

## **Pertinent Questions**

### **THE CHANGING AMERICAN POPULATION (260-265)**

1. What were the reasons for and the effect of the rapid increase in population between 1820 and 1840?
2. What were the major immigrant groups that came to the United States and where did they settle? What population shifts took place between 1820 and 1840, and how did they affect political divisions?
3. Why was the rise of New York City so phenomenal? What forces combined to make it America's leading city?
4. How did the foreign-born population become a major factor in American political life between 1820 and 1850? What elements considered this an "alien menace," and what was their response?

### **TRANSPORTATION, COMMUNICATIONS, AND TECHNOLOGY (265-271)**

5. Why did Americans continue to use, whenever possible, water routes for transportation and travel? What advantages did water have over land?
6. Why were natural means of carrying commerce (lakes and rivers) unsatisfactory to most Americans?
7. How did Americans propose to overcome the geographical limitations on water travel? What role was the federal government forced to play in this? Why?
8. Which area took the lead in canal development? What was the effect of these canals on that section of the country? How did other sections respond to this example?
9. What were the general characteristics of early railroad development in the United States? What innovations aided the progress of railroads, and what advantages did railroads have over other forms of transportation?
10. How did innovations in communications and journalism draw communities together? How did these innovations help divide the sections?

### **COMMERCE AND INDUSTRY (271-274)**

11. In the broadening of business described here, what shifts in manufacturing took place, what business innovations occurred, and what effect did this have on the general distribution of goods in America?
12. What influence did technology have on the growth of American industry?
13. What forces contributed to the rise of the factory in the Northeast and how did this promote industrial development?
14. What role did American inventors and industrial ingenuity play in the growth of American industry?
15. Why did textile mills such as those at Lowell and Lawrence locate where they did?
16. What problems did water power present to factory owners? How had they begun to address those problems by the late 1830s?

### **MEN AND WOMEN AT WORK (274-278)**

17. How did the textile mills recruit and use labor? What was the general response to the Lowell method, by worker and by observer? What caused the breakdown of this system?
18. What was the "lot of working women" in Lowell and other factory towns? How did this differ from conditions in Europe? What problems did these women have in adjusting to factory and factory-town life?

19. With the growth of industry came the growth of labor movements, but how did the rise of American labor organizations differ from the usual patterns of union growth? What groups organized first, and why?
20. What was the "factory system," and what impact did it have on the American artisan tradition?
21. What was the general condition of workers in northeastern factories?
22. What attempts were made to better conditions in northeastern factories? What role did unions play in these attempts, and what was accomplished?

#### **PATTERNS OF INDUSTRIAL SOCIETY (279-288)**

23. Why was the increasing wealth of America not widely or equitably distributed? What effect did this pattern of distribution have on mobility?
24. How did middle-class life in the years before the Civil War establish itself as the most influential cultural form of urban America?
25. What "profound change in the nature and function of the family" took place during this era? What caused this change?
26. What conditions put women in a "separate sphere," and what were the characteristics of the "distinctive female culture" women developed?
27. What was the "cult of domesticity," and what costs and benefits did it bring to middle-class women? Working-class women?
28. Explain the "culture of public leisure" that existed in the mid-nineteenth century. What were its elements and who took part?

#### **THE AGRICULTURAL NORTH (288-290)**

29. What caused the decline of farming in the Northeast? What did farmers in the Northeast do to overcome this decline, and what new patterns in agriculture resulted?
30. What industries were found in the Northwest? How did industrial growth in the area compare with that in the rest of the nation?
31. What was the basis of the economy in the Northwest? What goods were produced there?
32. Where were most of the goods produced in the Northwest marketed? What role did this play in the pre-1860 sectional alignment?
33. What factors contributed to the growth and expansion of the Northwest's economy? Who were the men responsible for this?
34. Why was the Northwest considered the most democratic of the three sections?
35. What were the elements that defined rural life in America at mid-nineteenth century?

#### **PATTERNS OF POPULAR CULTURE (286-287)**

36. Explain how the popularity of the theater, and especially the works of Shakespeare, reflected the society of Jacksonian America.
37. How does the theater fit into the "culture of public leisure" discussed in this chapter?

#### **Identification**

Identify each of the following, and explain why it is important within the context of the chapter.

1. Native American Association
2. Erie Canal
3. Mohawk and Hudson Railroad

3. Where railroads went, industry followed (and vice versa). What does the growth of railroads between 1850 and 1860 suggest about the industrial development of the nation?
4. Compare the principal cities in 1850 to those in 1860. Where were most of the rising urban centers located? What does this indicate about the economy and way of life of the North and the South?
5. Identify the railroad lines that linked North to South in 1850. In 1860. What does this suggest about how this transportation network united or divided the nation?

### **Summary**

After the War of 1812, a combination of rapid population growth, the expansion of communication and transportation systems, and the development of an agricultural system sufficient to feed an urban population gave rise to the American industrial revolution. The two sections of the nation most affected by these changes were the Northeast and the Northwest, which were drawn closer together as a result. Canals, railroads, and the telegraph made it easier to move goods and information. Business grew as corporations began to shape the world of trade and commerce. Technological innovations helped expand industries as the factory system began to replace the artisan tradition. In the Northwest, agriculture expanded to meet the increasing demand for farm products. All of these developments had profound implications for American men and women, both in the ways that they worked and in their family lives.

### **Review Questions**

These questions are to be answered with essays. This will allow you to explore relationships between individuals, events, and attitudes of the period under review.

1. Examine the development of the system of railroads and canals during this period. What geographical factors contributed to this? What sections did this transportation system link together, and what effect did this have on the economy of each? How might this transportation network have influenced political alliances?
2. What were the reasons behind the increase in population during this period? What impact did this have on the nation's economic, social, and political system?
3. It has been said that the most conspicuous changes in American life in the 1840s and 1850s took place in the Northeast. What were these changes, and what impact did they have on the northwestern section of the nation?
4. What effect did the economic changes of this era have on the American family and especially on the lives of American women in the Northeast? the Northwest?
5. What were the major technological inventions and innovations of this period? How did they both unify and divide the nation?

### **Chapter Self Test**

After you have read the chapter in the text and done the exercises in the Study Guide, take the following self test to see if you understand the material you have covered. Answers appear at the end of the Study Guide.

### **MULTIPLE-CHOICE QUESTIONS**

Circle the letter of the response that best answers the question or completes the statement.

1. The rise of New York City in the first half of the nineteenth century was the result of all of the following except:

- a. a superior natural harbor.
  - b. liberal state laws that made the city attractive for both foreign and domestic commerce.
  - c. an absence of "nativist" sentiment.
  - d. unrivaled access to the interior.
2. At the time it was completed, the Erie Canal was:
  - a. already obsolete.
  - b. beginning to fill with silt from the Great Lakes.
  - c. the greatest construction project Americans had ever undertaken.
  - d. cited as an example of how not to construct a canal.
3. Which of the following helped enlarge the urban population in this era?
  - a. Immigrants from Europe.
  - b. Northeast farmers.
  - c. The growth of the population as a whole.
  - d. All of the above.
  - e. Both a. and c.
4. The nativist movement wanted to:
  - a. return all land to Native Americans.
  - b. enact more restrictive naturalization laws.
  - c. increase aid to education so voters would be literate.
  - d. make immigrants feel this was their home.
5. One of the immediate results of the new transportation routes constructed during the "canal age" was:
  - a. an increased white settlement in the Northwest.
  - b. an increased white settlement in the Southwest.
  - c. the renewed cooperation between states and the national environment on internal improvement projects.
  - d. the conviction that the national government should be responsible for all internal improvements.
6. During the 1820s and 1830s, railroads:
  - a. played only a secondary role in the nation's transportation system.
  - b. replaced canals as the most important means of transportation.
  - c. generated little interest among American businessmen.
  - d. consisted of a few long lines, which were not connected to water routes.
7. The most profound economic development in mid-nineteenth-century America was the:
  - a. development of a national banking system.
  - b. creation of corporations.
  - c. decline of the small-town merchant and general store.
  - d. rise of the factory.
8. The great technical advances in American industry owed much to:
  - a. American inventors.
  - b. national research universities.
  - c. innovative businessmen.

- d. labor unions.
9. The beginnings of an industrial labor supply can be traced to:
- a. overcrowding in American cities.
  - b. a dramatic increase in food production.
  - c. the use of slaves in manufacturing industries.
  - d. an increase in European immigration.
10. The Lowell or Waltham system of recruiting labor was to:
- a. enlist young women from farm families.
  - b. recruit whole families from rural areas.
  - c. recruit newly arrived immigrants.
  - d. enlist young men from farm families.
11. The paternalistic factory system of Lowell and Waltham did not last long because:
- a. workers resented being watched over so carefully.
  - b. in the highly competitive textile market, manufacturers were eager to cut labor costs.
  - c. unions undermined the owners' authority.
  - d. men found jobs in the factories, and they disliked the paternalistic system.
12. Most of the industrial growth experienced in the United States between 1840 and 1860 took place in the:
- a. South and Southwest
  - b. Old Northwest.
  - c. New England region and the mid-Atlantic states.
  - d. Ohio Valley.
13. Which of the following was not a technological advance that sped the growth of industry during this period?
- a. Better machine tools.
  - b. Interchangeable tools.
  - c. Improved water-power generators.
  - d. New steam engines.
14. The railroad network that developed during this period linked:
- a. the Northeast to the Northwest.
  - b. the Northeast to the Gulf Coast.
  - c. the East Coast to the West Coast.
  - d. New York to New Orleans.
15. Crucial to the operation of railroads was:
- a. a system of federal railroad regulations.
  - b. the invention of the telegraph.
  - c. slave labor to build the lines.
  - d. a canal and river system that supported the lines.
16. Which of the following did not inhibit the growth of effective labor resistance?
- a. Ethnic divisions between natives and immigrants.
  - b. The availability of cheap labor.

- c. Slavery.
  - d. The strength of the industrial capitalists.
17. Why did the unequal distribution of wealth not create more resentment?
- a. The actual living standard of the workers was improving.
  - b. There was no social mobility, but people were content to stay where they were in the social system.
  - c. Geographic mobility was limited, so there were few other opportunities.
  - d. The political system offered few ways to express resentment.
18. In the middle-class family during this era, the role of women changed from:
- a. helpmate to workmate.
  - b. "republican mother" to "democratic female."
  - c. passive domestic to radical feminist.
  - d. income producer to income consumer.
19. The growth of the agricultural economy of the Northwest affected the sectional alignment of the United States because:
- a. northwestern goods were sold to residents of the Northeast.
  - b. northeastern industry sold its products to the Northeast.
  - c. northwestern grain was sold to the South, which allowed it to grow more cotton.
  - d. the Northwest was able to feed itself so it did not align with any other section.
  - e. of a. and b.
  - f. of a. and d.

### **TRUE-FALSE QUESTIONS**

Read each statement carefully. Mark true statements "T" and false statements "F."

1. During the first half of the nineteenth century the United States grew more rapidly in population than did Britain and Europe.
2. During the first half of the nineteenth century the African-American population increased as fast as or faster than did the white population.
3. The city that gained the most from the new transportation routes built in this era was New York.
4. Because it was agricultural, the Northwest experienced little urban growth during this era.
5. Because we are a "nation of immigrants," the Know-Nothing movement had little success.
6. Railroads had so many advantages over canals that, where free competition existed, they almost always prevailed.
7. The consolidation of railroads affected the nature of sectional alignments.
8. Credit mechanisms in the early nineteenth century were well designed and efficient.
9. When compared to working conditions in European industries, the Lowell mills were a paradise for working women.
10. Artisans, displaced by the factory system, formed the first American labor unions.
11. The most conspicuous change in American life in the 1840s and 1850s was the rapid industrialization of the Northeast.
12. During this period international trade became increasingly important for the national economy.
13. The South was an important part of the national railroad network.

14. The majority of immigrants during this period came from Ireland and Russia.
15. Although conditions got worse in American factories, few workers tried to do anything about it.
16. Industrialization made no change in the nature and function of the American family.
17. Except for teaching and nursing, work by women outside the household gradually came to be seen as a lower-class preserve.
18. The typical white citizen of the Northwest was the owner of a reasonably prosperous family farm.
19. Although agriculture expanded in the Northwest, new agricultural techniques reduced the amount of labor needed to produce a crop.
20. The Northwest was the most self-consciously democratic section of the country.