

Chapter 7

Opening the West



In this chapter:

- ❖ *Americans will complete their manifest destiny by acquiring all the lands west of the Mississippi River to the Pacific Ocean – some of it peacefully, but much of it through war.*
- ❖ *Travelers and settlers will continue to push into Indian Territory, requiring new (and often conflicting) expeditions and creating permanent trails.*

Section 1: Crossing the Continent



In the early 1800s, hundreds of thousands of immigrants left Europe to come to America.



**Immigrants
are people
who move to
a new country
to settle there.**



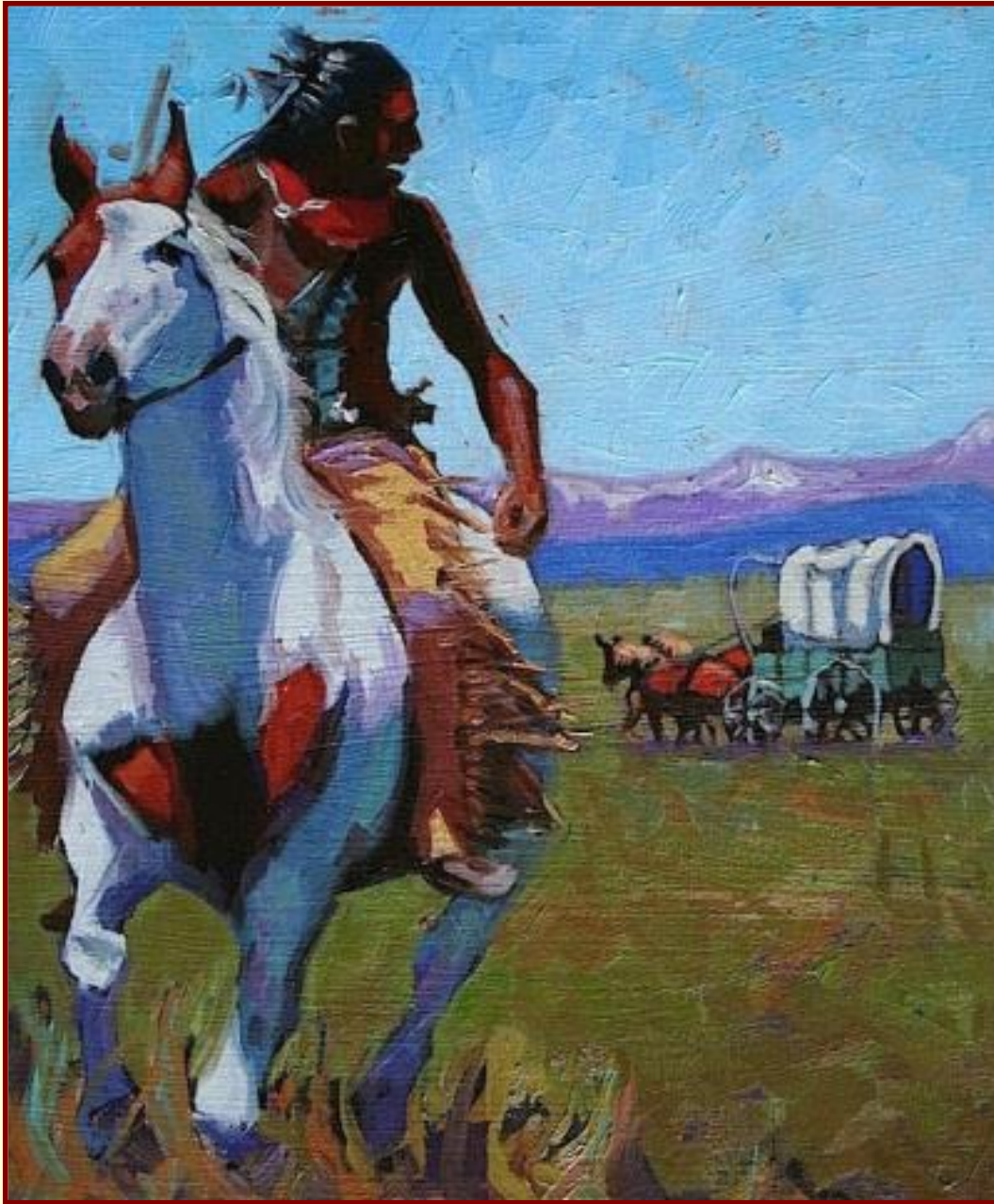
**Those who came to America were mainly
from Ireland, Scandinavia, and Eastern Europe.**



**American democracy
was a welcome
change from the
repressive
governments of their
home countries.**

**Due to crowded cities, thousands of Easterners
now considered moving west.**





Many newcomers also felt it was their mission to help spread democracy across the continent.

This was the high point of the Manifest Destiny movement.

Depressions, or downturns in the economy, prompted more people to move west.



Also, frontier land was inexpensive and offered new opportunities.

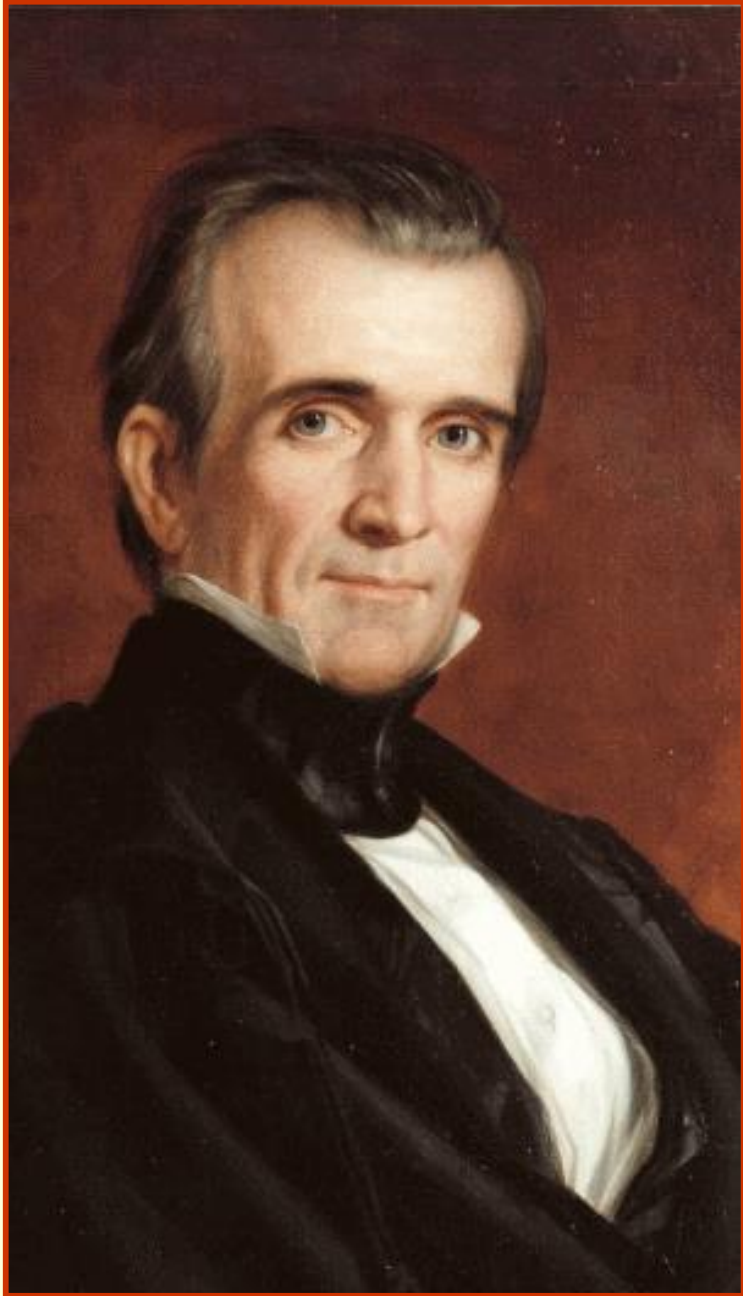


Major Long's 1820 description of Indian Territory as part of "The Great American Desert" may have slowed the rate of settlement, but it didn't stop it.



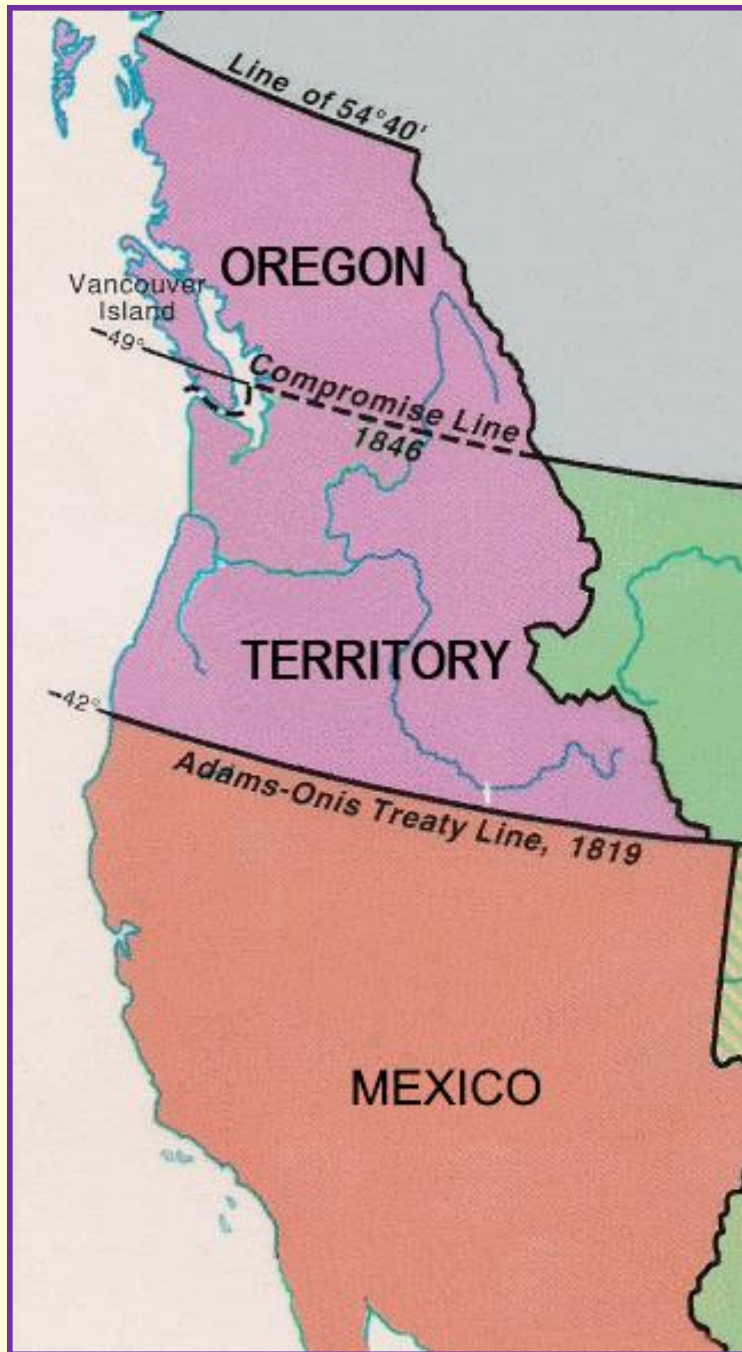
By the 1840s, American settlers were rapidly moving into the Great Plains where once only nomadic tribes and herds of buffalo had lived.





**President James K. Polk
was the leader of the
expansion movement.**

**During his administration,
the United States made
three major land acquisitions.**



First, Polk pushed a claim for Oregon Territory.

The U.S. demanded all lands from the Adams-Onís Treaty Line north to 54°40'.

Great Britain didn't want a third war with America.

Negotiations finally extended the existing U.S.-Canadian border westward along the 49th Parallel.

The newly-acquired lands would later become the states of Washington, Oregon, and Idaho, and parts of Montana and Wyoming.



1846

VOLUNTEERS FOR MEXICO.



Recruiting Office 6 Commercial, corner of Chatham st.

The subscriber having been authorized to raise a **COMPANY** of **VOLUNTEERS**, to form a part of the Regiment required from this State by the Government of the United States, gives notice that he has opened a Recruiting Office at the above mentioned place, where the Muster Roll will be kept open for Volunteers, until further notice.

Let the young men of New England come forward and take hold of this work with spirit and show to the South and South-western States that the Spirit of '76, still lives in the bosom of every "Yankee."

The United States offers a large Advance, Generous pay, Clothing, Arms and Provisions to all who desire to serve.

There is already a bill before the present Congress, which will increase the pay of Volunteers, and also to give each 160 acres of land.

This Company as soon as full will be immediately mustered into service, and receive pay.

Boston, December 17th, 1846.

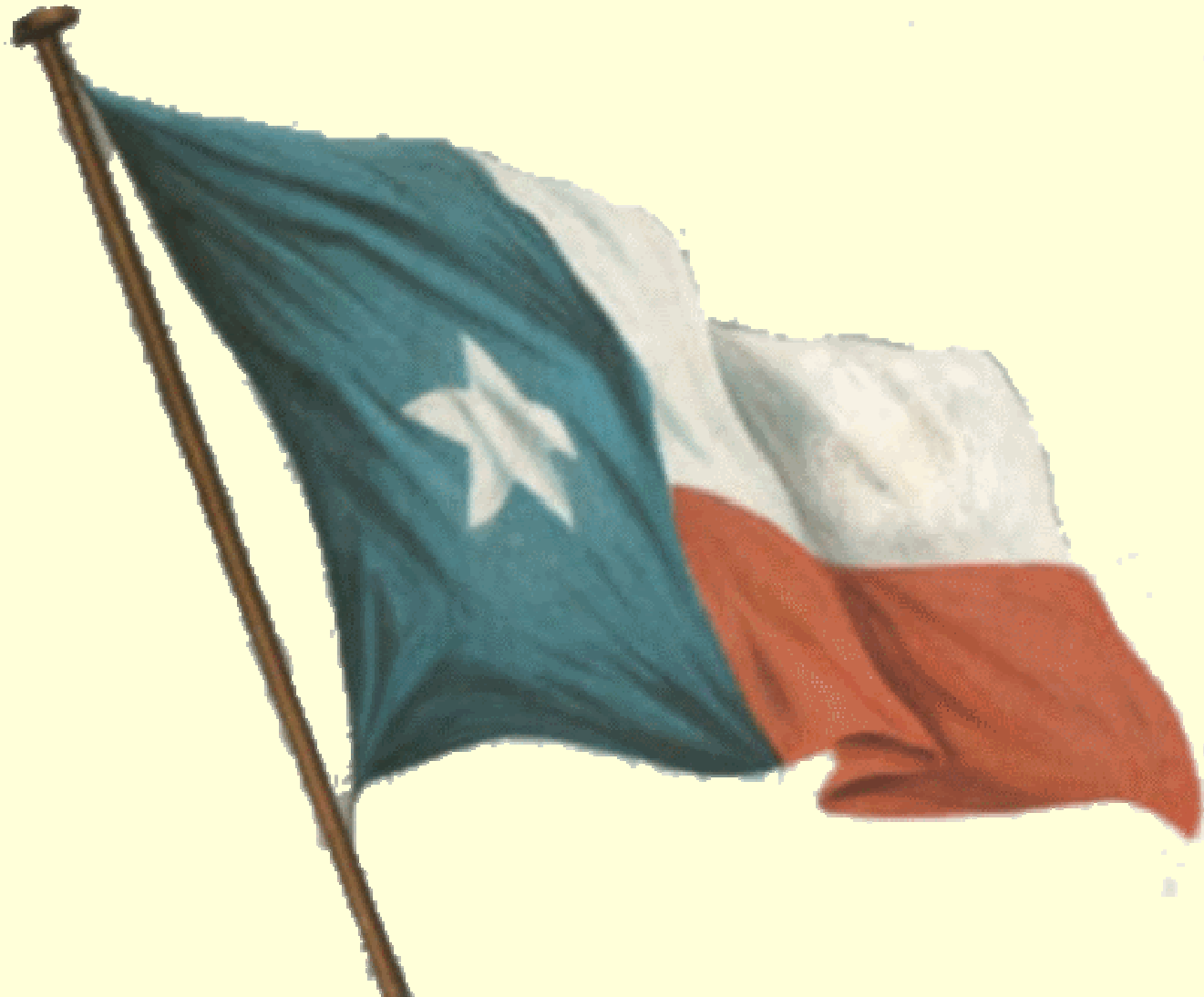
E. ALEX'R PAUL.

Besse, Morgan, & Ewer, Printers--No. 3 State street, (Times Building,) Boston.

Trouble was
also brewing
in the
southwest.

Mexico had not given up hope of taking back Texas.

Settlers there encouraged Americans to join them, and began pushing for statehood.



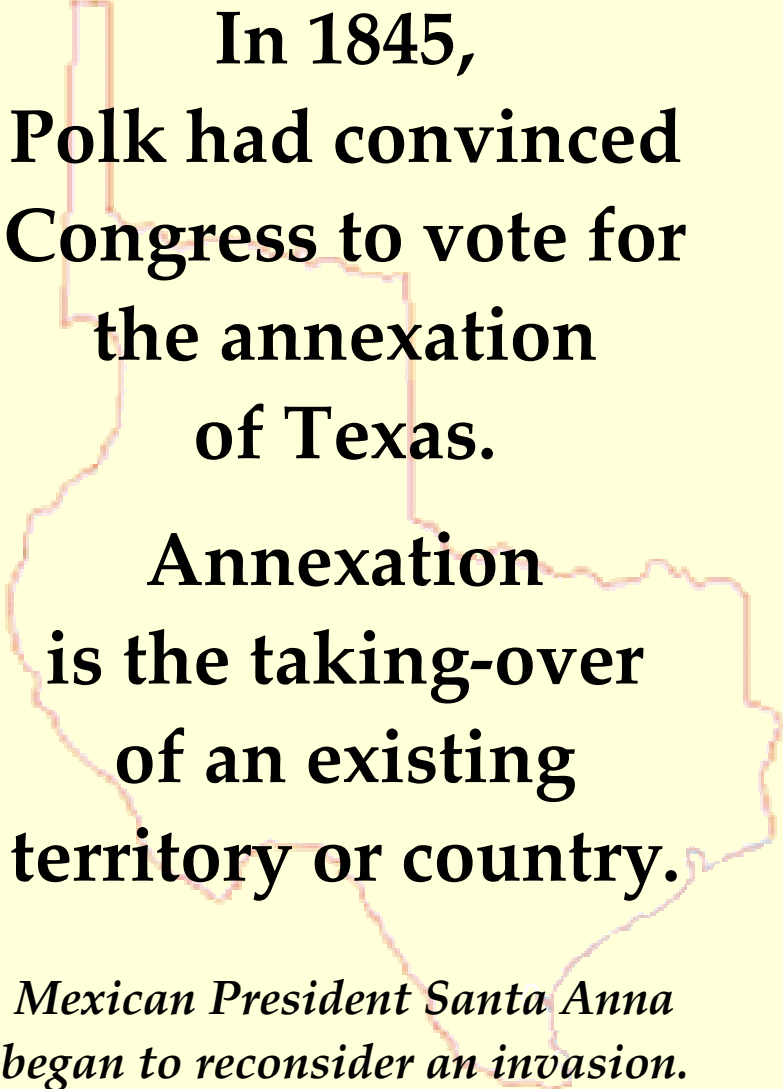
H. R. 46

**In the Senate of the United States
January 27, 1845**

Joint Resolution

For annexing Texas to the United States

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, that Congress doth consent that the territory properly included within and rightfully belonging to the Republic of Texas may be erected into a new state, to be called the State of Texas, with a republican form of government, to be adopted by the people of said Republic, by deputies in convention assembled, with the consent of the existing government, in order that the same may be admitted as one of the states of this Union.



**In 1845,
Polk had convinced
Congress to vote for
the annexation
of Texas.**

**Annexation
is the taking-over
of an existing
territory or country.**

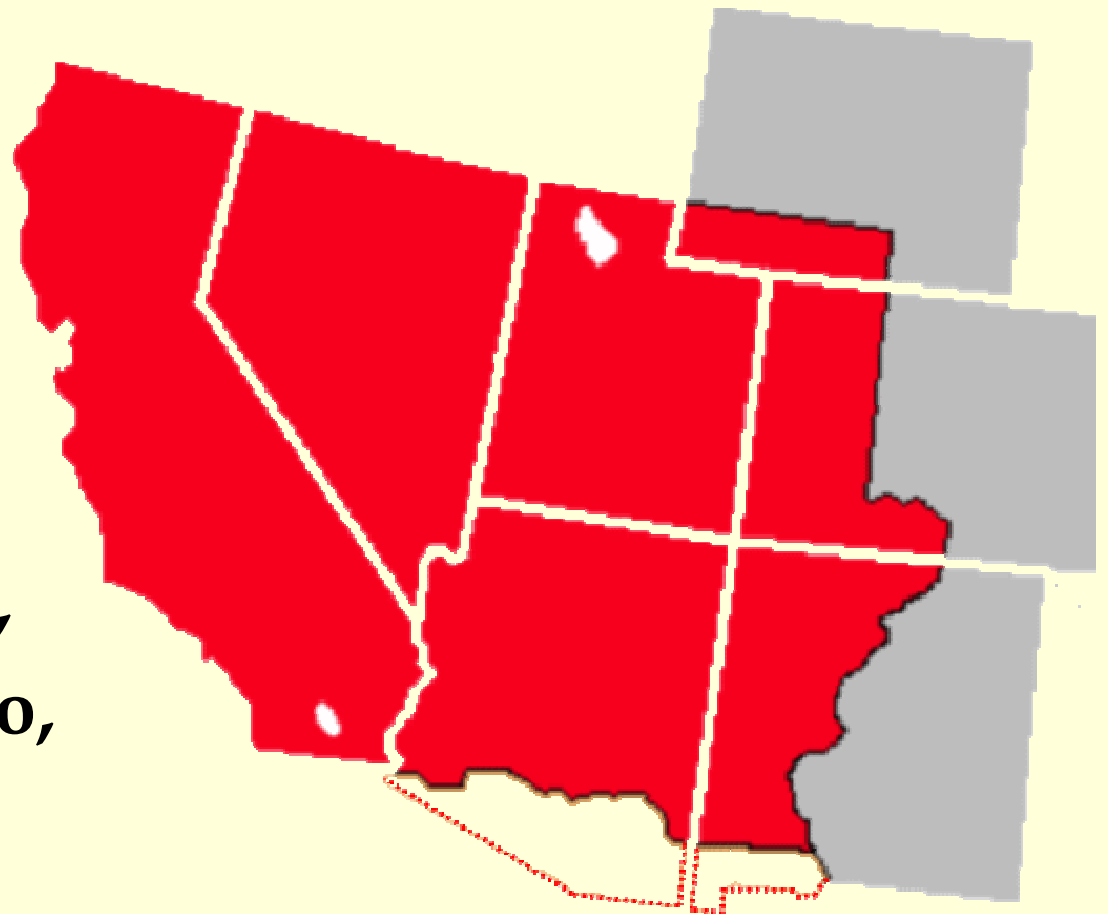
*Mexican President Santa Anna
began to reconsider an invasion.*

But when California rebelled against Mexico in 1846, the conflict escalated into the Mexican-American War.



The war lasted two years (1846-1848), and ended with Mexico ceding most of its northern territories.

**The
Mexican Cession
would become the
states of California,
Nevada, and Utah;
and parts of Arizona,
New Mexico, Colorado,
and Wyoming.**



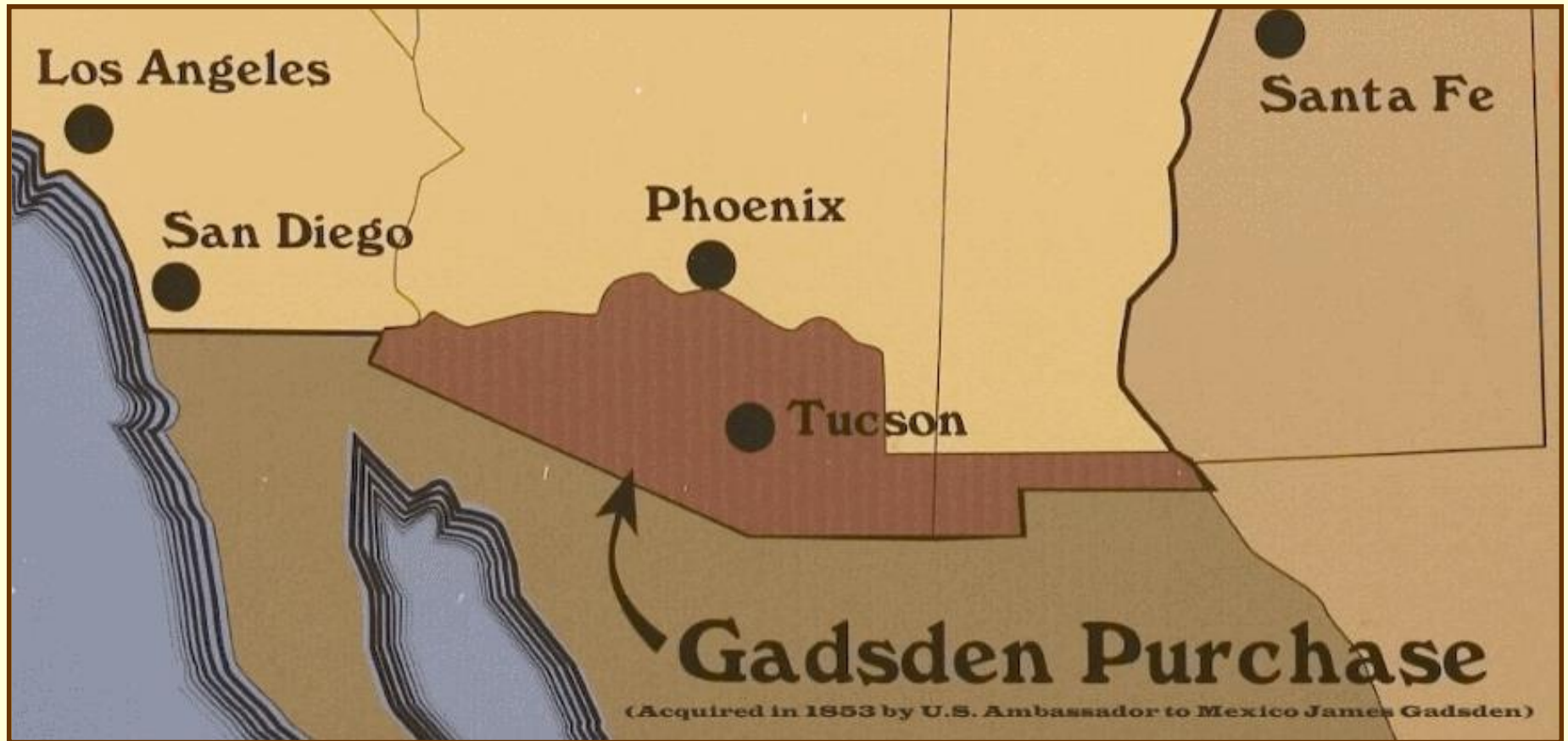
TRATADO
DE
PAZ, AMISTAD Y LIMITES
ENTRE LA
REPÚBLICA MEXICANA
Y LOS ESTADOS UNIDOS DE NORTE AMERICA
Y ESPOSICIÓN
DE LOS COMISIONADOS MEXICANOS
QUE LO FIRMARON
DIRIGIDA AL
SUPREMO GOBIERNO



FIRMADO EL SEGUNDO DÍA DE FEBRERO
DE 1848.

*Under the terms of
The Treaty of
Guadalupe Hidalgo,
Mexico also gave up
all claims to lands
and businesses
in Texas
for \$15 million.*

The southwestern border of the U.S. was completed five years later with the Gadsden Purchase.



By 1853, through purchase, annexation, treaty, and war, the United States had completed its Manifest Destiny.

The \$10 million Gadsden Purchase was to be the route of a transcontinental railroad that would have passed through the Civilized Tribes' lands.



Westward expansion meant more Americans would be coming into Indian Territory.

A new expedition led by Captain Benjamin Bonneville explored the eastern end of the South Canadian River.

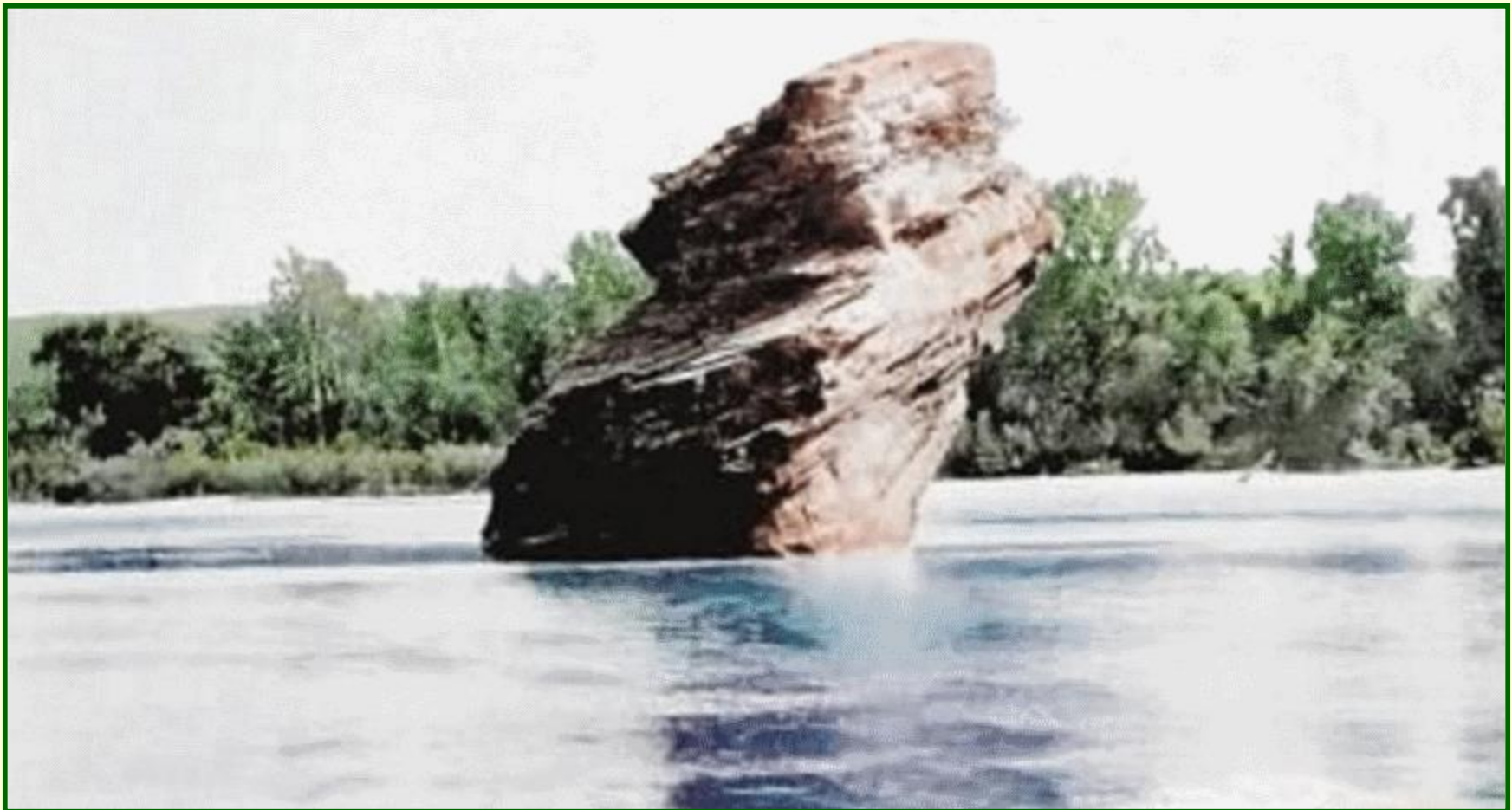
Unfortunately, Bonneville was inexperienced.

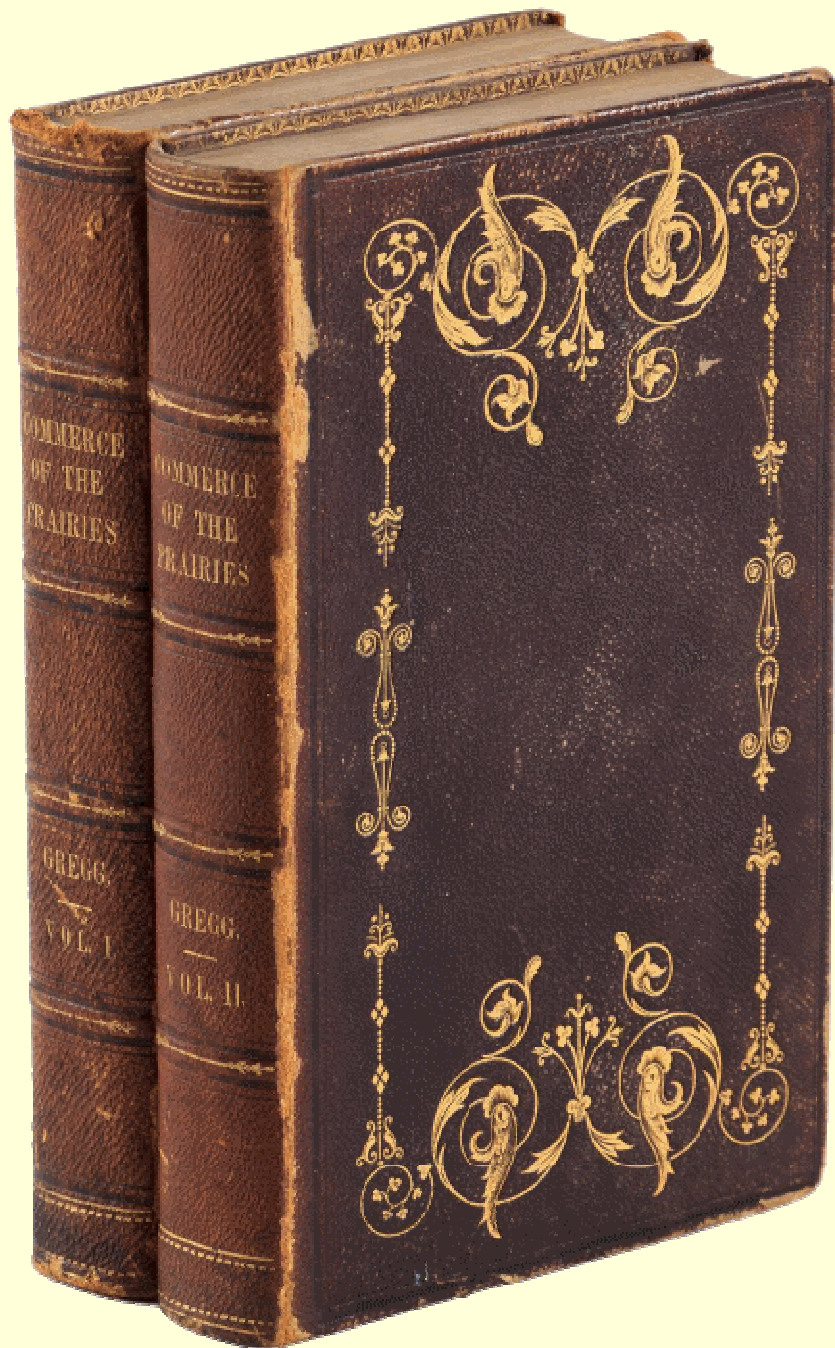




*When Bonneville
observed the
thick forests
on the river banks,
he reported
“I saw no place
where I believe
a settlement
could be made.”*

He was impressed by a 65-ft.-tall stone in the middle of the river, but Standing Rock was submerged when Lake Eufaula was created in the 1960s.



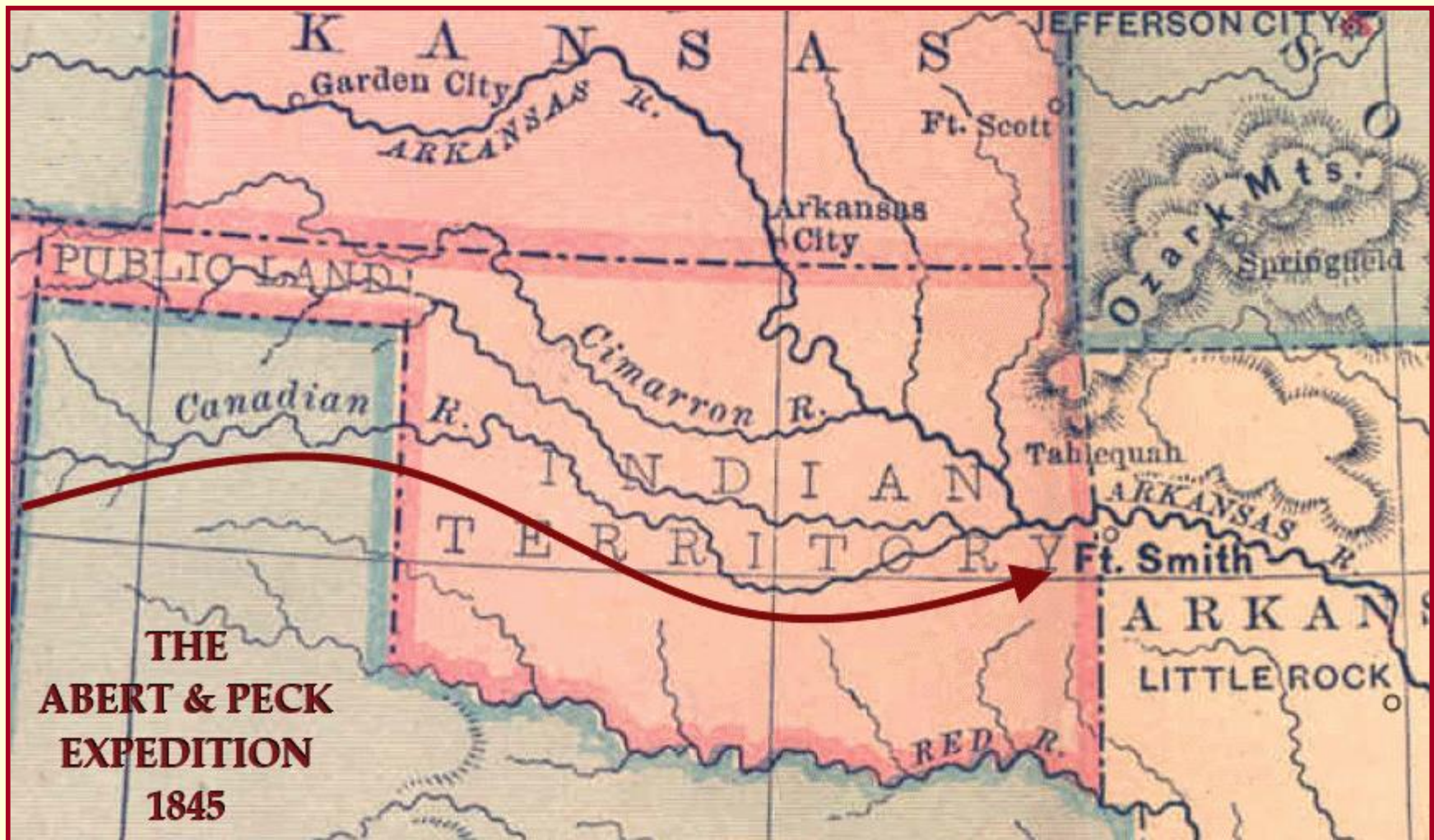


**Dr. Josiah Gregg
contradicted Bonneville
when he wrote about
Indian Territory
in his book
The Commerce
of the Prairies.**

*He had traveled regularly
from Ft. Smith to Santa Fe.*

*He described the eastern half
of Indian Territory as an
“unbroken succession of
grassy plains and fertile glades.”*

Lieutenant James Abert and Lieutenant William Peck led an 1845 expedition that explored Indian Territory to report on natural resources.



**At the beginning of their journey,
they struggled to survive a prairie fire.**

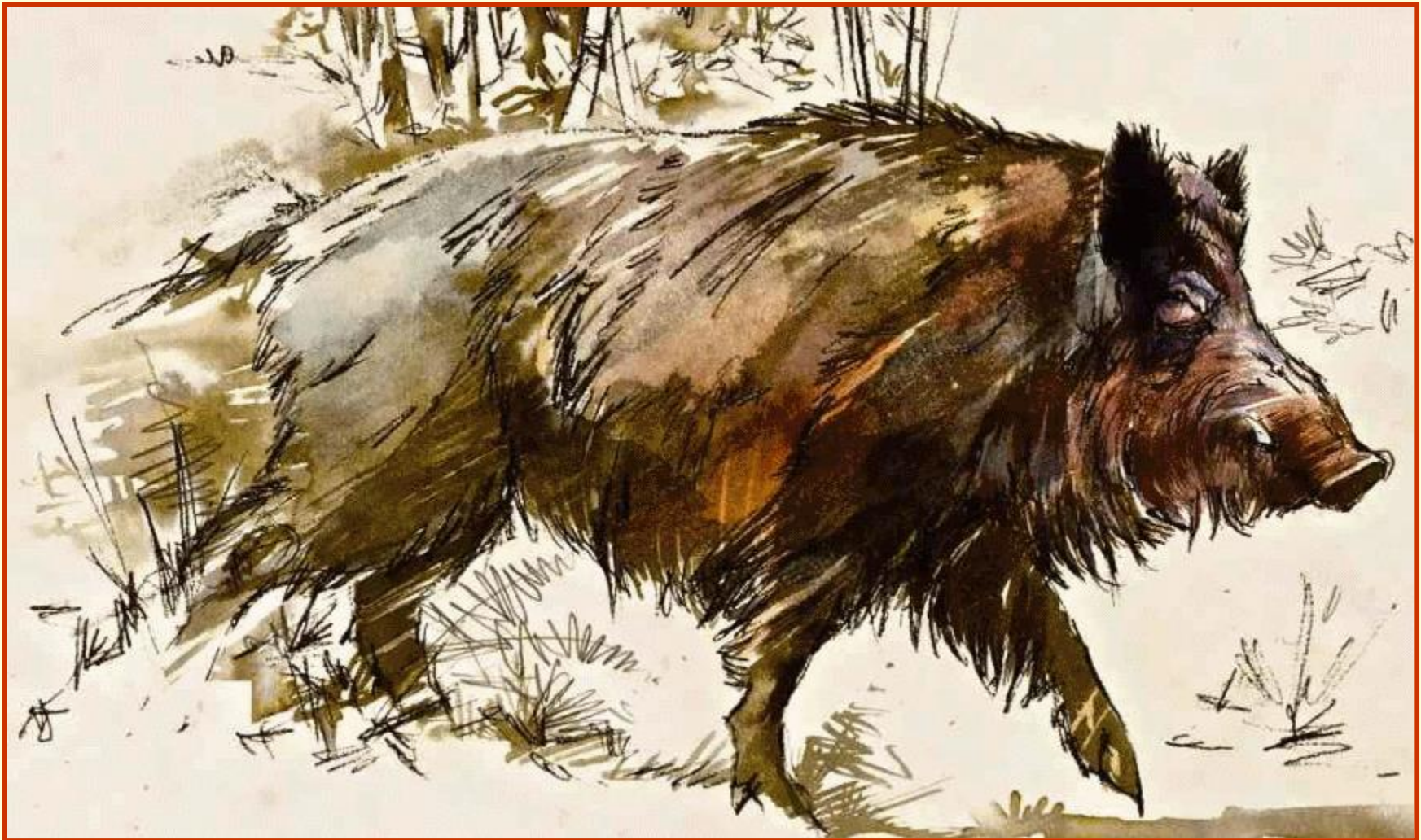


They saw the destruction caused by a tornado near the present-day city of Holdenville.

Abert wrote: "Because of the amazing force of the whirling winds, the noblest trees had fallen from their high estates, and lay mouldering upon the ground in contorted piles."



Abert also wrote of large numbers of feral hogs in the Creek Nation that could be used as food until cattle herds were established.

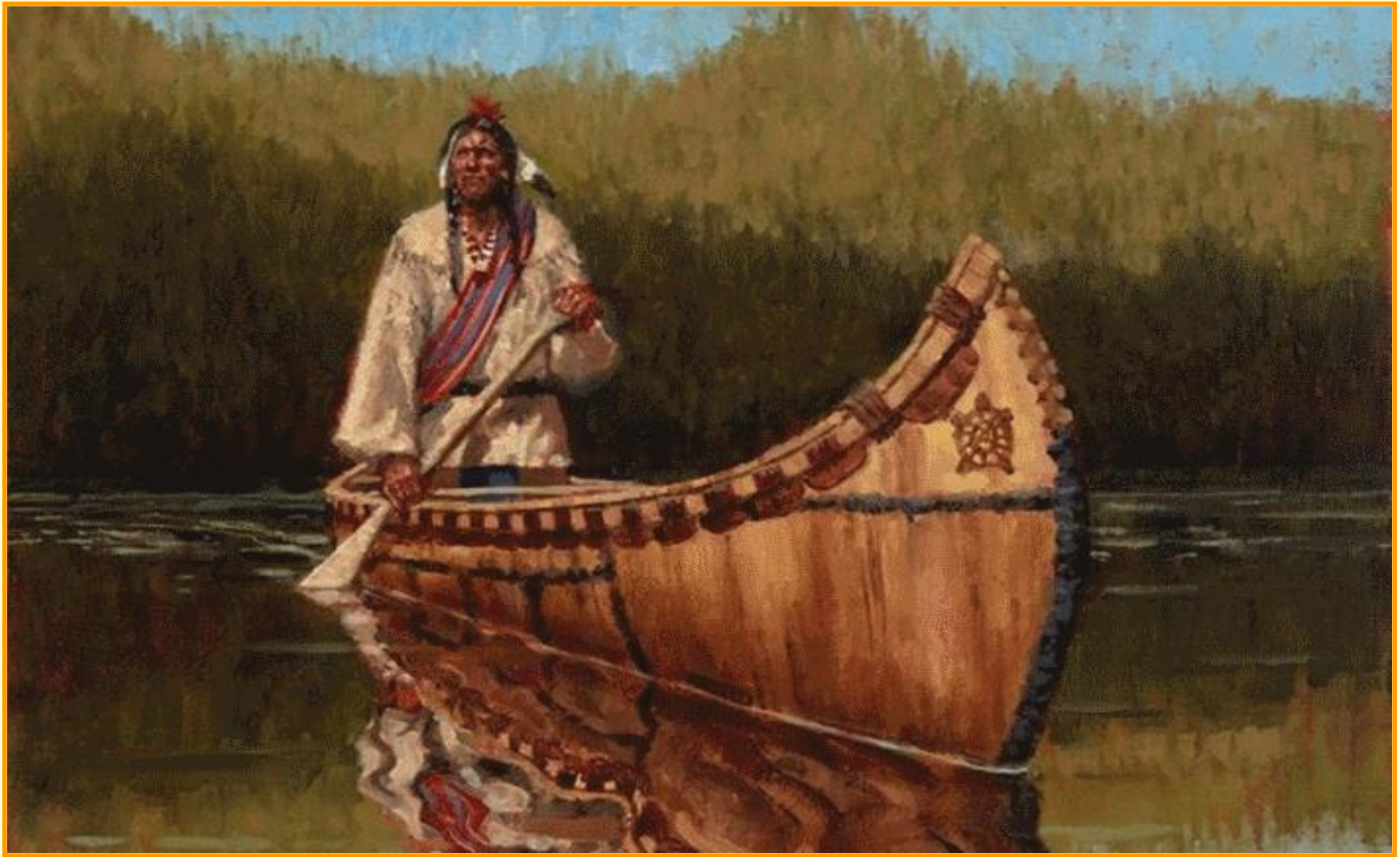


**Ultimately, they reported an abundance of wildlife,
as well as supplies of wood, water, and grasslands.**

Settlement by non-Indians was just a matter of time.



Section 2: Crossing Indian Territory



Due to the thick forests in the eastern part of Indian Territory, early traders and travelers used rivers to get from place to place.



**Spring and early summer were the best time to travel,
because normally-shallow rivers would be full.**



Early traders used keelboats, or flat-bottomed barges that hauled supplies and troops.

Their design made it easy to navigate the shallow waters of the rivers.



**Further west, the trails used by the Natives
(and later by the Americans) were actually
buffalo paths that had existed for hundreds of years.**

*They were easy to follow on horseback or on foot and
the buffalo had naturally found food and water along their migrations.*



The Texas Road became an important route for settlers and stagecoaches.

Originally called The Osage Trace, it was an old buffalo trail. It started in Missouri and somewhat paralleled the Butterfield Mail route.

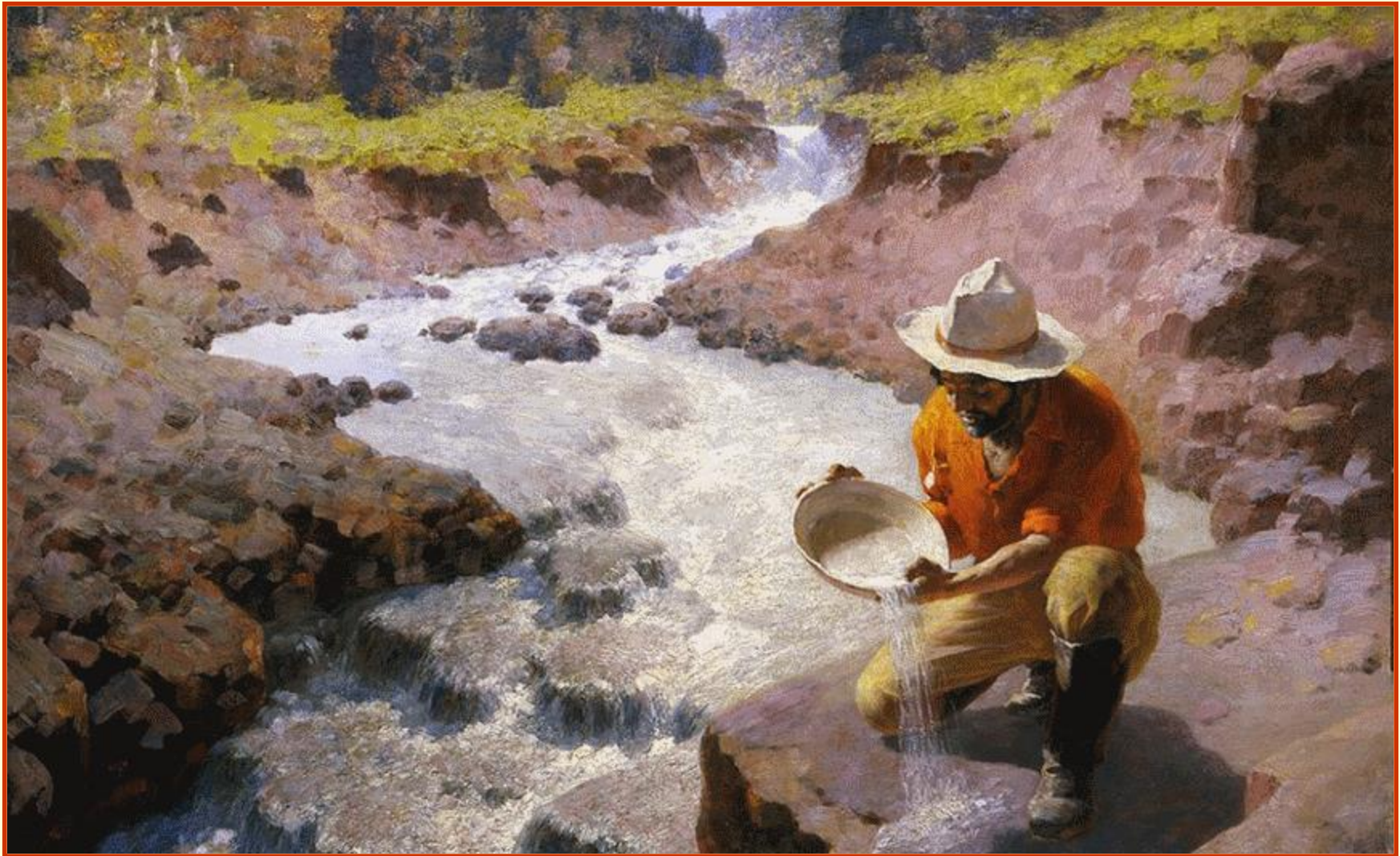
Major stations included Fort Gibson, Boggy Depot, and Colbert's Ferry.



At the stations, or regular stops, the stagecoach drivers could replace the horses and passengers could find refreshment and lodging.



In 1848, gold was discovered at Sutter's Mill in California and thousands headed west.



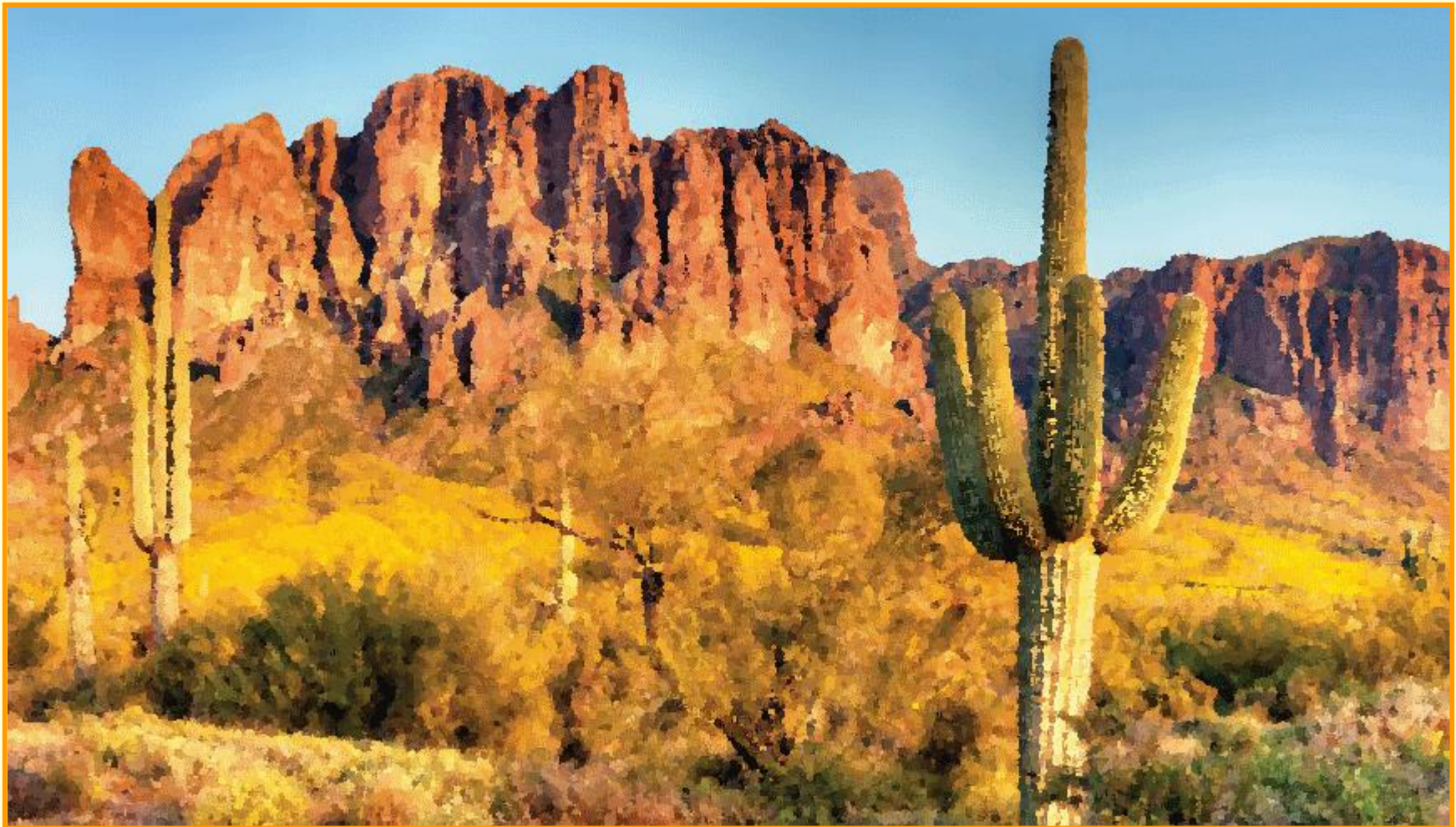
**The Gold Rush
increased travel
on the
Santa Fe Trail
and the
Cimarron
Cutoff.**



**When the
route went south
and west out of Santa Fe,
it was known as the Gila Trail.**

**A westward passage on the Gila Trail
traversed the Arizona-Sonora Desert.**

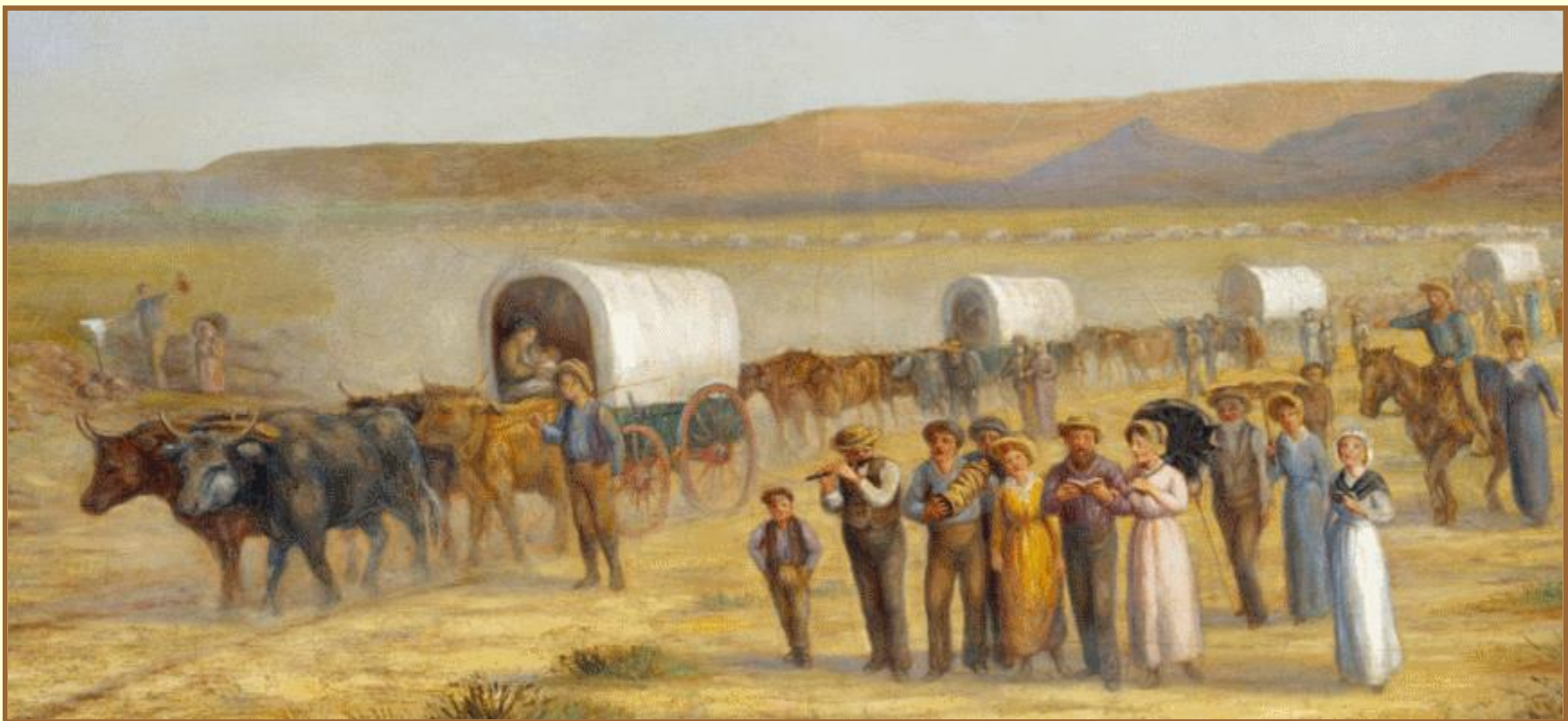
It would have been dangerously hot in the summer.



Wagon trains, or caravans of settlers heading west, also crossed regularly from Ft. Smith to Santa Fe.

This route was used by Southerners heading west.

The 819-mile trip usually took about two months to complete.



Unusual landmarks helped guide travelers.

**A sandstone butte on the South Canadian River
became known as Rock Mary.**

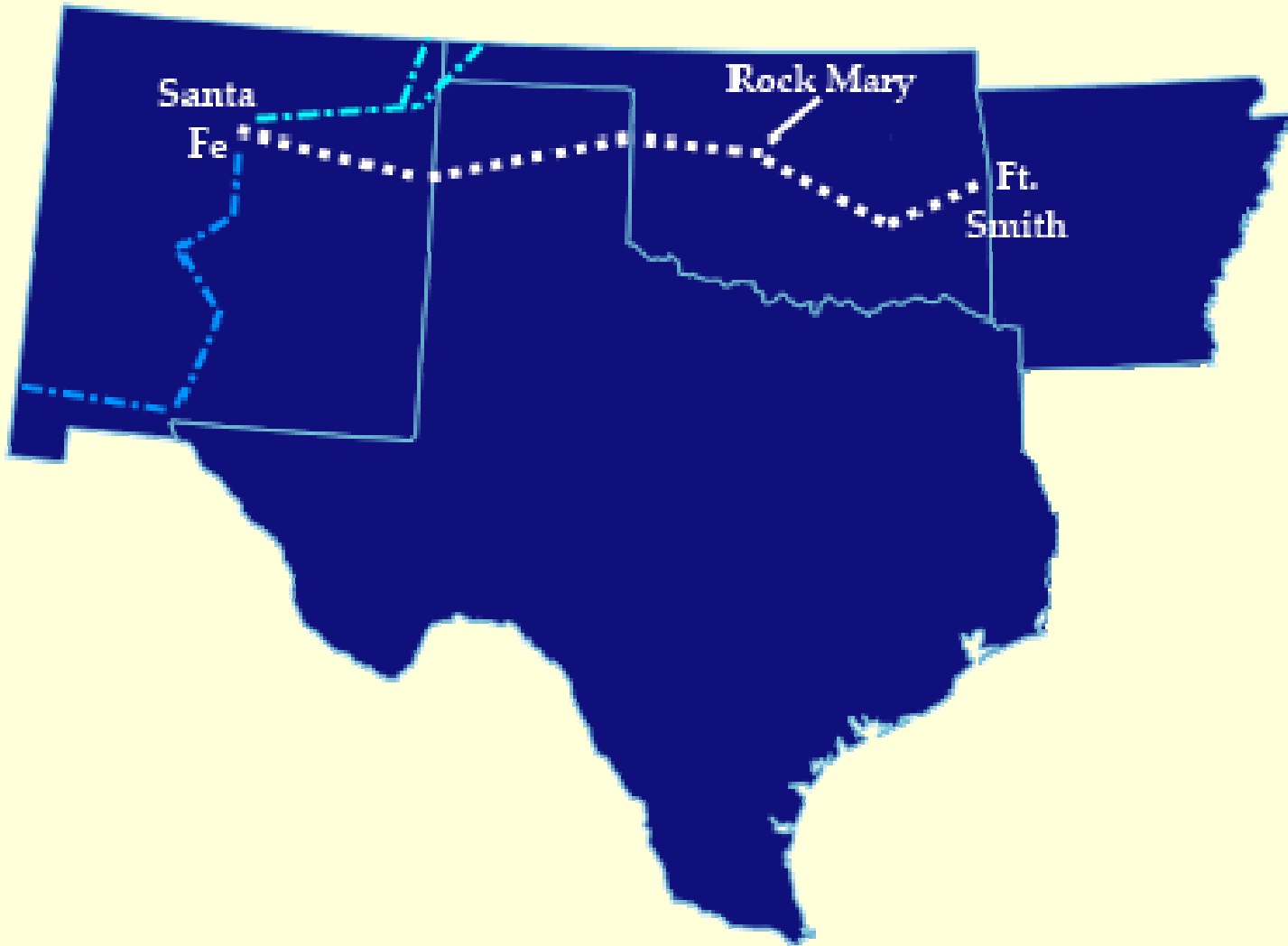
It was named for Mary Conway, a relative of the Arkansas governor.

Two young army officers traveling with the caravan named it in her honor.

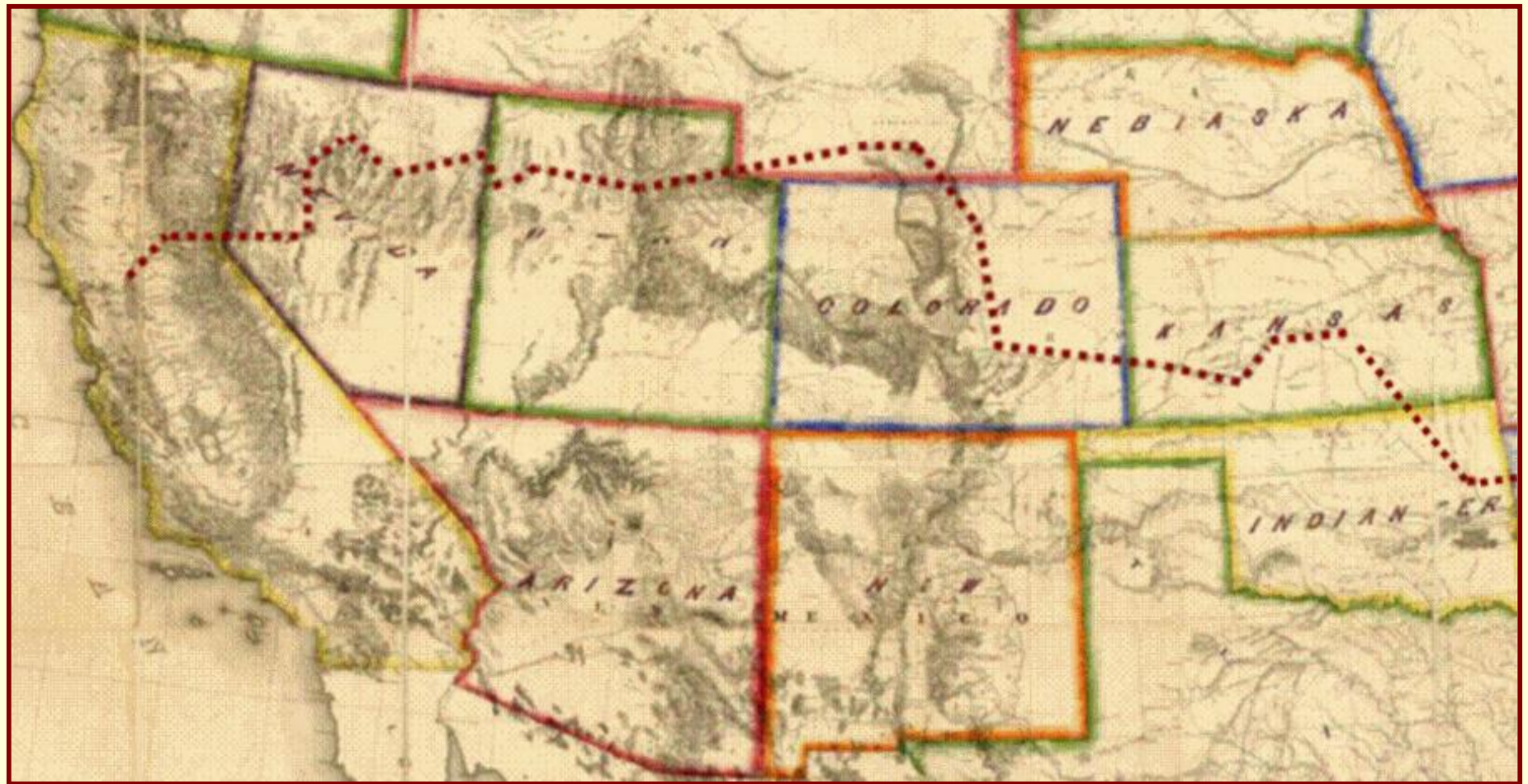


The route across Indian Territory would later be called The California Road.

It ended in Santa Fe, and travelers then picked up the Gila Trail.



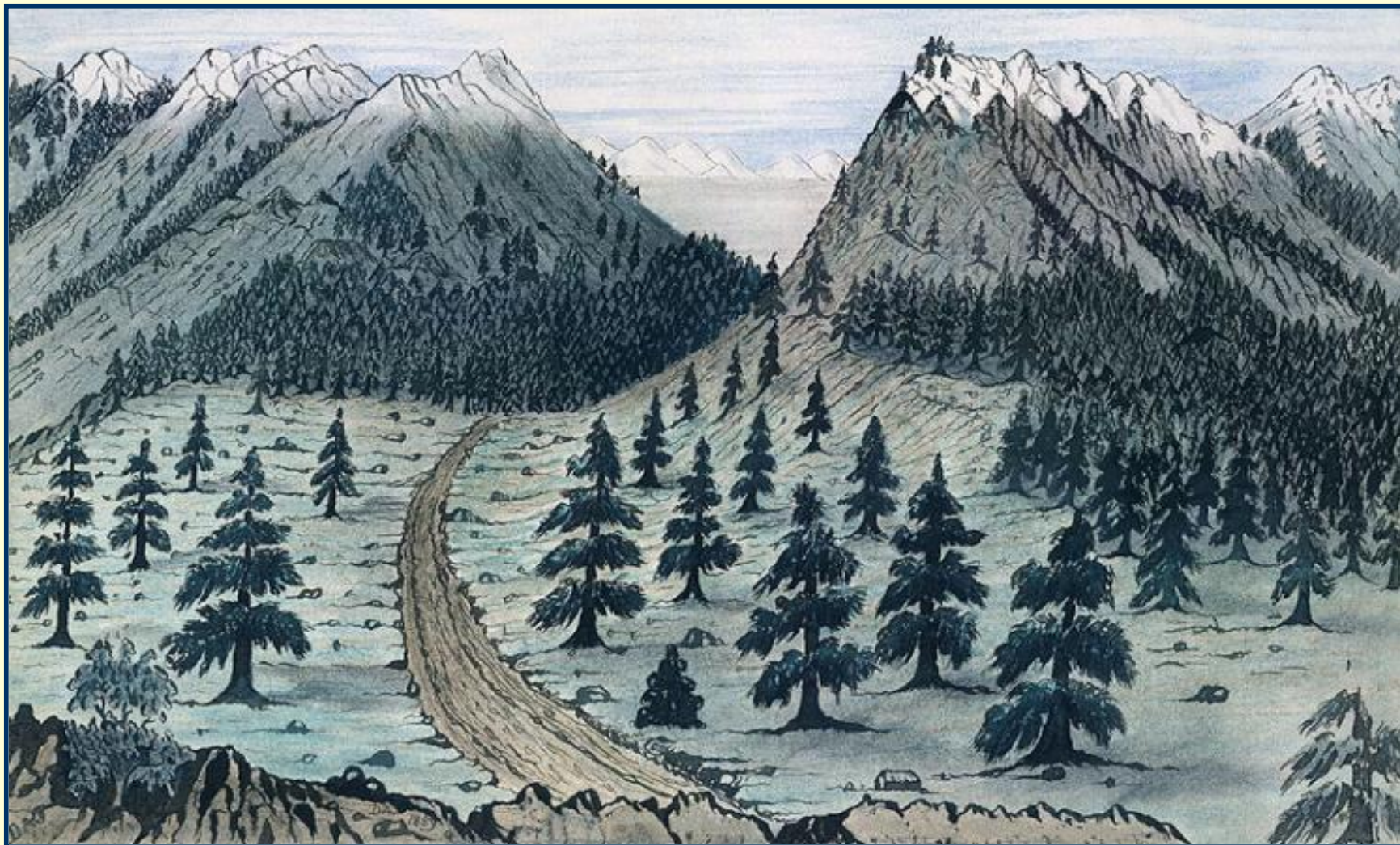
**An alternate route to California went through
Tahlequah and was known as the Cherokee Trail.**



**The Cherokee Trail started in Arkansas,
but turned northwest out of Indian Territory,
crossed the central Rockies, and ended in Sacramento.**

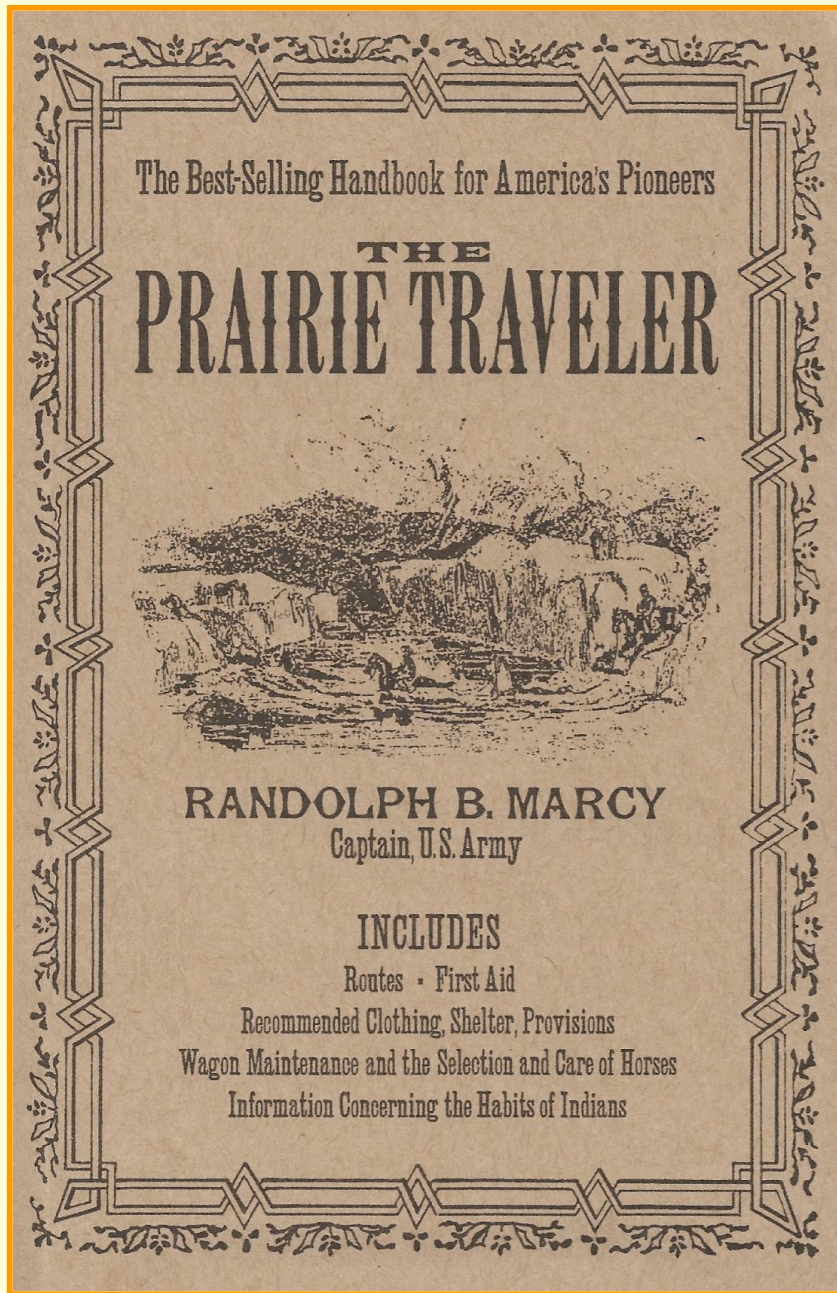


It was cool in the summer, but its snowstorms would have been deadly in the winter.





**Travel by
Clipper ship
around
South
America
took a year,
but travel
overland
could be done
in four to
six months.**



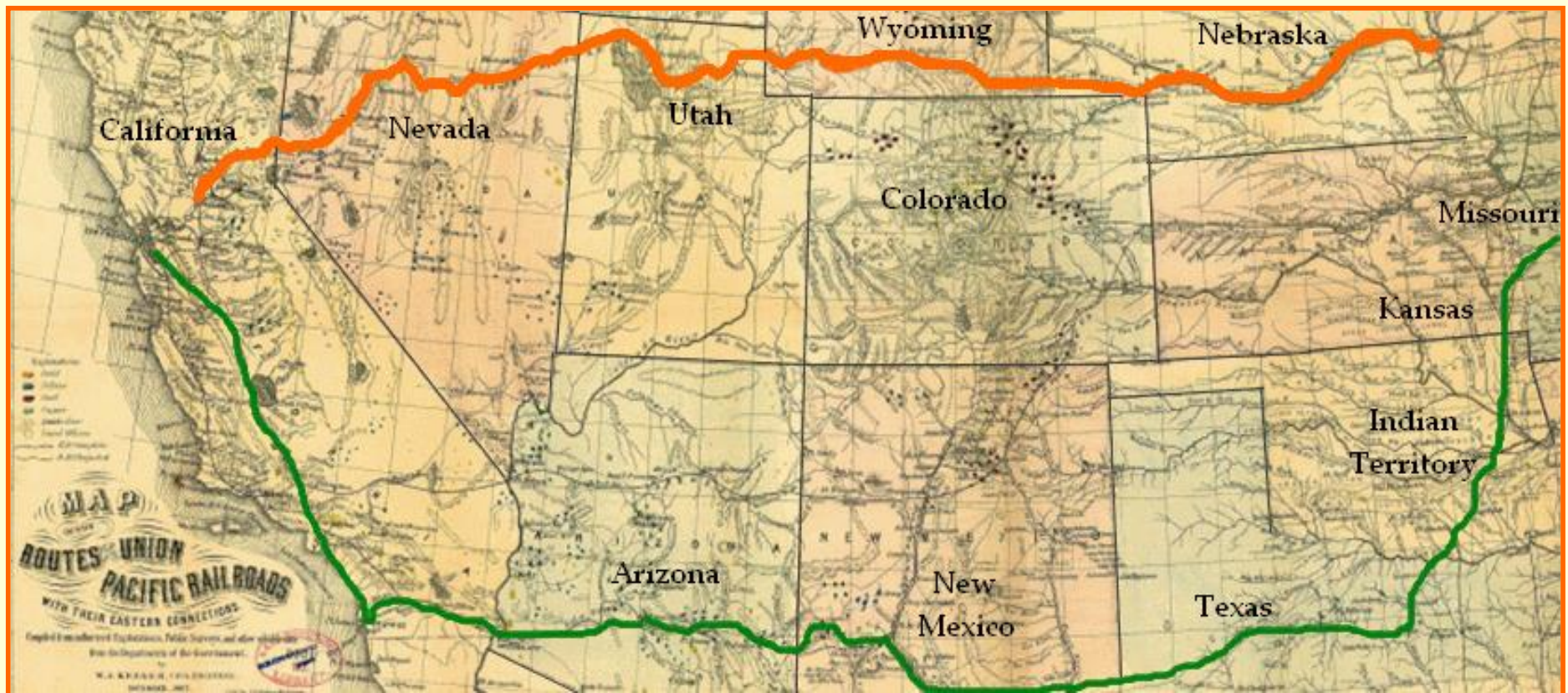
Capt. Randolph Marcy wrote the handbook The Prairie Traveler for people heading to California.

He recommended routes and items that should be taken; wagons should be sturdy enough to withstand the weather; and oxen, or large cattle, were better suited to pulling wagons than horses or mules.

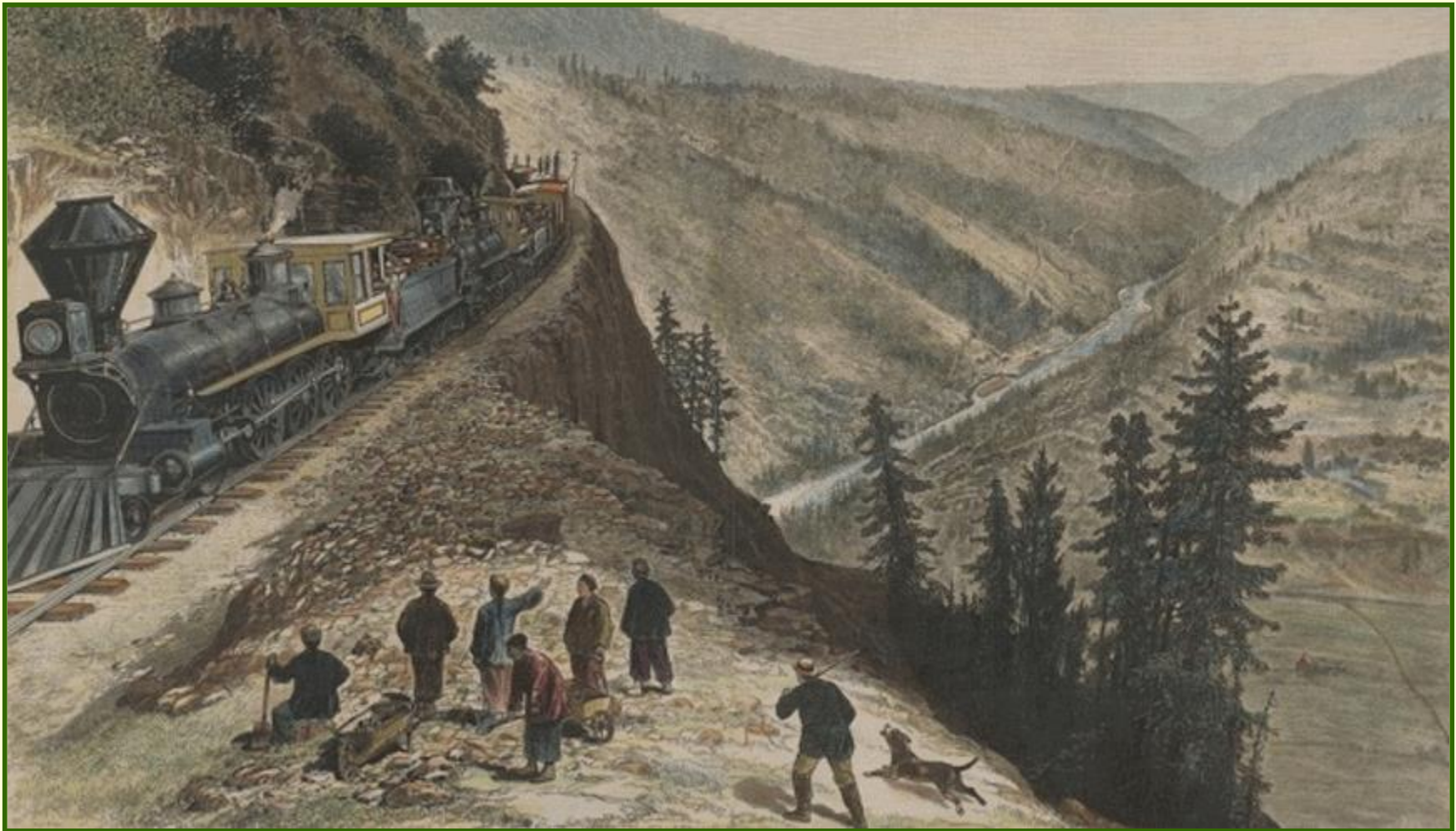
He detailed a long list of supplies like flour, coffee, beans, and rice, as well as citric acid and laxatives.

Plans for The Transcontinental Railroad originally proposed a route through Indian Territory.

The Gadsden route would have avoided most of the Rocky Mountains.



A Nebraska-to-California route was chosen instead because the Northern abolitionist states did not want such a valuable asset controlled by Slave states.



Butterfield stagecoaches took mail (and passengers) to California over the Texas Road and the Gila Trail.

OVERLAND MAIL COMPANY.

THROUGH TIME SCHEDULE BETWEEN

ST. LOUIS, MO., MEMPHIS, TENN. } & SAN FRANCISCO, CAL.

GOING WEST.

GOING EAST.

LEAVE.	DAYS.	Hour.	Distance, Miles.	Time allowed.	Avg. Miles per Hour.	LEAVE.	DAYS.	Hour.	Distance, Miles.	Time allowed.	Avg. Miles per Hour.
St. Louis, Mo., & Memphis, Tenn. }	Every Monday & Thursday.	8.00 A.M.	Miles.	No. Hours		San Francisco, Cal.	Every Monday & Thursday.	8.00 A.M.	Miles.	No. Hours	
P. R. R. Terminus, "	" Monday & Thursday.	6.00 P.M.	160	10	16	Firebaugh's Ferry, "	" Tuesday & Friday.	11.00 A.M.	163	27	6
Springfield, "	" Wednesday & Saturday.	7.45 A.M.	143	37½	3½	Visalia, "	" Wednesday & Saturday.	5.00 A.M.	82	18	4½
Fayetteville, "	" Thursday & Sunday.	10.15 A.M.	100	26½	3½	Pt. Tejon, (Via Los Angeles)	" Thursday & Sunday.	9.00 A.M.	127	28	4½
Fort Smith, Ark.	" Friday & Monday.	3.30 A.M.	65	17½	3½	San Bernardino, "	" Friday & Monday.	5.30 P.M.	150	32½	4½
Sherman, Texas	" Sunday & Wednesday.	12.30 A.M.	205	45	4½	Fort Yuma, "	" Sunday & Wednesday.	1.30 P.M.	200	44	4½
Fort Belknap, "	" Monday & Thursday.	9.00 A.M.	146½	32½	4½	Gila River,* Arizona	" Monday & Thursday.	7.30 P.M.	135	30	4½
Fort Chadbourn, "	" Tuesday & Friday.	3.15 P.M.	136	30½	4½	Tucson, "	" Wednesday & Saturday.	3.00 A.M.	141	31½	4½
Pecos River, (On Crossing)	" Thursday & Sunday.	3.45 A.M.	165	36½	4½	Soldier's Farewell, "	" Thursday & Sunday.	8.00 P.M.	184½	41	4½
El Paso, "	" Saturday & Tuesday.	11.00 A.M.	248½	55½	4½	El Paso, Tex.	" Saturday & Tuesday.	5.30 A.M.	150	33½	4½
Soldier's Farewell	" Sunday & Wednesday.	8.30 P.M.	150	33½	4½	Pecos River, (On Crossing)	" Monday & Thursday.	12.45 P.M.	248½	55½	4½
Tucson, Arizona	" Tuesday & Friday.	1.30 P.M.	184½	41	4½	Fort Chadbourn, "	" Wednesday & Saturday.	1.15 A.M.	165	36½	4½
Gila River,* "	" Wednesday & Saturday.	9.00 P.M.	141	31½	4½	Fort Belknap, "	" Thursday & Sunday.	7.30 A.M.	136	30½	4½
Fort Yuma, Cal.	" Friday & Monday.	3.00 A.M.	135	30	4½	Sherman, "	" Friday & Monday.	4.00 P.M.	146½	32½	4½
San Bernardino "	" Saturday & Tuesday.	11.00 P.M.	200	44	4½	Fort Smith, Ark.	" Sunday & Wednesday.	1.00 P.M.	205	45	4½
Pt. Tejon, (Via Los Angeles)	" Monday & Thursday.	7.30 A.M.	150	32½	4½	Fayetteville, Mo.	" Monday, & Thursday.	6.15 A.M.	65	17½	3½
Visalia, "	" Tuesday & Friday.	11.30 A.M.	127	28	4½	Springfield, "	" Tuesday & Friday.	8.45 A.M.	100	26½	3½
Firebaugh's Ferry, "	" Wednesday & Saturday.	5.30 A.M.	82	18	4½	P. R. R. Terminus, "	" Wednesday & Saturday.	10.30 P.M.	143	37½	3½
(Arrive) San Francisco,	" Thursday & Sunday.	8.30 A.M.	163	27	6	(Arrive) St. Louis, Mo., & Memphis, Tenn. }	" Thursday & Sunday.	160	10	16	

This Schedule may not be exact—Superintendents, Agents, Station-men, Conductors, Drivers and all employees are particularly directed to use every possible exertion to get the Stages through in quick time, even though they may be ahead of this time.

If they are behind this time, it will be necessary to urge the animals on to the highest speed that they can be driven without injury.

Remember that no allowance is made in the time for ferries, changing teams, &c. It is therefore necessary that each driver increase his speed over the average per hour enough to gain the necessary time for meals, changing teams, crossing ferries, &c.

Every person in the Company's employ will always bear in mind that each minute of time is of importance. If each driver on the route loses fifteen (15) minutes, it would make a total loss of time, on the entire route, of twenty-five (25) hours, or, more than one day. If each one loses ten (10) minutes it would make a total loss of sixteen and one half (16½) hours, or, the best part of a day.

On the contrary, if each driver gains that amount of time, it leaves a margin of time against accidents and extra delays.

All hands will see the great necessity of promptness and dispatch: every minute of time is valuable as the Company are under heavy forfeit if the mail is behind time.

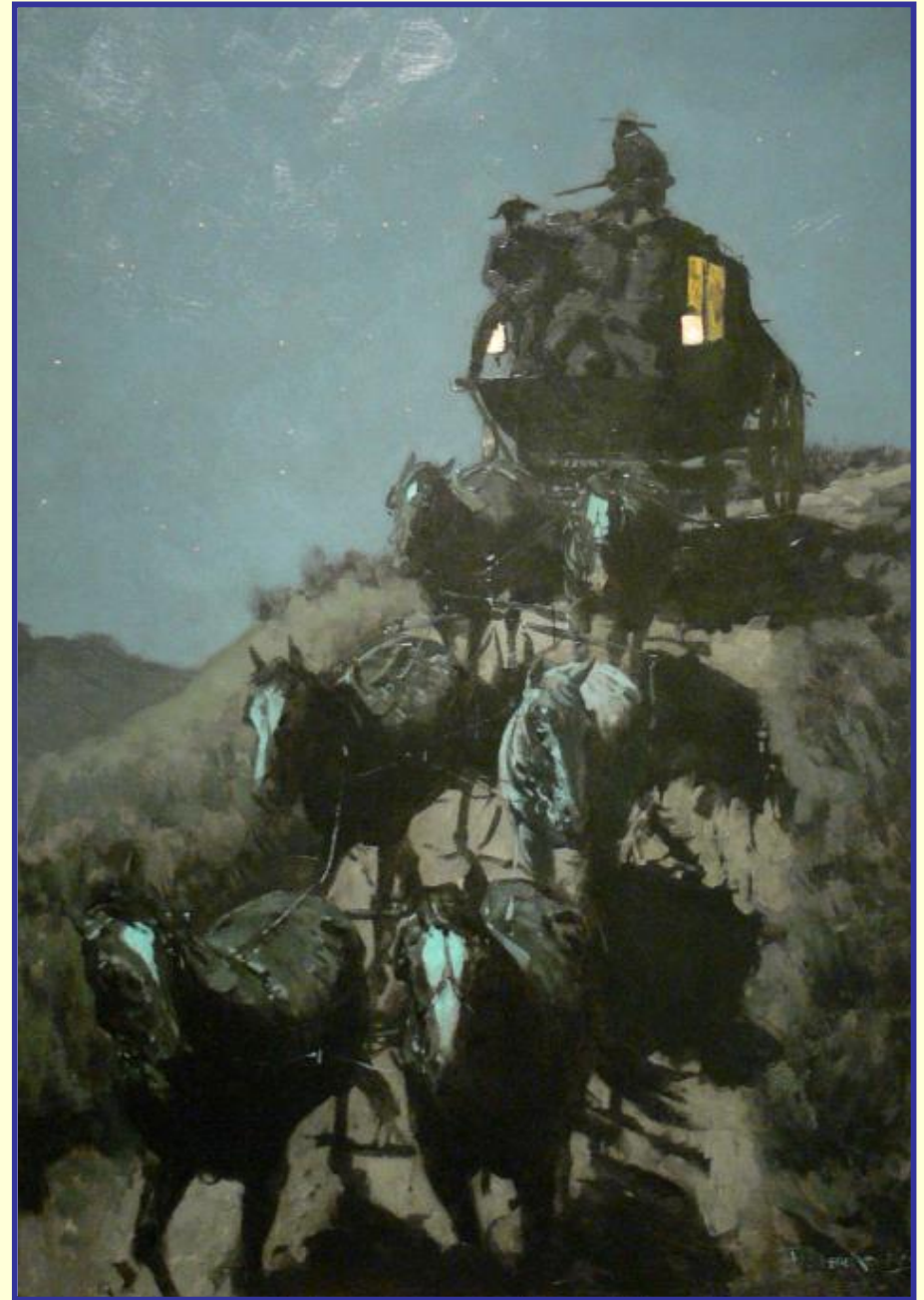
Conductors must note the hour and date of departure from Stations, the causes of delay, if any, and all particulars. They must also report the same fully to their respective Superintendents.

* The Station referred to on Gila River, is 40 miles west of Maricopa Wells.

JOHN BUTTERFIELD.

Pres't.

**American artist
Frederic Remington
created dozens of
paintings depicting
the journey through
the “Wild West.”**



In 1860, the Pony Express proved to be an even faster way to deliver the mail.

*Carriers rode on horseback from St. Joseph, Missouri, to Sacramento, California.
The service would end abruptly after just 18 months.*



A few years later, the railroads would take over delivery of the mail.



*Not even a
hundred years old,
the young nation
would soon be
involved in a
horrific war
with destructive
consequences,
especially for
the peoples of
Indian Territory.*