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Sectionalism & Slavery Part I (The Industrial Age & Market Revolution)

Era: Sectionalism (1830-1865) Date: Name:

Questions (Form questions about the main ideas of each section of notes. Helpful hint: Questions could be based on interpreting, showing examples, cause and effect, summarizing the main idea, inferring a what if, etc.)

I can evaluate the impact of the inventions of the first Industrial Revolution of the 19th century.

How did water transform the economy?

Textile Mills

The Clermont

Eerie Canal

Market Revolution –

Inventions:

- Cotton Gin
- Steam Engine
- Morse Code
- Colt Pistol

The Lowell System

How did the Transcontinental Railroad change America?

Summary (Summarize the main idea/s of the notes on this page into 1-2 statements. Helpful Hint: fit the main idea into a core theme.)

Sectionalism Vocab

1. Secession-
2. Popular Sovereignty-
3. Missouri Compromise-
4. Compromise of 1850-
5. Kansas-Nebraska Act-
6. Dredd Scott-
7. Underground Railroad-
8. Free Soil-
9. Harper's Ferry-
10. Market Revolution-
11. Lowell System-
12. Free Enterprise-
13. Triangular Trade-
14. Abolition-

"A Week in the Mill", Anonymous, *Lowell Offering,* Volume V 1845

Much has been said of the factory girl and her employment. By some she has been represented as dwelling in a sort of brick-and-mortar paradise, having little to occupy thought save the weaving of gay and romantic fancies, while the spindle or the wheel flies obediently beneath her glance. Others have deemed her a mere servile drudge, chained to her labor by almost as strong a power as that which holds a bondman in his fetters; and, indeed, some have already given her the title of *"the white slave of the North."* Her real situation approaches neither one nor the other of these extremes. Her occupation is as laborious as that of almost any female who earns her own living, while it has also its sunny spots and its cheerful intervals, which make her hard labor seem comparatively pleasant and easy.

Look at her as she commences her weekly task. The rest of the sabbath has made her heart and her step light, and she is early at her accustomed place, awaiting the starting of the machinery. Every thing having been cleaned and neatly arranged on the Saturday night, she has less to occupy her on Monday than on other days; and you may see her leaning from the window to watch the glitter of the sunrise on the water, or looking away at the distant forests and fields, while memory wanders to her beloved country home; or, it may be that she is conversing with a sister-laborer near; returning at regular intervals to see that her work is in order.

Soon the breakfast bell rings; in a moment the whirling wheels are stopped, and she hastens to join the throng which is pouring through the open gate. At the table she mingles with a various group. Each despatches the meal hurriedly, though not often in silence; and if, as is sometimes the case, the rules of politeness are not punctiliously observed by all, the excuse of some lively country girl would be, "They don't give us time for *manners.*"

The short half-hour is soon over; the bell rings again; and now our factory girl feels that she has commenced her day's work in earnest. The time is often apt to drag heavily till the dinner hour arrives. Perhaps some part of the work becomes deranged and stops; the constant friction causes a belt of leather to burst into a flame; a stranger visits the room, and scans the features and dress of its inmates inquiringly; and there is little else to break the monotony. The afternoon passes in much the same manner. Now and then she mingles with a knot of busy talkers who have collected to discuss some new occurrence, or holds pleasant converse with some intelligent and agreeable friend, whose acquaintance she has formed since her factory life commenced; but much of the time she is left to her own thoughts. While at her work, the clattering and rumbling around her prevent any other noise from her attention, and she *must think,* or her life would be dull indeed.

Thus the day passes on, and evening comes; the time which she feels to be exclusively her own. How much is done in the three short hours from seven to ten o'clock. She has a new dress to finish; a call to make on some distant corporation; a meeting to attend;

there is a lecture or a concert at some one of the public halls, and the attendance will be thin if she and her associates are not present; or, if nothing more imperative demands her time, she takes a stroll through the street or to the river with some of her mates, or sits down at home to peruse a new book. At ten o'clock all is still for the night.

The clang of the early bell awakes her to another day, very nearly the counterpart of the one which preceded it. And so the week rolls on, in the same routine, till Saturday comes. Saturday! the welcome sound! She busies herself to remove every particle of cotton and dust from her frame or looms, cheering herself meanwhile with sweet thoughts of the coming sabbath; and when, at an earlier hour than usual, the mill is stopped, it looks almost beautiful in its neatness.

Then approaches the sabbath-the day of rest! If the factory girl keeps it well, it must be at church; for there are some in every boarding-house who find an excuse for staying at home half the day at least. One of her room-mates is_indisposed; another says she *must* write a letter to her friends; another has to work so hard during the week that she thinks she *ought* to make this *literally* a "day of rest," so that retirement and meditation are out of the question. But in the sabbath school and sanctuary her time is well spent. No one is more constant at church, or earlier in her seat, than the operative who has been trained to know the value of the institution of the gospel. The instructions which she receives sink deep into her heart, giving her a fund of thought for the coming week. Her pastor and her sabbath school teacher are felt to be her best friends; and their kindness is a strong allurement to her spirit, often keeping her long from her less-favored home. If it is said that many a one has here found a grave, shall it not also be said that many a one has here found the path to Heaven?

The writer is aware that this sketch is an imperfect one. Yet there is very little variety in an operative's life, and little difference between it and any other life of labor. It lies

"half in sunlight--half in shade."

Few would wish to spend a whole life in a factory, and few are discontented who do thus seek a subsistence for a term of months or years.

1. Do you think that the author is giving an accurate portrayal of life in the mills? Do you think that she is exaggerating or softening the real situation in her description? Why?

2. Were you surprised by anything in her description? Do you think that non-millworkers of her time would have been surprised by anything she wrote?

Shark Tank Project
US History

Name:_____
Pd:_____

List of possible inventions

1. Light bulb
2. Bessemer Steel
3. Telegraph
4. Telephone
5. Type writers
6. Phonograph
7. Electric motor
8. Motion pictures
9. X-ray
10. Dynamite
11. Internal combustion engine
12. Assembly line
13. Radio
14. Automobile
15. Toothpaste
16. Blue Jeans
17. Cash register
18. Elevator Brake
19. Hot dog
20. Toilet paper
21. Vacuum cleaner
22. The zipper

Shark Tank Project
JS History

Name:_____
Pd: _____

SHARK TANK

Invention:	*Year it was invented:*	*Who invented it?*
How did it transform society?		
Where was it primarily used?		
What is a modern-day equivalent?		
Sales pitch		
Why was it important? Who will use it?		
Consolidation Plan. How will you vertically or horizontally consolidate your monopoly?		

Shark Tank Project
US History

Name:_____

Pd: _____

After hearing all presentations, which product or invention pitched do you feel was most important to the time? Why do you believe this? Think about historical context...in other words, why was this invention so impactful? What future innovations emerge due to the creation of this invention?

Which pitch was not so successful? Why not? How would you have pitched it differently to improve the sales of that invention?

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Closing the Western Frontier

Building the Transcontinental Railroad Next

Digital History ID 3147

Along with the development of the atomic bomb, the digging of the Panama Canal, and landing the first men on the moon, the construction of a transcontinental railroad was one of the United States' greatest technological achievements. Railroad track had to be laid over 2,000 miles of rugged terrain, including mountains of solid granite.

Before the transcontinental railroad was completed, travel overland by stagecoach cost $1,000, took five or six months, and involved crossing rugged mountains and arid desert. The alternatives were to travel by sea around the tip of South America, a distance of 18,000 miles; or to cross the Isthmus of Panama, then travel north by ship to California. Each route took months and was dangerous and expensive. The transcontinental railroad would make it possible to complete the trip in five days at a cost of $150 for a first-class sleeper.

The first spikes were driven in 1863, in the midst of the Civil War. Two companies competed to lay as much track as possible. The Central Pacific built east from Sacramento, Calif., while the Union Pacific built west from Omaha, Neb. The government gave the companies rights of way of 200 feet on each side of the track and financial aid of $16,000 to $48,000 for each mile of track laid.

At first, the Union Pacific, which had flat terrain, raced ahead. The Central Pacific had to run train track through the Sierra Nevada Mountains. Working three shifts around the clock, Chinese immigrants hand drilled holes into which they packed black powder and later nitroglycerine. The progress in the tunnels through the mountains was agonizingly slow, an average of a foot a day.

Stung by the Union Pacific's record of eight miles of track laid in a single day, the Central Pacific concocted a plan to lay 10 miles in a day. Eight Irish tracklayers put down 3,520 rails, while other workers laid 25,800 ties and drove 28,160 spikes in a single day. On May 10, 1869, at Promontory Summit, Utah, a golden spike was hammered into the final tie.

The transcontinental railroad was built in six years almost entirely by hand. Workers drove spikes into mountains, filled the holes with black powder, and blasted through the rock inch by inch. Handcarts moved the drift from cuts to fills. Bridges, including one 700 feet long and 126 feet in the air, had to be constructed to ford streams. Thousands of workers, including Irish and German immigrants, former Union and Confederate soldiers, freed slaves, and especially Chinese immigrants played a part in the construction. Chinese laborers first went to work for the Central Pacific as it began crossing California's Sierra Nevada Mountains in 1865. At one point, 8,000 of the 10,000 men toiling for the Central Pacific were Chinese. At one point, Chinese workers were lowered in hand-woven reed baskets to drill blasting holes in the rock. They placed explosives in each hole, lit the fuses, and were, hopefully, pulled up before the powder was detonated. Explosions, freezing temperatures, and avalanches in the High Sierras killed hundreds. When

Chinese workers struck for higher pay, a Central Pacific executive withheld their food supplies until they agreed to go back to work.

An English-Chinese phrase book from 1867 translated the following phrases into Chinese:

> Can you get me a good boy? He wants $8 a month? He ought to be satisfied with $6.... Come at 7 every morning. Go home at 8 every night. Light the fire. Sweep the rooms. Wash the clothes. Wash the windows. Sweep the stairs. Trim the lamps. I want to cut his wages.

Many of the railroad's builders viewed the Plains Indians as obstacles to be removed. General William Tecumseh Sherman wrote in 1867: "The more we can kill this year, the less will have to be killed the next year, for the more I see of these Indians the more convinced I am that they all have to be killed or be maintained as a species of paupers."

Construction of the railroad provided many opportunities for financial chicanery, corruption, graft, and bribery. The greatest financial scandal of the 19th century grew out of the railroad's construction. The president of the Union Pacific helped found a construction company, called Credit Mobilier, which allowed investors, including several members of Congress, to grant lucrative construction contracts to themselves, while nearly bankrupting the railroad.

The railroad had profound effects on American life. New phrases entered the American vocabulary such as "time's up," "time's a wasting," and "the train is leaving the station." It also led to the division of the nation into four standard time zones. In addition, the railroads founded many of the towns on the Great Plains on land grants they were awarded by the federal government, and then sold the land to settlers.

The completion of the transcontinental railroad changed the nation. Western agricultural products, coal, and minerals could move freely to the east coast. Just as the Civil War united North and South, the transcontinental railroad united East and West. Passengers and freight could reach the west coast in a matter of days instead of months at one-tenth the cost. Settlers rushed into what was previously considered a desert wasteland. The 1890 Census would declare that the American frontier had disappeared. The railroad was a major cause.

Equally important, the success of the transcontinental railroad encouraged an American faith that with money, determination, and organization anything can be accomplished. The construction of railroad demonstrated the effectiveness of complex military-like organization and assembly-line processes.