

Travel in a Growing Nation

Time and Change

1. Turn to pages 52–53 of the Atlas. Read the overview. Also look at the two pictures. Use the information to answer the following questions.
 - a. When was the steamboat invented? _____
 - b. What was the fastest and cheapest way to travel in the early 1800s?

 - c. What was the main overland method of travel until the 1830s? _____
 - d. What new overland method of transportation improved travel in the 1840s?

People and Their Environments

2. Look at the map “Natural Waterways.” Write the waterways that would be used to complete a journey between each pair of cities.
 - a. Boston to Baltimore _____
 - b. New York to St. Louis _____

 - c. New Orleans to Pittsburgh _____
 - d. Savannah to Providence _____

Links Far and Near

3. Look at the maps “Natural Waterways” and “A Network of Canals.” Write **T** if the statement is true and **F** if the statement is false.
 - a. Before 1825 there was no way to travel by water across New York State between New York City and Buffalo. _____
 - b. Canals connected the Great Lakes with several rivers leading to the Mississippi River. _____
 - c. Canals allowed boats to cross Pennsylvania. _____
 - d. Most canals were built in the North. _____
 - e. Canals linked the James River with the Ohio River. _____

🗺️ Places, Regions, and Landscapes

4. Look at the map “A Network of Canals.” Match two places that were connected by a canal.

- | | |
|---------------------|---------------------|
| a. Illinois River • | • Cleveland |
| b. Albany • | • Lake Michigan |
| c. New Haven • | • Connecticut River |
| d. Ohio River • | • Juniata River |
| e. Philadelphia • | • Buffalo |

🗺️ Gathering the Facts

5. Look at the map “Travel Time From New York.” Write the time it would take in 1830 to get from New York City to the following cities.





- | | |
|-------------------------------|-------|
| a. Philadelphia, Pennsylvania | _____ |
| b. Buffalo, New York | _____ |
| c. New Orleans, Louisiana | _____ |
| d. St. Louis, Missouri | _____ |
| e. La Crosse, Wisconsin | _____ |

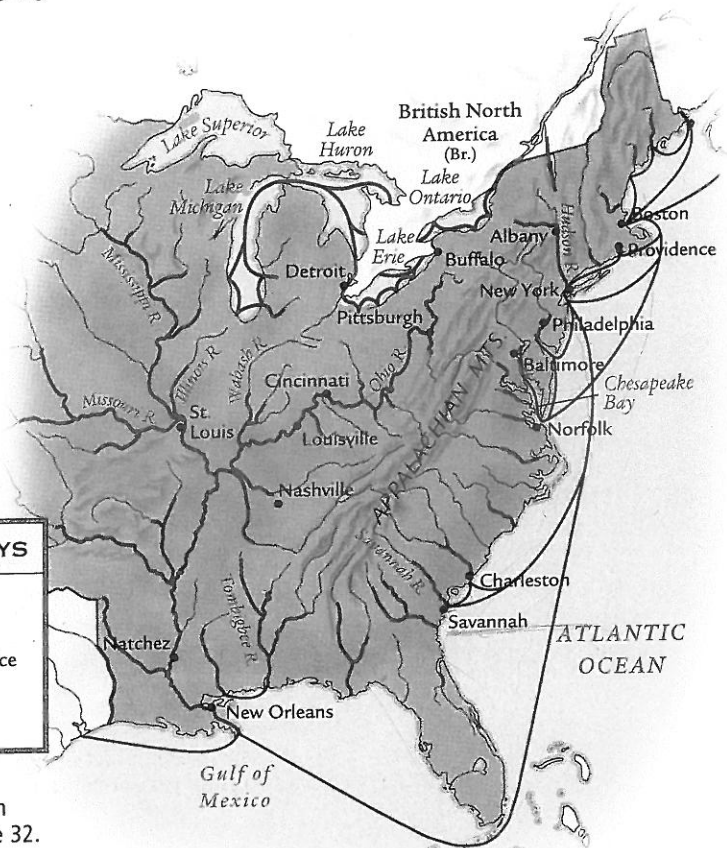
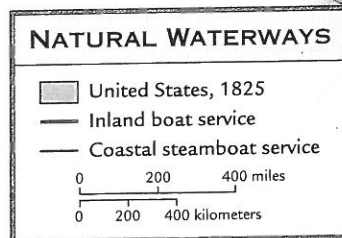
★ History Through Maps

6. Look at the map “Mismatched Railroads.” Use the information on the map to complete the following journal entry.

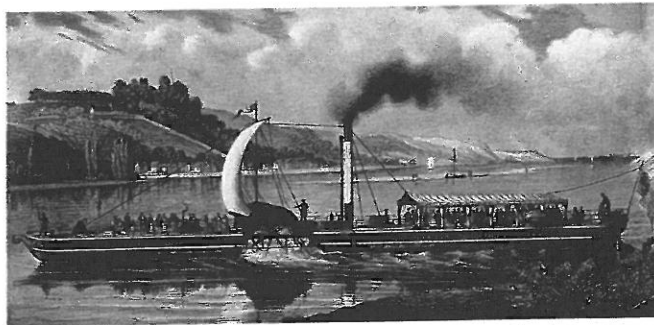
We started out in Boston and traveled along a track _____ wide to New York. We needed to get to Philadelphia so we _____ trains. The new track was an inch and a half wider. Once in Philadelphia, we switched trains to get to Cincinnati. The track was the same _____, or width, as the one we took from Boston to New York. Once in Cincinnati, we realized we would need to go to St. Louis. So we switched trains to one with a gauge of _____. After a few days in St. Louis, we decided to travel west to Kansas City. We started on a track _____ wide. Later we switched to a track that was almost _____ inches narrower. Kansas City was as far _____ as we could go by train.

Travel in a Growing Nation

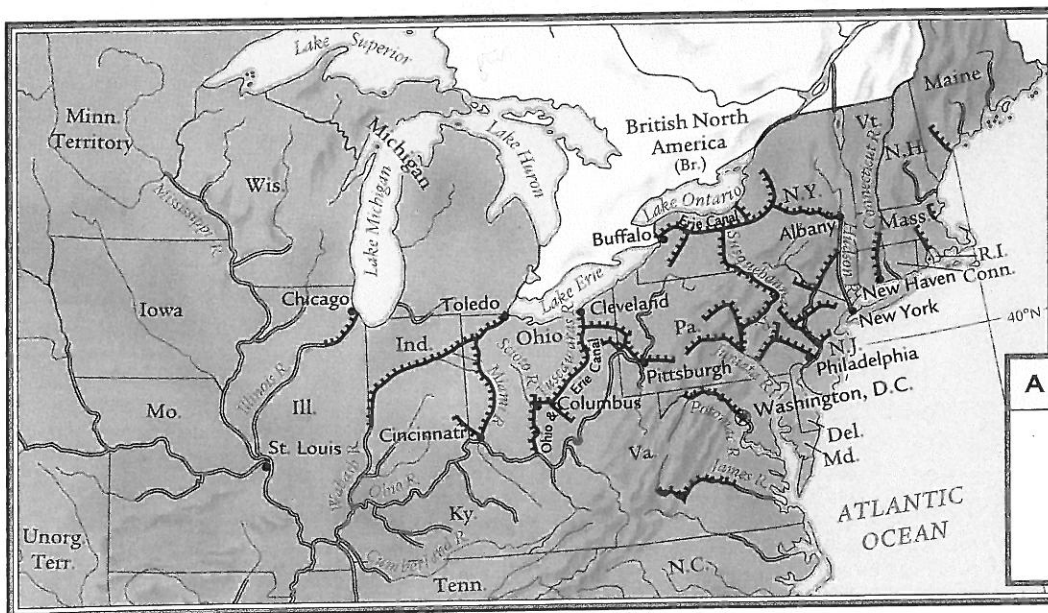
-  The great size of the growing United States made overland transportation difficult and expensive.
-  In the early 1800s, travel by steamboat was the fastest and least expensive way to get around.
-  During the 1820s and 1830s, canals were built to link eastern cities to the Great Lakes and western rivers.
-  In the 1840s, railroads improved travel again, and by 1860 railroad lines ran through most of the eastern United States.



Because there were few passable roads in the young nation, heavy goods going long distances usually were transported on waterways. Compare this map with the Fall Line map on page 32.



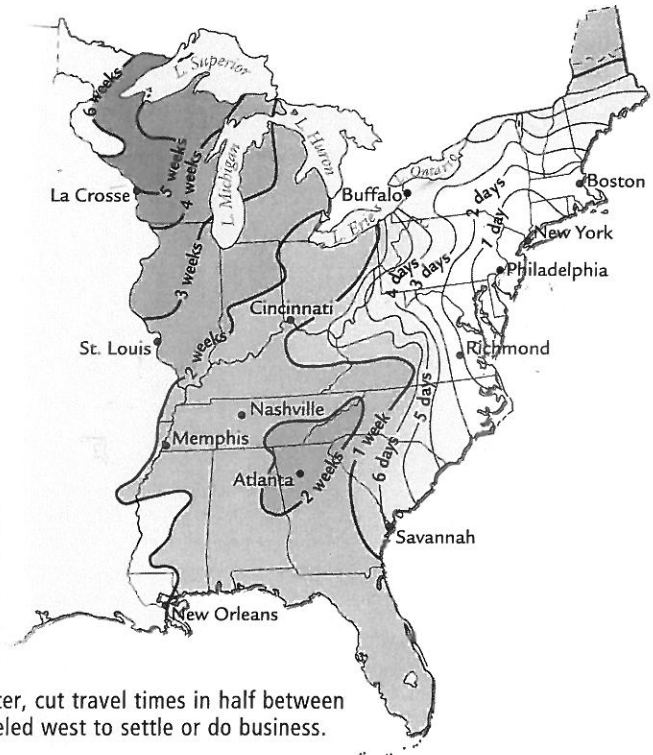
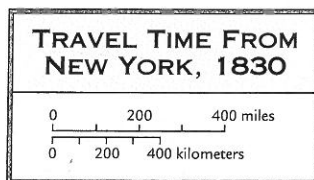
Robert Fulton invented the first successful steamboat, the *Clermont*, in 1807. Steamboats soon dominated eastern waterways. By 1860 they also were the primary mode of travel on western rivers.



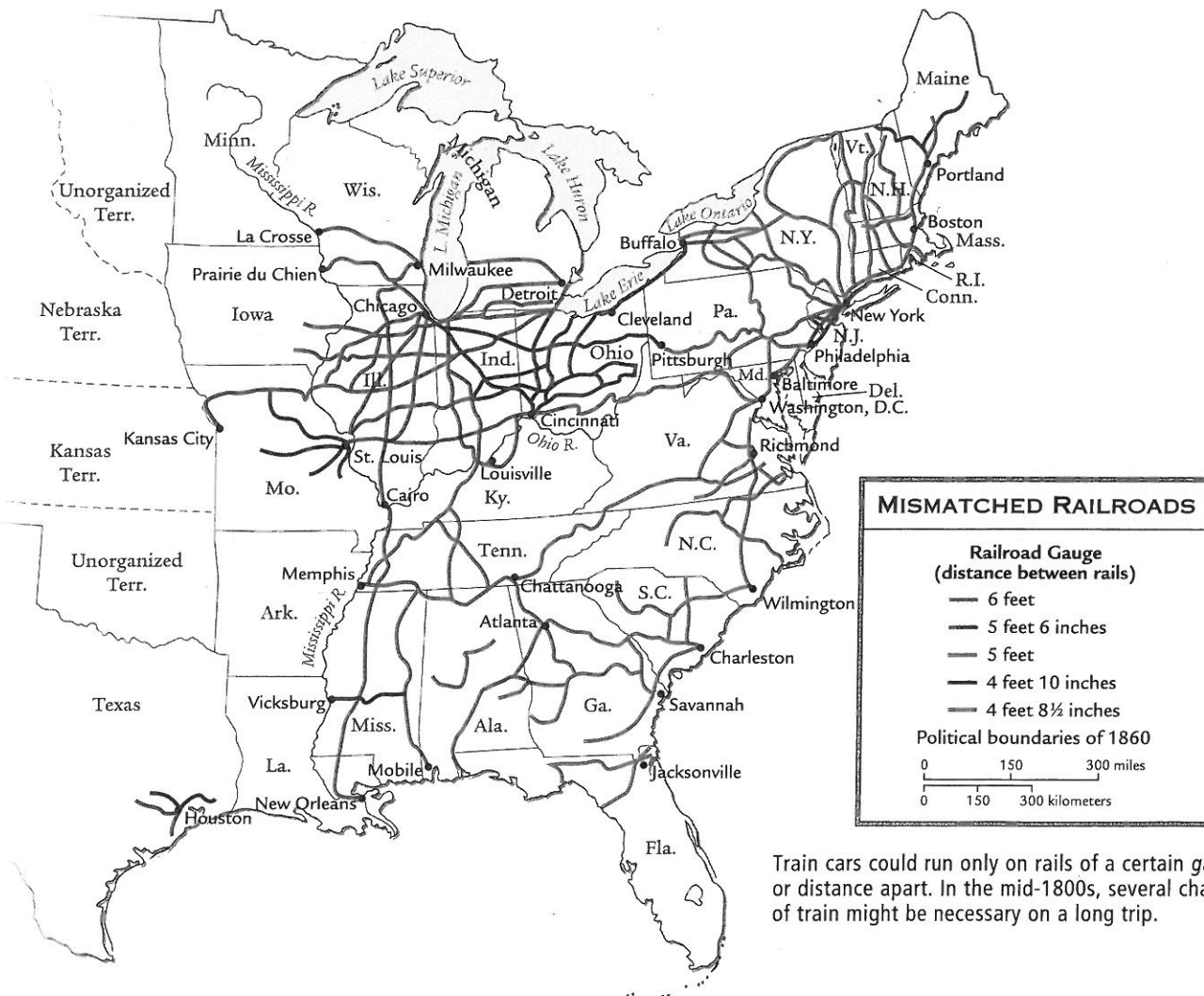
In 1825 the Erie Canal made the trip from New York to the Great Lakes cheaper and faster than the same trip by road. By 1850 a network of canals linked the Northeast and Midwest.



Americans relied on horses for most travel in the East until the 1830s, and in the West for at least a generation longer.



Improvements in transportation, especially by water, cut travel times in half between 1800 and 1830. As a result, more Americans traveled west to settle or do business.



Train cars could run only on rails of a certain gauge, or distance apart. In the mid-1800s, several changes of train might be necessary on a long trip.