



Chapter 14

The Worlds of North and South 1820-1860

What's Ahead

Section 1

Industry in the North

Section 2

Life in the North

Section 3

Cotton Kingdom in the South

Section 4

Life in the South

As the 1800s progressed, the North and the South continued to develop differently. In many ways, the two regions were like separate worlds. The North based its economy largely on industry. The South, meanwhile, developed an agricultural system that relied primarily on cotton. The industry of the North depended on paid workers. These workers struggled to make a living and endured hard working conditions. Still, they were free. In contrast, cotton production in the South depended on the labor of enslaved African Americans. These enslaved people had no rights or freedoms.

Why Study

History?

In the mid-1800s, many Americans could trace their roots to one of the British Isles, to Spain, or to a particular region of Africa. New immigrants were arriving from Germany, Ireland, and other European nations. Americans of all backgrounds were proud of their rich heritage. To learn about cultural influences that helped to shape several styles of American music, see this chapter's *Why Study History?* feature, "Music Is Part of Our Culture."



American Events

● **1820s**
Skilled workers begin to organize unions

● **1830s**
Railroads allow goods to be shipped quickly and cheaply

1820

1825

1830

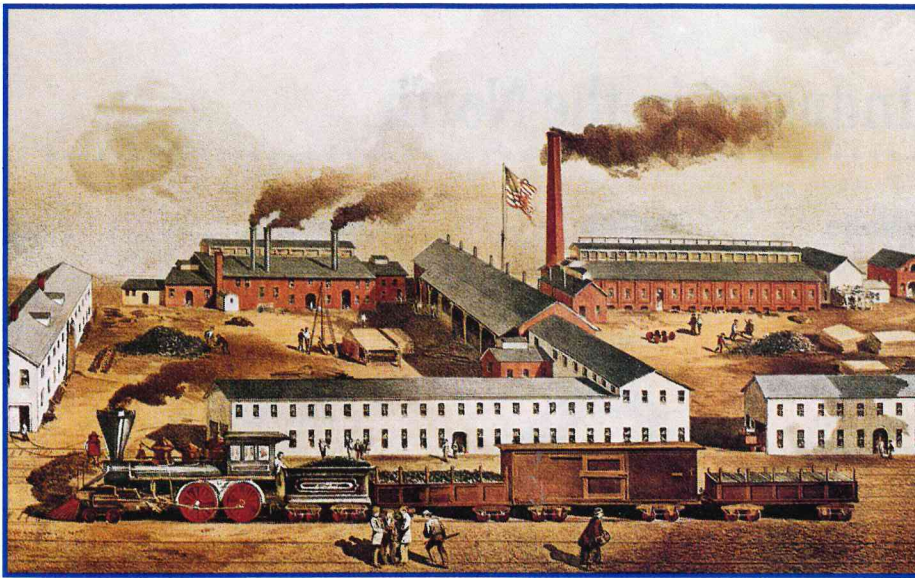
1835

1840

World Events



▲ **1829 World Event**
Steam-powered locomotive travels 30 miles per hour in England



Viewing HISTORY Different Worlds

By the mid-1800s, the North and South had different economies. The North developed a variety of industries based on the labor of free workers. The South depended largely on agriculture and the labor of enslaved African Americans. A typical southern scene appears in William Aiken Walker's painting *Plantation Economy* in the Old South, shown above. ★ **What other economic differences between North and South do the pictures above suggest?**

● 1840s

Cotton boom in South leads to spread of slavery

● 1844

Morse receives patent for telegraph

● 1850s

Millions of Irish and German immigrants settle in the United States

1840

1845

1850

1855

1860

▲ 1840 World Event

World Anti-Slavery Convention held in Great Britain



▲ 1848 World Event

Revolutions in Germany



1

Industry in the North

As You Read

Explore These Questions

- How did new inventions change manufacturing and farming in the North?
- How did new means of communication and transportation benefit business?
- How did steam power help industry grow?

Define

- telegraph
- locomotive
- clipper ship

Identify

- Elias Howe
- John Deere
- Cyrus McCormick
- Samuel F. B. Morse
- John Griffiths



Elias Howe sewing machine

SETTING the Scene

In 1834, a young French engineer, Michel Chevalier, toured the North. He was most impressed by the burst of industry there—the textile factories, shipyards, and iron mills. He wrote:

“Everywhere is heard the noise of hammers, of spindles, of bells calling the hands to their work, or dismissing them from their tasks. . . . It is the peaceful hum of an industrious population, whose movements are regulated like clockwork.”

Northern industry grew steadily in the mid-1800s. Most northerners still lived on farms. However, more and more of the northern economy centered on manufacturing and trade.

New Machines

The 1800s brought a flood of new inventions in the North. “In Massachusetts and Connecticut,” a European visitor exclaimed, “there is not a laborer who has not invented a machine or a tool.”

In 1846, **Elias Howe** patented a sewing machine. A few years later, Isaac Singer improved on Howe’s machine. Soon, clothing makers bought hundreds of the new sewing machines. Workers could now make dozens of

shirts in the time it took a tailor to sew one by hand.

Some new inventions made work easier for farmers.

John Deere invented a lightweight steel plow. Earlier plows made of heavy iron or wood had to be pulled by slow-moving oxen. A horse could pull a steel plow through a field more quickly.

In 1847, **Cyrus McCormick** opened a factory in Chicago that produced mechanical reapers. The reaper was a horse-drawn machine that mowed wheat and other grains. McCormick’s reaper could do the work of five people using hand tools.

The reaper and the steel plow helped farmers raise more grain with fewer hands. As a result, thousands of farm workers left the countryside. Some went west to start farms of their own. Others found jobs in new factories in northern cities.

Connections With Economics

Cyrus McCormick used a new business practice to help struggling farmers buy a reaper. He let farmers put some money down and pay the rest in installments. This practice is known as the installment plan or buying on credit.

The Telegraph

In 1844, **Samuel F. B. Morse** received a patent for a “talking wire,” or telegraph. The **telegraph** was a device that sent electrical signals along a wire. The signals were based on a code of dots, dashes, and spaces. Later, this system of dots and dashes became known as the Morse code.

Congress gave Morse funds to run wire from Washington, D.C., to Baltimore. On May 24, 1844, Morse set up his telegraph in the Supreme Court chamber in Washington. As a crowd of onlookers watched, Morse tapped out a short message: “What hath God wrought!” A few seconds later, the operator in

Baltimore tapped back the same message. The telegraph worked!

Morse’s invention was an instant success. Telegraph companies sprang up everywhere. Thousands of miles of wire soon stretched across the country. As a result of the telegraph, news could now travel long distances in a matter of minutes.

The telegraph helped many businesses to thrive. Merchants and farmers could have quick access to information about supply, demand, and prices of goods in different areas of the country. For example, western farmers might learn of a wheat shortage in New York and ship their grain east to meet the demand.

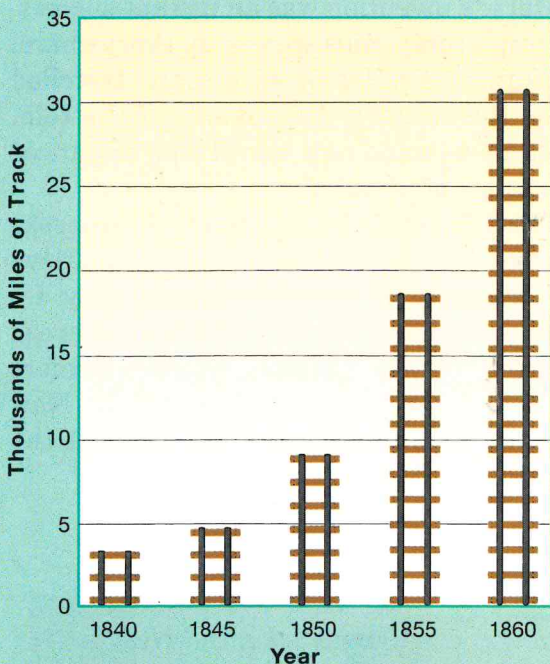


Geography Skills

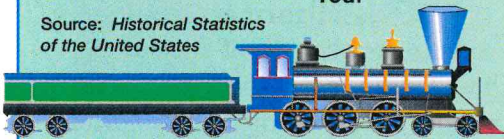
Farming remained vital to the northern economy, but industry was rapidly expanding.

- 1. Location** On the map, locate: (a) Connecticut, (b) Ohio, (c) Illinois.
- 2. Place** What products did Michigan produce?
- 3. Critical Thinking** How do you think industrial development affected the natural environment?

Growth of Railroads



Source: *Historical Statistics of the United States*



Graph Skills

Between 1840 and 1860, railroad construction increased greatly. More railroad lines were built in the North than in the South.

- 1. Comprehension** Approximately how many miles of track were laid between 1855 and 1860?
- 2. Critical Thinking** What raw materials were needed to build and run the railroads?

Economics

The First Railroads

Improved transportation also boosted the economy. Americans continued to build new roads and canals. The greatest change, however, came with the railroads.

The first railroads were built in the early 1800s. Horses or mules pulled cars along wooden rails covered with strips of iron. Then, in 1829, an English family developed a steam-powered **locomotive** engine to pull rail cars. The engine, called the *Rocket*, barreled along at 30 miles (48 km) per hour.

Early difficulties

In the United States, there was some initial opposition to railroads. Farmers did not want railroads running through their fields. Teamsters who moved freight on horse-drawn wagons feared that they would lose their jobs. Likewise, people who invested in canals worried that competition from the railroads might cause them to lose their investments. Some states protected the canals by placing limits on railroads. One such limit was that railroads could carry freight only when canals were frozen.

Another problem for the railroads was concern over reliability and safety. Early steam locomotives often broke down. Soft roadbeds and weak bridges contributed to accidents. Locomotives were extremely noisy and belched thick black smoke from their smokestacks. Hot embers from smokestacks sometimes burned holes in passengers' clothing or set nearby buildings on fire.

A railroad boom

Despite these problems, promoters believed in the future of train travel. One boasted that the railroads were "unrivaled for speed, cleanliness, civility of officers and servants, and admirable accommodations of every kind."

Gradually, railroad builders overcame problems and removed obstacles. Engineers learned to build sturdier bridges and solid roadbeds. They replaced wooden rails with iron rails. Such improvements made railroad travel safer and faster. Meanwhile, legal restrictions on railroad building were removed.

By the 1850s, railroads crisscrossed the nation. The major lines were concentrated in the North and West. New York, Chicago, and Cincinnati became major rail centers. The South had much less track than the North.

Yankee Clippers

Railroads increased commerce within the United States. At the same time, trade also increased between the United States and other nations. At seaports in the Northeast, captains loaded their ships with cotton, fur, wheat, lumber, and tobacco. Then they sailed to the four corners of the world.

Speed was the key to successful trade at sea. In 1845, an American named **John Griffiths** launched the *Rainbow*, the first of the **clipper ships**. These sleek vessels had tall masts and huge sails that caught every gust of wind. Their narrow hulls clipped swiftly through the water.

In the 1840s, American clipper ships broke every speed record. One clipper sped from New York to Hong Kong in 81 days, flying past older ships that took five months to reach China. The speed of the clippers helped the United States win a large share of the world's sea trade in the 1840s and 1850s.

The golden age of the clipper ship was brief. In the 1850s, Britain launched the first oceangoing iron steamships. These sturdy vessels carried more cargo and traveled even faster than clippers.

The Northern Economy Expands

By the 1830s, factories began to use steam power instead of water power. Machines that were driven by steam were powerful and cheap to run. Also, factories that

used steam power could be built almost anywhere, not just along the banks of swift-flowing rivers. As a result, American industry expanded rapidly.

At the same time, new machines made it possible to produce more goods at a lower cost. These more affordable goods attracted eager buyers. Families no longer had to make clothing and other goods in their homes. Instead, they could buy factory-made products.

Railroads allowed factory owners to transport large amounts of raw materials and finished goods cheaply and quickly. Also, as railroads stretched across the nation, they linked distant towns with cities and factories. These towns became new markets for factory goods.

The growth of railroads also affected northern farming. Railroads brought cheap grain and other foods from the West to New England. New England farmers could not compete with this new source of cheap foods. Many left their farms to find new jobs as factory workers, store clerks, and sailors. More and more, New Englanders turned to manufacturing and trade.

★ Section 1 Review ★

Recall

1. **Identify** (a) Elias Howe, (b) John Deere, (c) Cyrus McCormick, (d) Samuel F. B. Morse, (e) John Griffiths.
2. **Define** (a) telegraph, (b) locomotive, (c) clipper ship.

Comprehension

3. What new inventions made work easier for farmers?
4. Explain how each of the following helped industry grow: (a) telegraph, (b) railroads, (c) clipper ships.

5. How did steam power and new machines change northern industry?

Critical Thinking and Writing

6. **Linking Past and Present** What technology of today helps businesses in the same way that the telegraph helped businesses in the 1800s?
7. **Understanding Causes and Effects** How did the building of railroads cause many New Englanders to abandon farming?



Activity **Creating an Advertisement** It is the mid-1800s and you are working at an advertising agency. Create an advertisement poster urging people to buy or use one of the new inventions of the period. Use both words and pictures to make your advertisement persuasive.