

## John D Rockefeller Interview 1917 1920

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Gathered around and greeting him with enthusiastic handshakes are characters in silk hats identified as John D. Rockefeller, J.P. Morgan, John D. Ryan of National City Bank, Morgan partner George W. Perkins and Teddy Roosevelt, leader of the Progressive Party. This cartoon by Robert Minor appeared in the St. Louis Post-Dispatch in 1911.

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John Davison Rockefeller Sr. (July 8, 1839 – May 23, 1937) was an American business magnate and philanthropist. He is widely considered the wealthiest

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American of all time, and the richest person in modern history.. Rockefeller was born into a large family in upstate New York that moved several times before eventually settling in Cleveland, Ohio.He became an assistant bookkeeper at age 16 ...

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Access by cars is not permitted, so the trails remain a boon to walkers, horseback riders, bicyclists, and cross-country skiers.This second edition also includes an interview with David Rockefeller, son of John D. Rockefeller, Jr., and an exploration of the history of the roads since the publication of the first edition in 1990.

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Rockefeller personally ruled over his enormous petroleum business until 1911, when he retired with a fabulous fortune. Intensely religious, Rockefeller had an interest in philanthropy as deep as his interest in business. He gave generously to the Baptist Church, to the YMCA, and to the Anti-Saloon League. He also founded (1892) the Univ. of ...

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found: Rockefeller, J.D. John D. Rockefeller interview, 1917-1920 (Charles Pratt; oil merchant; b. Oct. 2, 1830, Watertown, Mass.; d. May 4, 1891, N.Y.C.; est. Charles

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Pratt & Co., Brooklyn, N.Y., 1867; merged into Standard Oil Co., 1874; exec. with Standard Oil Co.; founder of Pratt Institute in N.Y., 1887)

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In recent decades Ms. McCormack had been one of the nation's most influential philanthropic counselors, guiding the Rockefeller family, the John D. and Catherine T. MacArthur Foundation and ...

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William Avery "Devil Bill" Rockefeller Sr. (November 13, 1810 – May 11, 1906) was an American businessman, lumberman, herbalist, salesman, and con-artist who went by the alias of Dr. William Levingston. He worked as a lumberman and then a traveling salesman who identified himself as a "botanic physician" and sold elixirs. He was known to buy and sell horses, and was also known at one point to ...

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wealth before the Commercial Revolution turned into Protestant theologians' fighting against the prevailing view of a pro-wealth paradigm during the fifteenth century.

Weinberg tells the dramatic story of how a female investigative journalist brought down the world's greatest tycoon and broke up the Standard Oil monopoly at the turn of the 20th century.

The Standard Oil Company emerged out of obscurity in the 1860s to capture 90 percent of the petroleum refining industry in the United States during the Gilded Age. John D. Rockefeller, the company's founder, organized the company around an almost religious dedication to principles of efficiency. Economic success masked the dark side of efficiency as Standard Oil dumped oil waste into public waterways, filled the urban atmosphere with acrid smoke, and created a consumer safety crisis by selling kerosene below congressional standards. Local governments, guided by a desire to favor the interests of business, deployed elaborate engineering solutions to tackle petroleum pollution at taxpayer expense rather than heed public calls to abate waste streams at their source. Only when refinery pollutants threatened the health of the Great Lakes in the twentieth century did the federal government respond to a nascent environmental movement. Organized around the four classical elements at the core of Standard Oil's success (earth, air, fire, and water), *Refining Nature* provides an ecological context for the rise of one of the



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most important corporations in American history.

The Prize recounts the panoramic history of oil -- and the struggle for wealth power that has always surrounded oil. This struggle has shaken the world economy, dictated the outcome of wars, and transformed the destiny of men and nations. The Prize is as much a history of the twentieth century as of the oil industry itself. The canvas of this history is enormous -- from the drilling of the first well in Pennsylvania through two great world wars to the Iraqi invasion of Kuwait and Operation Desert Storm. The cast extends from wildcatters and rogues to oil tycoons, and from Winston Churchill and Ibn Saud to George Bush and Saddam Hussein. The definitive work on the subject of oil and a major contribution to understanding our century, The Prize is a book of extraordinary breadth, riveting excitement -- and great importance.

Capturing a world of social unrest and upheaval, a study of America's Gilded Age offers a fresh analysis of a post-Civil War era marked by corrupt politicians, racism, a tyranny of wealth, the power of the business world over the rights of workers, labor unrest, violence, and the corporate rule of government. Reprint. 12,500 first printing.

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"Do not think of the Pennsylvania Railroad as a business enterprise," Forbes magazine informed its readers in May 1936. "Think of it as a nation." At the end of the nineteenth century, the Pennsylvania Railroad was the largest privately owned business corporation in the world. In 1914, the PRR employed more than two hundred thousand people—more than double the number of soldiers in the United States Army. As the self-proclaimed "Standard Railroad of the World," this colossal corporate body underwrote American industrial expansion and shaped the economic, political, and social environment of the United States. In turn, the PRR was fundamentally shaped by the American landscape, adapting to geography as well as shifts in competitive economics and public policy. Albert J. Churella's masterful account, certain to become the authoritative history of the Pennsylvania Railroad, illuminates broad themes in American history, from the development of managerial practices and labor relations to the relationship between business and government to advances in technology and transportation. Churella situates exhaustive archival research on the Pennsylvania Railroad within the social, economic, and technological changes of nineteenth- and twentieth-century America, chronicling the epic history of the PRR intertwined with that of a developing nation. This first volume opens with the development of the Main Line of Public Works, devised by Pennsylvanians in the 1820s to compete with the Erie Canal. Though a public rather than a private enterprise, the Main Line foreshadowed the establishment of the Pennsylvania Railroad in 1846. Over the next decades, as the nation weathered the Civil War, industrial expansion, and

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labor unrest, the PRR expanded despite competition with rival railroads and disputes with such figures as Andrew Carnegie and John D. Rockefeller. The dawn of the twentieth century brought a measure of stability to the railroad industry, enabling the creation of such architectural monuments as Pennsylvania Station in New York City. The volume closes at the threshold of American involvement in World War I, as the strategies that PRR executives had perfected in previous decades proved less effective at guiding the company through increasingly tumultuous economic and political waters.

The fossil fuel revolution is usually a tale of advances in energy production. Christopher Jones tells a tale of advances in energy access--canals, pipelines, wires delivering cheap, abundant power to cities at a distance from production sites. Between 1820 and 1930 these new transportation networks set the U.S. on a path to fossil fuel dependence.

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