

The Market Revolution: 1790-1860

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The "**Market Revolution**" in antebellum America encompassed several areas:

- Industrial Revolution (and its impact on American society)
- Transportation Revolution: roads, canals, steamboat, railroad
- Change from subsistence farming to large-scale cash-crop farming.
- Creation of a national market economy
- Regional specialization: East, West and South
- Immigration: Irish and German (U.S. need for labor)
- Westward movement
- Growth of cities

Memory Aids -- know the difference between periods of industrialism in the 19th century

- 1st Industrial Revolution (1814-1860): **TRIC** --
Textiles, **R**ailroads, **I**ron, **C**oal
- 2nd Industrial Revolution (post-Civil War): **ROSE** --
Railroads (transcontinental), **O**il, **S**teel, **E**lectricity

If you get a 19th century "Industrial Revolution" question, remember to "**TRIC ROSE**"

I. Demographic changes

A. Population

1. By 1860, 33 states were in the Union.
2. U.S. population was still doubling every 25 years
 - a. Natural birthrate accounted for most of the population increase
 - b. Immigration added hundreds of thousands more per year.
 - i. In 1820, less than 1% of U.S. population was foreign born
 - ii. By 1860, about 13% of U.S. population was foreign born
 - c. U.S. was the fourth most populous western country behind Russia, France, & Austria.
3. By 1860, 43 U.S. cities had above 20,000; in 1790, only two
 - Urbanization resulted in slums, crime, filthy living conditions

B. Irish Immigration (considered part of the "Old Immigration")

1. 2 million people died from the **Irish potato famine** in the mid-1840s.
2. Became largest group of immigrants to U.S. between 1830 and the Civil War.

- a. 2 million arrived between 1830 and 1860; more Irish in U.S. than in Ireland!
- b. Came to larger cities: couldn't afford to move out west
 - Boston and New York (contained more Irish than anywhere else in the world)
3. Irish were targets for discrimination as they were Catholic and often poor
 - They were often hated by native Protestants as the Irish took over jobs for very low wages.
4. The Irish, in turn, hated blacks whom they competed with for low-wage jobs.
 - a. Race riots between black & Irish dock workers occurred in certain port cities.
 - b. Irish did not support abolitionism.
5. Irish began to climb up the social ladder by buying property.
 - Rather than going to school, children often worked to help family buy a home.
6. Irish were politically involved; came to control political machines in cities.
 - a. New York City's **Tammany Hall** dominated NY politics
 - b. Machines dominated police departments in many big cities
 - c. Politicians courted the Irish vote by criticizing Britain, whom the Irish hated.
 - d. The Irish became a major force in the Democratic Party in the North.

C. **German immigration** (part of the "Old Immigration")

1. Over 1.5 million came to America between 1830-1860.
2. Became largest group of immigrants by the 20th century.
 - Today as many as 25% of all Americans have German ancestry
3. Most were uprooted farmers; many were displaced by crop failures
4. Most moved to Midwest, e.g. Wisconsin, where they built successful farms
 - a. Formed an influential body of voters (like the Irish).
 - b. Germans less politically influential as they were scattered demographically.
5. Better educated than frontier Americans; supported public schools including **Kindergarten** ("children's garden").
6. Strongly supported abolitionism prior to the Civil War.
7. Protestants concerned that German culture might alter American culture
 - Germans often lived in own towns and remained separate from other towns.
8. **Beer** was important to German culture; hurt the temperance movement

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- D. English immigration (continuation of the "Old Immigration")
1. After 1820 thousands of English immigrants arrived; accounted for almost 20% of total immigrants between 1820-1860
 2. Many were leaving tough agricultural conditions behind
 - Like many German immigrants, many English immigrants remained in agriculture
 3. Those with skills in textiles tended to settle in Massachusetts
 4. Miners from the Cornwall region of England came to work in mining areas in Illinois, Wisconsin, and Michigan
 5. English immigrants tended to face far less discrimination than Irish and German immigrants.

E. **Nativism:** hatred of foreigners

1. Irish and German immigration offended many Protestant nativists
 - a. Nativists feared immigrants would overpopulate and unduly influence politics.
 - b. Irish and a large minority of Germans were Catholic; viewed as "foreign" church controlled by the Pope.
2. Catholics constructed a separate parochial educational system.
3. By 1850, Catholics became the largest religious group in America; outnumbered Baptists, Methodists, Presbyterians, and Congregationalists.
4. In 1849, extreme American nativists formed the "Know-Nothing" party
 - a. Sought restrictions on immigration and naturalization and wanted laws to deport poor aliens.
 - b. Episodes of mass violence occurred in some larger cities.
 - c. The "Know-Nothings" became extremely influential in the early-mid 1850s; were on the verge of being the 2nd major party

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III. The **Industrial Revolution**

A. Economic Inventions stimulated economic growth

1. **Samuel Slater** "Father of the Factory System"
 - a. 1791, built first efficient cotton-spinning machine in America--utilized the spinning jenny.
 - b. Pawtucket Mill in Rhode Island was the first textile mill in U.S.
 - c. However, in America much cloth was still produced by contractors or women at home.
2. **Eli Whitney**
 - a. **Cotton gin**, 1793: 50x more effective than picking cotton by hand.
 - Before, handpicking 1 lb of cotton took a slave an entire day
 - Cotton production became highly profitable; "King Cotton" emerged in the South
 - Slavery, which had been dying out, saw a dramatic increase
 - Westward expansion into Alabama & Mississippi occurred

due to increased demand for land.

- Stimulated U.S. Industrial Revolution by supplying cotton to New England textile mills (before, most U.S. cotton was exported to English textile factories).

b. 1798, introduced principle of interchangeable parts

- Basis of modern mass-production, assembly line methods.
- Mass-produced muskets for the U.S. Army

3. Sewing Machine

- a. Invented by **Elias Howe** in 1846
- b. **Isaac Singer** developed the machine further
- c. Significance: Manufacturing of clothing went from the home to the factory.

4. **Telegraph -- Samuel F. B. Morse**

- a. 1844, Morse built a 40-mile line from Washington, DC to Baltimore
- b. U.S. gov't didn't control the telegraph; felt it would not pay!
- c. Eventually provided instant communication across large distances.
 - Significantly influenced business in the following decades

5. Charles Goodyear: vulcanization of rubber created a new industry.

6. 28,000 patents given in 1850s compared to 306 in 1790s.

B. Textile Industry sparked Industrial Revolution in the U.S. (during War of 1812)

1. President Jefferson's Embargo Act (1807) and subsequent War of 1812 (1812-1815) dramatically decreased U.S. imports
2. 1814, **Francis Cabot Lowell** built first dual-purpose textile plant at **Waltham, Mass.**
 - a. Before Lowell, factories mostly spun thread
 - b. Lowell's factory spun the fiber and wove the finished cloth.
 - Also included bleaching, dying, and printing cloth.
3. Significance: Change from manufacturing at home to factories.
4. In 1823, Lowell's partners, the **Boston Associates**, built a new plant at **Lowell, Massachusetts**
 - a. Textile factories sprang up all over New England and mid-Atlantic states in 1830's and 40's.
 - b. Eventually, Boston Associates dominated textile, railroad, insurance, and banking businesses throughout Massachusetts.
5. **Lowell Girls: Local farmers' daughters hired to work in the factories**
 - a. Provided the lure of more independence for young women.
 - b. Lowell promised strict moral supervision and mandatory church attendance.
 - c. In 1836, organized one of the first strikes in U.S. history

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6. Water power and steam power gradually replaced female labor.
 7. Irish and German immigrants replaced Lowell Girls; worked for very low wages
- C. Why did New England become center of the Industrial Revolution?
1. Rocky soil discouraged cash-crop farming; manufacturing more attractive.
 2. Large amount of labor available
 3. Shipping brought in capital while seaports made easy imports and exports.
 4. Rapid rivers provided water power.
- D. Why didn't the South industrialize?
1. Capital resources tied up in slaves.
 2. Local consumers mostly poor, could not afford most finished products
- E. By 1850, industrial output exceeded agricultural output
1. Embargo Act of 1807, non-intercourse, and War of 1812 meant Americans had to produce their own goods.
 2. European goods again flooded U.S. market after Treaty of Ghent in 1815.
 - U.S. factories were crippled by British goods that were sold at ruinously low prices.
 3. Tariffs of 1816, 1828, & 1832 provided some relief to northern manufacturers.
- F. Advances in business organization
1. **Limited liability**
 - a. Permitted individual investors, in cases of legal claims or bankruptcy, to protect their own assets, separate from the company.
 - b. Result: More people willing to risk capital = capital accumulated more rapidly
 2. **General incorporation laws:** first passed in NY in 1848.
 - a. Businesspeople no longer needed to apply for charters from state legislature
 - b. Creating a corporation became much easier.
 - c. "Free incorporation" statutes widely adopted in other states; (very Jacksonian in character)
 3. **Charles River Bridge decision** (*Charles River Bridge v. Warren Bridge*, 1837)
 - a. Chief Justice Roger B. Taney: The Constitution reserved to the states "power over their own improvement, which is so necessary to their well-being and prosperity."
 - b. Significance: Encouraged economic development in

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transportation and other public facilities by ending monopolies.

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IV. Northern Workers

A. Industrial Revolution transformed manufacturing working conditions.

1. Skilled workers, craftspeople, were displaced by factory work.
2. Working conditions bad: long hours, low wages, few breaks, poor ventilation, lighting, and heating.
3. Workers forbidden by law to form unions; only 24 recorded strikes before 1835.

B. Women and Children typically worked 6 days a week for extremely low wages.

1. Lowell farm girls were supervised on and off the job.
2. 1820, 1/2 the nation's industrial workers were under the age of 10; many suffered devastating effects from abuse.

C. Gains for workers

1. During the "Age of Jackson," many states granted voting rights to workingmen.
 - Through workingmen's parties, laborers sought a 10-hour work day, higher wages, tolerable working conditions, public education for their kids, and end to imprisonment for debt.
2. 1840, President Van Buren established 10-hr. work day for federal employees on public works.
 - Several states followed suit by reducing work hours.
3. Increased number of strikes in 1830s & 1840s (most failed due to importation of "scabs"; many were new immigrants)
4. *Commonwealth v. Hunt* (1842): Massachusetts Supreme Court
 - a. Decision: Labor unions legal, so long as they were not violent or subversive
 - b. More symbolic than immediately significant.

V. Western Farmers

A. Trans-Allegheny region-- esp. the Ohio-Indiana-Illinois territory – became the breadbasket of the U.S. and would later become a breadbasket to the world.

1. Most produce sent down Mississippi River to feed the southern slave states.
2. Corn used to make liquor and pig feed.

B. Inventions

1. **John Deere**: steel plow broke the thickly matted soil of the West.
2. **Cyrus McCormick** (1830s) introduced the mechanical mower-reaper.
 - a. Could do the work of five men

- b. Became most significant technology on the frontier.
- C. Farming changed from subsistence to large-scale, specialized, cash-crop agriculture
1. Debt ensued as farmers bought more land and more machinery.
 2. Began producing more than their markets could consume
 3. Began looking for new markets further away.

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VI. Transportation Revolution

- A. Prime motive: desire of the East to tap the resources of the West

B. Significance:

1. Created a national market economy.
2. Created regional specialization: west = grain; east = industry; south = cotton
3. Facilitated movement of America's population westward

- C. Transportation conditions *prior* to the transportation revolution were very poor

1. Roads were bad much of the year: dusty in summer; muddy during rainy season
 - It cost more to haul a ton of goods 9 miles inland from the ocean than to transport it from Europe.
2. Rivers ran mostly north and south; east-west travel often impossible for freight.
 - Dry season reduced rivers to small streams.

D. **Turnpikes**

1. 1790, 1st turnpike: Lancaster Turnpike in PA built by private company became highly profitable
 - a. Hard-surfaced road connected Philadelphia to Lancaster 62 miles west.
 - Traversed the Allegheny Mountains leading into western Pennsylvania
 - b. Tolls were collected; barrier of sharp pikes not lifted until toll paid.
 - c. Significance: Touched off a turnpike-building boom.
 - By 1832, U.S. had nearly 2,400 miles of road connecting most major cities.
2. Opposition to turnpikes
 - a. States' rights advocates opposed federal aid to local internal improvements.
 - b. Eastern states concerned over population growth in the west.
3. 1811, beginning of Cumberland Road (National Road)
 - a. By 1852, linked Cumberland in western Maryland to Vandalia in Illinois
 - b. 591-mile road supported by both state and federal funds.

- c. Became vital highway to the west.
 - Freight carrying became cheaper
 - Many European immigrants moved west; western cities grew dramatically
 - Land values increased
4. **Conestogas** were a major mode of transportation westward.
 - a. 20 ft. long, four ft. deep, uncomfortable but durable.
 - b. Served as a wagon on roads, sled on mud, and a boat on streams & rivers.
 - c. 1797, a traveler in NY counted 500 wagons a day rolling west
5. The **Pony Express** was established in 1860 to carry mail 2,000 miles from Missouri to California in ten days
 - It only lasted two years, however, as Morse code via telegraph lines in 1861 made the Pony Express obsolete.

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E. Steamboats

1. Initially, nearly all river travel done by flatboats on Ohio & Mississippi Rivers; (exception -- keelboats pushed upstream with poles; less than 1 mi./hr.; very costly)
 - Problem: rivers dried up in certain areas during hot season.
2. 1807, **Robert Fulton** employed a **steam engine** on the *Clermont*.
 - a. Left NYC and went 500 miles up the Hudson River to Albany in 32 hours.
 - b. Significance:
 - Changed all of America's navigable streams into 2-way arteries.
 - The carrying capacity of rivers doubled
 - Populations of people clustered along banks of rivers
 - Profitability of manufactured products soared as a vibrant Western market emerged

F. Canals

1. **Erie Canal** (completed in 1825) in upstate New York.
 - a. 363-mile canal linked Great Lakes with Hudson River
 - States' rights advocates prevented federal aid and thus NY paid the entire cost of the project
 - The project was supported by NY Governor DeWitt Clinton
2. Impact of the Erie Canal
 - a. Cost to ship a ton of grain from Buffalo to NYC fell from \$100 to \$5
 - b. Shipping time reduced from 20 days to 6
 - c. Land values skyrocketed; new cities emerged (Rochester, Syracuse)
 - New York became fastest-growing and wealthiest city on Atlantic coast.
 - d. Old Northwest provided great farming opportunities as

thousands of European immigrants poured across the Alleghenies to the West.

- e. Great Lakes towns exploded including Cleveland, Detroit and Chicago.
 - f. New England farmers adversely impacted by competition from the West
3. Other canals built connecting Great Lakes with major rivers & cities

G. Railroads

1. Most significant aspect of the Transportation Revolution.
 - Fast, reliable, cheaper than canals to construct; all-weather transportation through nearly all terrain.
2. First important line: Baltimore & Ohio Co. (B&O Railroad), 1828
3. By 1860, 30,000 miles of railroad track laid; 3/4 in industrialized North.
4. Opposition: canal builders, turnpike investors (& tavern keepers), and certain farmers who made money transporting goods.
5. Horse-drawn railroads also used for mass-transit in major cities.

H. By the Civil War, a national market economy emerged.

1. East, West and South specialized in certain economic activities.
2. Transportation system integrated the three regions of America
3. Self-contained local economies gave way to a national market.

VII. Regional Specialization

A. East

1. Industrial; made machines and textiles for other two regions
2. By 1861, owned 81% of U.S. industrial capacity.
3. Most populous region; 70% of manufacturing workers

B. South:

1. Cotton for export to New England and Britain; slavery
2. Resisted change to its economy and culture
3. Some industrial growth but output never exceeded 2% value of cotton crop
 - Tredegar Iron Works in Virginia used slave labor

C. West:

1. Became the nation's breadbasket: grain and livestock production
2. Fastest growing population

D. Political implications

1. Two northern sections (East and West) closely interconnected economically
2. During Civil War, South would be isolated.

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VIII. Social Results of Industrialization

- A. Division of labor: work more specialized; work at home less significant.
1. Women's work no longer viewed as valuable.
 2. The home no longer center of economic production; grew into a refuge from the world of work that became the separate sphere of women.
 - Led to the rise in the "cult of domesticity"
- B. Growth of cities
1. 1790: 5% of population lived in cities of 2,500 or more
 2. 1860: 25%
 3. Rapid urbanization created many problems
- C. Increased social stratification: rich vs. poor
1. Major gap in wealth existed: unskilled workers were worst off.
 - The poor accounted at times for 1/2 of the urban population
 2. Yet, U.S. still provided more opportunities than Europe did for its masses.
 - a. Wages for unskilled workers rose about 1% per year from 1820 to 1860.
 - b. General prosperity resulted in relatively few class conflicts.
- D. Immigration accounted for largest % of population increase: Irish & German

IX. Foreign commerce

- A. Foreign commerce accounted for about 7% of the U.S economy.
1. Cotton: Over 50% of all U.S. exports
 2. After 1846, U.S. agriculture played a larger role in trade with Britain.
 3. Americans generally imported more than they exported.
 - Imported manufactured goods; exported agricultural goods.

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Terms to Know

Market Revolution	Waltham, Massachusetts
Irish Immigration	Lowell, Massachusetts
Irish Potato Famine	Boston Associates
Tammany Hall	"Lowell girls"
German immigration	general incorporation laws
Kindergarten	limited liability
beer	<i>Charles River Bridge</i> case
nativism	steel plow, John Deere
"Know-Nothing" Party	mechanical mower reaper,
Industrial Revolution	Cyrus McCormick
Samuel Slater	Transportation Revolution
spinning jenny	turnpikes
Eli Whitney	National Road
cotton gin	conestogas
interchangeable parts	Pony Express
sewing machine, Elias Howe & Isaac Singer	steamboat, Robert Fulton
telegraph, Samuel F.B. Morse	Erie Canal
Francis Cabot Lowell	railroad
	regional specialization

Essay Questions

Note: This sub-unit is a high probability area for the AP exam. In the past 10 years, 4 questions have come wholly or in part from the material in this chapter. Below are some questions that will help you study the topics that have appeared on previous exams.

1. Analyze the impact of Immigration between 1820 and 1860 on American society and the reaction of nativists toward immigrants.
2. Analyze several factors that led to the Industrial Revolution in America during the first half of the nineteenth century.
3. Analyze the impact of the transportation revolution on the American economy between 1790 and 1860.
4. Analyze the ways that economic developments in Antebellum America resulted in regional specialization.

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