

Manifest Destiny

Theme: Geography and the Environment

Learning Objective 5.B: Explain the causes and effects of westward expansion from 1844 to 1877.

Migration West

KC-5.1.1.A The desire for access to natural and mineral resources and the hope of many settlers for economic opportunities or religious refuge led to an increased migration to and settlement in the West

- Mineral Resources
 - _____ in 1848, _____ in 1859, Black Hills in 1874
- Fur trade in Pacific Northwest
- Religious Refuge
 - _____ move to Utah
 - Salt Lake City grows as a resupply/staging area
- Increased Migration
 - West coast is settled before Great Plains or Great Basin

Manifest Destiny

KC-5.1.1.B Advocates of annexing western lands argued that Manifest Destiny and the superiority of American institutions compelled the United States to expand its borders westward to the Pacific Ocean.

- Manifest Destiny
 - _____ advocates annexation of Texas and Oregon Country
 - "Go west young man" - attributed to _____
 - _____ moves west as part of silver rush in Nevada, publishes tales in *Roughin' It*
 - Idea fueled by nationalism, population increase, economic development, and technological advancements
 - Completed by 1845 at conclusion of _____
- Western Lands
 - _____ - gained independence from Mexico in 1836, annexed 1845
 - _____ - contested claims with Britain, agreed on 49th parallel after "_____ " campaign
 - _____ - Gained after _____
 - _____ - Purpose to build southern transcontinental line
- Alaska purchased post-Civil War

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Legislation Promoting Expansion

KC-5.1.1.D Westward migration was boosted during and after the Civil War by the passage of new legislation promoting western transportation and economic development.

- _____ (1862)
 - Issued land grants and bonds to companies to complete Transcontinental Railroad
- _____ (1841)
 - Allowed squatters to purchase public lands they occupied
- _____ (1862)
 - Awarded 160 acres of government land for anyone willing to improve land over 5 years

Foreign Policy

KC-5.1.1.E U.S. interest in expanding trade led to economic, diplomatic, and cultural initiatives to create more ties with Asia.

- Asian Trade
 - Merchants traded silk, porcelain and tea with China
- Treaty of Kanagawa
 - _____ tasked by Pres. Fillmore to open Japan for trade
 - Perry enters Tokyo Bay with naval war fleet in 1853
 - Returns in 1854 to sign treaty that leads to trade agreement

Recap

- American settlers moved west for new opportunities, began to believe it was destiny for annexation
- U.S. claims reach Pacific Ocean after Mexican American War
- The Federal Government encouraged migration through legislation
- The U.S. took an interest in expanding its foreign trade and influence

Part II

Short Answer Questions

Answer the following in AT LEAST three sentences.

1. Explain the causes of westward expansion from 1844 to 1877.

2. Explain the effects of westward expansion from 1844 to 1877.

Secondary Source Document Analysis

Read the essay and fill in the chart below. Identify one claim for each subsection of the essay and provide a piece of evidence that corresponds to the claim.

Title:	
Author:	
Historical Period and Topic:	
Thesis:	
Claims	Evidence
Identify an alternative viewpoint to the author's thesis.	
Does the author address this viewpoint by refuting or conceding to it?	

Born Modern: An Overview of the West

Retrieved from: <http://ap.gilderlehrman.org/essays/born-modern-overview-west?period=5>

The present American West is a creation of history rather than geography. There has never been a single West: American Wests come and go. At various times places now considered as thoroughly eastern as western Pennsylvania, western New York, or West Virginia have been the West, and over the course of the nineteenth century the term itself proceeded steadily westward. The arguments for defining the modern West as that section of the United States west of the Missouri River or, more narrowly, west of the ninety-eighth meridian, are historical, as are the arguments for pronouncing this region different from the Wests that preceded it. The modern American West is not the product of the arrival at the Pacific of a steadily moving frontier but is instead the result of transformative events and new processes.

To a remarkable degree, the modern West is the product of two wars—the Civil War, which brought it into being, and World War II, which utterly transformed it. Any broad overview of the history of the American West, such as this one, must recognize the lasting consequences of these events for the West.

Before it became the American West, the region west of the Missouri had for centuries been Indian country and a contested and uncontrolled borderland between empires. Between 1865 and 1869, it underwent a gestation, and a large chunk of it was reborn as a child of the Civil War. By the time this West reached adulthood, it would be fully under American control. Its identity was more than the result of conquest. Americans had been conquering land and dispossessing its prior inhabitants long before they reached the West, but both the pace and processes of conquest—military, political, economic and technological—changed in important ways following the Civil War. As a result, the West evolved differently from lands east of the Missouri River.

Before the Civil War there had been two parallel expansions—a northern expansion based on free labor and a southern expansion based on slave labor. Terms like Manifest Destiny disguise the deep tensions and divisions over westward expansion that surfaced again and again in the controversies over the admission of Missouri as a state, the annexation of Texas, and the organization of Kansas as a territory. The Civil War replaced this dual expansion with a unitary expansion. There would be no equivalent of the Mason-Dixon Line or the Ohio River in the West. The West is one of the many places that the South lost and lost badly.

There was a second political consequence of the Civil War in the West, and that was the expansion of federal power. Before the Civil War, the federal government was quite weak. The Civil War created, in Richard Bense's nice phrase, a "Yankee Leviathan"—a powerful federal government. And although the power of this state diminished unevenly following the war, it remained strongest in the South during Reconstruction—and afterward was strongest in the West. During the late nineteenth century, the West was the kindergarten of the American state, a place where federal government nurtured its power and produced its bureaucracies. After Reconstruction, most of the American Army was stationed in the West. The federal government controlled most of the West's lands and an important, if not particularly efficient, bureaucracy disposed of them. With their lives touched by institutions like the agency that became the Bureau of Indian Affairs, the US Geological Survey, and—late in the century—the emerging Forest Service, westerners, more than inhabitants of any other section, depended on the presence of the federal government.

Federal power, in turn, was linked to a distinctive pattern of development. The backcountry or frontier of the early nineteenth century initially had weak and uneven connections with national or international markets. Market connections depended on rivers and eventually canals. Areas newly settled by non-Indians thus were unevenly integrated into regional or national economies, and politics often reflected these connections—or the lack of them.

In the West, settlement tended to follow, rather than precede, connections to national and international markets. This was true in California with the Gold Rush and mineral rushes elsewhere, but it was most true after the Civil War when the railroads, funded and subsidized by federal, state, and eventually local governments, penetrated the region. "Population," in Richard Overton's words, "followed the rails." Except for Mormons, Anglo-American settlement of the West really had no pre-market or even weak market phase. There was subsistence agriculture in the West, but it was largely American Indian and Mexican American. The great flood of migration brought commercial farmers who came in on railroads and

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depended upon them to get their crops to market. This was settlement by a mature commercial and increasingly industrial society, and from the beginning of the period, the West was a place of large and powerful corporations. There was no equivalent to these conditions in the settlement that took place further east.

The combination of a strong federal government and an industrial and commercial society had, in turn, further consequences. The first was that after the Civil War, American Indian peoples were badly outmatched. They faced a modern army, shaped by the Civil War, able to move quickly due to the new railroad network, and equipped with ever more powerful weapons. "Experience proves," Grenville Dodge, a leading figure in the Union Pacific and Texas Pacific railroads, wrote, "the Railroad line through Indian Territory a Fortress as well as a highway." Or as Charles Francis Adams, president of the Union Pacific, put it, "The Pacific railroads have settled the Indian question."

Until the War of 1812, Indian peoples east of the Mississippi had been formidable opponents of American expansion. They were not only skilled fighters, but could call on European imperial allies. But Indians were warriors, not professional soldiers. They had to feed their families and could not remain in the field all year. The professional soldiers they faced suffered from neither of these liabilities. The soldiers might lose battles, but they did not lose wars. American advantages in numbers, equipment, and logistics were too formidable. Americans' tactics were too ruthless. The pressures they put on American Indians were relentless.

The results of the forces unleashed by the Civil War and the growth of a modern industrial society were, in hindsight, astonishing. New York is roughly 1,150 miles from Omaha, Nebraska, which is on the Missouri River and was the jumping-off place for the Union Pacific Railroad. Omaha, in turn, was roughly 1,421 miles from San Francisco, which was the terminus of the Central Pacific Railroad, the second half of the first transcontinental railroad. It had taken non-Indians roughly three-and-a-half centuries to take control of the land east of the Missouri; it took less than thirty years to secure control of the remaining 55 percent of the continent. The United States had, of course, claimed virtually this entire region since the Mexican American War, but most of it had remained Indian Country beyond practical control by the United States and only marginally connected with national or international markets. This was not true by the turn of the twentieth century. In hindsight, parts of this rapid expansion now seem a mistake. Large areas were repeatedly deserted during nineteenth-century droughts, and large sections of the Great Plains and the interior basins and plateaus saw their populations peak around 1920. For many farmers in the high arid regions, the twentieth century would be a long, slow retreat.

The West that had emerged from this rapid conquest and occupation by non-Indians was by the twentieth century a hardscrabble place. Its economy was based on extractive industries such as mining, fishing, and logging or on agriculture and ranching. San Francisco, gradually Los Angeles, and to a lesser extent Seattle developed some manufacturing, but by and large the West produced raw materials and semi-finished goods. Outside of the Great Plains, it was more urban than the country as a whole, and much of it was marked by other distinctive demographic patterns. In many parts of the West men heavily outnumbered women, and immigration from China, and later Japan and Mexico led to a racialization of work and demonization of the Chinese and Japanese.

In popular culture, the West is seen as dichromatic—with whites and Indians. In reality, the West was more diverse than that, with large-scale immigration from Asia, Mexico, and later other places in Latin America, as well as Europe and Canada. What is perhaps most striking about such a broad overview of the West during the last century and a half is that a region defined in the popular mind by icons of individualism—cowboys, mountain men, gunfighters—can more accurately be seen as the child of government and large corporations. A place that we tend to define in terms of nature and a timeless past is actually probably the most modern section of the country. The West, as defined here, was born modern.

Richard White is the Margaret Byrne Professor of American History at Stanford University and a past president of the Organization of American Historians. His books include It's Your Misfortune and None of My Own: A New History of the American West (1991), The Middle Ground: Indians, Empires, and Republics in the Great Lakes Region 1650–1815 (1991), which won the Parkman Prize, and most recently Railroaded: The Transcontinentals and the Making of Modern America (2011).