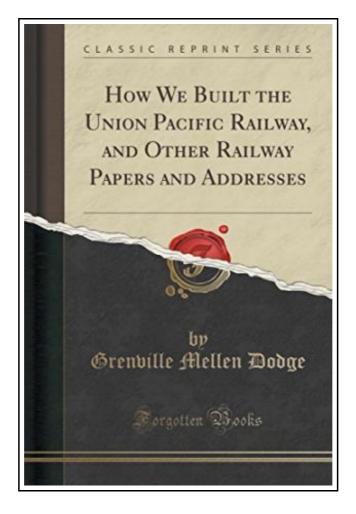
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Reviews

Thorough guide! Its such a very good go through. It is really simplified but surprises in the 50 % from the ebook. You will like how the blogger write this ebook.

(Mr. Brandt Kihn)

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Forgotten Books, United States, 2015. Paperback. Book Condition: New. 229 x 152 mm. Language: English . Brand New Book ***** Print on Demand *****. Excerpt from How We Built the Union Pacific Railway, and Other Railway Papers and Addresses In 1836 the first public meeting to consider the project of a Pacific railway was called by John Plumbe, a civil engineer of Dubuque, Iowa. Interest in a Pacific railway increased from this time. The explorations of Fremont in 1842 and 1846 brought the attention of Congress, and A. C. Whitney was zealous and efficient in the cause from 1840 to 1850. The first practical measure was Senator Salmon P. Chase s bill, making an appropriation for the explorations of different routes for a Pacific railway in 1853. Numerous bills were introduced in Congress between 1852 and 1860, granting subsidies and lands, and some of them appropriating as large a sum as \$96,000,000 for the construction of the road. One of these bills passed one of the houses of Congress. The results of the explorations ordered by Congress were printed in eleven large volumes, covering the country between the parallels of latitude thirty-second on the south and forty-ninth on the north, and demonstrating the feasibility of building a Pacific railway, but at a cost on any one of the lines much larger than the Union Pacific and Central Pacific were built for. It is a singular fact that in all these explorations the most feasible line in an engineering and commercial point of view, the line with the least obstacles to overcome, of lowest grades and least curvature was never explored and reported on. Private enterprise explored and developed that line along the forty-second parallel of latitude. This route was made by the buffalo, next used by the Indians, then by the...

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