

Name

Tutor

Course

College

Date

Railroads

### **Expansion is Important to National Economic Growth.**

A railway to the Pacific would make a significant difference for economic growth on a national level. For example, this paper shows that transit time for mail from correspondents to writers throughout the Atlantic states normally exceeds thirty days. With a Pacific railroad, transit time would be reduced to ten days for mail coming from Michigan or Illinois that needs to reach destinations in California, which is quicker than mail from Philadelphia or New York going to San Francisco (Greeley 117). A railroad to the Pacific will also cut the time it takes for sea transportation, which is approximately more than 6,000 miles. The transit time would be shorter because it would be reduced to overland transportation of only ten days and at a reduced cost. In this case, the facilitation of transportation would result in positive benefits to local communication systems.

Opening the railroad will likely be good for promoting business, as many thousands of Californians will have improved lifestyles. After opening a Pacific railway, many families would be able to settle on the Pacific (Jordan 115). On another note, people in California see education as something to be desired and vital. However, learning materials cost a lot, because of high scarcity and heightening demand. This situation would likely improve for the better with the implementation of a Pacific railroad. School supplies and other materials would effectively be

made available for everyone, and all elements of religious and moral melioration would diversify. Many people could visit the Pacific coast regularly, which would benefit them in novel impressions and ideas (Orsi 92). These visits would also benefit their hosts. This would result in positive economic turnover for both citizens and the region.

### **The Railroad Plays a Role in Westward Expansion.**

Opening a Pacific railroad would play a significant role in westward expansion in many ways, such as promoting economic benefits as well as social- and educational-related factors. In addition, moving people from one region to another region would be easier and cheaper and would help strengthen multicultural relationships through education and business as well as other social interactions (Belington 76). Facilitating transport and moving people from one region to another would also mean improvements in the trade systems, which would transform the region's economic profile in a big way.

A railroad would also improve communication westward through fast mail delivery with minimal charges. Additionally, time transportation and making essential provisions for public service at low rates could also be handled through the railroad. Moreover, numerous westward benefits following the construction of the railroad would exist. According to Mackintosh, a congressional enactment of the plan would certainly add more strength and power to the regions (107), guaranteeing stronger intercultural bonds and other improvements in economic sectors regionally. In addition, it would open new doors for wealth and prosperity. The plan would also attract new manufacturers to the region and increase demand for manufacturers' products that already exist in the region. More importantly, the facility would result in opening up easy access to both individual and national aspirations, and thus offering a brand new and wholesome public mindset moving in the direction of development.

### Works Cited

Belington, Ray. *Westward expansion: a history of the American frontier*. Mexico: University of Mexico, 2001. Print.

Greeley, Horace. *An overland journey, from New York to San Francisco, in the summer of 1859*. New York: CM Saxton, Barker & co, 1860. Print.

Jordan, Donaldson. "A Politician of Expansion: Robert J. Walker." *The Mississippi Valley Historical Review* 19. 3 (1932): 362–381. Print.

Mackintosh, William. "Economic factors in Canadian history." *Canadian Historical Review* 4. 1 (1993): 12–25. Print.

Orsi, Richard. *Sunset limited: the Southern Pacific Railroad and the development of the American West*, 1850–1930. California: University of California Press, 2005. Print.