

SETTLERS OF AMERICA™

A Historical Adventure Game by Klaus Teuber

GAME RULES

The 19th Century has arrived and America is heading west. Wagon trains of settlers seeking fresh lives and opportunities strike out to tame the wild land of the west. From the vast prairies they wrest fertile land for crops and grazing lands for their voracious cattle herds.

As more and more settlers head west, new cities pop up like mushrooms. Due to the distances between them, these new cities quickly come to rely on young railroads for the transport of vital goods. Trails become rails and create great wealth. Soon, a complex railroad network develops, and steam belching iron horses connect the thriving cities.

Experience the pioneer days of the Wild West! Send your settlers west to found cities and to develop the expanding railroad network. If you are the first to use your trains to deliver 8 goods to your opponents' cities (or 10 goods in a 3-player game), you win the game and fulfill your manifest destiny as the era's greatest pioneer.

MAP BOARD



The map board shows the continental United States within its present-day boundaries. Large hexagons (i.e., terrain hexes) depict the different types of terrain: pasture, hills, fields, forest, and mountains. Each type of terrain produces a different resource: cattle, coal, grain, lumber, and ore. You use these resources to build and expand your holdings.

An edge where 2 terrain hexes meet is called a *path*. You build rails (tracks) on paths, and your trains move along these rails.

A point where 3 terrain hexes meet is called an *intersection*. You move your settlers from 1 intersection to another. Small hexagons called *city-sites* occupy some intersections. Your starting cities can only be founded on purple (white-bordered) city-sites. When 1 of your settlers stops on an empty city-site, it must settle and you must build a city there.



COMPONENTS



4 Sets of Wooden Game Pieces, Each Consisting of:



30 rails



12 cities



2 trains



2 settlers



10 goods (cubes)

12 Number Tokens:



24 Development Cards:



(2) (3) (6) (4) (4) (3) (2)

95 Resource Cards:



lumber ore grain coal cattle
(19 of each)

4 Building Costs Cards:



1 Outlaw Piece:



44 Gold Tokens:



10 large (5s) 34 small (1s)

2 Dice, Map Board, Rules

PREPARATION



- 📦 Select a color and take the *building costs card* and the *game pieces* of that color:
 - 30 rails (railroad tracks)
 - 12 cities in a 3-player game, 10 in a 4-player game
 - 2 trains (engines)
 - 2 settlers (covered wagons)
 - 10 goods in a 3-player game, 8 in a 4-player game
- 📦 Place the 12 *number tokens* on the terrain hexes with the single question marks (as shown in the illustration on pages 3 & 16).
- 📦 Shuffle the *development cards* and place the resulting stack face down in the appropriate space on the board.
- 📦 Sort the *resource cards* and place the resulting 5 stacks face up beside the map board. They serve as the resource *supply* during the game.
- 📦 Place your *starting pieces* (3 cities, 1 train, 1 rail) as detailed in the illustration on pages 3 & 16. In a 3-player game, also place the 3 city pieces for the color not being played—these cities do not produce resources, but you may deliver goods to them.

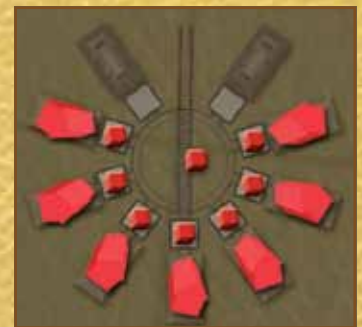
Please Note: After you play a few times, you can randomly set-up the number tokens. Shuffle, then place them on the single question mark hexes. You may also want to use the variable set-up rules to place your starting pieces (see pages 8-9).

- 📦 Place the gray *outlaw piece* on 1 of the desert hexes.
- 📦 Take 3 *gold* (i.e., 3 1-valued gold tokens).
- 📦 Place your *goods cubes* and *remaining cities* on 1 of the *turntables* on the board. For practical reasons, use the closest turntable.

Place your cities on the rectangular spaces on your turntable—9 in a 3-player game, 7 in a 4-player game. In a 4-player game, the 2 darker spaces remain empty.

Place 1 goods piece in the center of your turntable. Place the rest of your goods pieces on your turntable in the square spaces next to your city pieces.

The illustration at the right shows the placement of your pieces on your turntable in a 4-player game. In a 3-player game, each of the darker spaces would also receive 1 city and 1 goods cube.



- 📦 For your first few games, you begin the game with 3 resource cards as follows:
 - “Red” Player..... 1 coal, 2 grain
 - “Orange” Player..... 1 cattle, 1 coal, 1 grain
 - “White” Player..... 1 cattle, 1 grain, 1 ore
 - “Blue” Player..... 3 grain

OVERVIEW



To start the game, you and the other players each roll the dice (reroll ties). If your roll is the highest, you take the first turn. When you are finished, the player to your left takes a turn. The players continue to take turns until the game ends.

Note: If the high rollers tie, they reroll for first turn.

Production Phase (see page 4 for details)

Roll the dice. If your roll is a “7,” activate and move the outlaw. Otherwise, use the result to determine the resources produced and to distribute resource cards to the players. Then you proceed to the Action Phase.

Action Phase (see page 5-8 for details)

As long as you can pay the required resources, you may perform the following actions as often as you like, in any order. For example, you may first trade, then build, then trade again, and move your train and your settler.

Trade: You may trade resources and gold with your opponents and/or the resource card supply.

Play a development card

Build & buy: You may use resources to buy development cards and to build settlers, rails, and trains.

Move settlers & “build” cities: You move your settler(s) by paying grain resources. When a settler ends its movement on an empty city-site, you *must* replace the settler with a city (i.e., remove the settler and build a city).

Move trains & deliver goods: You move your train(s) by paying coal resources. During your turn, any of your trains that are adjacent to an opponent’s city may deliver goods as long as the goods space is empty. Only 1 goods piece can be delivered to each city.

Extraordinary Build Phase

After you have finished the action phase on your turn, the extraordinary build phase begins. Starting with the player to your left and proceeding clockwise, each player may build or buy: settlers, trains, rails, and/or development cards. However, a player may **not** trade, play development cards, deliver goods, or move trains or settlers during this phase.

Note: Hold on to the dice until the last player has finished building. Only pass the dice when you end your turn.

Note: This is the end of the Overview.



PRODUCTION PHASE



Begin your turn by rolling both dice. (*Note: You may choose to play a development card before rolling.*) Based on the sum of the numbers on the dice, 1 of 2 effects occurs:

- 🎲 If the roll is a “7,” you move the outlaw.
- 🎲 If the roll is not a “7,” terrain hexes produce resources for all players

The Roll is a “7”

If you roll a “7,” no one receives any resources, and no one receives gold as compensation. Instead, the outlaw strikes:

- 🎲 **Lose resources:** Each player who has more than 7 resource cards must select half of them and return them to the supply—round down (for example, if you have 9 cards, you must discard 4 of them). Do **not** count gold and development cards.
- 🎲 **Move the outlaw:** You, the player who rolled the “7,” must move the outlaw onto any other numbered terrain hex of your choice.
- 🎲 **Steal a resource:** You then steal 1 (random) resource card from an opponent who has a city adjacent to the hex now occupied by the outlaw. Your opponent holds his resource cards face down. You then take 1 card and add it to your own hand. If 2 or more players have adjacent cities, you choose which one you want to steal a card from. If there are no adjacent cities, you get nothing.

The Roll is Not a “7”

For each city adjacent to a terrain hex with the number just rolled, the player who owns that city takes 1 resource card corresponding to the type of resource produced by this terrain. The illustration on the right shows the resource type produced by each terrain type.

If you have 2 or 3 cities adjacent to the same terrain hex, you receive *1 resource for each city*.

Keep your resource cards in your hand. The other players can always know how many resources you have, but not what type of resources.

🎲 Resources blocked:

If the number of a terrain hex occupied by the outlaw is rolled, the owners of adjacent cities do not receive resources for that hex.

🎲 Resource shortage:

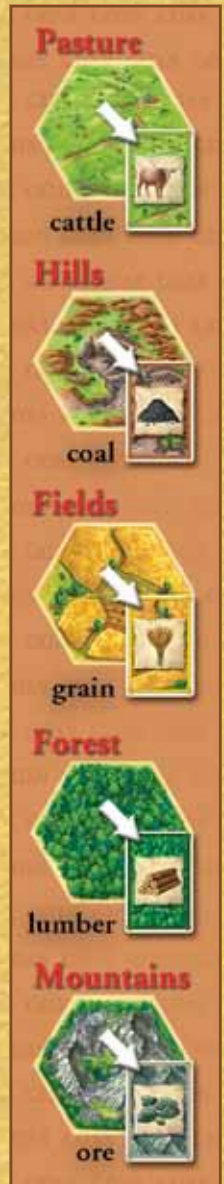
If there are not enough cards of a given resource in the supply to fulfill everyone’s production, no one receives any of that type of resource during the turn.

🎲 Compensation:

If you do not receive any resources, take 1 gold as your compensation.

This occurs when **all** of the hexes adjacent to your cities fail to produce: due to not matching the number rolled, due to being occupied by the outlaw, and/or due to a shortage of resources. This applies to all players.

Example: (See illustration on the left)
An “11” was rolled. The red player has 1 city adjacent to the hills hex with an “11” and another 1 adjacent to the pasture hex with an “11.” He receives 1 coal and 1 cattle. The orange player also has a city adjacent to the hills hex whose number was rolled; he also receives 1 coal. The white player receives 1 lumber for his city adjacent to the forest hex with an “11.” The blue player does not receive any resources and takes 1 gold coin as compensation.



ACTION PHASE



As long as required conditions are satisfied, you may perform these actions multiple times in any order:

- Trade with the supply or the other players.
- Build a settler, a rail, or a train.
- Buy a development card.
- Move a settler and possibly transform it into a city.
- Move a train and perhaps deliver goods.
- Play a development card.

1) Trade

On your turn, you may trade with your opponents, exchange resources with the supply, and/or purchase a resource of your choice for 2 gold.

Trade with opponents: On your turn, you may trade resources and gold with the other players. You may tell them which resources you want and which resources you are willing to give in exchange. However, you may also listen to your opponents' offers and make counteroffers.

Important: *The other players may only trade with the player whose turn it is. They are not allowed to trade among themselves.*

Use gold to buy a resource: For 2 gold, you may buy any 1 resource of your choice. Return 2 gold to the supply and take 1 resource card from the supply.

RESOURCE CARD



(max. 2x/turn)

1

1

Important: *On your turn, you may only use gold to purchase a maximum of 2 resources.*

Exchange resources with the supply: You may return 3 resource cards of the same type to the supply—in exchange, you may take 1 gold **or** 1 resource card of your choice.

Note: You **may not** trade like resources (e.g., 3 ore for 1 ore).

2) Buy Development Cards & Build

You must pay a specific combination of resource cards to buy a development card **or** to build a settler, a rail, or a train. After paying, take the settler, rail, or train piece from your supply and place it on the game board, or take the top development card from the stack and keep it hidden from the other players. As long as you can pay the building costs, you may buy and build as often as you want during your turn.

Note: *If the rails in your supply of pieces are used up, you can't build any more rails. Therefore, you should carefully plan the setup of your railroad network. Similarly, the supply of pieces limits your building of cities, settlers, and trains.*

A) Development Card Requires: 1 Cattle, 1 Coal

DEVELOPMENT CARD



You must return 1 cattle and 1 coal to the supply in order to buy a development card. Take the top development card from the stack, look at it, and keep it hidden from the other players.

Important: *You may not play a development card (see page 7) on the same turn you buy it. However, you may play a development card you purchased during an earlier extraordinary build phase (see page 8). This still qualifies toward your maximum 1 development card played per turn.*

B) Settler Requires: 1 Cattle, 1 Grain, 1 Lumber

SETTLER



You must return 1 cattle, 1 grain, and 1 lumber to the supply in order to build a settler. Place your newly-built settler next to any of your cities. If you already have both settlers on the map board, you may remove 1 of them and rebuild it. Then, you may pay the usual resource costs as outlined above.

C) Train Requires: 1 Ore, 1 Lumber, 1 Coal

TRAIN

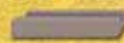


You must return 1 ore, 1 lumber, and 1 coal to the supply in order to build a train. Your newly built train must be placed next to 1 of your rails that is adjacent to 1 of your cities. If you already have both of your trains on the board, you may remove 1 of them and rebuild it. Then, you may pay the usual resource costs and build that train as outlined above.

Important: *The rail next to which you place your train must be adjacent to 1 of your cities **and** it must be 1 of your rails.*

D) Rail Requires: 1 Ore, 1 Lumber

RAIL



You must return 1 ore and 1 lumber to the supply in order to build a rail. Place your newly built rail on a path that does not already have a rail—this path must be adjacent to 1 of your cities and/or to 1 of your rails.

Note: *If you build a rail next to a city-site (empty or containing an opponent's city), you may build another rail on an empty path on the other side of that city-site (i.e., cities and empty city-sites do **not** block rail building).*

Rails produce gold: If you build a rail and, as a result, an “isolated” city-site is connected to another city-site for the first time, you and perhaps other players receive gold. An *isolated city-site* is a city-site (empty or occupied by a city) that is not connected to any other city-site by rails.

To pay out the gold, first determine the *shortest route* (series of rails) that connects the previously isolated city-site to another city-site. If there are more than 1 shortest routes, the player whose turn it is selects which of those routes to use.

You and each of the other players then receive 1 gold for each of your rails that is part of the shortest route.

Example: In the illustration below, the red player builds the rail marked with a red circle. He thus connects the city-site (Omaha) at the top left with other city-sites for the first time. The shortest connecting route (to St. Louis) is marked with arrows. It consists of 1 rail belonging to the blue player and 2 rails belonging to the red player. The red player receives 2 gold and the blue player receives 1 gold.



Train track: If you build a rail on a path marked with a train track, you may immediately build another rail for free. This rail must be placed adjacent to the rail on the train track, in any of the possible directions.

Example: In illustration (A), the white player builds a rail. He may place it on a path adjacent to his city or adjacent to the rail he already built. In illustration (B), he builds the rail on the path marked with the train track (red arrow in A), he may subsequently build another rail on 1 of the paths indicated in illustration (B), for free.



3) Move a Settler & Build a City

a) Move a Settler

MOVING SETTLER (1-3 spaces)



You move your settlers from intersection to intersection. For each grain you return to the supply, you may move 1 (and only 1) of your settlers a distance of up to 3 intersections. For example, if you pay 3 grain, you may move a settler a distance of up to 9 intersections. The following rules also apply:

- When moving a settler, its total movement for a turn may not end on an intersection already occupied by another settler or by another player’s city. However, it may move past another settler or another player’s city. Further, rails do not block a settler’s movement
- You do not have to move a settler the full distance allowed by the total grain you pay. If you move it a shorter distance, any unused movement is forfeited.
- You may **not** split the movement distance from 1 grain (3 intersections) between your 2 settlers. For example, you may **not** pay 1 grain to move 1 settler 2 intersections and your other settler 1 intersection. However, you may pay 2 grain and move each settler up to 3 intersections.

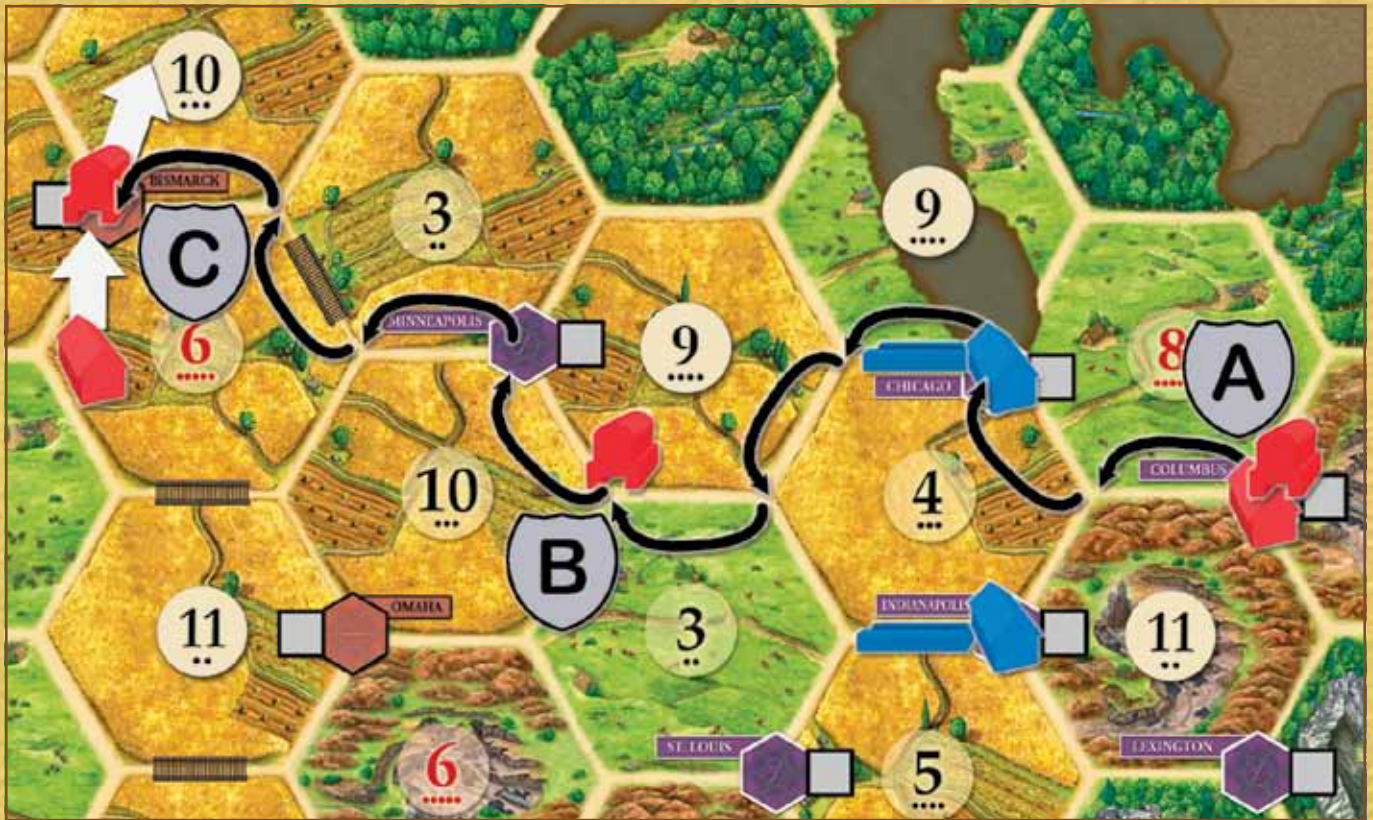
b) Build a City

If 1 of your settlers ends its total movement for a turn on an empty city-site, immediately replace it with a city (i.e., they settle there and build a city). Return the settler to your supply, take a city from your turntable, and place it on the city-site. This transformation of a settler into a city doesn’t cost additional resources. If you want to avoid this transformation, you must end your settler’s total movement for a turn on an intersection that does not have an empty city-site.

Freeing goods:

When you build a city, move the goods piece that was adjacent to the city on your turntable into the circle at the turntable’s center—it is now available for delivery.





Coastal cities: If you build a city on a city-site on the coast, you receive gold in the amount indicated by the gold symbol next to the city-site.

Moving a number token: If a newly built city is adjacent to a terrain hex marked with double question marks, move a number token already on the map board to that terrain hex. Move the number token that is in the eastern-most column of terrain hexes that still contains at least 1 number token. Within that column, move the northern-most number token first.

Example: In Illustrations C and D, blue builds a city in Rapid City (blue arrow in C). As shown by the red arrows in (D) and then (C), the eastern-most number token (9-token) is removed and placed on the “??” pasture space next to Rapid City. Next, white builds a city in Denver (white arrow in C). The 10-token west of Albany moves to the “??” mountains hex next to Denver (black arrows in D & C).

Example: In the illustration above, the red player builds a settler and places it next to the city-site occupied by his city (A). He needs grain and would like to move this settler to Bismarck and build a city. He only has 2 grain and pays it to move his settler up to 6 intersections. However, if his settler moves the full 6 intersections, the settler would end the turn on Minneapolis where it would be forced to stop and build a city. So, he only moves the settler 5 intersections (B).

On his next turn, he again pays 2 grain and thus may move his settler up to 6 intersections. However, he only moves his settler 4 intersections and ends his settler’s move on the city-site “Bismarck” (C). He returns his settler to his supply and places 1 of his cities on the city-site. Red’s settler just founded and built Bismarck, ND.

4) Play Development Cards

During your turn, you may play 1 (and only 1) development card. You may play the development card during the production phase before rolling the dice or at any moment during your action phase. However, you may not play a development card on the turn you buy it.

After you play a development card, follow the directions given in the card’s text, and then discard it. Discarded development cards form the discard pile. When all the development cards have been bought, shuffle the discard pile to form the new development card stack.



5) Move Trains & Deliver Goods

a) Move a Train

MOVING TRAIN (1-3 spaces)



You move your trains from rail to rail (path to path). You may never move a train onto a path without a contiguous rail.

For each coal you return to the supply, you may move 1 (and only 1) of your trains a distance of up to 3 rails. Each path must contain a contiguous rail. For example, if you pay 3 coal, you may move 1 of your trains up to 9 paths that contain rails. The following rules also apply:

- After a train's movement, at most 2 trains may occupy the same path, 1 to the left of the rail and 1 to the right. However, you may move a train past a path occupied by 2 trains as long as its movement does not end there.
- You may **not** split the movement from 1 coal (3 rails) between 2 trains. For example, you may **not** pay 1 coal to move 1 train 2 rails and the other 1 rail. However, you may pay 2 coal and move each train up to 3 rails.

Note: If you reverse the movement of your train, you do **not** have to use any of your movement to "turn around."

b) Pay for "Right Of Way" — Move on Another Player's Rails

If you move 1 of your trains onto or through 1 or more of another player's rails during your turn, you must pay that player a "right of way" fee of 1 gold. This 1 gold is a flat fee—regardless of how many of a player's rails you use, you still must pay that player only 1 gold. You must pay a this fee to each player whose rails you use.

The following rules apply:

- If you also use the same opponent's rails with your second train, you must pay that opponent a second gold.
- You must make these payments each turn that your trains use opponents' rails.
- If 1 of your trains begins your turn on another player's rail, but does not move or moves off and doesn't use that player's rails again, no payment is required.

c) Deliver Goods Cubes

At any time during your turn, if your train is on a rail directly adjacent to **another player's city**, you may be able to deliver 1 of your goods cubes.



When you deliver, take a goods piece from the center of your turntable and place it on the city's goods-space.

To deliver a goods cube to a city, the following requirements must be satisfied:

- 1 of your trains must be on a rail adjacent to the city.
- The goods-space next to the city must be empty.
- A goods cube must be in the center of your turntable.
- The city must belong to another player.

At the beginning of the game, you only have 1 goods cube that you can deliver. In order to be able to deliver more goods, you must build cities—each time you build a city, its adjacent goods cube moves into the center of your turntable and is available to be delivered.

Important: You may **not** deliver cubes to your own cities or to empty city-sites! Delivering a cube costs you nothing.

Example: In the illustration on page 9, the red player pays 3 coal and thus may move his train 9 rails. He first moves his train 5 rails (A) and delivers goods to the blue city. He continues along 2 blue rails, moves onto the orange rail, and delivers goods to the orange city (B). For using his opponent's rails, he pays 1 gold each to the blue and the orange player. His train has moved 8 rails, and may move 1 orange rail further or back onto the blue rail. Instead the red player ends movement after 8 rails. If he wants to move his train along the blue rails and back to his red rails on his next turn, he would have to pay the blue player 1 gold again but would pay orange nothing.

EXTRAORDINARY BUILD PHASE

After you have finished your action phase, the extraordinary build phase begins. Starting with the player to your left and proceeding clockwise, each player may build or buy: settlers, trains, rails, and/or development cards. However, a player may **not** trade, play development cards, deliver goods, or move trains or settlers.

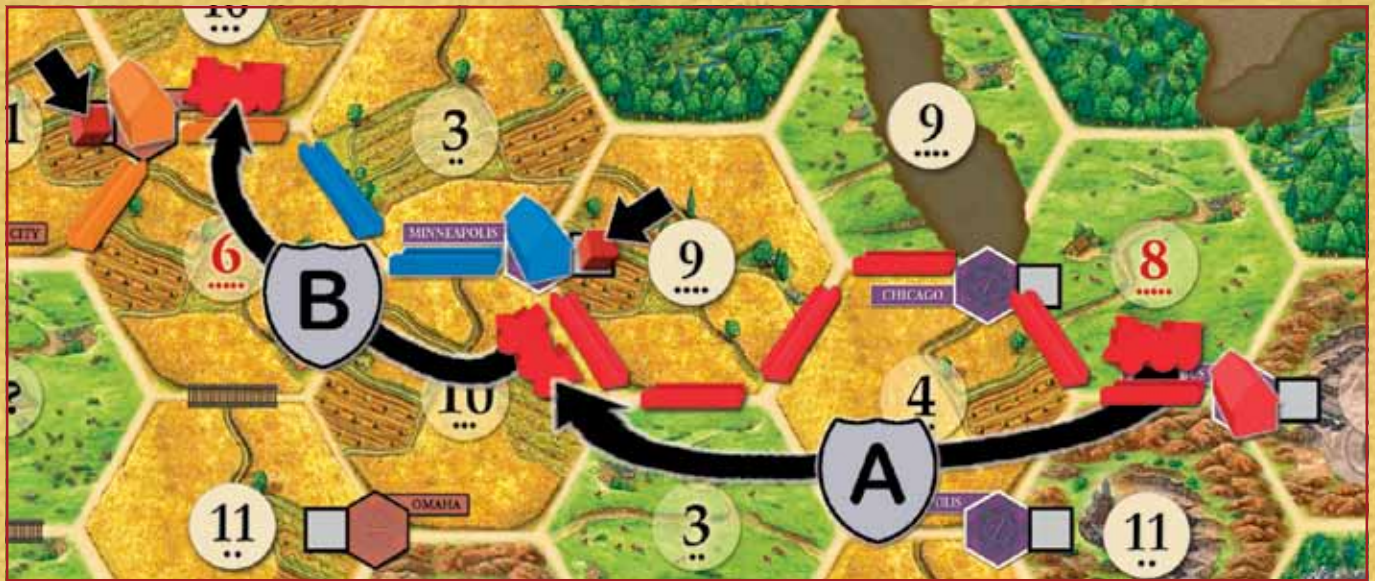
WINNING THE GAME

When you have delivered all of your goods cubes, you win and the game ends.

APPENDIX

Variable Set-up

After you are comfortable with the rules of the game, you can use the variable set-up instead of the fixed setup. At the beginning of a game using the variable set-up, randomly place the number tokens on the single question mark hexes. Then you and the other players take turns placing your initial pieces: 3 cities, your rail, and your train.



1. Place the Number Tokens

Shuffle the 12 number tokens face down. Place 1 number token on each terrain hex marked with a single question mark. Then turn all of the number tokens face up.

2. Place the Starting Cities

Each player rolls both dice. The player who rolls highest is the *starting player*. The starting player places a city on any purple (white-bordered) city-site. Then, proceeding clockwise, each of the other players does the same.

*Note: During set-up, you may **not** use the red city-sites.*

Once each player has placed 1 city, the player who placed last now places a second city. Then, proceeding counter-clockwise, each of the other players places a second city. Finally, each player places a third city—beginning with the starting player and proceeding clockwise.

3. Take Starting Resources

Instead of the starting resources used in the fixed set-up, you receive your starting resources based upon the third city you placed. For each terrain hex adjacent to this city, you receive the corresponding resource card. For example, if you place your city on a city-site between mountains, hills, and fields, you receive 1 “ore” card, 1 “coal” card, and 1 “grain” card.

4. Place Rails and Trains

The last player to place his third city places a rail on a path adjacent to anyone of his or her cities. Then, proceeding counter-clockwise, each of the other players places a rail. You do not have to place your rail next to your third city. Then, you and each of the other players place 1 of your trains next to your rail.

5. Additional Pieces for a 3-Player Game

After you and the other players have placed your pieces in a 3-player game, you also need to place 3 city pieces for the color not being played. The starting player places 1 of

these cities on any empty purple (white-bordered) city-site that is not on the coast. Then, proceeding clockwise, each of the other players does the same. These cities do not produce resources, but you may deliver goods to them

6. Starting Player

The starting player takes the first turn. Then play proceeds clockwise with each player taking a turn.

Basic Playing Tips

Secure Your Resources

During the initial phase of the game, it is important to increase your resource production. Therefore, you should build settlers early on and send them to new city-sites. In this context, build your new cities adjacent to terrain hexes that produce resources that you do not already produce abundantly. For example, if you don’t have a city adjacent to a pasture hex after the set-up phase is finished, you will not produce cattle. In this case, you should try to send your first settler to a city-site adjacent to a pasture hex.

As the game progresses, the number tokens in the east move as to cities being built in the west. The hexes they leave cease resource production. So, you should keep in mind which hexes will stop producing resources, and when. Try to build new cities early enough to counterbalance this reduced production.

How Often Do Terrain Hexes Produce?

The numbers on the terrain hexes have different chances of being rolled. Out of 36 dice rolls, a “6” or “8” comes up, on average, 5 times each. A “5” and a “9” are rolled 4 times each, a “4” and a “10” roll 3 times each, and a “3” and an “11” only 2 times each. A “2” or a “12” averages just 1 time out of 36 dice rolls. Each production number has a number of dots next to it that specifies its average chance of being rolled (e.g., 5 dots means 5 chances out of a possible 36).

So when selecting a city-site for a new city consider both the type of resources it will produce and the chances of actually producing each resource on any given turn. For example, if you want to increase your ore production, a city adjacent to a mountains hex marked with an “8” makes more sense than a city adjacent to a mountains hex marked with a “3.”

Generating Gold Through Track Building

With gold, you can buy much-needed resources and use your opponents’ rails to move your trains to deliver goods. Therefore, gold is very important—you need as much of it as you can get and you should use it wisely. One of the ways to obtain gold is by connecting isolated city-sites to other city-sites using rails (see page 6). When 1 of those city-sites

contains an opponent’s city, you also have the opportunity to move your train to that city and deliver your goods there.

A Bit of Strategic Planning for Cities and Rails

If your new cities are all concentrated in 1 area, you make it easy for your opponents to deliver goods to your cities. If you build your cities in a more scattered fashion, you make goods delivery more difficult for your opponents. Scattering your cities also gives you more time to reach your opponents’ concentrated settlement areas and deliver your goods there.

If you connect your cities with your rails, you may get gold, but you give your opponents an easier opportunity to deliver goods. Remember, they can deliver goods to your cities but you cannot.

ALMANAC

From the time of its labeling in the years between 1839 and 1845, the doctrine of “Manifest Destiny” dominated American political policy in the mid-to-late Nineteenth Century. In fact, it underpinned American politics well into the 1900’s. It only ran its course with the admission of Alaska and Hawaii as states in 1959. The concept was rooted in the belief that the United States would naturally, inevitably, and irreproachably occupy all of the land between its original territory and the North American shores of the Pacific Ocean. America was properly destined to engage

in the westward expansion that ultimately formed its bounds. This was, in most contemporary minds, a God-given national right.

The roots of America’s Manifest Destiny reach back into earlier centuries, well before the American Revolution. European settlers in the English colonies, like those in the Spanish-claimed and French-claimed territories, saw North



America as a blank canvas. They generally ignored native peoples as they marched westward and settled “the wilds.” The New World seemed like a gift from God. When politicians sought to restrict the settlers’ movements because of treaty obligations, concerns for public safety, or fear of settlements outside royal mandate, most settlers simply ignored them. There was a manifest right. In fact, much of the tension between the English colonists and their sovereign arose out of the Crown’s restrictions on settlement beyond the Appalachian Mountains.

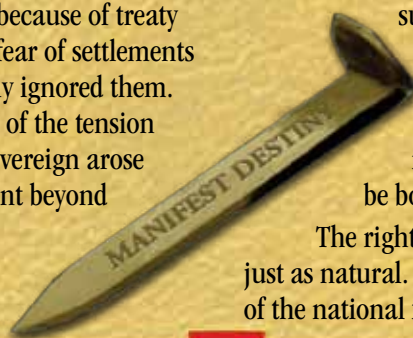
After independence, the young United States enjoyed claim to all of the land

between the Atlantic Ocean and the Mississippi River south of Canada and north of Florida. Still, many settlers sought land on the western banks of the Mississippi and beyond. When President Thomas Jefferson authorized James Monroe to negotiate a deal with Napoleon’s government to purchase the vast French territory known as Louisiana for \$15,000,000 in 1803, it seemed to many a natural step in the young country’s destiny. The Louisiana Purchase covered about 828,000 square miles of land: roughly all or part of Louisiana, Arkansas, Missouri, Oklahoma, New Mexico, Kansas, Colorado, Iowa, Nebraska, Minnesota, South Dakota, North Dakota, Wyoming, and Montana. America, at least by title, almost stretched from “sea to shining sea.” Native American presence—much less claims—meant virtually nothing, of course, to either seller or buyer.



The Americans were loath to compete with other European powers as well. Neither the Spanish, nor Russian, nor English empires seemed destined to interfere with America’s manifest right to any contiguous land west of the original United States. This belief in Manifest Destiny colored contemporary American belief then, and throughout its subsequent history. When the United States obtained Florida in 1822, Texas in 1845, Oregon in 1846, and the northern part of Mexican territory between 1848 and 1854, most Americans believed the acquisitions to be borne out of natural right.

The right to settle and dominate these lands seemed just as natural. Before and after the political expansion of the national frontier, settlers poured westward and



built farms and settlements. Using old trails as highways, Americans filled the West in an astoundingly short time. With the coming of Clipper Ships, steam-driven riverboats, the telegraph, and the vital railroads, rudimentary settlements became bustling boom-towns. Trails became rails and settlements became cities. And the West was won. The frontier became “civilized.” Thus, the Settlers of America achieved their goal—their Manifest Destiny.

The following sections pertain to cards and components in Settlers of America. They explore important themes in the settlement and development of the young United States.

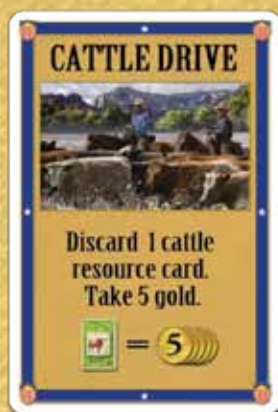
Cattle

The Spanish settlers of the late 15th and 16th Century brought longhorn cattle to the New World. Ranching became common throughout Mexico, which expanded northward to encompass what is now Texas and California and the land in between. Mexican “vaqueros,” or “cowboys,” moved the herds on open ranges between precious water sources. Besides skins, the cows supplied beef. They were especially prized for tallow, which stored well and was used for fuel, soap, and cooking. While lean and only modest sources of tallow, the longhorn cattle that thrived in the arid West were an especially hardy breed. They consumed a diversity of vegetation and required little water compared to other breeds. It wasn’t until the late 19th century that expanded settlement, water drilling, and cross-breeding ended their dominance.



Cattle Drive

New settlers began ranching when Texas achieved independence in 1836. After Texas joined the U.S. in 1845, beef became more popular. During the Civil War, men like Jesse Chisholm established trails and drove cattle north and east to supply the Confederate army. Still, left largely untapped, herds grew. Texas was home to around 5 million longhorns by 1865. With no market for them in the sparsely populated and impoverished South, enterprising livestock traders and cattlemen established new trails west of the hostile farming lands in eastern Kansas. They began driving cattle to so-called “cow towns” like Abilene, where the longhorns boarded trains bound for the slaughterhouses of big market cities like Chicago. Cattle drives began to



taper off after the early 1880’s. A better railway network created more diverse and local shipment points. Diversified breeding, the development of wind-driven well-pumps, and the removal of native peoples created new ranchlands away from river valleys. More settlements required better boundaries. Barbed wire began marking property lines, impeding drives. New means of distribution took hold. No longer concentrated or channeled, the cattle business evolved into a huge, modern industry, and the age of the cowboy passed into history.

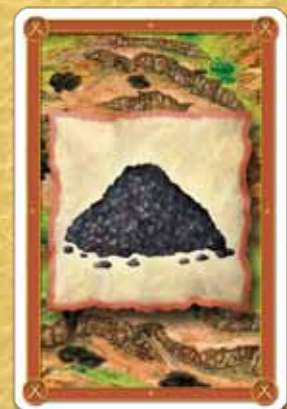
Cavalry

The United States Cavalry dates to 1776, when the first mounted unit joined Washington’s Continental Army. It wasn’t until 1792, nine years after American independence, that Congress established the cavalry as an integral part of the army. In 1832, the United States Mounted Battalion began protecting settlers moving along the old Santa Fe Trail between Missouri and New Mexico. They established a precedent for the numerous units that guarded the major trails to all points west. With the outbreak of the Mexican-American War (1846–48) and Civil War (1861–65), tens of thousands of men were trained in mounted combat. While heavily down-sized after 1865, the Cavalry presence on the frontier expanded. New garrisons appeared and large cavalry operations forced native peoples onto reservations. They policed the trails and even protected some federal lands (e.g., Yellowstone) from private exploitation.



Coal

Largely carbon, coal is a dark, generally sedimentary rock found wherever large deposits of plant matter compressed and transformed beneath the earth. It is readily flammable and provides a handy source of fuel. While its use dates to around 4000 BCE, it only came into widespread use during the Middle Ages. Coal demand exploded during the Industrial Revolution, when coal mining became practical and the demand for steam—as opposed to water—power became prevalent. Early American settlers found coal throughout the Appalachian Mountains and developed a robust iron and steel industry. Some areas, notably Pennsylvania, proved rich in very hard, clean-burning anthracite coal. By 1850, coal replaced wood as



the primary fuel in homes. It quickly became the dominate fuel for the steam engines that powered factories, ships, riverboats, and railway trains, which usually ran on cheaper, softer, dirtier bituminous coal. As settlers moved westward, they discovered new coal deposits. By the end of the 19th Century, America was the world's leading coal producer.

Gold

In order to stabilize its post-war economy, the United States adopted a de facto Gold Standard in 1873. The \$10 Golden Eagle served as the preeminent national coin. Silver was de-monetized, provoking ire among western mining interests. Still, government money flowed westward in the form of huge infrastructure investments. Building a transcontinental railroad was considered one of the more important opportunities, so the U.S. government authorized two companies to build it: the Central Pacific, which started its rails in Sacramento, CA, and the Union Pacific, which started from Council Bluffs, IA. The government offered generous subsidies: companies received \$16,000 per mile for flat land, \$32,000 per mile for the high plains, and \$48,000 per mile for mountainous land. They also received ownership of 400 feet of land on either side of the rails, and alternating 10 square-mile plots of land further off the track (the government retained the alternate plots).



Grain

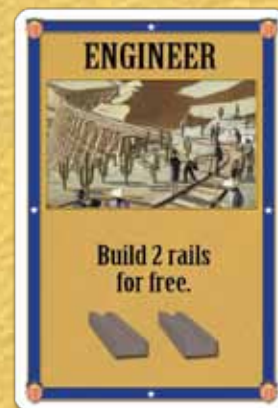
European settlers coming to the Americas encountered native farming communities, many of which produced rich and diverse yields of New World crops. These included beans, squash, and a host of grains—notably long-manipulated varieties of sunflowers and maize (Indian corn). The new settlers embraced many native plants, adding them to a portfolio of Old World staples like wheat, rye, and barley. In time, farming prospered. Thomas Jefferson envisioned the United States as a land of independent farmers. He spoke of a continent dominated by self-sufficient family farms. Indeed, American farmers proved resourceful and productive. As the land filled and in some cases became exhausted, folks seeking rich farming opportunities moved westward. They cleared the omnipresent forests east of the Mississippi. Those that first crossed the Appalachians initially produced whiskey and other transportable goods for export to the eastern seaboard. With the development of Ohio and Mississippi river trade, grain production increased rapidly. Farmers produced grains of all sorts; but wheat dominated





the northern climes, while corn was king in more temperate areas. Farming exploded after settlers began plowing the rich open lands of the Great Plains further west. The development of better plows and new farming machinery—especially the seeder, reaper, thresher, and binder—allowed settlers to work increasingly larger farms. The arrival of barbed wire in 1874, coupled with the hybridizing of corn in 1881, literally tamed the land. With steam-driven tractors, harvesters, and combines, agriculture took on a more industrial character. Where it required ≈250-300 labor-hours to produce 100 bushels of wheat in 1830, it only took about 40-50 hours to harvest the same yield in 1890. By the end of the 19th Century America was already becoming the world's preeminent “breadbasket.”

Engineer

By the time Benjamin Franklin established himself as an inventor and arguably the “world's most famous man,” America had a rich tradition of ingenuity. Still, even with the Industrial Revolution, engineering only became a formal academic practice in the mid-19th century. Steam engines, especially those driving factories and (later) steamboats, spawned an increasing demand for learned artisans, mechanics, and ultimately engineers.




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The first American engineering degree was offered in 1829. With the coming of the railway industry in 1830, demand for engineers exploded. While the Erie Canal had been constructed without even one engineer at the helm, railroad bridges, tunnels, and inclines required new skills. An engineering industry was born. The American Society of Civil Engineers and Architects was established in 1852; by the time of the Civil War, engineers were an integral part of both military and civilian life in America. They proved vital and active throughout the war, when patent filings doubled, and even more so during the building of the transcontinental telegraph and railroad (both completed in 1869).

Lumber

European settlers in the English colonies spoke of an endless ocean of tall, dark woodland, a forest wilderness rich in timber and without bounds. While native peoples had carved rich farmlands out of these vast woods, their modest numbers and stone tools restricted the harvest. Burning served to clear modest stands and undergrowth, but most of the land remained relatively untouched. With the coming of the steel axe, everything changed swiftly. The British Empire needed lumber for ships. Settlers needed it for their homes and tools. Wood fueled their fires. Wood pulp created paper and even drove the early steam engines. In fact, the demand for steamboat fuel, coupled with the ease of tree extraction and transport, created severe deforestation along America's waterways. The coming of the railroad—especially tough, nimble narrow-gauge lines—doomed woodlands everywhere. Population growth and civil war furthered the decline of the forests. By the end of the 19th Century, deforestation reached crisis proportions. When the conservation-minded Teddy Roosevelt became president in 1901, concern grew to alarm and spurred action. To this day, we still struggle to find a good balance between lumber production and forest replenishment and preservation.



Mineral Rights

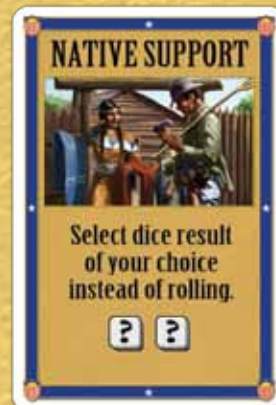
Mineral rights permit the owner to exploit and mine land. This includes the extraction, transport, and use of the minerals lying below the surface of property, even if it's public land or someone else's private domain. The Gold Rush miners were in a legal vacuum, and adopted the general rules that Mexico applied



in order to have some semblance of order. Later, the General Mining Act of 1872 gave citizens of the U.S. the right to stake a claim to federal lands upon the discovery of minerals like gold, silver, lead and copper.

Native Support

Hostile native populations fought, killed, and died in a futile struggle to preserve their dominion, rights, and way of life. Native peoples engaged in trade and commerce with European settlers also provided local expertise and support. They taught settlers about edible and inedible foliage, medicines, geology, geography, weather, wildlife, etc. Native trails and trade routes gave birth to colonial commerce throughout the interior. Native crop rotation practices preserved the soil for farming. Native crops survived where Old World species struggled or perished. Without native support, many settlers suffered and died. So, support became crucial to the settlement of America. Aid and guidance from the Shoshone woman Sacagawea enabled the Lewis & Clark Expedition of 1804-06 to explore the newly purchased Louisiana Territory, cross to the Pacific, and return home successfully without loss of life.



Ore (Iron)

Any rocks that contain iron oxides can be considered iron ore. The most common compounds for commercial extraction are hematite, taconite, magnetite and goethite. Ore smelting requires coke and limestone to remove the oxygen from the compounds, leaving pig iron (a brittle metal high in carbon content). Some carbon is necessary in steel, but other metals are added to give steel its desired properties. Small amounts of nickel, manganese, chromium, vanadium make steel stronger, harder or rust resistant.



Due to the stresses of train weight and speeds and prolonged exposure to the elements, railroad rails usually require a very high-grade steel. After Henry Bessemer patented his new mass production process in 1855, steel replaced cast iron for most industrial applications. Expensive projects like bridges and railways became much more affordable.

Rail

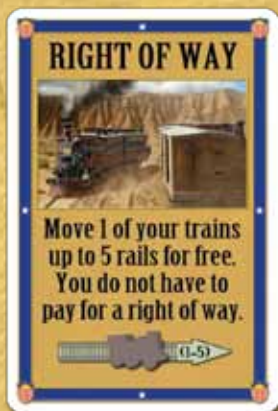
Following its introduction in the 1830's, America's rail infrastructure exploded across the national landscape. By the outbreak of the Civil War, there were 24,000 miles of track in the Union States and another 9,000 miles of railway in the Confederacy, almost all of it east of the Mississippi.

During the Civil War, the U.S. government passed the Pacific Railroad Acts of 1862 and 1864, authorizing bonds to finance a coast-to-coast rail line. Two companies, the Union Pacific and the Central Pacific, combined to lay over 1,700 miles of track to complete the transcontinental railroad at Promontory Summit, Utah on May 10, 1869. A "golden spike" was used to commemorate the occasion (this spike is now on display at Stanford University). What was once a 6-month journey had become a 1-week train ride.

Most rail in the U.S. is 4 feet, 8½ inches wide (called "standard gauge"). Track wider than this is "broad gauge"; smaller widths are "narrow gauge." The width was established by George Stephenson in 1830 and had become an international standard by the 1840's.

Right of Way

Because much of the track that trains travel handle traffic in two directions, modern-day railroads use a network of computers and sensors to track and route traffic. During the 19th century, strict rules as to how right-of-way should be exercised were developed. In general, scheduled trains were coordinated at a train order station (a station with multiple tracks that would allow trains to pass each



other), where a "train order," or instructions to the driver, could be executed. Instructions could be communicated to the driver by using a signal consisting of an overhead arm. A train could be signaled to "proceed" (no orders) by leaving the arm vertical, "receive orders" (pick up orders without stopping) using a diagonal arm position, or "stop" (stop and receive orders, or wait for another train to pass) with a horizontal arm. This system, with the addition of a green, yellow and red light respectively, was used throughout the 20th Century and is still in limited use."

Scout

Because of their efforts to find the most easily-traversed and safest paths across the wilderness, scouts were critical to the U.S.'s westward expansion. Animal trappers (most notably those from the Hudson's Bay Company) did most of the early work of exploring, particularly in the Northwest Territory and California. Kit Carson was an employee of Hudson's Bay for a time, but became a guide for John C. Fremont, whose government-sponsored surveying explorations mapped out large portions of the Oregon Trail, and much of the land in between New Mexico and Oregon, including California.



Settler (Pioneer)

Westward expansion in the U.S. started as soon as settlers in the New World stepped off of their ships. Originally, the Mississippi River created a western boundary to American expansion, but with the Louisiana Purchase in 1803, America already had designs



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on coast-to-coast expansion. The Land Act of 1804, and more notably, the Homestead Act of 1862 created the paths by which a person could apply for a tract of land, improve it, and eventually claim ownership.

Trails

Trails were critical to American westward expansion. A good trail allowed settlers to travel in relative confidence knowing that they were going in the right direction, to a known destination, along paths affording good transport, and often in the company of or proximity to others. Men like Kit Carson and John C. Fremont were renowned for their skills at identifying paths that others could travel.



Four of the major western trails include:

- The Oregon Trail (starting in Independence, Missouri and ending in the Oregon Territory). Between a quarter-million and a half-million people traveled this route between 1841 and 1866. It stretched about 2000 miles, at a time when a wagon train averaged 12-15 miles a day.
- The California Trail was established with the gold rush of the 1840's and 1850's. A quarter million people traveled the 2000 miles of the trail, following the Oregon Trail as far as Fort Hall, Idaho before veering south towards California. Many traces of this trail remain visible today.
- Established to supply settlers in New Mexico, the Santa Fe Trail starts in Independence, Missouri. It then splits into two separate routes. The northern, more

time consuming route goes through the mountains. The other, quicker route (called the Cimarron Cutoff) is more hazardous due to the limited availability of water. Both routes end up in Santa Fe after 1200 miles.

- The Old Spanish Trail starts in Santa Fe, New Mexico and travels northwest (to avoid the Grand Canyon) through Utah, then heads southwest to Los Angeles, California. The 1200-mile path, though dangerous (floods in the winter, dry in the summer), was a well-traveled path from 1830 through the 1850's.

These trails remained important. First railroads built tracks along these routes, and then the modern-day interstate highways were built along these same paths.

Train (Steam Locomotive)

Although early trains used gravity or animals for propulsion, the first full-scale steam engine was operated in 1804 in England. Although British locomotives were imported during the start of the locomotive era in the 1830's, domestic production was soon established due to the differences in need. American locomotives were designed to be long-distance haulers, cheap to build and easy to maintain, operating on tracks that could be inconsistent at best.



A fireman puts wood or coal into the locomotive engine's firebox to create heat. This heat travels to the boiler, creating steam (and pressure). This steam pushes into engine cylinders that operate the wheels (in addition to the brakes, whistles and other systems). The steam then circulates back into the exhaust system, with the spent material from the heat system being vented out through the smokestack.

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FIXED STARTING SET-UP FOR YOUR FIRST FEW GAMES

We suggest that you use this starting set-up for your first few games. Once you feel comfortable with the flow of the game, you can use the variable set-up detailed in the appendix on pages 8-9. That allows you to randomly place the number tokens on the single question mark hexes. You and the other players take turns placing your starting pieces.

You begin the game with 3 resource cards:

- “Red” Player 1 coal, 2 grain
- “Orange” Player 1 cattle, 1 coal, 1 grain
- “White” Player 1 cattle, 1 grain, 1 ore
- “Blue” Player 3 grain



Pasture	Hills	Fields	Forest	Mountains
cattle	coal	grain	lumber	ore