

The First Tycoon Epic Life Of Cornelius Vanderbilt Tj Stiles

This work chronicles the rise of Western Union Telegraph from its origins in the helter-skelter ferment of antebellum capitalism to its apogee as the first corporation to monopolize an industry on a national scale. The battles that raged over Western Union's monopoly on nineteenth-century American telecommunications - in Congress, in courts, and in the press - illuminate the fierce tensions over the rising power of corporations after the Civil War and the reshaping of American political economy. The telegraph debate reveals that what we understand as the normative relationship between private capital and public interest is the product of a historical process that was neither inevitable nor uncontested. Western Union's monopoly was not the result of market logic or a managerial revolution, but the conscious creation of entrepreneurs protecting their investments. In the process, these entrepreneurs elevated economic liberalism above traditional republican principles of public interest and helped create a new corporate order.

Calvin Schermerhorn's provocative study views the development of modern American capitalism through the window of the nineteenth-century interstate slave trade. This eye-opening history follows money and ships as well as enslaved human beings to demonstrate how slavery was a national business supported by far-flung monetary and credit systems reaching across the Atlantic Ocean. The author details the anatomy of slave supply chains and the chains of credit and commodities that intersected with them in virtually every corner of the pre-Civil War United States, and explores how an institution that destroyed lives and families contributed greatly to the growth of the expanding republic's capitalist economy.

A biography of the outlaw, focusing on his involvement in the Civil War and the formation of the James Gang.

The California gold rush of 1849 created fortunes for San Francisco merchants, whose wealth depended on control of the city's docks. But ownership of waterfront property was hotly contested. In an 1856 dispute over land titles, a county official shot an outspoken newspaperman, prompting a group of merchants to organize the San Francisco Committee of Vigilance. The committee, which met in secret, fed biased stories to the newspapers, depicting itself as a necessary substitute for incompetent law enforcement. But its actual purpose was quite different. In *Dirty Deeds*, historian Nancy J. Taniguchi draws on the 1856 Committee's minutes—long lost until she unearthed them—to present the first clear picture of its actions and motivations. San Francisco's real estate comprised a patchwork of land grants left from the Spanish and Mexican governments—grants that had been appropriated and sold over and over. Even after the establishment of a federal board in 1851 to settle the complicated California claims, land titles remained confused, and most of the land in the city belonged to no one. The acquisition of key waterfront properties in San Francisco by an ambitious politician

motivated the thirty-odd merchants who called themselves “the Executives” of the Vigilance Committee to go directly after these parcels. Despite the organization’s assertion of working on behalf of law and order, its tactics—kidnapping, forced deportations, and even murder—went far beyond the bounds of law. For more than a century, scholars have accepted the vigilantes’ self-serving claims to honorable motives. *Dirty Deeds* tells the real story, in which a band of men took over a city in an attempt to control the most valuable land on the West Coast. Ranging far beyond San Francisco, the 1856 Vigilance Committee’s activities affected events on the East Coast, in Central America, and in courts throughout the United States even after the Civil War.

On August 15, 1914, the Panama Canal officially opened for business, forever changing the face of global trade and military power, as well as the role of the United States on the world stage. The Canal's creation is often seen as an example of U.S. triumphalism, but Noel Maurer and Carlos Yu reveal a more complex story. Examining the Canal's influence on Panama, the United States, and the world, *The Big Ditch* deftly chronicles the economic and political history of the Canal, from Spain's earliest proposals in 1529 through the final handover of the Canal to Panama on December 31, 1999, to the present day. The authors show that the Canal produced great economic dividends for the first quarter-century following its opening, despite massive cost overruns and delays. Relying on geographical advantage and military might, the United States captured most of these benefits. By the 1970s, however, when the Carter administration negotiated the eventual turnover of the Canal back to Panama, the strategic and economic value of the Canal had disappeared. And yet, contrary to skeptics who believed it was impossible for a fledgling nation plagued by corruption to manage the Canal, when the Panamanians finally had control, they switched the Canal from a public utility to a for-profit corporation, ultimately running it better than their northern patrons. A remarkable tale, *The Big Ditch* offers vital lessons about the impact of large-scale infrastructure projects, American overseas interventions on institutional development, and the ability of governments to run companies effectively.

On December 18, 1867, the Buffalo and Erie Railroad’s eastbound New York Express derailed as it approached the high truss bridge over Big Sister Creek, just east of the small settlement of Angola, New York, on the shores of Lake Erie. The last two cars of the express train were pitched completely off the tracks and plummeted into the creek bed below. When they struck bottom, one of the wrecked cars was immediately engulfed in flames as the heating stoves in the coach spilled out coals and ignited its wooden timbers. The other car was badly smashed. About fifty people died at the bottom of the gorge or shortly thereafter, and dozens more were injured. Rescuers from the small rural community responded with haste, but there was almost nothing they could do but listen to the cries of the dying—and carry away the dead and injured thrown clear of the fiery wreck. The next day and in the weeks that followed, newspapers across the country

organizing them into thematic lists, this guide will help readers' advisors more effectively recommend titles. * A chronology of the history of the biography genre * Brief reviews of over 450 high interest biographies

Cornelius Vanderbilt I had no illusions about his life. He didn't start out with grand plans and ungodly greed. He merely stepped in this world one foot at a time, one boat at a time, one market at a time--one day at a time. He worked sixteen hours a day, seven days a week. He worked hard and played hard. When all was said and done, though, he was a simple man who pushed the world of transportation to be all it could be--to be what it is today. The times he lived through and contributed to is the history that forms the foundation of our present life. He teaches us through his actions how to hit the pavement of life every day relentlessly seeking to do better and to do it with pragmatism and realistic goals. He was tough as nails in body, mind, and spirit. He did what he wanted to and never hid it. Vanderbilt was never a hypocrite. The greatest part of his life are the years when he bounced from shore to shore across all the islands in New York Harbor and then ventured farther inland, farther north, and even farther south until he became the first man to sail a steamboat up the San Juan River in Nicaragua in search of a path to cut from the Atlantic to the Pacific. Vanderbilt was a man of steel, and we can learn incredible things from him so scroll up and click the 'Buy Now' button to start learning about America's first tycoon.

This fascinating work presents biographical essays about women from the colonial period to modern times, chronicling the previously untold story of the female financial experience in the United States. • Explores the female financial experience in the United States from the colonial period to modern times • Presents the history of women on Wall Street by placing personalities in the context of both Wall Street's development and prevailing political and cultural times • Identifies common themes and issues confronted by women in finance • Provides two quick-reference appendices, one describing the significance of particular women and a second that provides a chronology of milestones

Can public schools in America be saved? This book considers theory, current practice, and the common school ideal through a historical lens to arrive at practical suggestions for reforming contemporary public education. • Presents information on a topic of paramount importance, as almost 90 percent of American children in grades K–12 attend public schools • Provides a thorough analysis of the writings of Horace Mann, the education reformer largely credited with helping to create the common school in the 19th century • Merges theory and practice, analyzing the common school ideal in a historical sense while also presenting ways to reform contemporary public education

-The first comprehensive account of the construction of the Panama Railroad, the forerunner to the Panama Canal. - The narrative focuses on the ordinary Irish workers that built the railroad. -The only other monograph on the Panama Railroad was published in the 1960s and has numerous factual errors.

An examination of French and British colonies from Canada to South Carolina based on primary sources, depicts the lives of the farmers, slaves, women, and scouts

Historian T.J. Stiles paints a portrait of Custer both deeply personal and sweeping in scope, demonstrating how much of Custer's legacy has been ignored. He refutes Custer's historical caricature, revealing a volatile, contradictory, intense person -- capable yet insecure, intelligent yet bigoted, passionate yet self-destructive, a romantic individualist at odds with the institution of the military (he was court-martialed twice in six years). The key to understanding Custer, Stiles writes, is keeping in mind that he lived on a frontier in time. During Custer's lifetime, Americans saw their world remade. In the Civil War, the West, and many areas overlooked in previous biographies, Custer helped to create modern America, but he could never adapt to it. His admirers saw him as the embodiment of the nation's gallant youth, of all that they were losing; his detractors despised him for resisting a more complex and promising future. He freed countless slaves, yet rejected new civil rights

example-how to care for sick people. This book demonstrates Brittingham as an exemplar of a medical era when a doctor's history and physical exam were the principal means of diagnosis. Brittingham's practice of doctoring still represents the essence of good patient care. "This is much more than a biography. T.E.B. was a master of bedside clinical medicine and left his legend to a generation of young doctors. If anyone was ever 'called' to the profession of medicine, it was T.E.B." -Clifton K. Meador, MD, Professor of Medicine, Emeritus, Vanderbilt University

By the early twentieth century, it became common to describe the United States as a "business civilization." President Coolidge in 1925 said, "The chief business of the American people is business." More recently, historian Sven Beckert characterized Henry Ford's massive manufactory as the embodiment of America: "While Athens had its Parthenon and Rome its Colosseum, the United States had its River Rouge Factory in Detroit..." How did business come to assume such power and cultural centrality in America? This volume explores the variety of business enterprise in the United States and analyzes its presence in the country's economy, its evolution over time, and its meaning in society. It introduces readers to formative business leaders (including Elbert Gary, Harlow Curtice, and Mary Kay Ash), leading firms (Mellon Bank, National Cash Register, Xerox), and fiction about business people (The Octopus, Babbitt, The Man in the Grey Flannel Suit). It also discusses Alfred Chandler, Joseph Schumpeter, Mira Wilkins, and others who made significant contributions to understanding of America's business history. This VSI pursues its three central themes - the evolution, scale, and culture of American business - in a chronological framework stretching from the American Revolution to today. The first theme is evolution: How has U.S. business evolved over time? How have American companies competed with one another and with foreign firms? Why have ideas about strategy and management changed? Why did business people in the mid-twentieth century celebrate an "organizational" culture promising long-term employment in the same company, while a few decades later entrepreneurship was prized? Second is scale: Why did business assume such enormous scale in the United States? Was the rise of gigantic corporations due to the industriousness of its population, or natural resources, or government policies? And third, culture: What are the characteristics of a "business civilization"? How have opinions on the meaning of business changed? In the late nineteenth century, Andrew Carnegie believed that America's numerous enterprises represented an exuberant "triumph of democracy." After World War II, however, sociologist William H. Whyte saw business culture as stultifying, and historian Richard Hofstadter wrote, "Once great men created fortunes; today a great system creates fortunate men." How did changes in the nature of business affect popular views? Walter A. Friedman provides the long view of these important developments.

An essential tool for assisting leisure readers interested in topics surrounding food, this unique book contains annotations

trusted confidantes and strategists, making the B&O available for transporting Northern troops and equipment to critical battles. The Confederates attacked the B&O 143 times, but could not put “Mr. Lincoln’s Road” out of business. After the war, Garrett became one of the first of the famed Gilded Age tycoons, rising to unimagined power and wealth. Sander explores how—when he was not fighting fierce railroad wars with competitors—Garrett steered the B&O into highly successful entrepreneurial endeavors, quadrupling track mileage to reach important commercial markets, jumpstarting Baltimore’s moribund postwar economy, and constructing lavish hotels in Western Maryland to open tourism in the region. Sander brings to life the brazen risk-taking, clashing of oversized egos, and opulent lifestyles of the Gilded Age tycoons in this richly illustrated portrait of one man’s undaunted efforts to improve the B&O and advance its technology. Chronicling the epic technological transformations of the nineteenth century, from rudimentary commercial trade and primitive transportation westward to the railroads’ indelible impact on the country and the economy, John W. Garrett and the Baltimore & Ohio Railroad is a vivid account of Garrett’s twenty-six-year reign.

A biography of the combative man whose genius and force of will created modern capitalism, documenting how Vanderbilt helped launch the transportation revolution, propel the Gold Rush, reshape Manhattan, and invent the modern corporation.

New Seeds of Profit highlights the shortcomings of the admiration Americans have historically shown toward entrepreneurs and business leaders, diagnoses the underlying causes of the dysfunctional condition of American capitalism, and recommends the current trend of greater economic inequality.

Probably The Best Cornelius Vanderbilt Biography To Date. This book is your ultimate resource for Cornelius Vanderbilt. Here you will find the most up-to-date 163 Success Facts, Information, and much more. In easy to read chapters, with extensive references and links to get you to know all there is to know about Cornelius Vanderbilt's Early life, Career and Personal life right away. A quick look inside: New York and Harlem Railroad - Operation and control, Dutch (ethnic group) - Names, The First Tycoon: The Epic Life of Cornelius Vanderbilt, John P. Hammond - Background, Tennessee Celeste Claffin - Career, Erie War, Bill T. Jones - Awards, James Fisk (financier) - Business career, Elbridge G. Spaulding - Biography, Vanderbilt houses, Averell Harriman - Marriages, Lewis H. Morgan - The Erie Railroad affair, Carnegie Mellon University - History, Hightstown rail accident, List of richest Americans in history, T.J. Stiles, Arthur Mitchell (dancer), Vanderbilt University - Mascot, Vanderbilt houses - Houses, Anna Sokolow - Career, Toll road - Toll Roads elsewhere, Henry G. Davis - Bessie A. Davis and the Wreck of the RMS Republic, T.J. Stiles - The First Tycoon: The Epic Life of Cornelius Vanderbilt, Juan Trippe - Years at Pan Am, Bard College - Origins and early years, Potato chips - History, Vanderbilt family - History, Erie Railway, National Book Award for Nonfiction - Nonfiction, date to 1984, Corporate personhood - Historical background in the United States, Infante Alfonso, Duke of Galliera - Trip to North America, Anderson Cooper - Early life and education, Allaire Iron Works - American Civil War, Gibbons v. Ogden - Background, Carnegie Mellon - History, New York Central Railroad - New York Central, and much more...

A collection of significant documents and speeches from American history includes the Declaration of Independence, the Constitution, and speeches by George Washington, Abraham Lincoln, Chief Joseph, Franklin D. Roosevelt, and Martin Luther

King, jr

A reassessment of the legendary American outlaw chronicles the life of Jesse James, from his youth in Missouri, to his teenage years fighting alongside Confederate guerrillas, to his criminal career.

In becoming "a useful man" on the maritime stage, Matthew Fontaine Maury focused on the ills of a clique-ridden Navy, charted sea lanes and bested Great Britain's admiralty in securing the fastest, safest routes to India and Australia. He helped bind the Old and New worlds with the laying of the transatlantic cable, forcefully advocated Southern rights in a troubled union, and preached Manifest Destiny from the Arctic to Cape Horn. And he revolutionized warfare in perfecting electronically detonated mines. Maury's eagerness to go to the public on the questions of the day riled powerful men in business and politics, and the U.S., Confederate and Royal navies. He more than once ran afoul of Jefferson Davis and Stephen R. Mallory, secretary of the Confederate States Navy. But through the political, social and scientific struggles of his time, Maury had his share of powerful allies, like President John Tyler.

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