a great deal of war industry, including textile, weapons, and ammunition factories and arsenals. Early war safety Once Mississippi seceded from the Union on January 9, 1862, Jackson became a seat of war. Governor Pettus quickly began to acquire arms and supplies for the large number of volunteers coming into the state army. The legislature was busy as well, holding numerous regular and special sessions in order to deal with arming the state and paying for the war. Pettus and the other government officials worked in safety during the first two years of the war. Fighting took place both far north and far south of Jackson and central Mississippi, although by mid the Federals had begun to make incursions into the state. They had taken Corinth in May 1862, and in the summer the Union navy had appeared before Vicksburg on the Mississippi River. By late 1862, Jackson was in greater danger as Federal generals William T. Sherman and Ulysses S. Those thrusts were blocked, however, and the governor and legislature continued their work in peace. In December 1862, Confederate president Jefferson Davis even paid a visit, speaking to an increasingly concerned legislature and population, both worried about more approaching Federal troops. Just because the war was not yet being fought in the vicinity of Jackson did not mean the effects were not felt there, however. Situated on major river and rail lines, Jackson saw its share of wounded and sick soldiers sent home from the battle fronts. Likewise, the economic devastation caused by the war in general and the Union naval blockade in particular began to have a major effect on Jacksonians. A cash-strapped legislature could do little but offer almost worthless treasury notes for the people to use as currency. And then there was actual devastation, such as when an ammunition factory in the city blew up in November 1862, killing around forty workers, mostly women and children. General Grant, after several thwarted attempts to reach Vicksburg, moved his Army of the Tennessee across the Mississippi River south of Vicksburg in late April and headed northward, intending to break the railroad between Jackson and Vicksburg. He quickly decided he had to neutralize Jackson as a Confederate base in order to protect his rear when he eventually went after Vicksburg. Thus, Grant moved toward the capital city in mid-May. By May 14, two corps of his army, one commanded by General James B. Two Union staff officers climbed the copper dome of

the state house and raised the United States flag over the capitol. Jackson was now an occupied city. Johnston had abandoned Jackson and pulled his Confederate troops to Canton, northeast of Jackson. After scattering the motley assortment of Confederate defenders, mostly state militia infantry and artillery, Federal units spread out into the city and took full control. Grant himself registered at the Bowman House, while the 31st Iowa Infantry camped in the Senate chamber of the state house. Other soldiers held a mock session of the legislature in the House chamber, where the ordinance of secession had been passed. A military governor, Brigadier General Joseph A. Mower, acting from his headquarters in the state house, commanded a provost guard and other troops who began to neutralize Jackson as a Confederate transportation, industrial, political, and military center. Union troops destroyed or heavily damaged railroads, bridges, factories, warehouses, and the state penitentiary, institute for the blind, and lunatic asylum. Sherman described the destruction: May God forgive them for all the evil they did during the two memorable days which they spent amongst us. Chimneyville, but modern historians contest the validity of that term. Even more significant for the state was the disruption of the political process. Although Pettus and part of the government returned a few days after the Federals moved on westward toward Vicksburg, the formal seat of state government did not return to Jackson until the end of the war. The legislature met in various locations, such as Columbus and Macon for the rest of the conflict. Pettus, who later fled again before advancing Federals, decided thereafter to remain in the safer eastern sections of the state. His successor, Governor Charles Clark, did likewise. Situated as it was between the major Federal occupied region around Vicksburg and the Confederate-held territory farther east, Jackson saw frequent action during the remainder of the war, and was in fact captured four more times. After leaving in May , the Federals returned to Jackson in July to finish their destruction and to make sure no gathering Confederates threatened their now-captured prize at Vicksburg. Thus, the city came under Federal control for the second time in the war. After withdrawing once more into their occupied cities along the river, the Federals made several raids that retook Jackson periodically. Confederate resistance to the re-occupations was minimal, mostly cavalry trying to harass the enemy. Union troops captured the city for the fifth time in May It was that final capture that put Mississippi and its government out of the war for good. The fighting in the western theater did not end until after the eastern surrender at Appomattox in April Thus, Jackson was occupied by Federal troops just as the state governor and legislature returned to the city. Federal commanders were in no mood to let a hostile government operate in the city, however, and they captured the governor and the state archives while sending the legislature home under the threat of arrest. Mississippians from all over the state saw Jackson as their symbolic center, and its capture had a devastating psychological effect on the people. Moreover, the continual recapture of the city, almost at the whim of the Federals it seemed, showed the people of Mississippi that their state and their government could no longer protect them. If the Federals could capture the state capital over and over anytime they chose to, it demonstrated that Confederate resistance had crumbled and that the Federals could march anywhere they pleased around the state. The Union forces had clearly won the conflict, and no Jacksonian could doubt it based on their own wartime experiences. He has authored numerous books and articles, many relating to Mississippi history.

**9: Jackson: The Capital City and the Civil War | Mississippi History Now**

*Before After The Cities of Pittsburgh and Allegheny with Parts of Adjacent Burroughs Pennsylvania - The City of Cincinnati Ohio.*

View it online, or we can mail you a copy for free. Before the ice age, the river channel ran through Central Iowa where it met the present channel south of Muscatine, Iowa. The Rock Island Rapids proved to be a geographical formation of great significance to the settlement of the Quad City area. The rapids occupied 14 miles of the Mississippi River. Before attempts at control, the rapids provided a major obstacle to river traffic on the Upper Mississippi. So treacherous were the rapids that a special occupation - "rapids pilot" - was created. This individual would have a thorough knowledge of the currents and formations and would be taken on board before the boat entered the rapids. Settlements grew at the head and foot of the rapids as a result of the need for a place to dock steamboats before the rapids, and as a location for warehouses to store goods awaiting passage. These settlements eventually emerged into the Quad Cities. The Mississippi River, derived from the Indian name "missisipi," meaning "great water," was formed through the action of six great glaciers over thousands of years. It became the largest Indian Settlement in North America, with an estimated population of 6, to 7, people. The Fox tribe settled near Saukenuk and created their own villages along the Mississippi, including one that would later become the downtown Rock Island area of the Quad Cities. One member of the Sauk tribe, Black Hawk, had great animosity towards Americans that carried over from the Revolutionary War to the War of 1812. During this period, he led a band of British allies and launched attacks on a variety of American strongholds. In the previous years, his once great nation had been squeezed into smaller and smaller portions of the once grand land. He watched and protested as settlers took over not only his fields, but his home as well. That determination is what eventually led to Black Hawk being the only man in U.S. Although he met with little success, on April 6, 1804, Black Hawk and some 1,000 followers - men, women, and children - set out to make war on the frontier settlements. On May 9, 1804, an army of 2,000 soldiers and mounted troops began to track the Indians up the river. Aside from scattered violence against settlers and three "skirmishes" there was no war at all. Black Hawk was captured and taken on a tour of eastern cities, including Washington, D.C. In addition, they ceded a fifty-mile deep strip of land on the west bank of the Mississippi. This tract of six million acres came to be known as the Black Hawk Purchase. Black Hawk spent a year as a prisoner. Upon his release, he lived with his wife and children along the Iowa River, and then the Des Moines River. He died on October 3, 1804. Black Hawk is the only man in U.S. Rock Island Arsenal From beginnings rooted in the protection of fur traders to its current role as a modern military installation, Arsenal Island has been an important part of the growth of the Quad Cities. Arsenal Island was originally purchased by the U.S. Government in 1804 as a part of a treaty with the Sauk and Fox Indians. In 1809, Fort Armstrong was built on the western end of the island. The original fort remained active until 1832, after the defeat of Black Hawk and his followers in the Black Hawk War. After the Black Hawk War, a civilian custodian from the War Department managed the island until 1845, when the United States Congress passed legislation establishing a U.S. Army Arsenal on the island. The limestone is native to the Quad City area. During the Civil War, over 12,000 Confederate prisoners were housed on the island. A confederate cemetery is open for visitation. All ten original factory buildings, plus the new ones, were operated at full capacity to manufacture artillery carriages and recoil mechanisms, rifles, and a vast array of personal items. With World War II came the greatest weapons buildup in history. With over 18,000 employees, the Rock Island Arsenal began building tanks, artillery, rifles, machine guns, spare parts, etc. The establishment of a major command created a situation where the Arsenal was now a landlord for tenant activities being established there. Many of the manufacturing buildings were consolidated into a centralized location. German immigrants were so dominant that they established their own school, newspapers, and became a powerful economic and political force. German settlers even maintained their own community, making their homes west of the downtown Davenport business district. For some towns, such as LeClaire, Iowa, the economy was directly tied to the functions of the steamboat industry. It was at LeClaire where the "rapids pilot" was generally stationed to be taken on to navigate the Rock Island Rapids. In 1804, two

German immigrants, Frederick Weyerhaeuser and F. Denkmann, bought a floundering lumber mill and expanded it to include mills in Rock Island and Moline. In 1852, the business had an employee roster of 2, men and produced 1,000,000 board feet per year. The partnership dissolved in 1854. Even though the lumber industry moved west, closing the mills, the company owned firms remained in the area until 1860. One of the earlier entrepreneurs of the area was John Deere. In 1811, John Deere opened a factory in Moline, Illinois, to produce the first steel plow. Today, Deere and Company operates not only as a major local employer, but as a international corporation specializing in the production of agricultural implements. The manufacture of agricultural implements was a major business in the area, especially in Moline. At the turn of the century, Moline was the undisputed agricultural center of the Midwest, if not the world. John Deere opened a factory in in Moline, Illinois, to produce the first steel plow. Today, Deere and Company is one of the premiere agricultural companies in the world. Railroads The coming of the railroad to the area in 1854 served not only as a boon to settlement, but perhaps made the greatest impact on its commercial growth. In 1854, three major railroads served the area, including the famous Rock Island Lines. Three bridges span the Mississippi for rail traffic. In 1856, the first railroad bridge to cross the Mississippi was built between Rock Island and Davenport. Later in the century two more bridges were constructed; The Government Bridge in 1869 and the Crescent Bridge in 1872. There was intense rivalry between the railroad and steamboat companies. Several attempts were made by the steamboat companies to destroy railroad bridges by ramming them with boats. In one such case, young Abraham Lincoln came to Rock Island to represent the railroad against the steamboat company in court.

Nature of the horse The Tragedy of Pudnhead Wilson Worcester to Hereford including the branches to Leominster and Gloucester. Milne, A. A. The arrival of Blackmans warbler. Under the chapel spire Adobe Photoshop CS studio techniques Class design in java Cuerpo humano The Human Body (101 Preguntas) A testimony for the times. All about rifle hunting and shooting in America Characteristics of successful drug prevention programs in higher education Beverly Mill-Novoa Paper-Pieced Mini Quilts (That Patchwork Place) The childrens health United States Combat Aircrew Survival Equipment World War II to the Present A Reference Guide for Collect Leading groups and teams Kumpulan bahasa indonesia Programmable logic device handbook Legal concept of art Bela Bartok letters. Planar and SPECT equilibrium radionuclide angiography James A. Arrighi, Brian G. Abbott, and Frans J.Th. Fodor Ireland-1983 Appendix: 1. The may-fly: a study in transformation. 2. Health, a conquest. 3. Evening in spring: a medit Albert Einstein (History Maker Bios) Roche annual report 2016 Spring, by Maria T. Earle: February, March, April, May, by Margaret Waterfield. The same answer everywhere, that they might be received among the faithful, but not again exercise their The making of an angler Famous foxhunters Soups, salads, and breads The Greek tycoons mistress Salomon De Brosse and the Development of the Classical Style in French Architecture from 1565 to 1630 (Zw Marine Dredging for Sand and Gravel Project work plan template Intellectuals, socialism, and dissent Ap statistics study guide Technical protection devices and computer law Yanjing : the emperors messenger Americas ten greatest Presidents. Madisons battery workers, 1934-1952 What can you do with an old red shoe?