

# OKLAHOMA!



# Land of Opportunity

Chapter 7:  
Opening the West  
STUDY PRESENTATION





**Section 1: Westward Movement**  
**Section 2: Crossing the Territory**

# Section 1: Westward Movement

## ➤ Essential Question:

- What factors led Americans and immigrants to move and settle in the West?



# Section 1: Westward Movement

- What terms do I need to know?
  - immigrant
  - buffer zone
  - annex

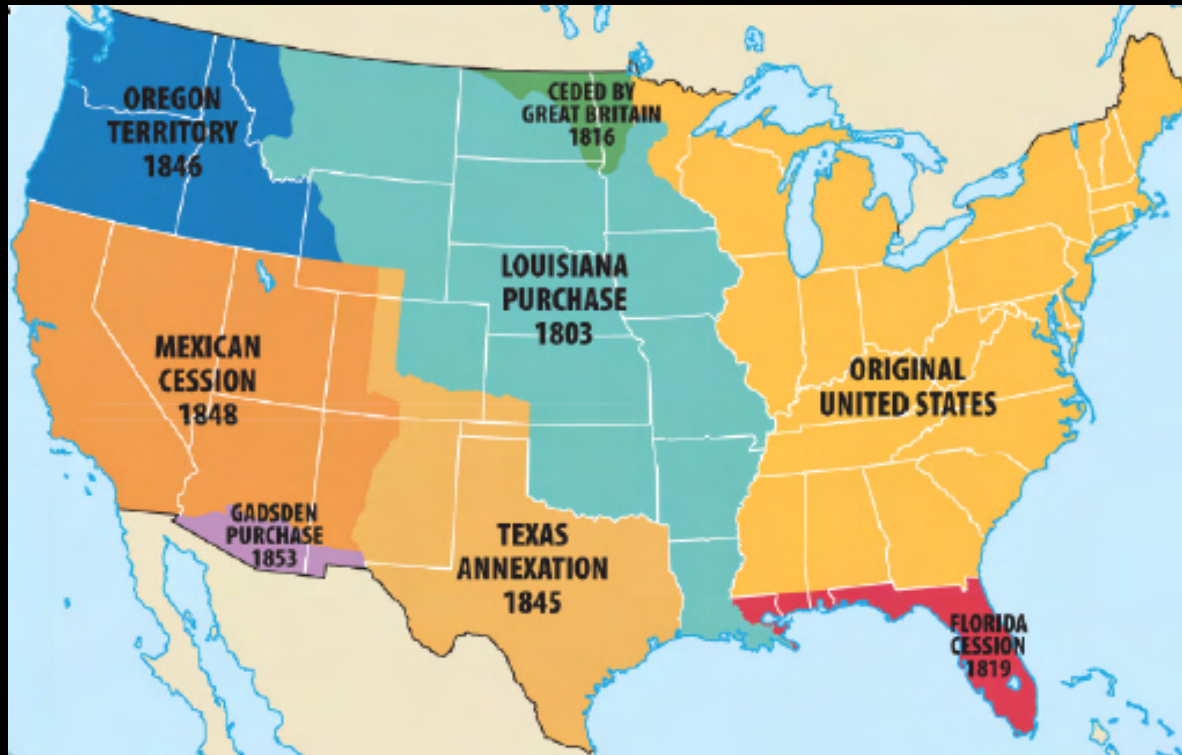


# Manifest Destiny

- Manifest Destiny was the belief that Americans should expand their land and spread their beliefs and ideals.
- Births and immigration caused the population to rise.
- Cheap land and opportunity for wealth led some to move west.
- Westward movement of whites caused the federal government to continue to relocate native peoples to the “Great American Desert” (present day Oklahoma).
- Louisiana had been a buffer zone between Euro-Americans and the Spanish, but settlers came into the region.
- American settlers demanded protection from the federal government in Oregon (claimed by Great Britain), Texas and California (claimed by Spain).
- President James K. Polk worked out treaty over Oregon and annexed Texas. The Mexican-American War (1846-1848) secured much of the southwest for the U.S. and the Gadsden Purchase (1853) set the final border between U.S. and Mexico.



# U.S. Territorial Expansion



# Impressions of Indian Territory

- Indian Territory (later Oklahoma) was viewed as poor land for settlement (Capt. Benjamin Booneville).
- Dr. Josiah Gregg (1839) and Lts. James Albert and William Peck (1845) were famous explorers of the region.



# Section 2: Crossing the Territory

## ➤ Essential Question:

- What were the best methods of travel for settlers moving West?





# Section 2: Crossing the Territory

- What terms do I need to know?
  - station
  - caravan
  - transcontinental railroad
  - contract



# Trailblazing

- Many trails began as animal paths.
- Old Indian trails were also used.
- Spanish priests, traders, and trappers followed the old Spanish trail – Natchitoches, Louisiana, up the Red River to Tillman County, and on to Santa Fe, New Mexico.



# Early Trails



# Trailblazing: The Santa Fe Trail

- 1848: Gold was discovered in California and began a gold rush.
- Trails to the west were rugged and dangerous, but took half the time of ship travel (6 months vs. 1 year).
- The Santa Fe trail began in Independence, MO.
- The Cimarron Route went through the Oklahoma Panhandle. It was shorter but drier than the Rocky Mountain Route.
- 1821: William Becknell led the first wagon train on the trail.
- 1825: George Sibley surveyed the trail.
- 1870s: Railroads became the best choice for travelers going west.



# Trailblazing: Texas Road

- Osage Trace went from St. Louis, MO to Santa Fe through Oklahoma and Texas.
- It became known as the Texas Road.
- Stations along the road provided relief for stage coaches and other travelers.



# Trailblazing: The California Road

- 1849: Capt. Randolph Marcy led a caravan of gold seekers from Fort Smith, AK across Oklahoma toward Santa Fe, NM (over 800 miles).
- The trail became known as the California Road.
- Travel was 4-15 miles/day, depending on the terrain and weather.
- Rock Mary named for Mary Conway, one of the travelers in the group.



# Trailblazing: Other California Trails

- 1849: Capt. L. Evans led a caravan from Fayetteville, AK.
- It traveled the new Cherokee Trail through the Cherokee nation.
- Another trail followed the California Trail to Coal Creek, then turned SW to El Paso, TX.



# Traveling the Trails

- The Oregon Trail was more northerly; an estimated 75,000 travelers went west on northern trails in 1850.
- Trails through Indian territory, more southerly, handled about 25,000 in the same year.
- *The Prairie Traveler* by Capt. Marcy recommended routes, supplies, wagons, and animals need for a successful migration.
- Weapons were needed for hunting and protection.
- 1851: Marcy establishes Fort Arbuckle (near Davis) to protect immigrants and keep peace with Indians.





# Railroad Survey

- The Transcontinental Railroad spanned the continent from the Atlantic to Pacific Oceans.
- The Kansas-Nebraska Act (1854) divided and organized the territory north of Oklahoma.
- Settlers entered these areas and plans for the railroad were begun.
- Surveys were made to determine the best route, supervised by Secretary of War Jefferson Davis.
- Surveys along the 35<sup>th</sup> parallel provide much information about life in the area in the 1850s.
- This route was not chosen, in the end, due to the Civil War and the push for a more northerly route.

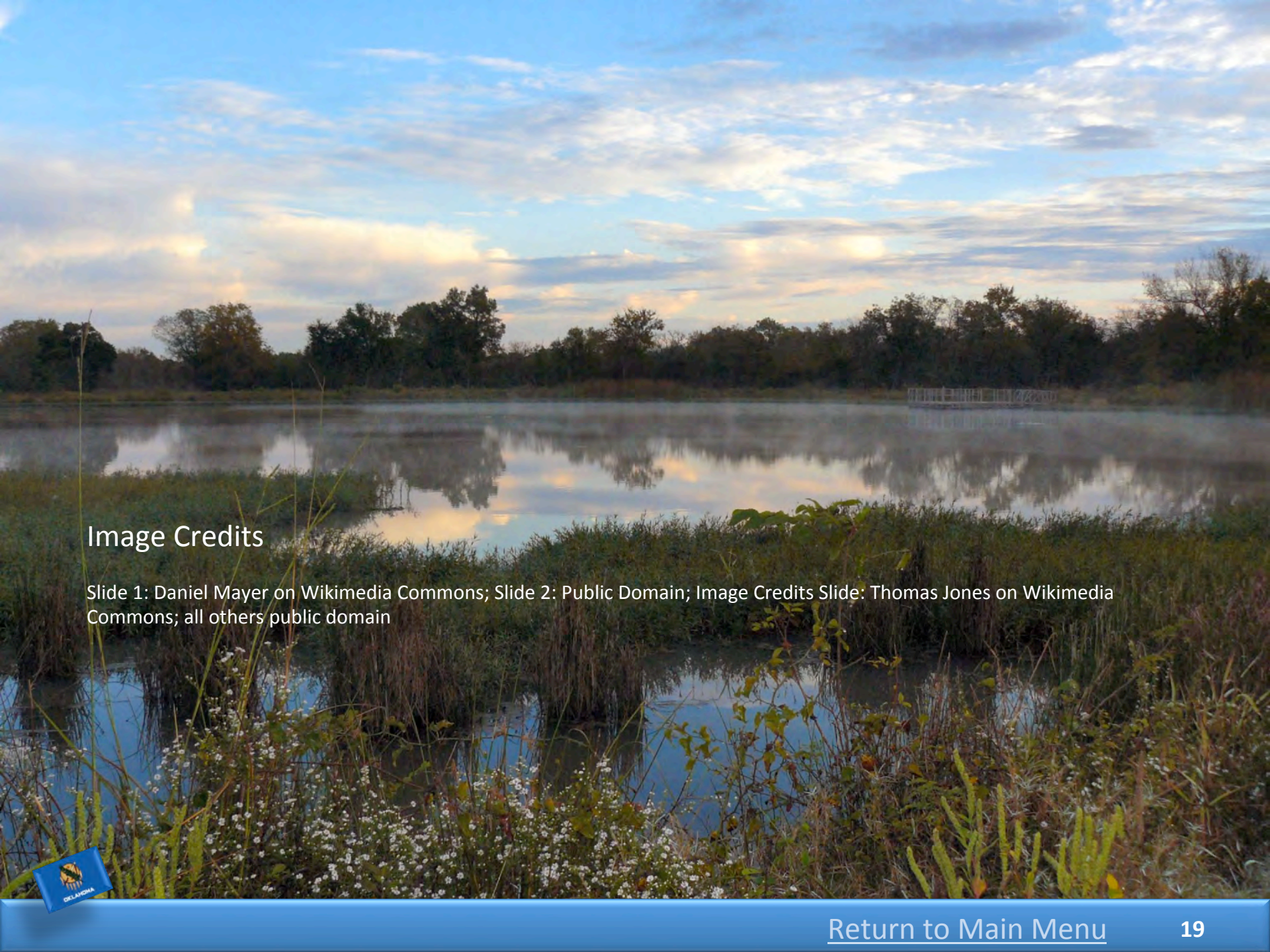


<p align="center"><b>CENTRAL PACIFIC RAILROAD.</b></p> <p align="center"><b>COMMENCING MAY 17, 1869. Express Trains will run daily as follows:</b></p> <p align="center"><b>EASTWARD.</b></p> <table border="1"> <thead> <tr> <th>Miles.</th> <th>Time.</th> </tr> </thead> <tbody> <tr><td>Leave Sacramento.....</td><td>6:30 A. M.</td></tr> <tr><td>" Colfax .....</td><td>9:50 A. M.</td></tr> <tr><td>" Truckee.....</td><td>120</td><td>2:10 P. M.</td></tr> <tr><td>" Reno .....</td><td>154</td><td>4:20 P. M.</td></tr> <tr><td>" Wadsworth.....</td><td>183</td><td>5:30 P. M.</td></tr> <tr><td>" Winnemucca.....</td><td>324</td><td>1:45 A. M.</td></tr> <tr><td>" Carlin.....</td><td>445</td><td>8:30 A. M.</td></tr> <tr><td>" Elko.....</td><td>468</td><td>10:00 A. M.</td></tr> <tr><td>" Toano.....</td><td>559</td><td>3:15 P. M.</td></tr> <tr><td>Arrive at Promontory.....</td><td>690</td><td>11:05 P. M.</td></tr> </tbody> </table> <p align="center"><b>WESTWARD.</b></p> <table border="1"> <thead> <tr> <th>Miles.</th> <th>Time.</th> </tr> </thead> <tbody> <tr><td>Leave Promontory.....</td><td>6:15 P. M.</td></tr> <tr><td>" Toano.....</td><td>131</td><td>8:00 A. M.</td></tr> <tr><td>" Elko.....</td><td>222</td><td>8:25 A. M.</td></tr> <tr><td>" Carlin.....</td><td>245</td><td>9:35 A. M.</td></tr> <tr><td>" Winnemucca.....</td><td>396</td><td>4:10 P. M.</td></tr> <tr><td>" Wadsworth.....</td><td>501</td><td>12:05 A. M.</td></tr> <tr><td>" Reno.....</td><td>536</td><td>2:10 A. M.</td></tr> <tr><td>" Truckee.....</td><td>570</td><td>4:20 A. M.</td></tr> <tr><td>" Colfax.....</td><td>636</td><td>9:50 A. M.</td></tr> <tr><td>Arrive at Sacramento.....</td><td>690</td><td>1:20 P. M.</td></tr> </tbody> </table> <p align="center"><b>FARE.</b></p> <p>Sacramento to Terminus.....\$50 0 Children not over twelve (12) years of age half fare; under five (5) years of age, free 100 pounds baggage (per passenger) free.</p> <p>Two Trains daily (Sundays excepted) between Sacramento and Marysville, without any change of cars: Leave Sacramento at 6:30 A. M. and 2 P. M. Arrive at Marysville at 9:30 A. M. and 5:30 P. M. Leave Marysville at 5:30 A. M. and 10:10 A. M. Arrive at Sacramento at 9:45 A. M. and 1:20 P. M.</p> <p>For tickets and other information, apply at the Company's offices in Sacramento.</p> <p align="center"><b>CHAS. CROCKER,</b> General Superintendent. <b>T. H. GOODMAN,</b> Gen'l. Passenger Agent.</p> <p>The following are the present rates of fare via UNION PACIFIC and connecting Roads:</p> <table border="1"> <thead> <tr> <th>Promontory to—</th> <th>Currency.</th> </tr> </thead> <tbody> <tr><td>Omaha.....</td><td>\$31 50</td></tr> <tr><td>St. Louis.....</td><td>101 50</td></tr> <tr><td>Chicago.....</td><td>103 50</td></tr> <tr><td>Cincinnati.....</td><td>114 85</td></tr> <tr><td>Niagara Falls.....</td><td>118 90</td></tr> <tr><td>New York.....</td><td>123 50</td></tr> <tr><td>Boston.....</td><td>126 50</td></tr> </tbody> </table> <p align="center">(Rates are subject to change.)</p> <p>May 17, 1869. 265d&amp;w tf</p>	Miles.	Time.	Leave Sacramento.....	6:30 A. M.	" Colfax .....	9:50 A. M.	" Truckee.....	120	2:10 P. M.	" Reno .....	154	4:20 P. M.	" Wadsworth.....	183	5:30 P. M.	" Winnemucca.....	324	1:45 A. M.	" Carlin.....	445	8:30 A. M.	" Elko.....	468	10:00 A. M.	" Toano.....	559	3:15 P. M.	Arrive at Promontory.....	690	11:05 P. M.	Miles.	Time.	Leave Promontory.....	6:15 P. M.	" Toano.....	131	8:00 A. M.	" Elko.....	222	8:25 A. M.	" Carlin.....	245	9:35 A. M.	" Winnemucca.....	396	4:10 P. M.	" Wadsworth.....	501	12:05 A. M.	" Reno.....	536	2:10 A. M.	" Truckee.....	570	4:20 A. M.	" Colfax.....	636	9:50 A. M.	Arrive at Sacramento.....	690	1:20 P. M.	Promontory to—	Currency.	Omaha.....	\$31 50	St. Louis.....	101 50	Chicago.....	103 50	Cincinnati.....	114 85	Niagara Falls.....	118 90	New York.....	123 50	Boston.....	126 50	<p align="center"><b>UNION PACIFIC RAILROAD</b></p> <p align="center"><b>THE GREAT PLATTE VALLEY ROUTE</b></p> <p>Is now complete and running daily passenger trains, forming in connection with the Central Pacific Railroad an</p> <p align="center"><b>ALL RAIL ROUTE TO CALIFORNIA</b></p> <p align="center">and the</p> <p align="center"><b>PACIFIC COAST!</b></p> <p align="center">Through to San Francisco</p> <p align="center"><b>In Less than Four Days!</b></p> <p align="center">Avoiding the dangers of the Sea.</p> <p align="center">Direct Connections made at</p> <p align="center"><b>OMAHA</b></p> <p>With Chicago and Northwestern, Chicago, Rock Island and Pacific and St. Joseph and Council Bluffs Railroads, and Missouri River Line of Packets to and from all principal Eastern and Southern Cities.</p> <p align="center"><b>CHEYENNE,</b></p> <p>With Stages for Denver, Central City, Santa Fe, and points in Colorado and New Mexico.</p> <p align="center"><b>BRYAN,</b></p> <p>With Stages for the great Sweetwater Mining District.</p> <p align="center"><b>UINTAH,</b></p> <p>Stages leave on arrival of Union Pacific trains for Salt Lake City and Southern Utah.</p> <p align="center"><b>CORINNE,</b></p> <p>For Helena, Virginia City, and all points in Montana.</p> <p align="center"><b>PROMONTORY,</b></p> <p>With Central Pacific Railroad for White Pine Silver Mines, Sacramento, San Francisco, and principal cities in California, Nevada and Idaho.</p> <p>First class Hotels and Eating Houses at convenient points on the line.</p> <p align="center"><b>Pullman's Palace and Sleeping Cars</b></p> <p>accompany all trains.</p> <p>For through rates on freight to Montana, Sweetwater Mines and other points, apply to</p> <p align="center"><b>H. BROWNSON,</b> General Freight Agent, Omaha. <b>C. G. HAMMOND,</b> Gen'l Sup't, Omaha, <b>J. BUDD,</b> Gen'l Ticket Agent, Omaha.</p>
Miles.	Time.																																																																													
Leave Sacramento.....	6:30 A. M.																																																																													
" Colfax .....	9:50 A. M.																																																																													
" Truckee.....	120	2:10 P. M.																																																																												
" Reno .....	154	4:20 P. M.																																																																												
" Wadsworth.....	183	5:30 P. M.																																																																												
" Winnemucca.....	324	1:45 A. M.																																																																												
" Carlin.....	445	8:30 A. M.																																																																												
" Elko.....	468	10:00 A. M.																																																																												
" Toano.....	559	3:15 P. M.																																																																												
Arrive at Promontory.....	690	11:05 P. M.																																																																												
Miles.	Time.																																																																													
Leave Promontory.....	6:15 P. M.																																																																													
" Toano.....	131	8:00 A. M.																																																																												
" Elko.....	222	8:25 A. M.																																																																												
" Carlin.....	245	9:35 A. M.																																																																												
" Winnemucca.....	396	4:10 P. M.																																																																												
" Wadsworth.....	501	12:05 A. M.																																																																												
" Reno.....	536	2:10 A. M.																																																																												
" Truckee.....	570	4:20 A. M.																																																																												
" Colfax.....	636	9:50 A. M.																																																																												
Arrive at Sacramento.....	690	1:20 P. M.																																																																												
Promontory to—	Currency.																																																																													
Omaha.....	\$31 50																																																																													
St. Louis.....	101 50																																																																													
Chicago.....	103 50																																																																													
Cincinnati.....	114 85																																																																													
Niagara Falls.....	118 90																																																																													
New York.....	123 50																																																																													
Boston.....	126 50																																																																													

# Butterfield Overland Mail

- Stagecoaches were used in the 1850s-1870s to haul mail and travelers.
- The telegraph did not stretch across the continent at first.
- The Butterfield Stage was a famous company with a route across Oklahoma, entering at Ft. Smith, AK, and traveling to the Red River via Boggy Depot and Colbert's Ferry.
- Stations located along the way had fresh horses and refreshed travelers.
- Choctaw and Chickasaw nations had deals with the company to maintain roads and stations for a fee.
- The Choctaw had a toll system to cover expenses of the business in their territory.
- The first stage in 1858 with available trains took 4 days to go from St. Louis, MO to Sherman, TX or to San Francisco in 25 days.
- 1860: The Pony Express increased the speed of mail travel.
- The Civil War delayed expansion of the Pony Express and stage coach route development.





## Image Credits

Slide 1: Daniel Mayer on Wikimedia Commons; Slide 2: Public Domain; Image Credits Slide: Thomas Jones on Wikimedia Commons; all others public domain

