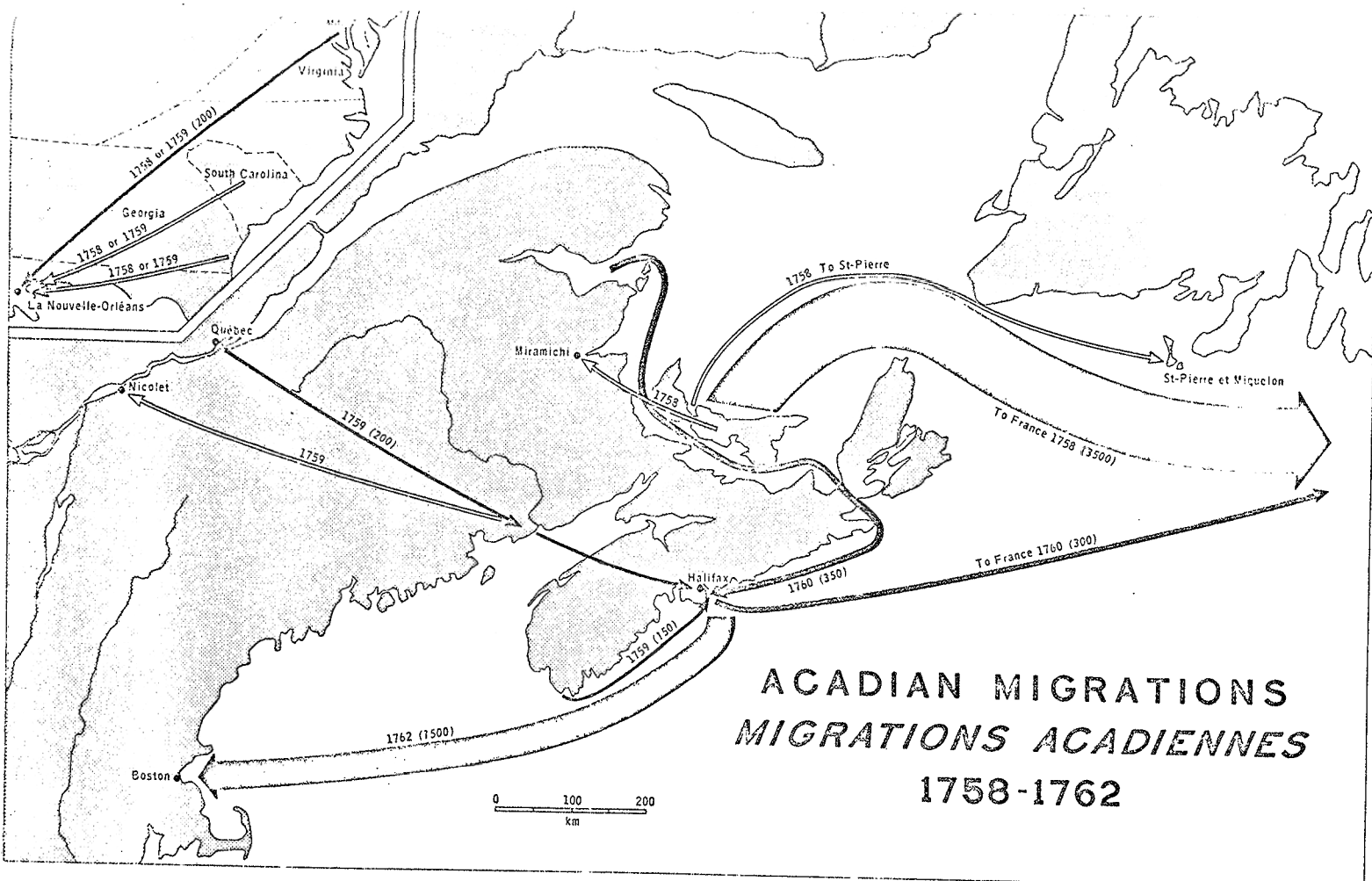
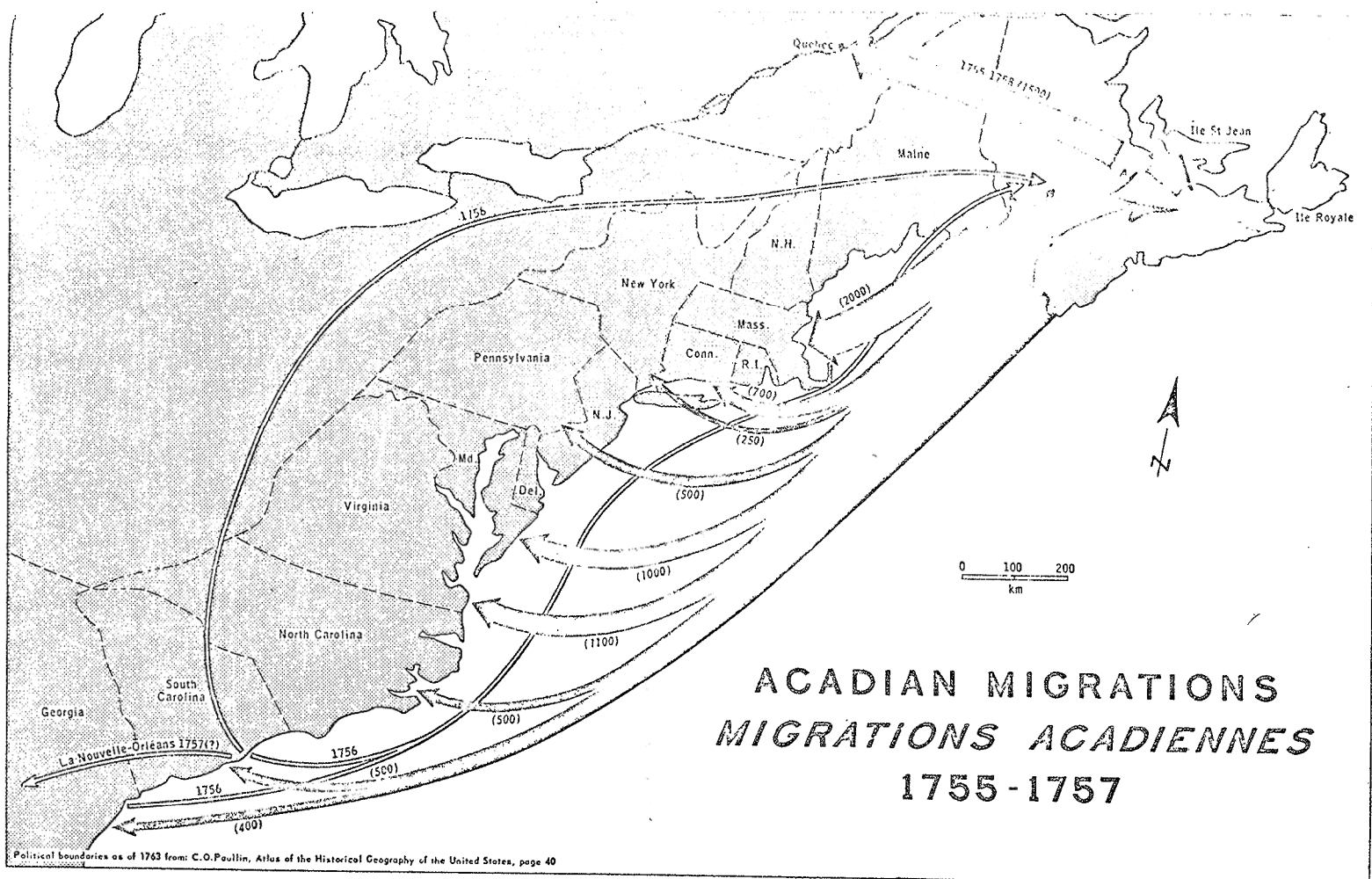
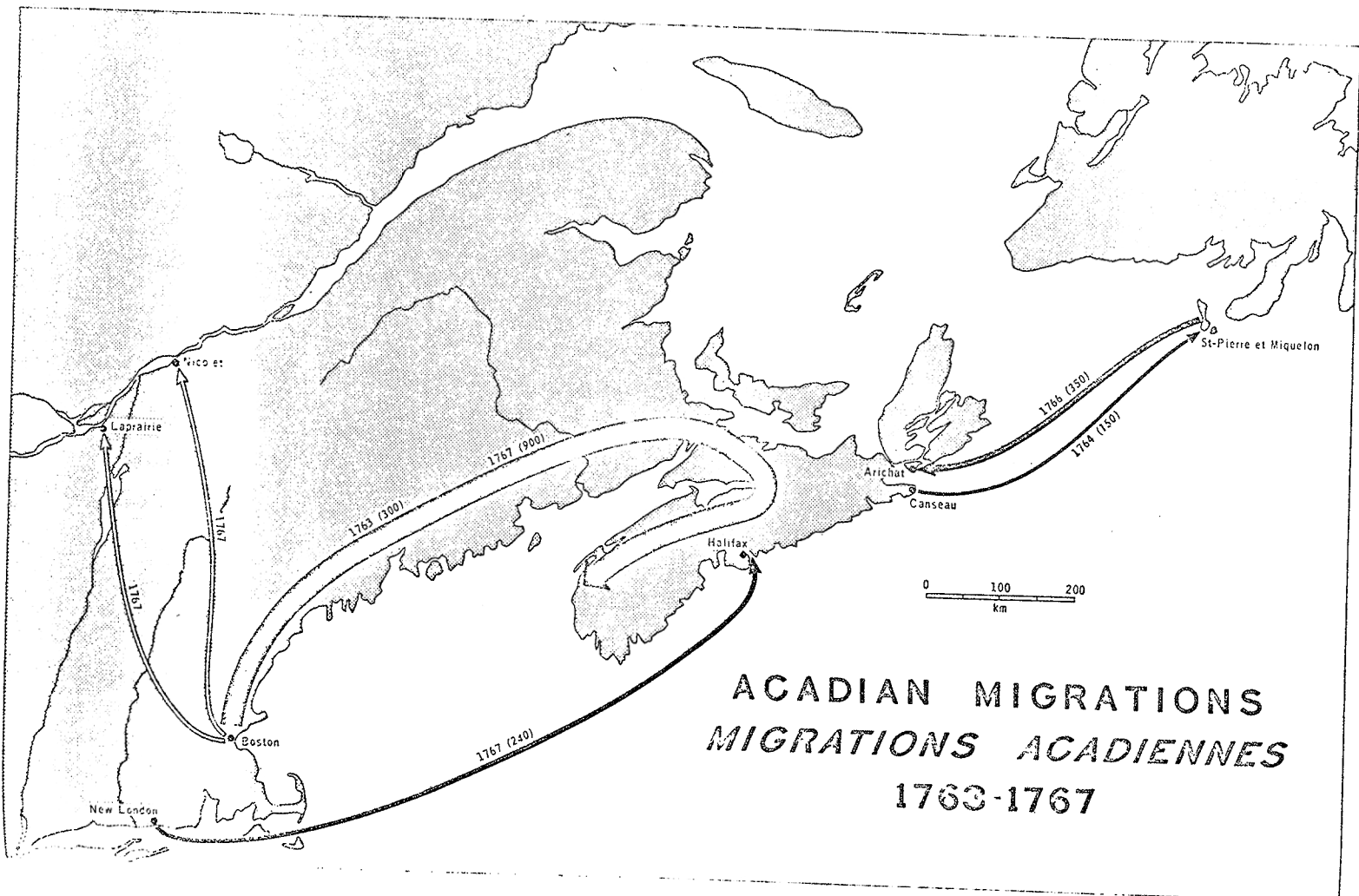
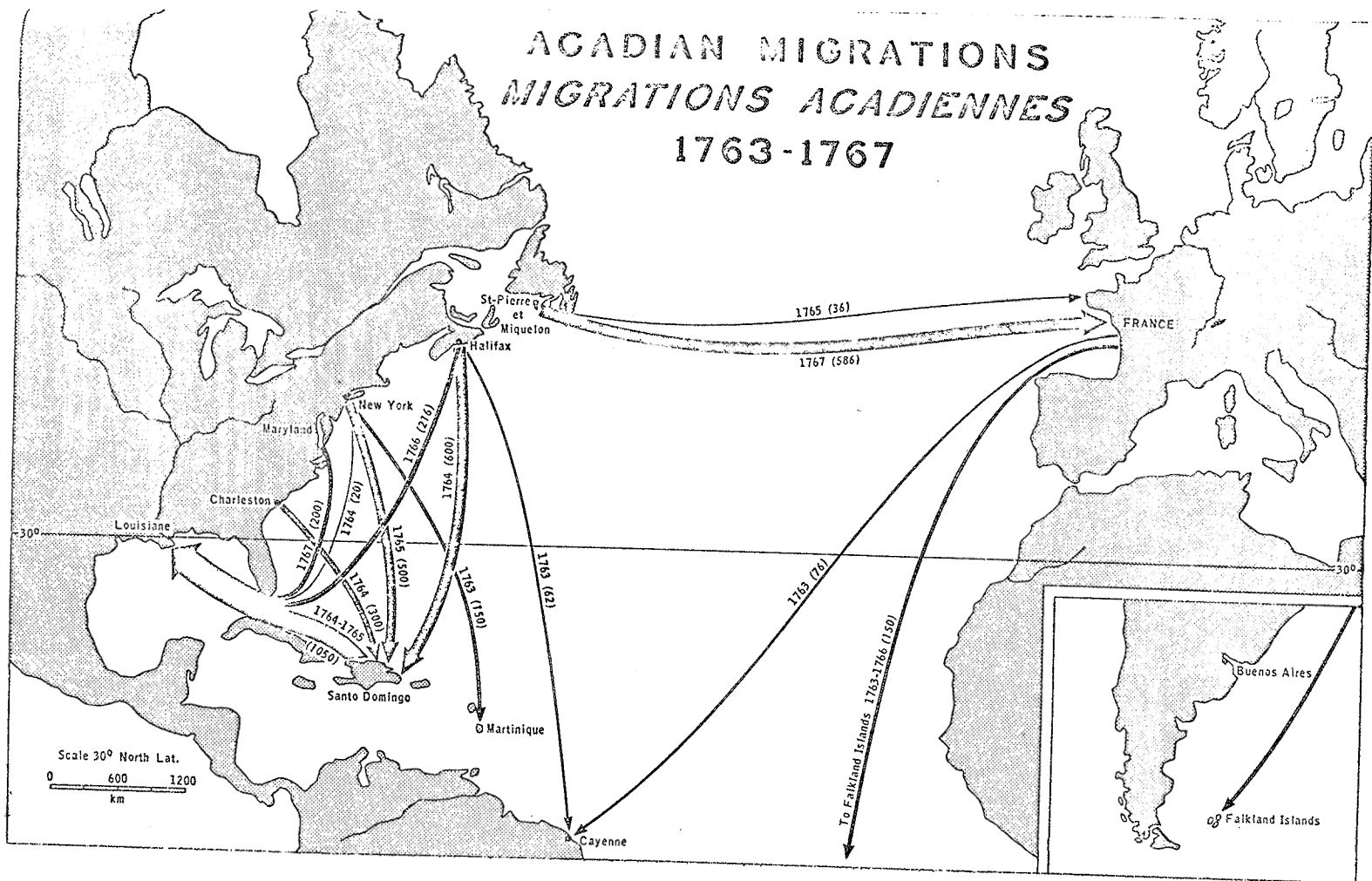


Chapter 5, dealing with cultural aspects of routes, is one of the more trying. As with religion, none doubts the radically fundamental role of routes of movement and communication in the formation and maintenance of cultures. But, again, portrayal is inadequate. Simple existence of routes, generalized indications of "connections," suggested avenues of diffusion and migration, and local road patterns must be surmounted in some kind of graphic treatment of the role of the route in culture and in our culture areas.

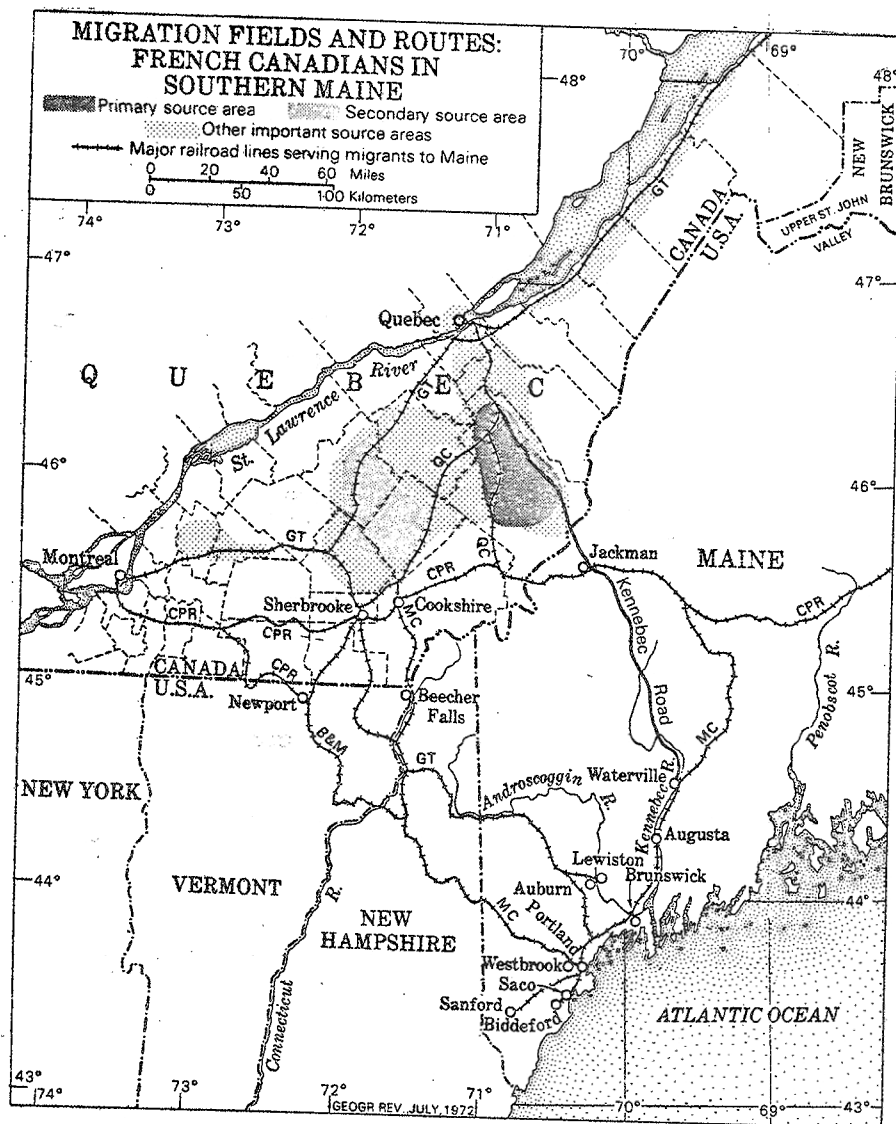
From a parallel approach, any regions that we define--whether culture areas, settlement regions, or whatever--must be accountable to accurately reconstructed routes. Cultural regions that do not correspond to function route nets must be counted suspect. Further, the relevant route net changes with time and with the functional aspects of the other phenomena studied.



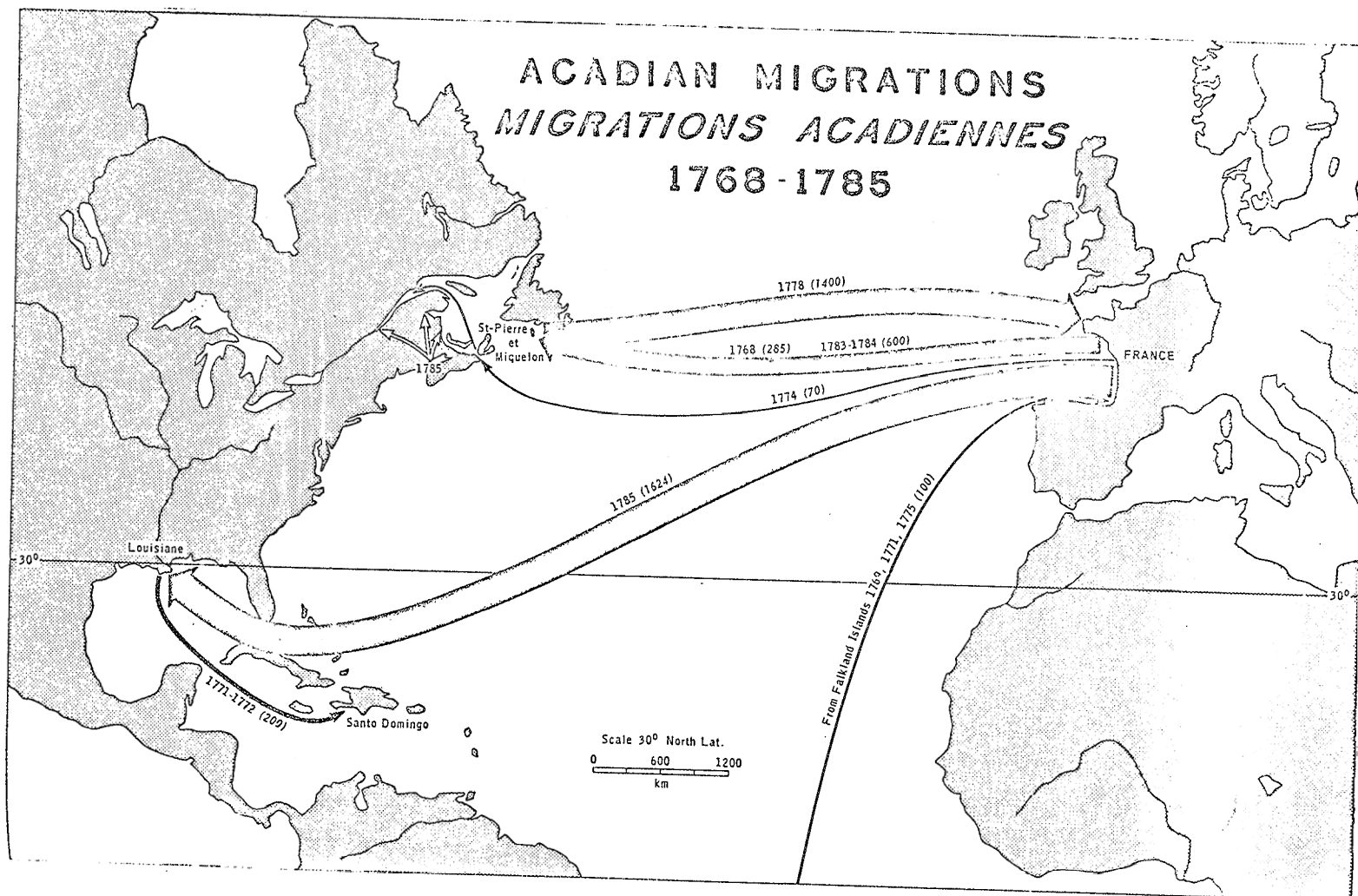
LeBlanc 1967



LeBlanc 1967



Allen  
1972



LeBlanc 1967

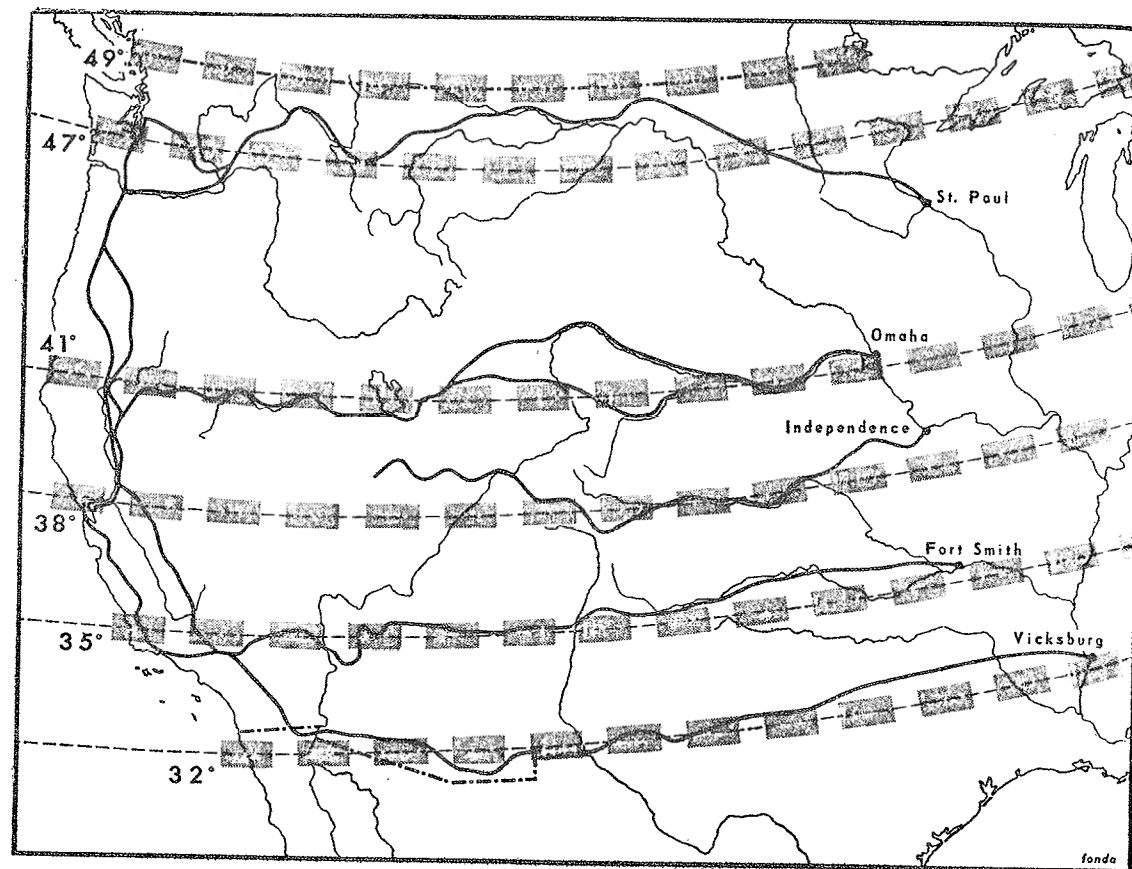


FIG. 5. United States government explorations for Pacific railroad routes, 1853-58. The routes were designated by reference to a particular parallel or parallels. The exploration of the 38th Parallel route ended when the leader of the exploration party was killed by Indians in Utah. All other routes were designated as practicable.

Meinig  
1972

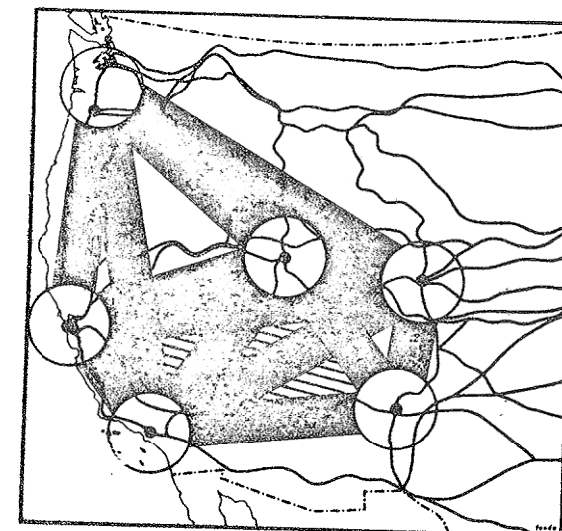


FIG. 6. Interregional railroad connections compared with a schematic pattern of direct links among all six regions of the West.

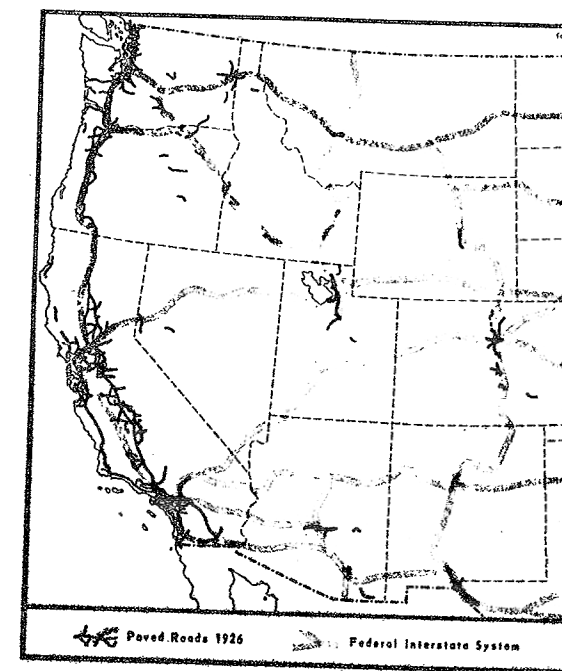


FIG. 8. Early stage of the highway network, 1926, and federal interstate highway system, 1971.

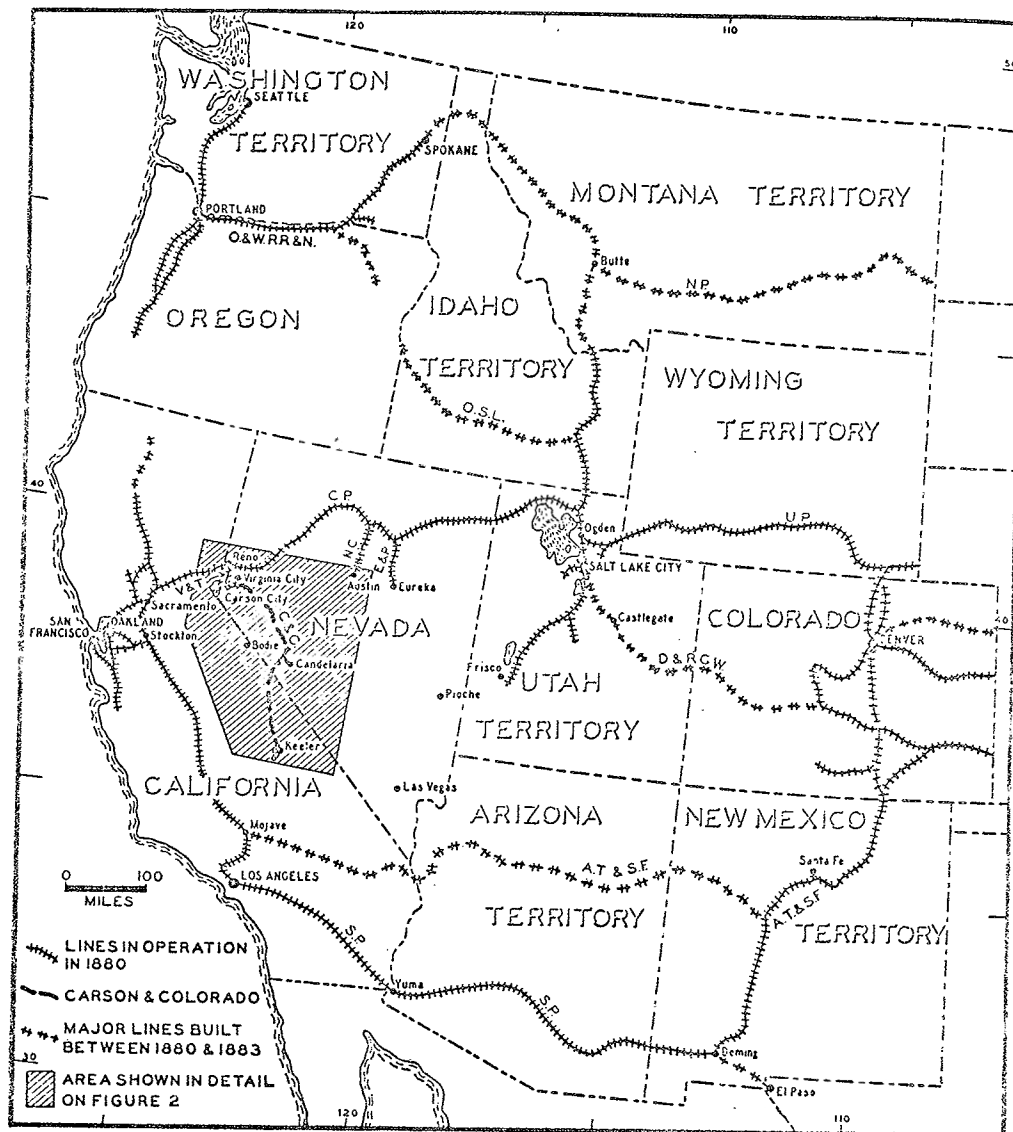


FIG. 1. Extent of the railroad network in Rocky Mountain and Pacific Coast states in 1880, and major construction, 1880-1883.

Due 1951

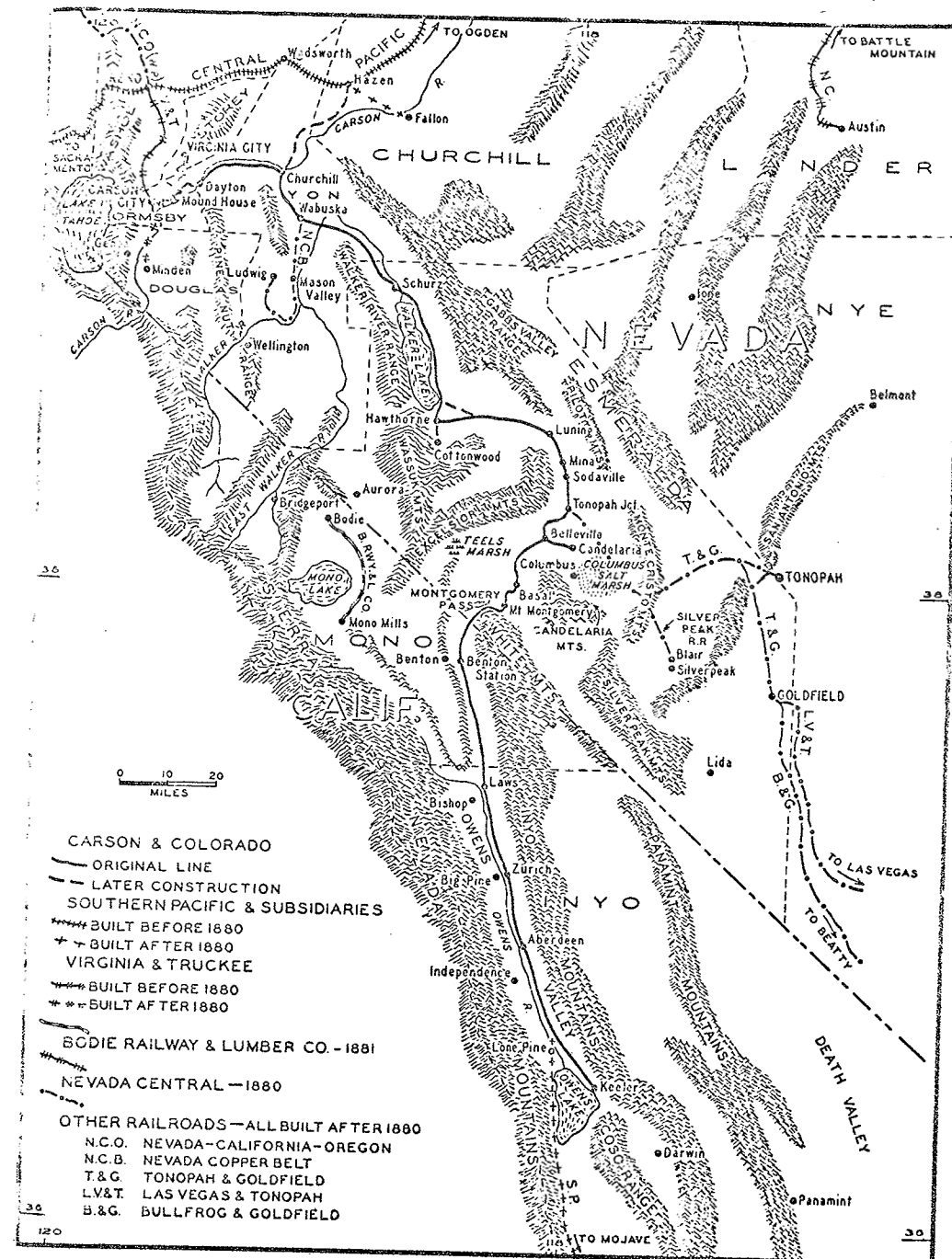


FIG. 2. Carson and Colorado Railroad and other railroads in west-central Nevada and the Owens Valley region of California (Cf. Fig. 1).

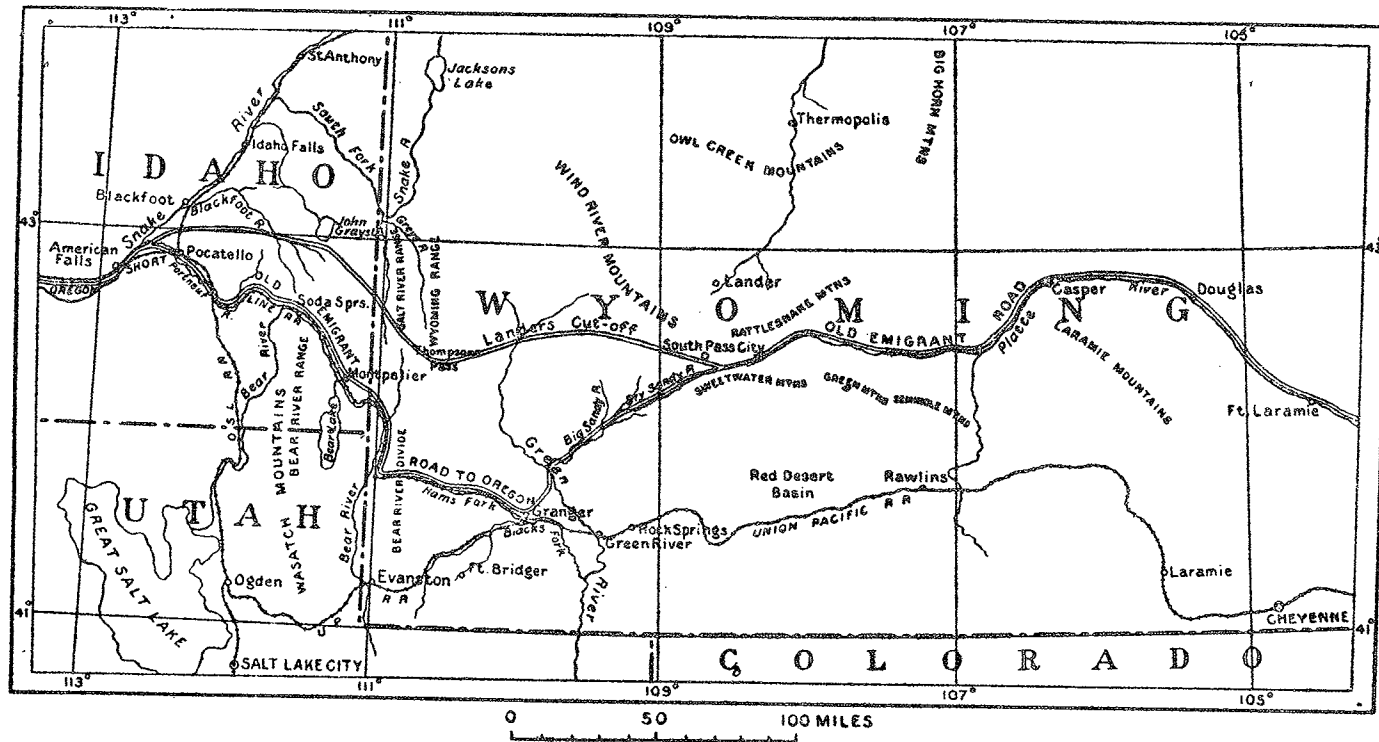


FIG. 2. Old Emigrant Road in Wyoming and Southeastern Idaho.

Mansfield 1925

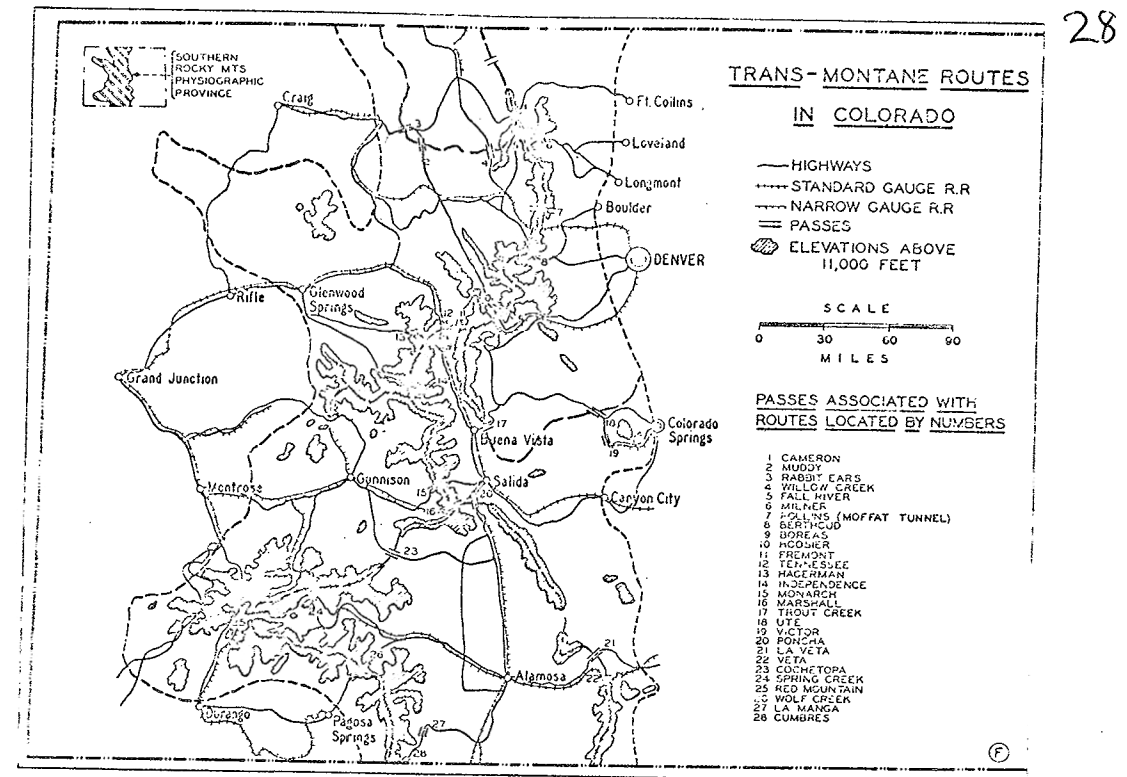


FIGURE 1.—The intimate relation between the passes and the trans-montane routes is clearly indicated. Passes have ever determined the ways of man's migrations through mountain regions.

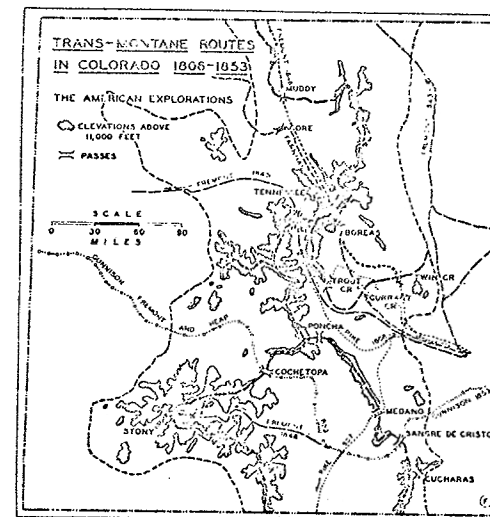
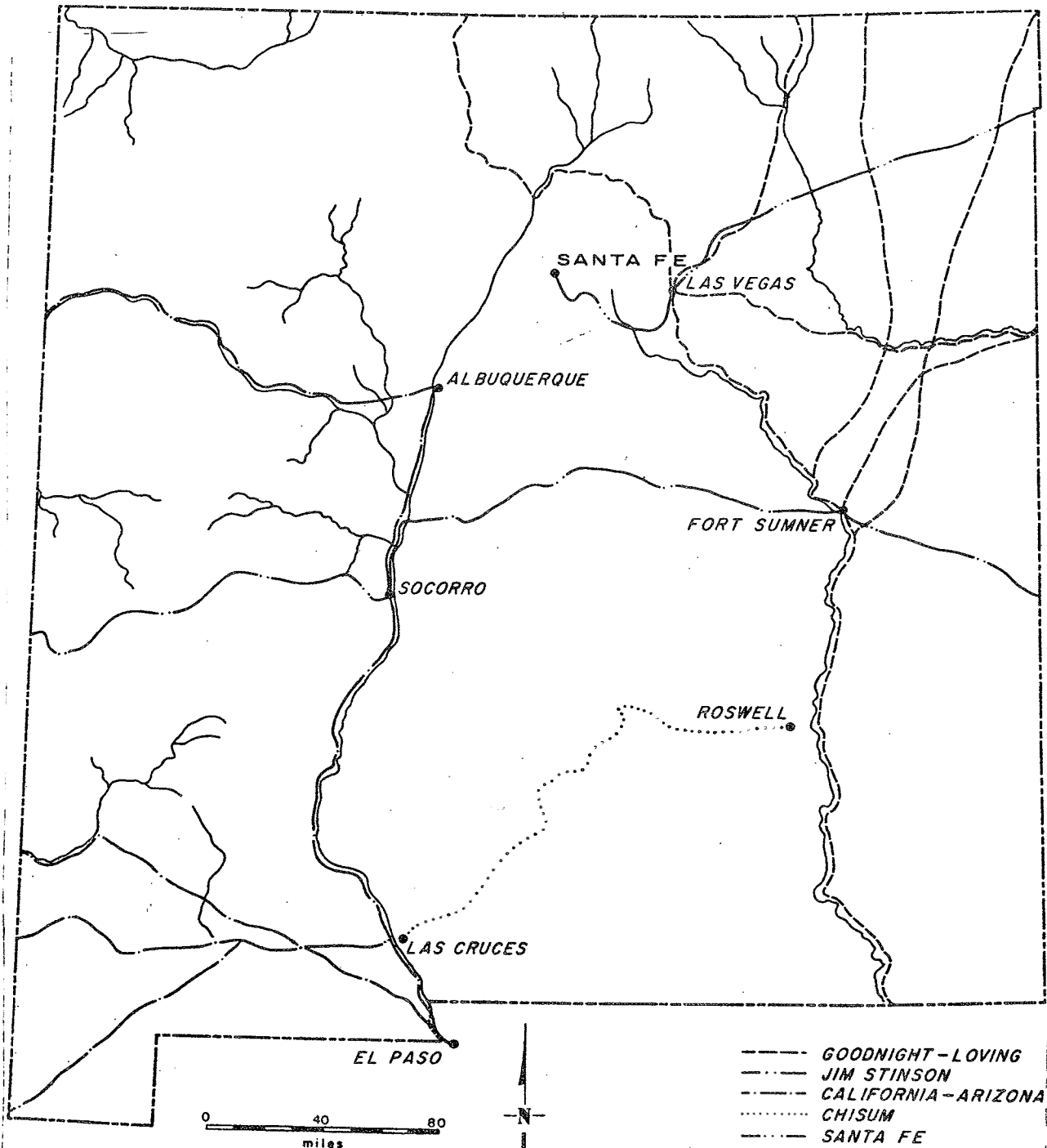


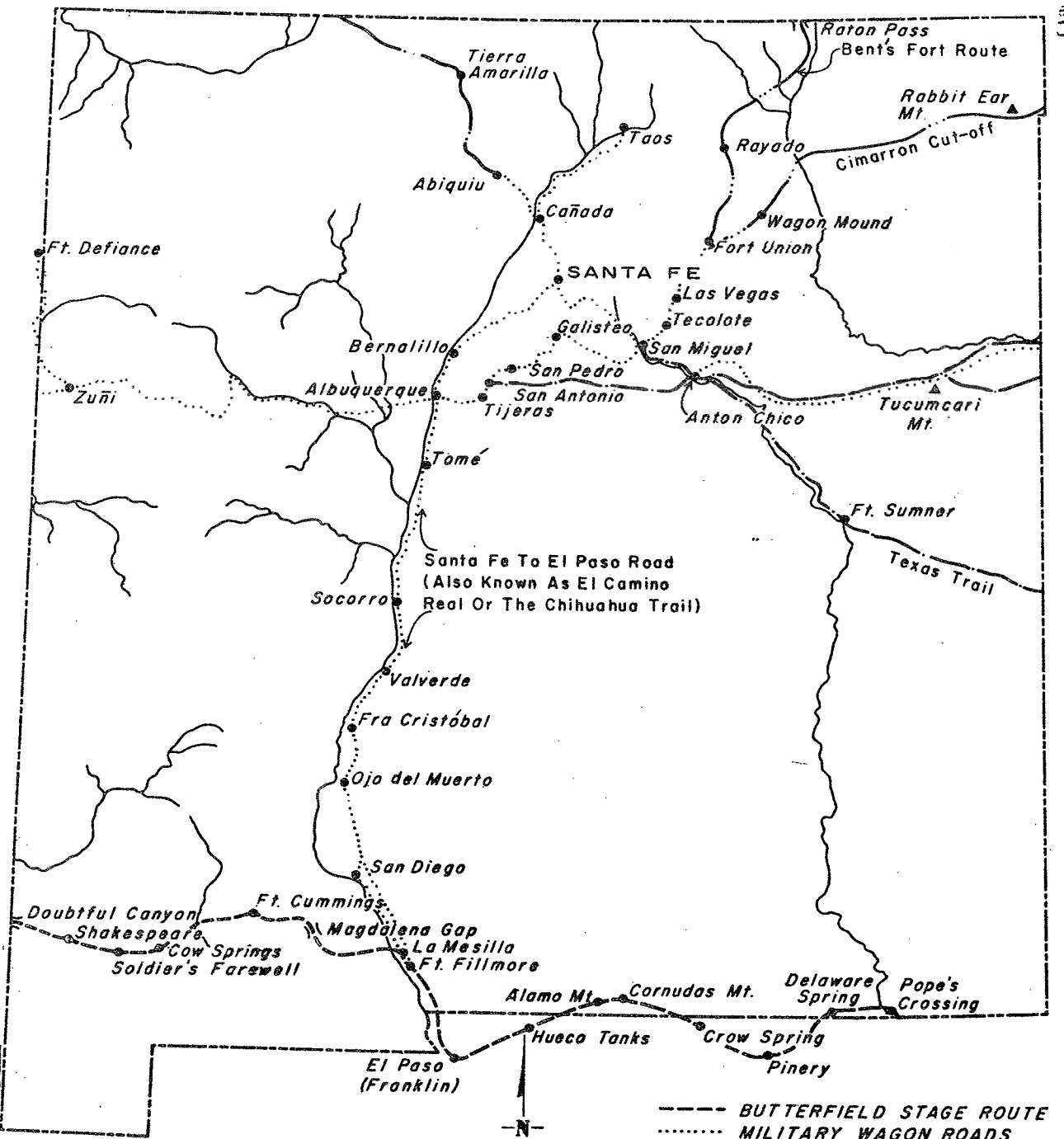
FIGURE 5.—Traveling on foot or by packtrain the forelopers of empire—the scouts, the trappers, the miners, the pioneers—sought the mountain passes to enter new Indian country; to exploit new beaver ponds and meadows; to pan new placer deposits or to blast new mother lodes; and to pasture new meadows or to fell new forests.

Brown 1931

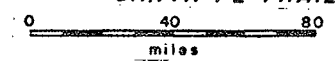


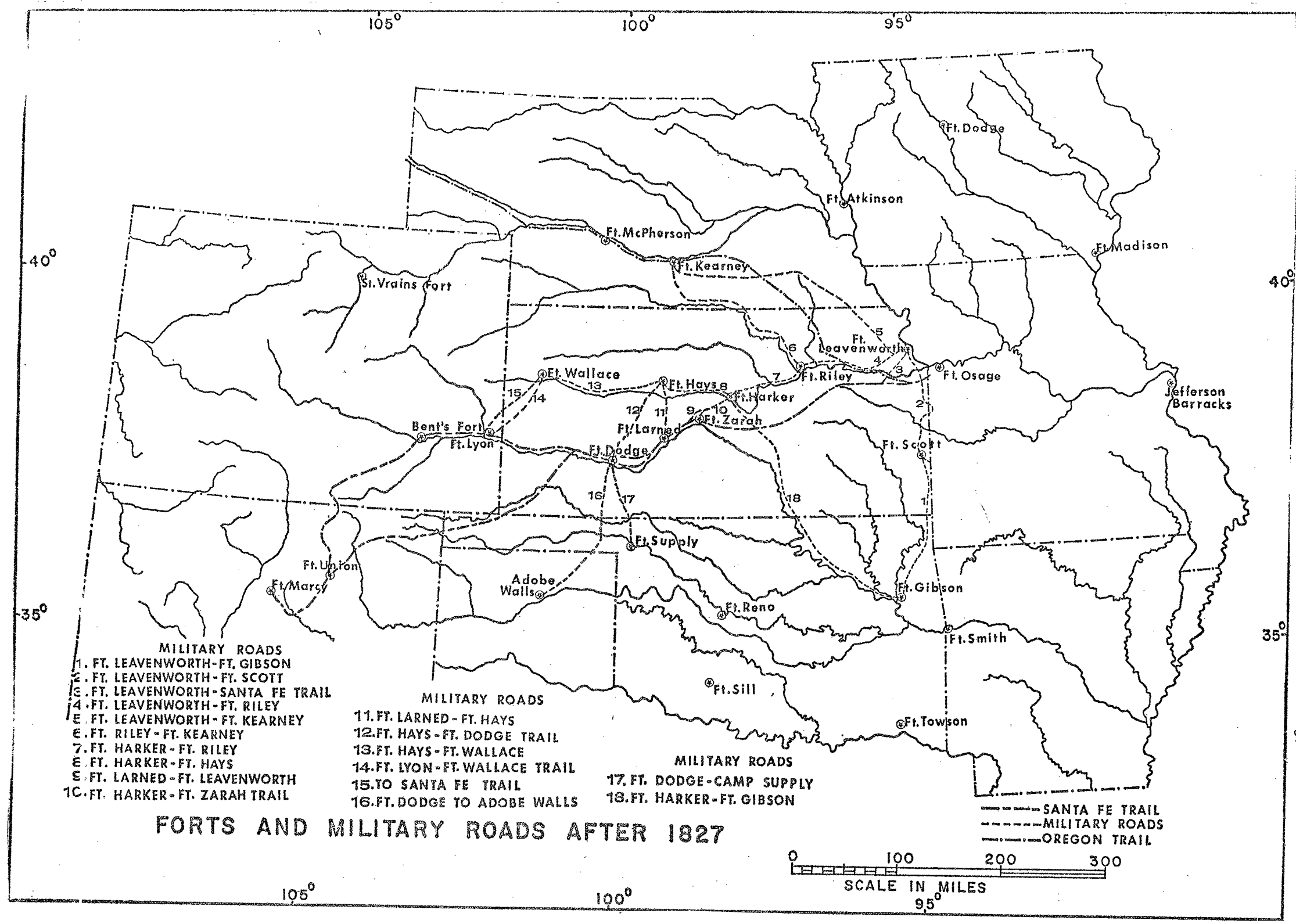
CATTLE TRAILS, 1866-1880

Beck and Hasse 1969

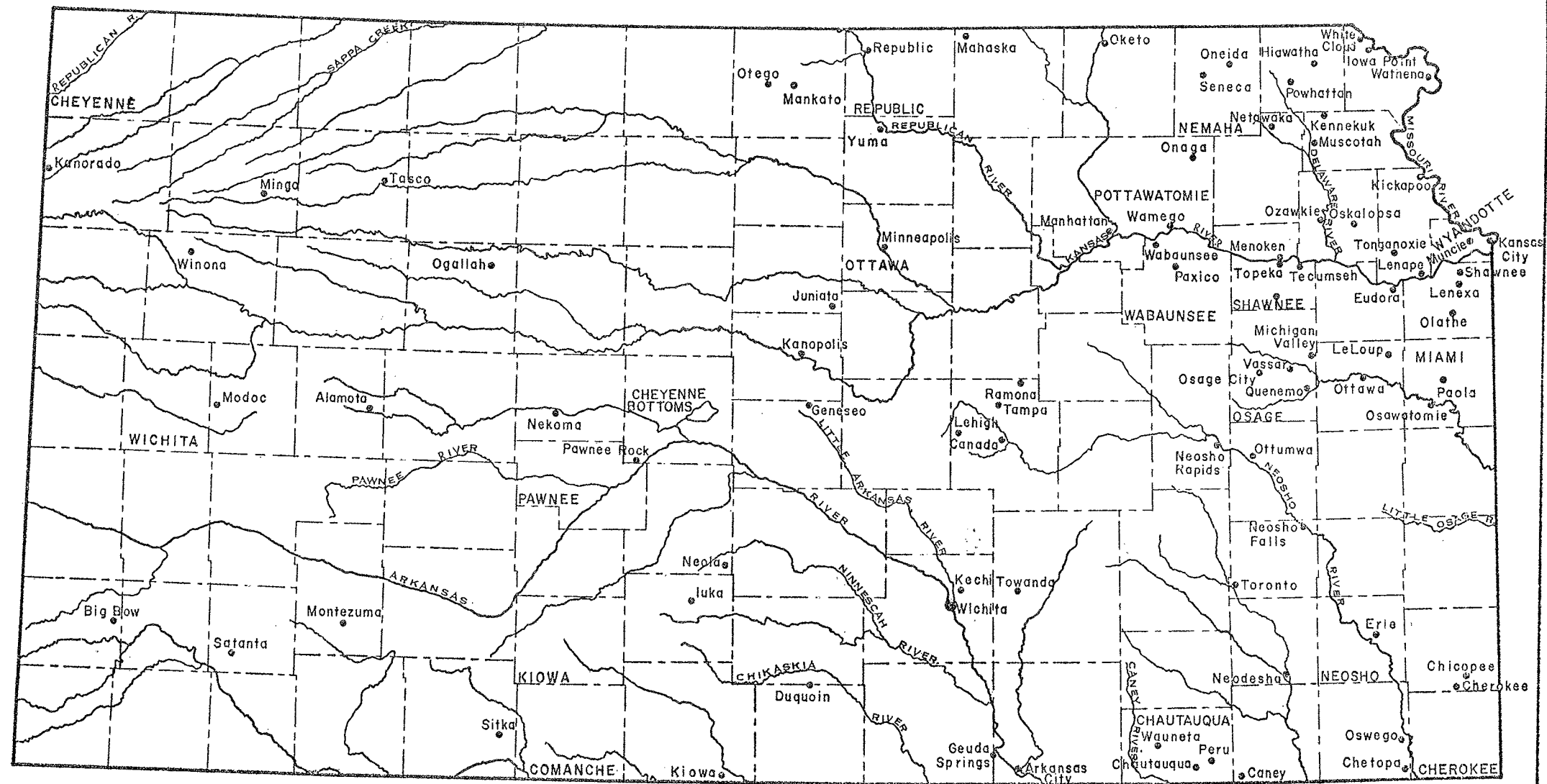


HISTORIC TRAILS

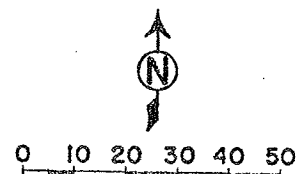




Socolofsky  
and  
Self  
1972



INDIAN NAMES IN KANSAS



Socolofsky and Self 1972

Map of Illinois Showing  
Stage Routes in 1851.

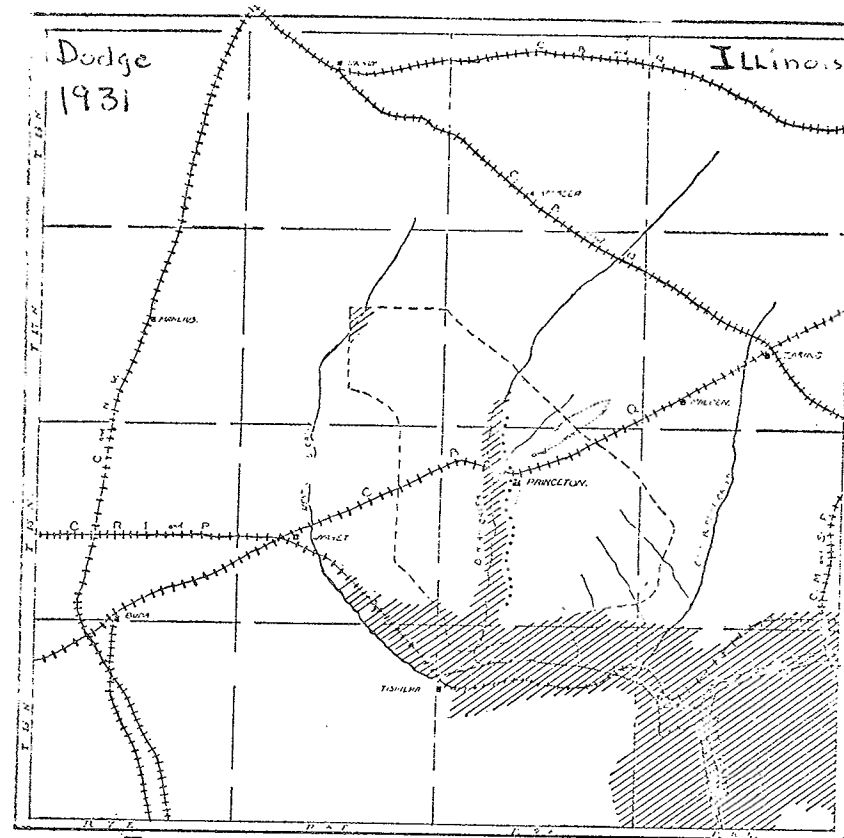
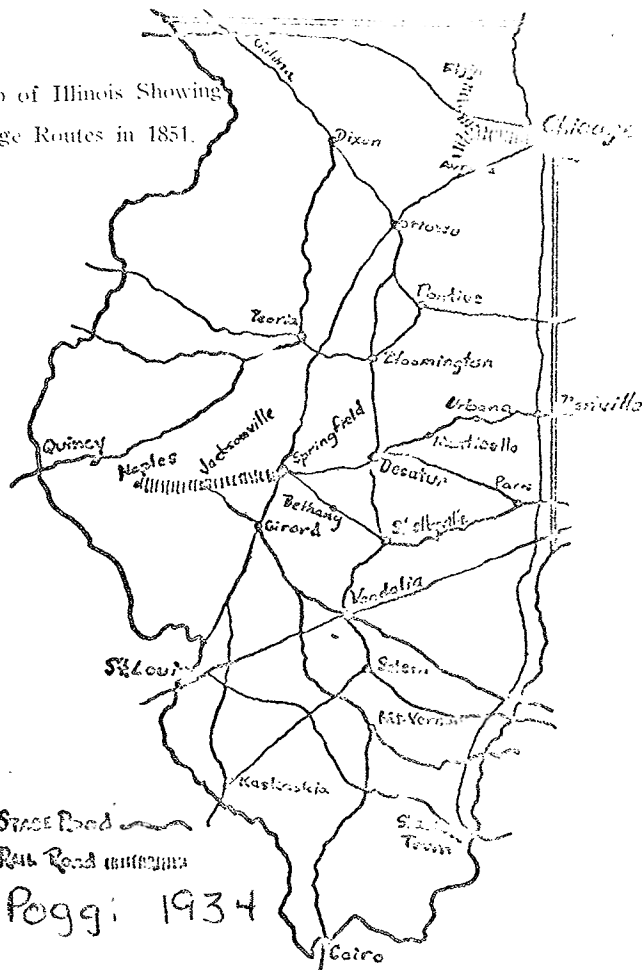
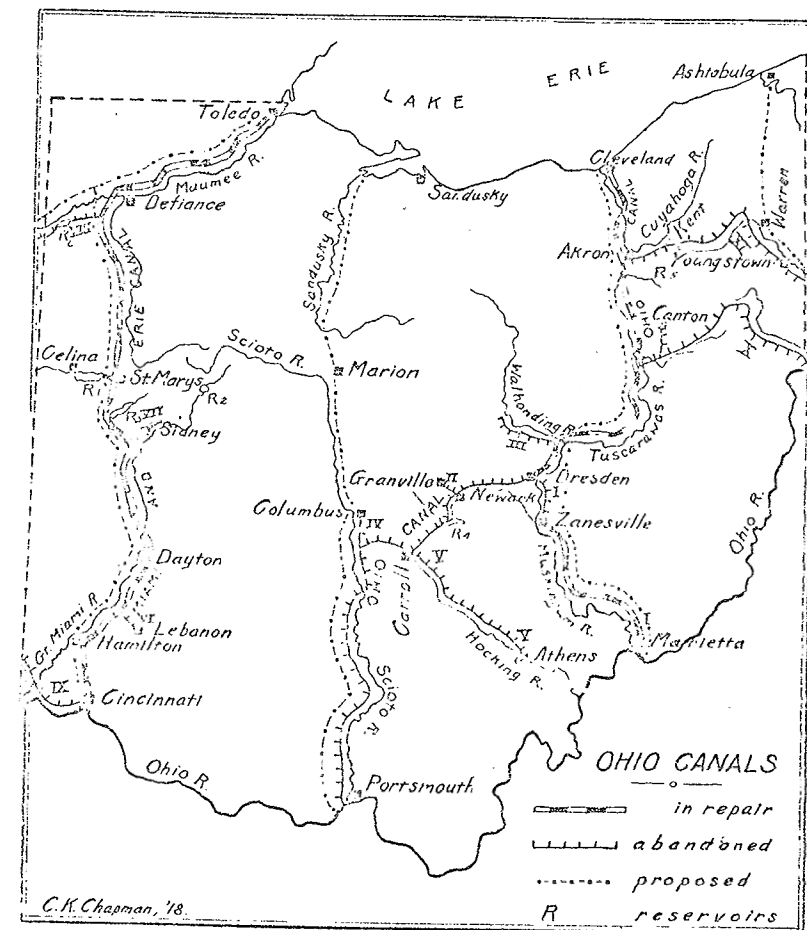
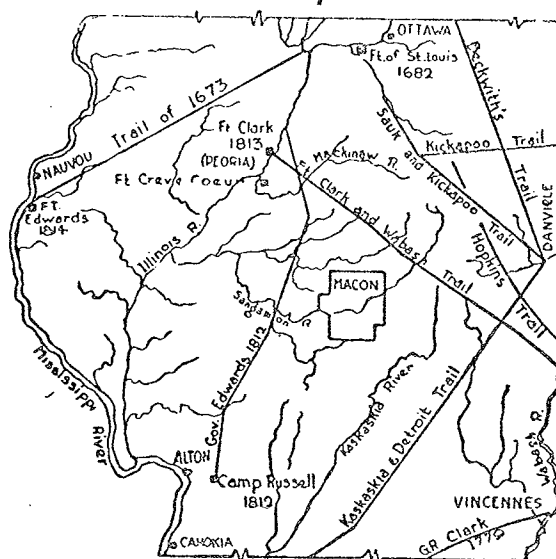


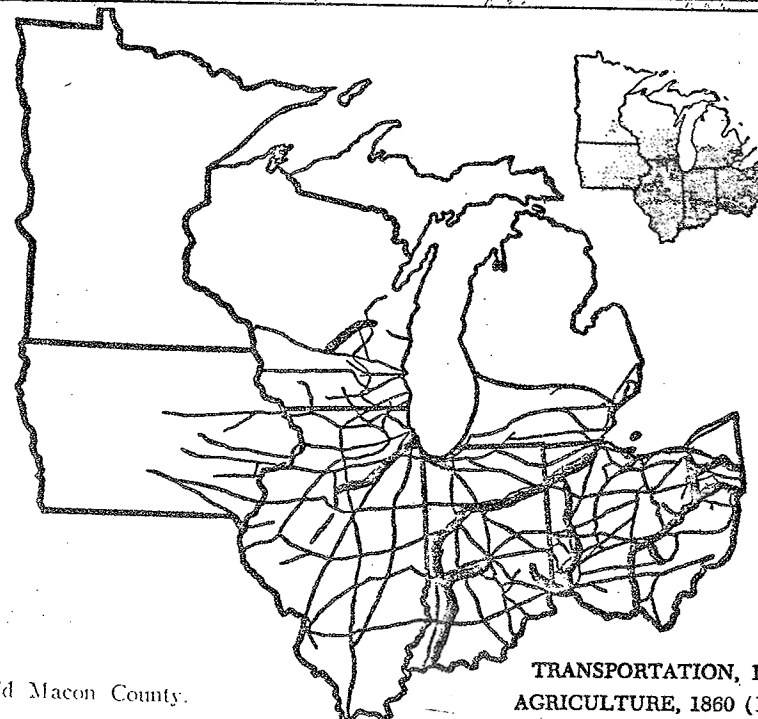
FIG. 1.—The Princeton area showing the relations of the area to the rail-  
road pattern, streams, and woods. 1. Boundary of the area. 2. Original woods.  
3. Area of original settlements. The township squares are six miles on a side.



Key to Map of Ohio Canals: I, Muskingum Improvement; II, Granville Branch; III, Walhonding Branch; IV, Columbus Branch; V, Hocking Branch; VI, Warren County Branch; VII, Sidney Branch; VIII, Wabash and Erie Canal; IX, Cincinnati and Whitewater Canal; X, Sandy and Beaver Canal; XI, Pennsylvania and Ohio Canal; R. 1, Grand Reservoir; R. 2, Lewiston Reservoir; R. 3, Lorain Reservoir; R. 4, Licking Reservoir; R. 5, Portage Reservoir; R. 6, Six-Mile Reservoir.



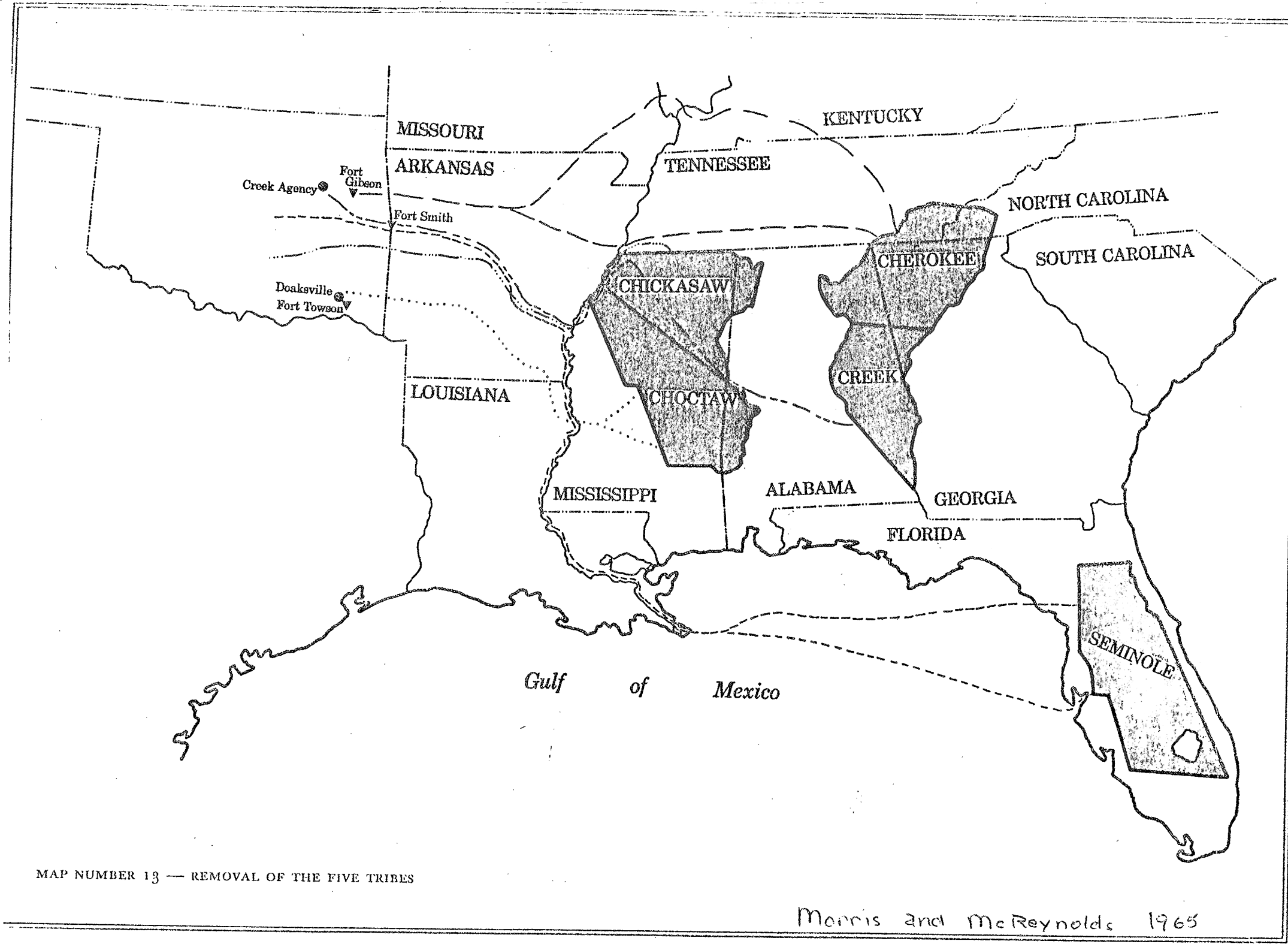
Indian Trails Avoid Macon County.



TRANSPORTATION, 1860. Heavy lines—canals. Fine lines—railroads.  
AGRICULTURE, 1860 (Insert). Each dot—25,000 acres of improved land.

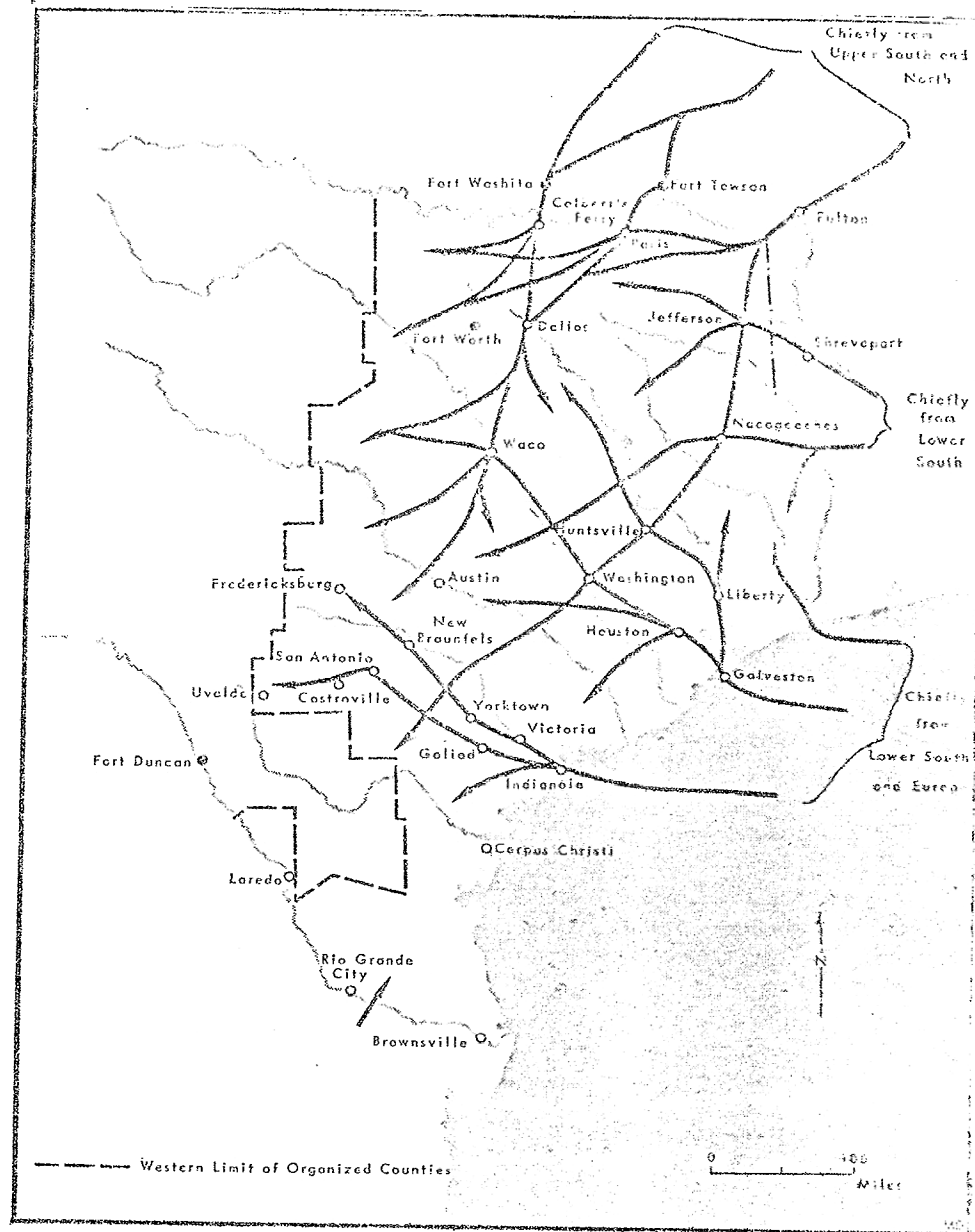
Chapman 1918

Gray 1942



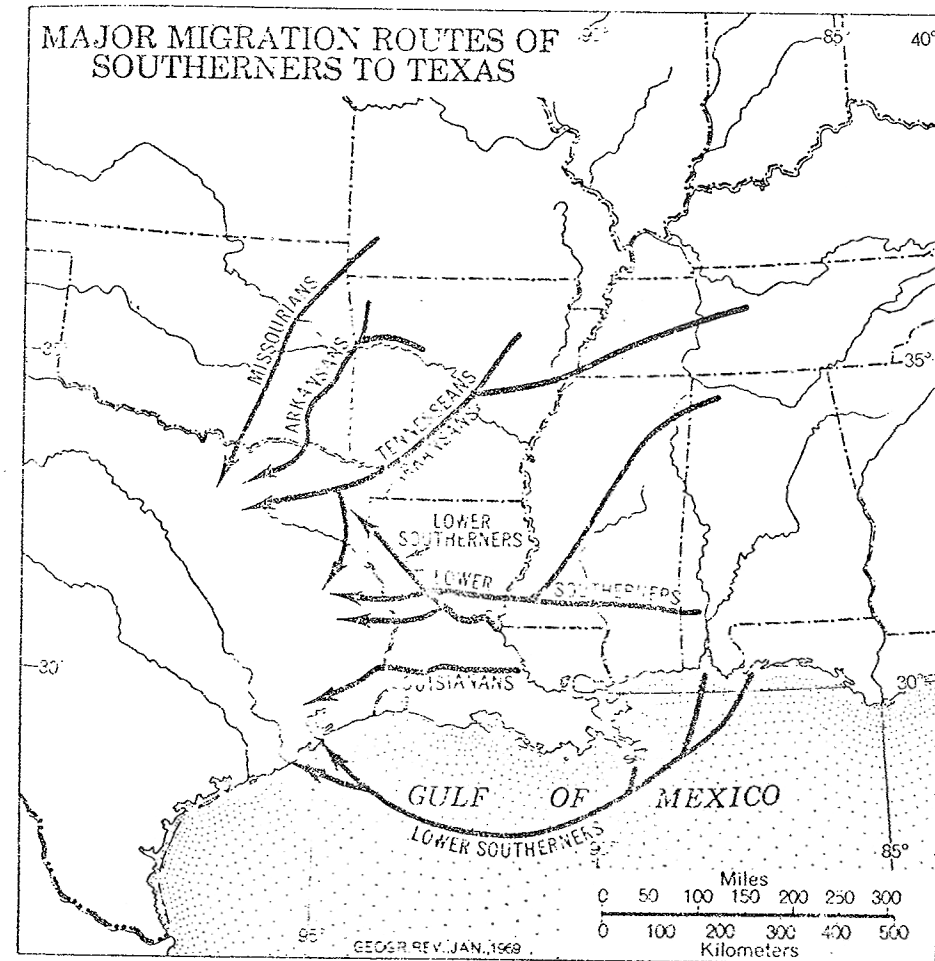
# MIGRATIONS & COLONIZATIONS

1830's - 1860

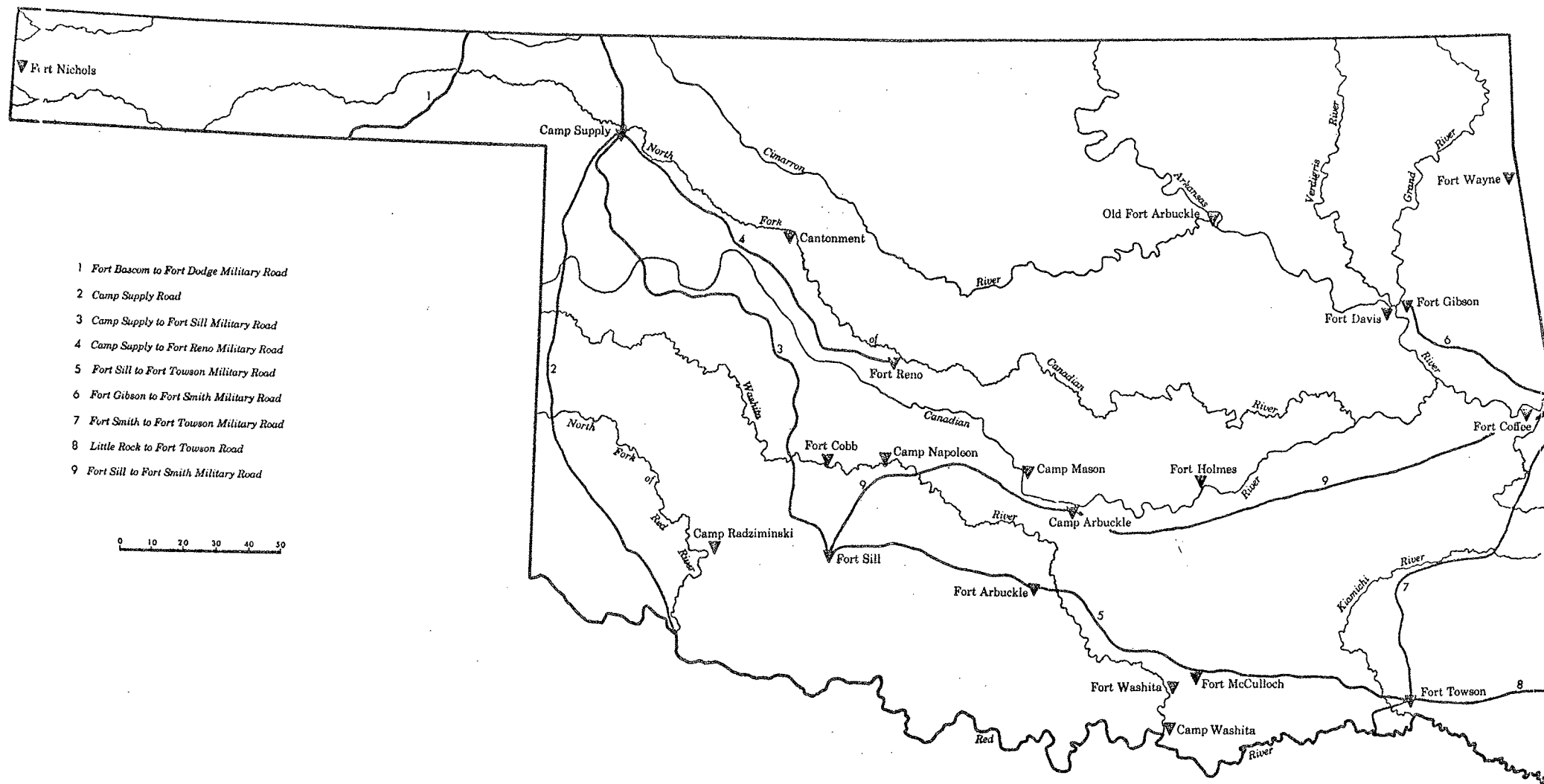


Meinig 1969

## MAJOR MIGRATION ROUTES OF SOUTHERNERS TO TEXAS



Jordan  
1969b



MAP NUMBER 24 — FORTS AND MILITARY ROADS, 1817-1876

Morris and McReynolds 1965

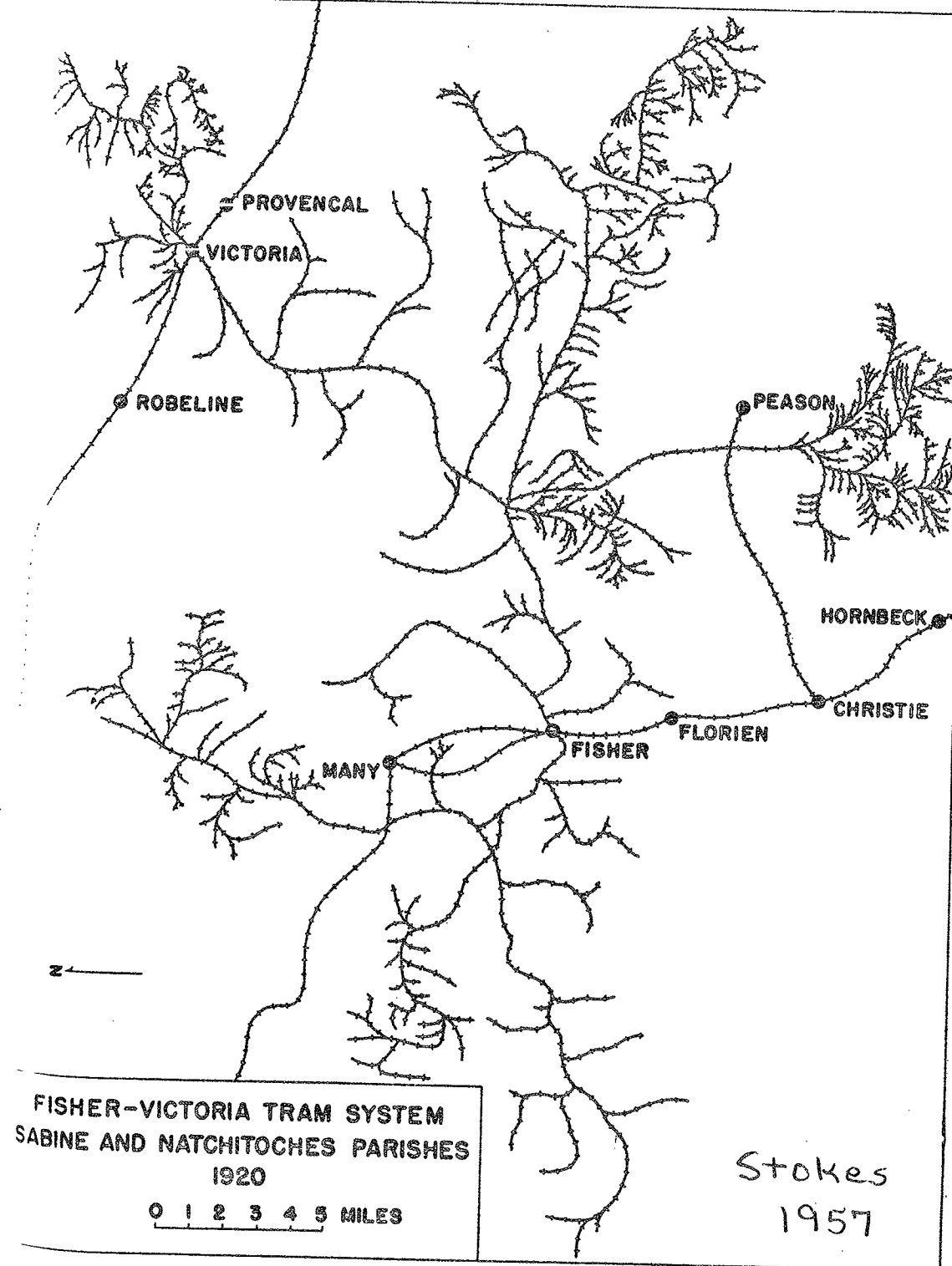


FIG. 9. A map of an extensive tram system copied from an original kept for many years by a logging purintendent working in the area.

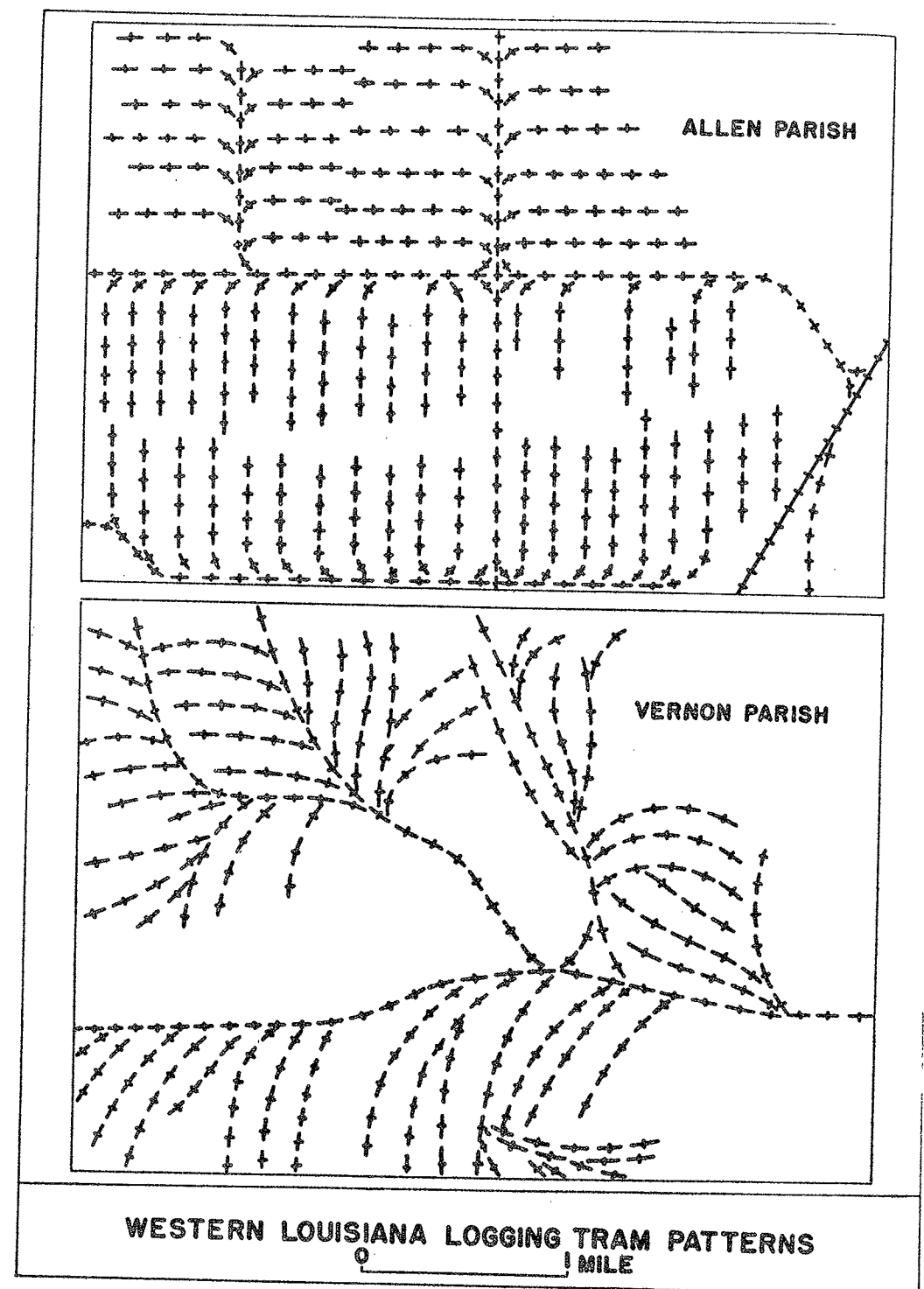
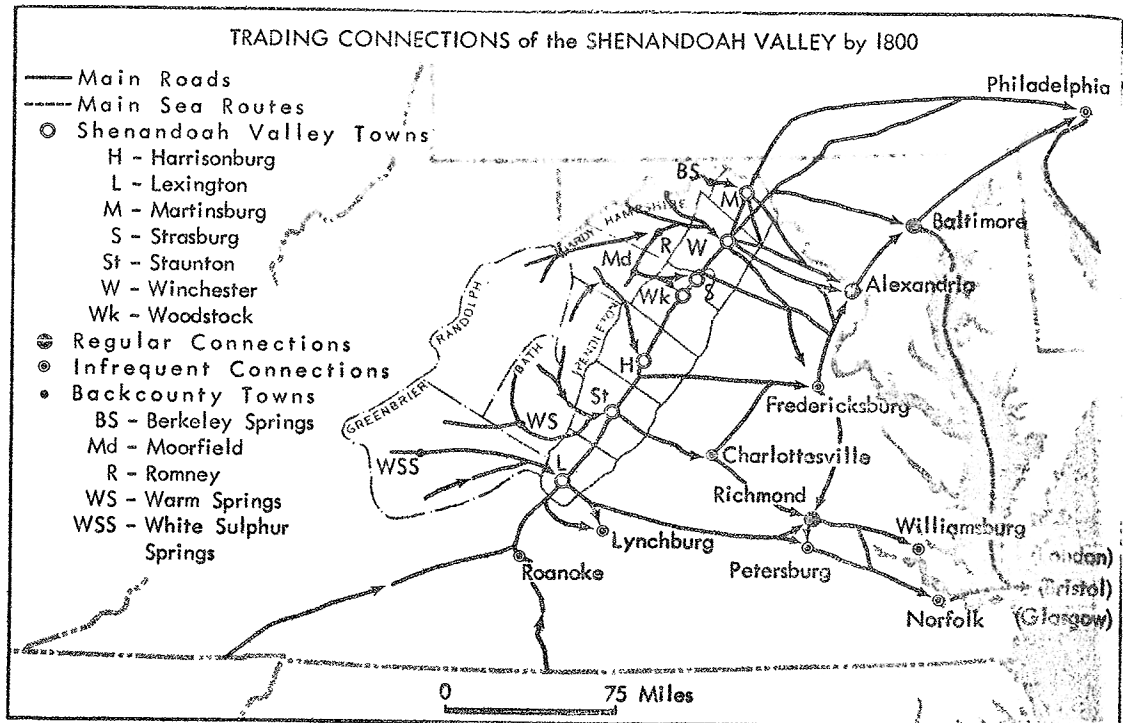
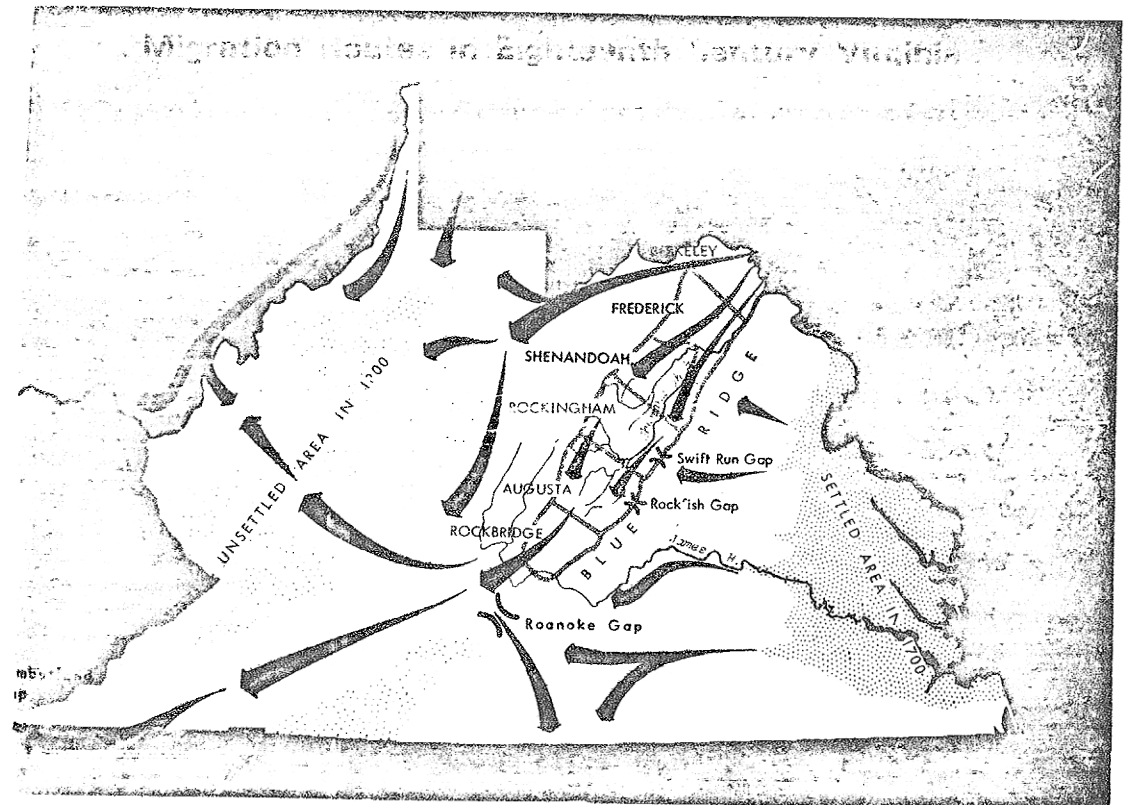
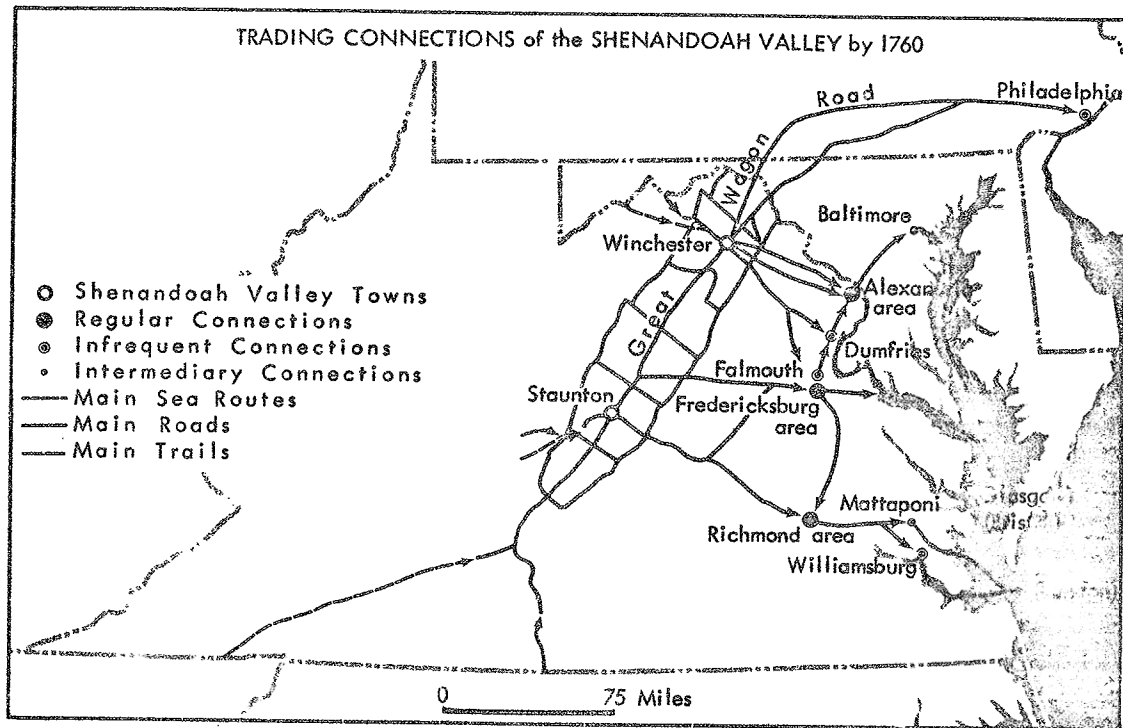
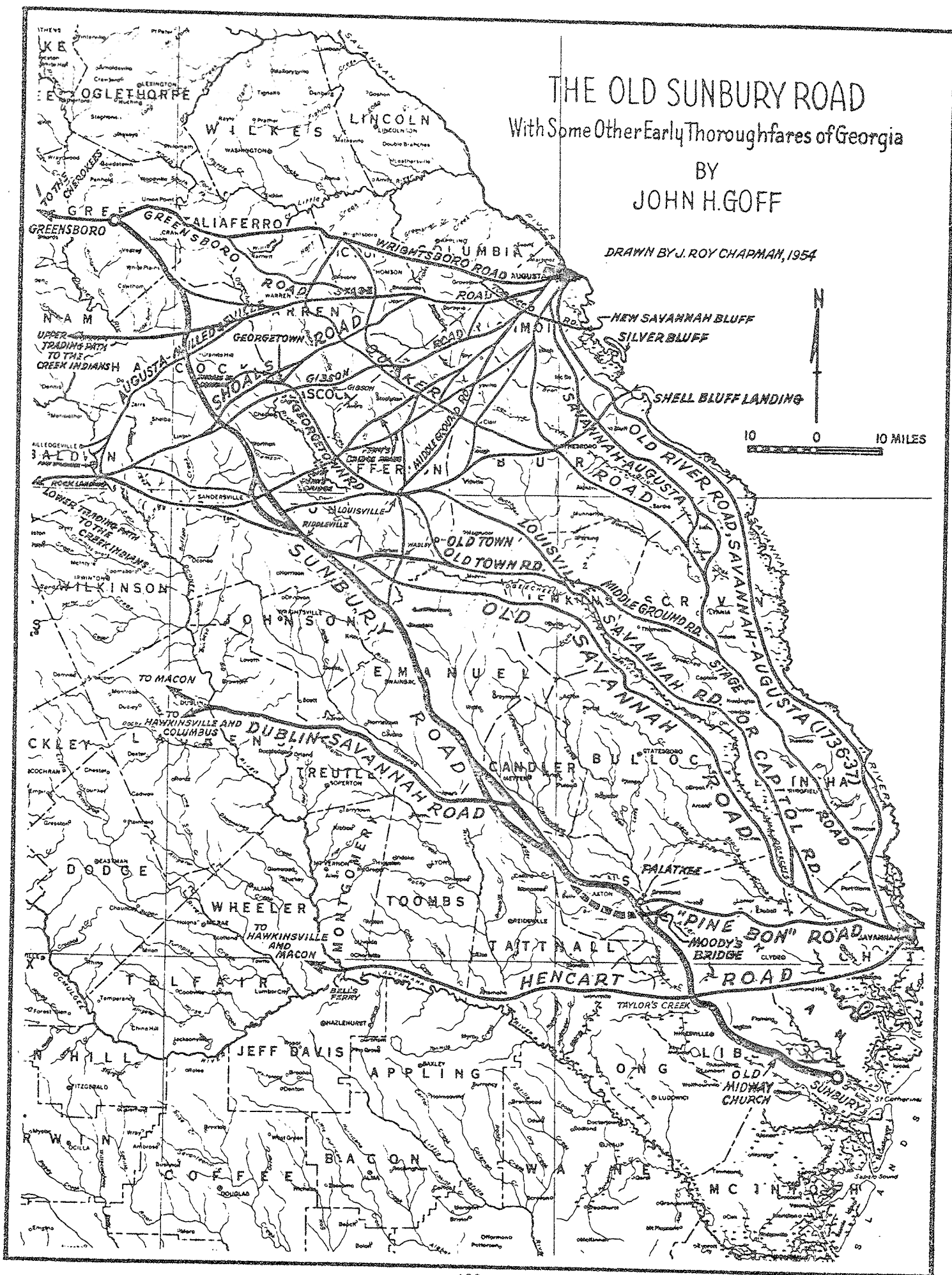
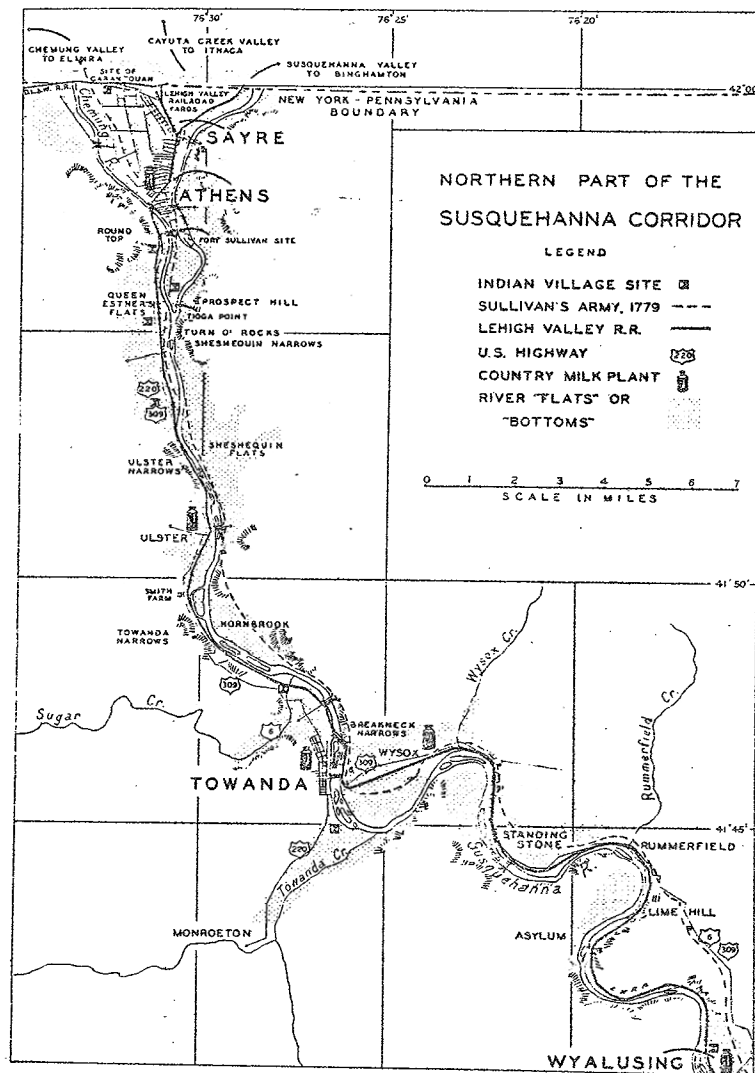


FIG. 10. Examples of contrasting tram patterns which reflect variations in topography. Taken from aerial photographs.

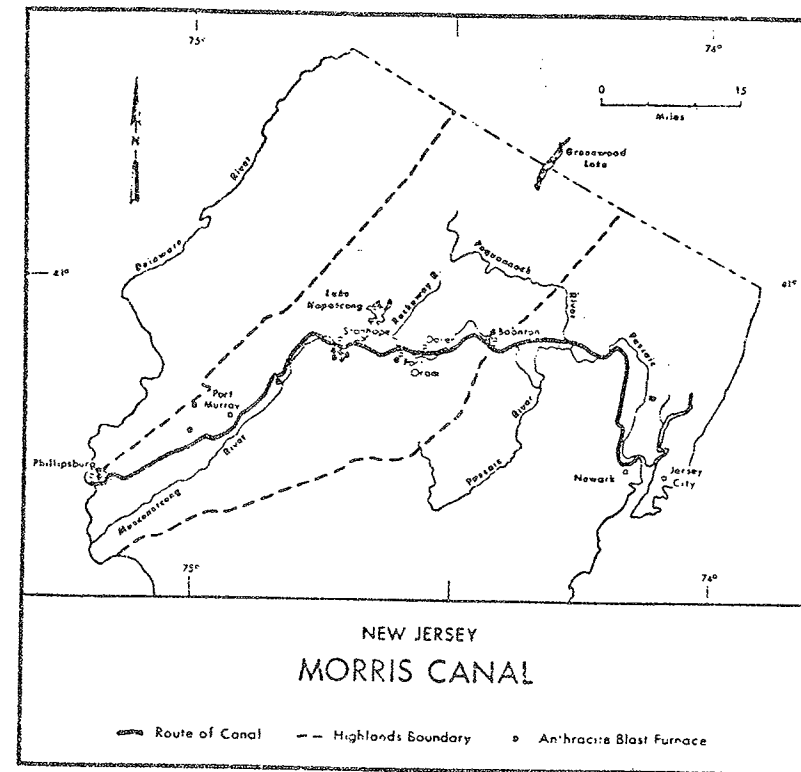


Mitchell 1972



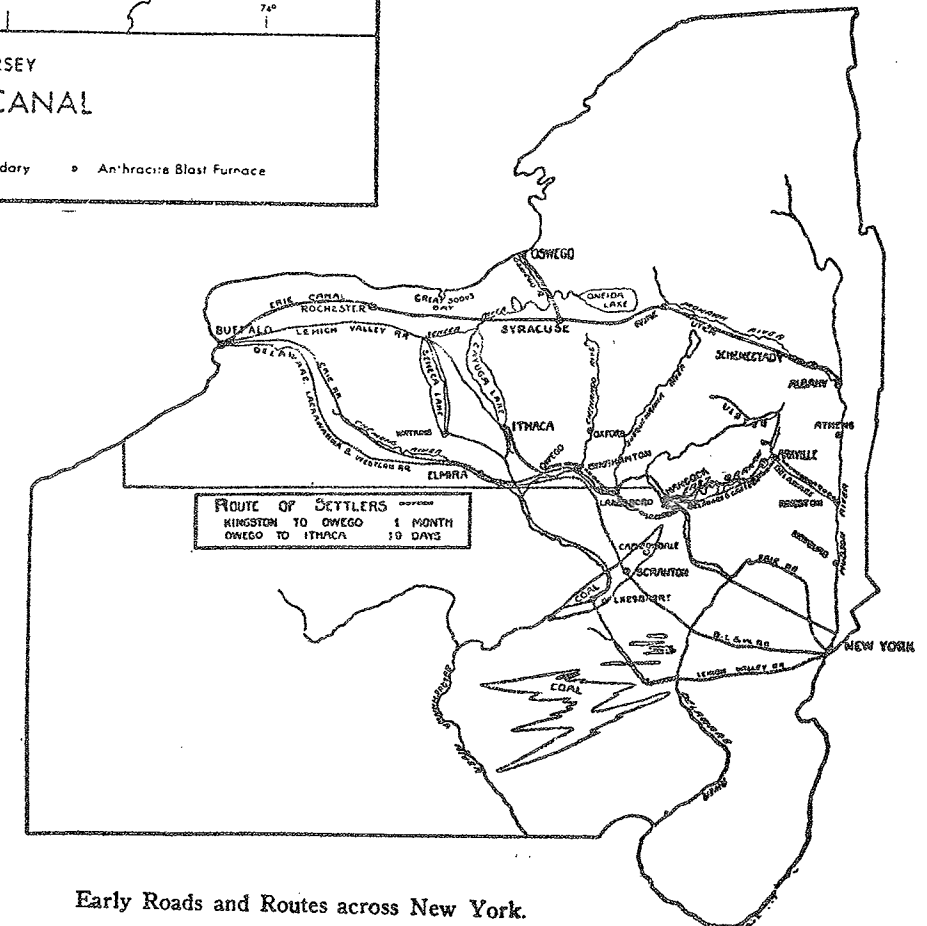
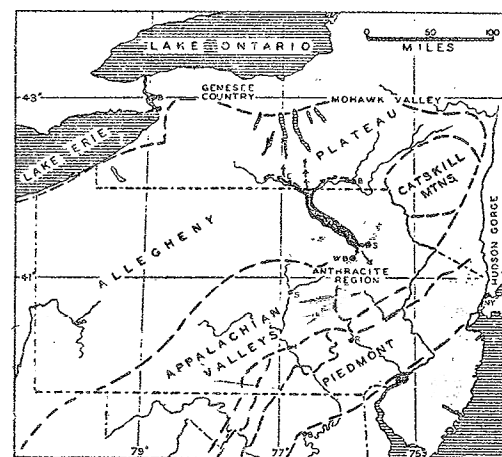


Raup 1940



Kury  
19706

Von Engeln  
1926



204

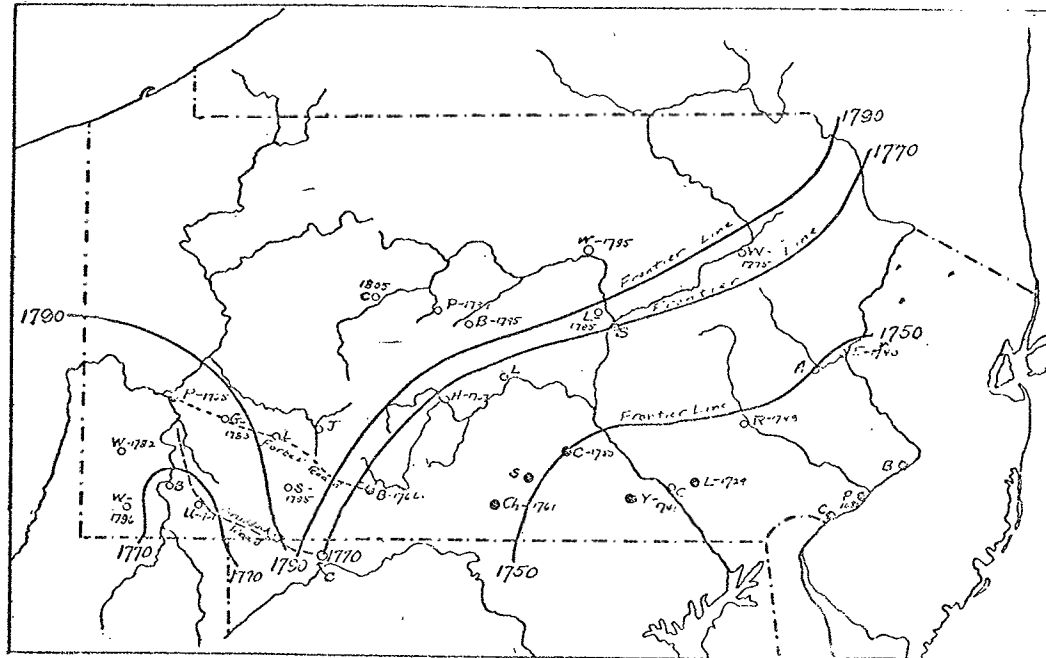


FIG. 1. THE FRONTIERS IN PENNSYLVANIA IN 1750, 1770, AND 1790. BASED ON THE HISTORICAL MAPS OF PENNSYLVANIA. The circles locate early towns. The large dots represent location of post offices in 1790. The date of settlement of each town is indicated after the initial of the town.

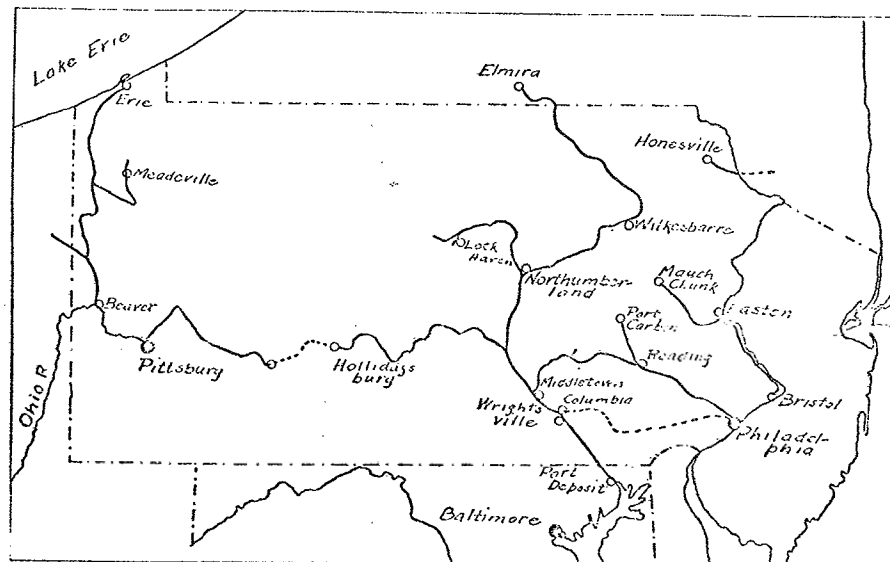


FIG. 4. CANALS OF PENNSYLVANIA. Map based on Auditor General's Reports on Canals, Railroads, and Telegraphs, 1863-1871; First Annual Report Internal Commerce of U. S., 1876; Andrews: Colonial and Lake Trade, 1852; Tanner: Canals and Railroads, U. S., 1840.

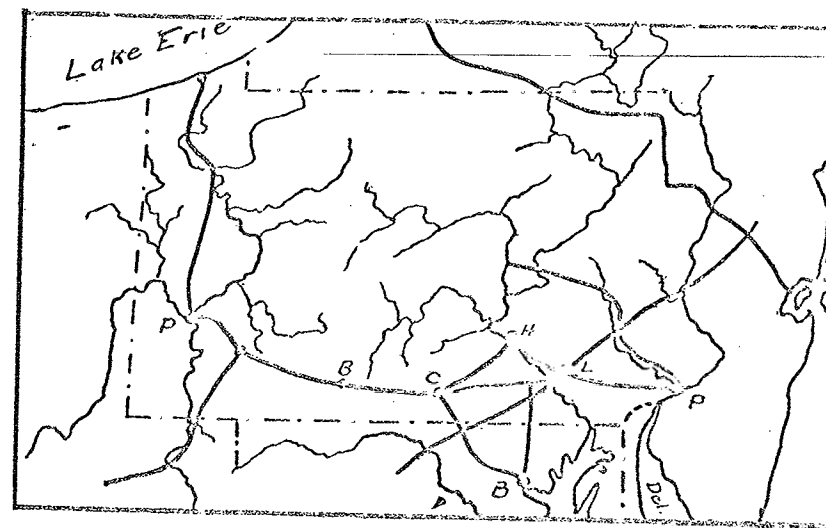


FIG. 2. MAIN TRAVELLED ROADS IN PENNSYLVANIA IN 1818. After Warden. (Warden's "History of United States," I.)

Parkins  
1916

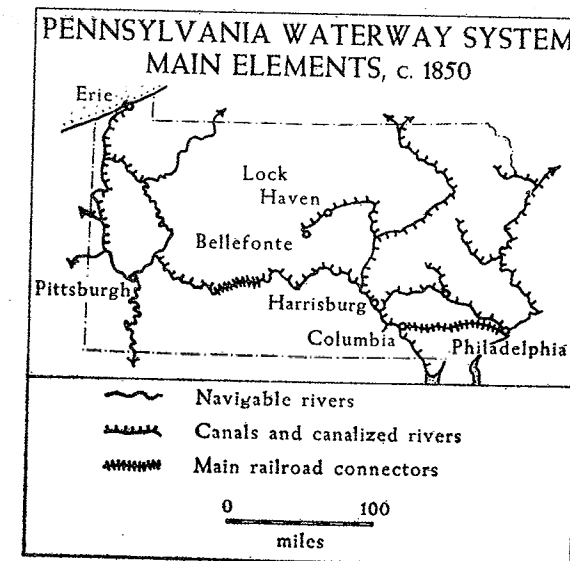


FIG. 9. Bellefonte's location at the end of a main canal spur briefly made the town the trade center for much of central Pennsylvania's most productive country. (Sources: Dunaway, op. cit., footnote 22, p. 679; and R. E. and Marion Murphy, *Pennsylvania: A Regional Geography*, Harrisburg: The Pennsylvania Book Service, 1937, p. 120.)

Lewis  
1972