

## CHAPTER 7

# Expansion and Progress

During the early 19th century, the size of the United States doubled, and its population increased four times. Although the country remained predominantly agricultural, industrialization began to reshape the nation's economy.

### THE WESTWARD MOVEMENT

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The unsettled regions of the United States lay in the West. These regions attracted people looking for a better life—adventurers, farmers who had exhausted their land, unemployed workers, and new immigrants. When the first census was taken in 1790, only about 5 percent of the population lived west of the Appalachians. In 1840, the sixth census showed that more than 42 percent of Americans lived there.

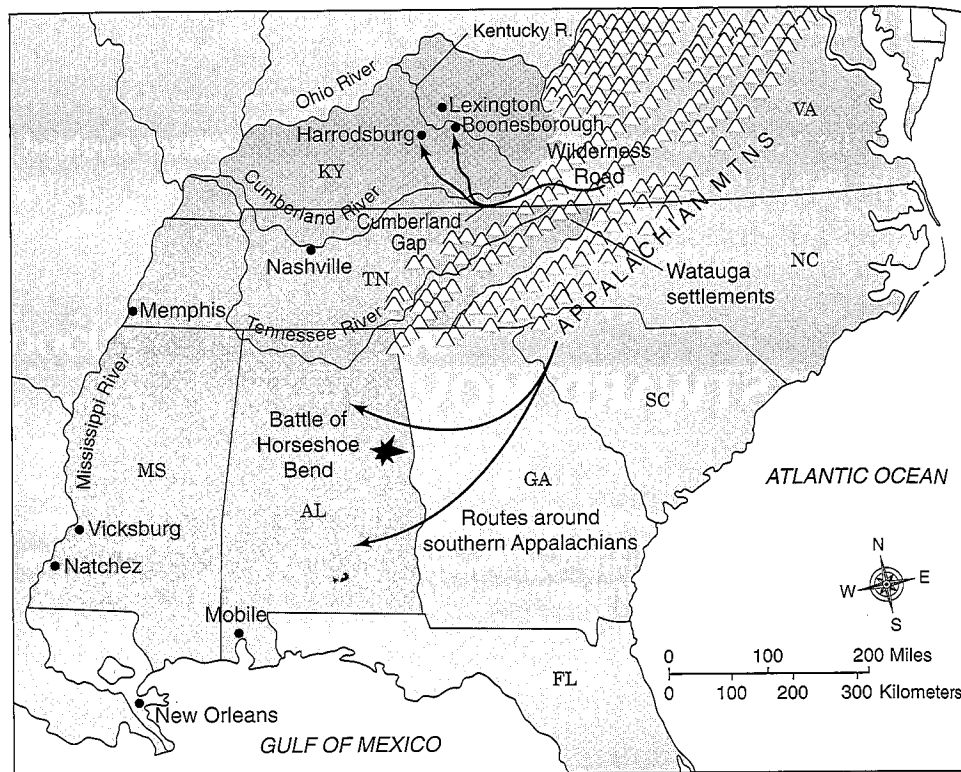
**1. The Old Southwest.** One of the first trans-Appalachian regions to be settled was the area south of the Ohio River. It is called the Old Southwest to differentiate it from the “newer” Southwest west of the Mississippi.

*a. Kentucky and Tennessee.* Some years before the Revolution, pioneers from North Carolina and Virginia settled in northeastern Tennessee. Other Americans soon followed and settled in the rich valleys of the Cumberland, Tennessee, and Kentucky rivers and their tributaries.

The most famous pioneer in this region was Daniel Boone, who found a pathway across the Appalachians through the Cumberland Gap. It became the Wilderness Road, a main route for migration into the territory.

*b. Mississippi and Alabama.* The Mississippi Territory, which was farther south, was opened to settlement in 1798. Thousands of Southerners in the Carolinas and Georgia then gave up their worn-out farms and headed southwest. Southern planters moved there with their slaves and developed large cotton plantations in the fertile lowlands. Native Americans fought the settlers until Andrew Jackson defeated them at Horseshoe Bend in 1814.

### Settling the Old Southwest



**2. The Northwest Territory.** The Old Northwest, or the Northwest Territory, had also attracted settlers before the Revolution. During the Confederation period, Congress passed two laws that affected not only the Northwest Territory but other parts of the West as well.

**a. The Ordinance of 1785.** This law provided that the land was to be surveyed and divided into *townships* six miles square. The planners divided the townships into uniform sections, setting regular boundaries to prevent boundary disputes among the settlers. Each township was to contain 36 *sections*, each one mile square (640 acres). One section in each township was set aside for the support of public schools. The rest of the land was then sold for \$1 an acre. A purchaser had to buy a full section of land. Since most settlers could not afford to buy 640 acres, land companies bought up much of the region. They subdivided the sections and sold the smaller lots to settlers at a profit.

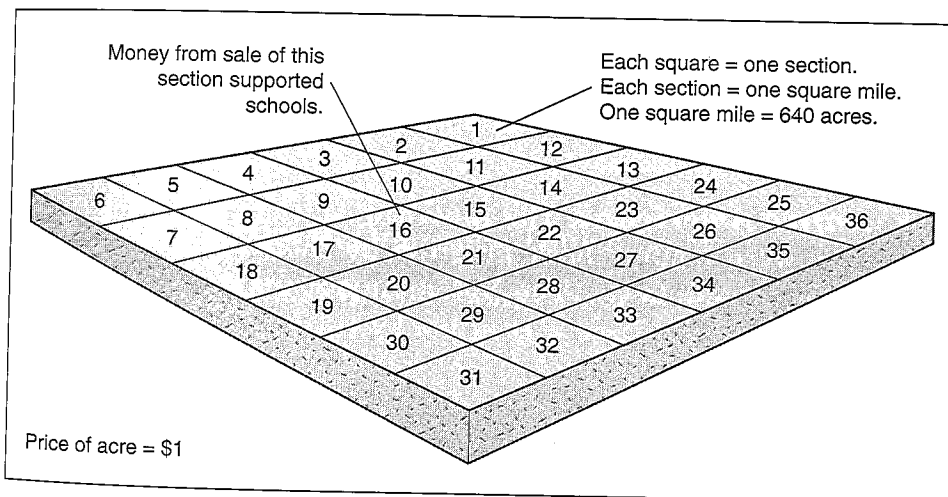
**b. The Ordinance of 1787.** This law, often called the Northwest Ordinance, organized the Old Northwest into the Northwest Territory. It included six important provisions:

- Congress would appoint a temporary governor and three temporary judges.
- When the territory had 5,000 free adult males, a representative legislature would be set up.
- When a part of the territory had a population of 60,000 free settlers, that region would be eligible for admission into the Union as a state. No fewer than three and no more than five states were to be created from the Northwest Territory.
- Personal rights, such as freedom of religion, freedom of speech, and trial by jury, were guaranteed.
- Slavery was banned.
- Public schools were encouraged.

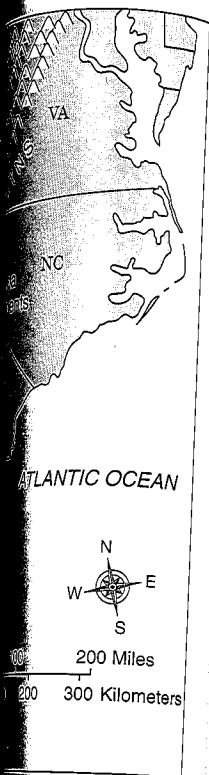
The Northwest Ordinance is generally considered to be Congress's outstanding achievement under the Articles of Confederation. This law set a pattern for dealing with America's public lands.

## READING A DIAGRAM

### A Typical Township, Land Ordinance of 1785



1. What does each small box in the diagram represent?
2. In each township, how were schools supported?
3. How many acres are there in a section?
4. If you walked one length of a township, how many miles would you have walked?
5. How much did it cost to purchase a section?



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It made sure that new states would be the equals of the original 13. And it guaranteed civil liberties, democratic government, and public education to Americans in new territories.

**c. Settlement.** The rich, level land of much of the Northwest Territory drew many New Englanders away from their rocky farms. It also attracted pioneers from New York and Pennsylvania. After their defeats at Fallen Timbers in 1794 and Tippecanoe in 1811, most Native-American groups in the eastern Northwest Territory were relocated. American settlers then flocked to the area.

**3. Conditions on the Frontier.** Many Americans who moved west prided themselves on their self-sufficiency and democratic spirit.

**a. Pioneers develop communities.** The first farm families in the West lived much as the earliest settlers had along the Atlantic coast. The men hacked clearings out of the wilderness, built log cabins, and raised food for their families. The women preserved food, made clothes, and used home remedies to treat sicknesses. As more settlers arrived, they set up churches, schools, and local businesses for their communities. A few professionals also settled in the towns to provide medical, legal, financial, and other services.

**b. Outlook of the Westerners.** Frontier people generally regarded each other as social and political equals. Common problems and dangers drew pioneer families together. Westerners had a strong sense of loyalty toward the national government and supported greater political democracy.

**c. Native Americans.** The American settlers felt that Native Americans were holding back progress by their resistance to the spread of farms and towns. The Native Americans saw that the settlers were destroying their way of life by cutting down forests and killing wild game.

The federal government arranged treaties for the purchase of Native-American lands, setting up smaller tracts for the Native Americans to live on. Many of these sales took territories from the Native Americans that earlier had been promised to them for "as long as the grass shall grow." When Native Americans refused to sign new agreements, U.S. troops forced them to move.

Thousands of Native Americans chose to move west of the Mississippi, where few American settlers lived. Others were forced to go. During the 1830s, the U.S. government removed most Native Americans of the Southeast. The Cherokees, Chickasaws, Choctaws, Creeks, and Seminoles—known as the "Five Civilized Tribes"—had



Thousands died on the Trail of Tears, a forced migration of Cherokees and others from Georgia, Alabama, and Tennessee to Indian Territory in the West. Painting by Robert Lindueux.

taken up farming and had otherwise adapted to the culture of their white neighbors. Nonetheless, U.S. troops drove many into what is now Oklahoma. So many died on the way that the journey is called the "Trail of Tears."

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**IDENTIFY OR DEFINE:** Old Southwest, Old Northwest, township, section, Northwest Ordinance, Trail of Tears.

**CRITICAL THINKING:** How was U.S. democracy extended into the Northwest Territory?

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## THE BEGINNINGS OF INDUSTRIALIZATION

Around the mid-1700s, England began to experience the *Industrial Revolution*. Hand methods of production gave way to machine methods, and manufacturing shifted from homes to factories (the *factory system*).

The Industrial Revolution started in England's textile industry. The invention of spinning and weaving machines, operated by waterpower, made possible the large-scale manufacture of thread and cloth. (Steam replaced falling water as a source of power later in the century.) As the factory system spread to other industries, Britain became the world's leading manufacturing country.

**1. Factors Favoring New England.** Americans were slow to industrialize at first because they imported British manufactured goods. But then, during the Napoleonic Wars and the War of 1812, U.S. trade with England almost stopped. Enterprising New Englanders began to build factories and manufacture goods for the U.S. market.

Several conditions favored New England as a manufacturing region: (1) Its many swift rivers and streams provided sources of waterpower to run factories. (2) It had an adequate supply of laborers. (3) New Englanders had a tradition of craftsmanship. (4) The interruption of trade with Europe left merchants and shippers with idle capital to invest in factories.

**2. The Textile Business.** Trying to keep their industrial methods secret, the English forbade skilled workers to emigrate and banned the export of machines (or models and sketches of them). But one experienced textile worker, Samuel Slater, managed to get to the United States. Aided only by his memory, he made there the machinery necessary to spin cotton yarn. In 1790, Slater built the first successful cotton mill in America, at Pawtucket, Rhode Island.

In 1813, Francis Lowell set up the first textile factory in which all the processes for turning raw cotton into cloth took place under one roof. Similar factories were then built throughout New England. By 1840, more than 1,300 cotton mills employed 75,000 people and produced \$46 million worth of cotton goods a year. Machines produced more cloth at a lower cost than people could make by hand. In 1815, a yard of cloth cost 40 cents. By 1830, it cost only  $4\frac{1}{4}$  cents.

**3. Stimulating Industry.** The industrial growth of the United States was aided by the ingenuity of the American people and the encouragement of the federal government.

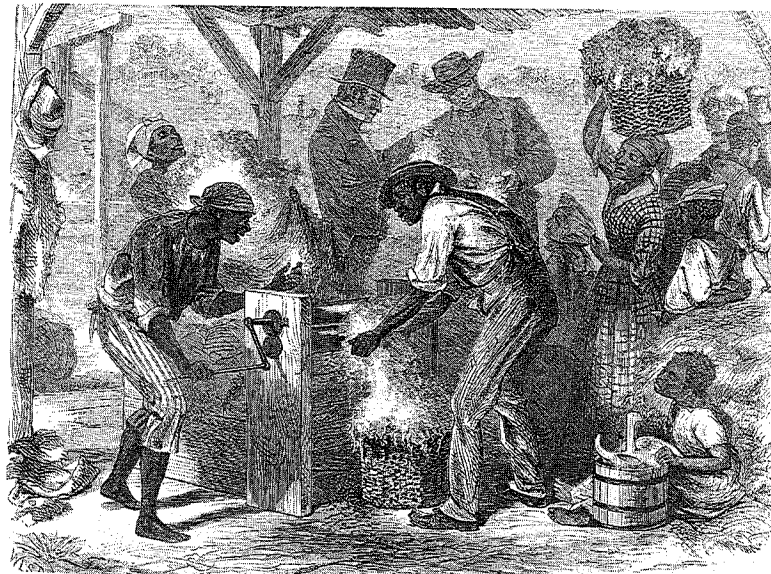
**a. Interchangeable parts.** Before the 1800s, single workers produced all the parts of guns and then assembled them. In the late 1790s, an inventor named Eli Whitney had the idea of assigning each part to a different worker, who would produce large quantities of that unit on a machine. These standard parts—triggers, barrels, stocks, and so on—could then be assembled into finished products.

Whitney's experiments with the new method fell short of success. It was John Hall who, in the 1820s, demonstrated that firearms made entirely of *interchangeable parts* could be produced quickly and cheaply.

The system of interchangeable parts soon spread to the production of pistols, clocks, and watches. In time, this "American system of manufacturing" was used in all industrial production—both in the United States and abroad.

**b. Government help.** After the War of 1812, English manufacturers tried to win back American markets by flooding the United States with cheap goods. To prevent the ruin of the nation's "infant industries," Congress in 1816 passed the first U.S. protective tariff. It raised duties on imports so that U.S. manufacturers could undersell foreign competitors. That same year, Congress chartered the Second Bank of the United States. This move enlarged the banking system and provided better credit facilities for U.S. manufacturers.

**4. Growth of Cities.** Before the Industrial Revolution, most Americans lived in rural areas. Industrialization changed this. Factories were built in or near cities, or cities grew up around new factories. As more Americans got factory jobs, they became city dwellers. Between 1800 and 1840, the number of U.S. cities with a population of 10,000 or more rose from 6 to 37.



The invention of the cotton gin by Eli Whitney in 1793 made the growing of cotton more profitable than ever before. Cotton production dominated the Southern economy and increased the demand for slave labor.

**5. Improvements in Agriculture.** In the early 1800s, machines began to replace the hand tools customarily used by farmers. The most important invention in this period was probably the *cotton gin*, invented by Eli Whitney and introduced in 1793. This machine separated seeds from cotton fibers 50 times faster than the process could be done by hand. Because of the cotton gin, the South greatly increased its cotton production—from 73,000 bales in 1800 to 732,000 bales in 1830. Thus, there was a steady supply of raw cotton for the North's growing textile industry.

Other improved farm implements appeared early in the 19th century. The *reaper* replaced the sickle for cutting grain. The *thresher* replaced the flail for separating grain from stalks. Metal plows took the place of wooden ones. Mowing and haying machines, seed drills, and cultivators also enabled farmers to increase their productivity and meet the nation's rising demand for food.

## PROGRESS IN TRANSPORTATION

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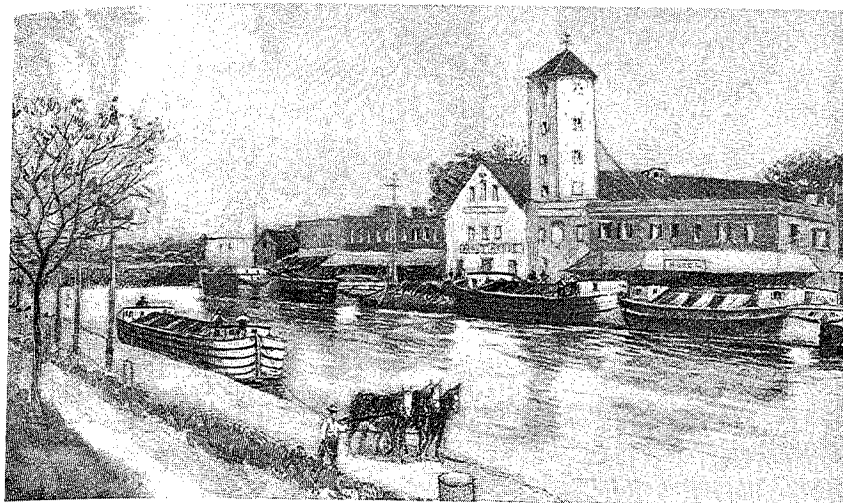
As the United States increased in size, it needed improved networks of transportation. Industries wanted better and faster ways to get raw materials and to ship finished products to market.

**1. Vehicles and Roads.** In the early 19th century, the chief means of carrying passengers and mail across land was the stagecoach. For transporting freight, Americans developed the Conestoga wagon. It was canvas-covered, with a high body, broad-rimmed wheels, and a watertight bottom for crossing streams.

**a. Turnpikes.** The first development in land transportation after the Revolutionary War was the building of *turnpikes* (toll roads constructed by private companies for profit). Turnpikes got their name from a pike (pole) across the road that was pushed aside after a traveler paid the toll.

The first turnpike, the Philadelphia-Lancaster Turnpike, was opened in Pennsylvania in the 1790s. Thousands of miles of toll roads were built during the next 25 years, especially in New England and the Middle Atlantic states. The network of turnpikes linking the East with frontier settlements carried farm produce to market. Turnpikes also stimulated the flow of manufactured goods to the West and South. But tolls made the cost of traveling and of shipping freight quite high. And private companies lacked the resources to build roads in difficult areas, such as in mountains.





Erie Canal at West Troy, New York. Notice that the barges were pulled by horses.

**b. The National Road.** In 1811, the federal government began building the National Road, or Cumberland Road, to link the East with the Northwest Territory. The first section, opened in 1818, led from Cumberland, Maryland, to Wheeling, Virginia (now West Virginia). Later extensions reached to Columbus, Ohio, and finally to Vandalia, Illinois.

**2. Canals.** It was cheaper to travel and transport goods by rivers and lakes than by roads. To connect bodies of water, Americans built a network of canals.

The Erie Canal was started in 1817 under the leadership of Governor De Witt Clinton of New York. This 363-mile waterway linked Lake Erie at Buffalo with the Hudson River at Albany. A series of locks raised or lowered boats from one level to another. Goods could now be shipped all the way from the Great Lakes to New York City. Dug by manual labor, the canal took eight years to complete and cost the lives of thousands of laborers.

The Erie Canal reduced freight costs between the East and the West by a tenth. It stimulated the settlement and economic development of upstate New York. It also helped make New York City the greatest shipping and trading center in the country. Its success set off an era of canal building that lasted for 20 years. By 1837, Americans had dug some 3,000 miles of canals.

**3. Better Ships.** After the War of 1812, the United States developed a merchant navy second in size only to that of Britain. American-built *packet boats* carried passengers, mail, and cargo across

the Atlantic to European ports. In the 1840s, American shipbuilders introduced the *clipper ships*, which were faster than anything else afloat. Long and graceful, with high masts and a great spread of sails, American clipper ships dominated the world's sea-lanes for 20 years.

Meanwhile, inventors were looking for ways to use steam power in ships. In the late 18th century, John Fitch had succeeded in propelling boats with steam engines. But the first commercially successful *steamboat* was built by Robert Fulton. In 1807, his *Clermont* steamed up the Hudson River from New York City to Albany. Within a few years, steamboats were carrying passengers and freight on every navigable waterway. Now, goods could be shipped both up- and downstream. The steamboat thus shortened travel time and lowered shipping costs. They were especially useful in the West, where roads were few. Many thriving ports sprang up along rivers.

**4. Railroads.** The British pioneered in developing a practical steam locomotive. They also built the world's first railroad, in the 1820s. The first railroads in the United States were opened to the public in the 1830s. By 1840, nearly 3,000 miles of track were in use here.

In the 1840s, Samuel F.B. Morse perfected the telegraph, an invention that aided railroad growth. This instrument sent electrical sounds over wires. Morse devised a code of short and long sounds to represent letters. Using *Morse code*, a telegraph operator could tap out messages and send them almost instantly to distant points. In addition to speeding communication, the telegraph proved to be a valuable tool for routing railroad traffic. By 1860, a network of telegraph lines crisscrossed the United States east of the Mississippi.

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**IDENTIFY OR DEFINE:** Industrial Revolution, interchangeable parts, infant industry, Erie Canal, Morse code.

**CRITICAL THINKING:** How did the Industrial Revolution change where many Americans lived?

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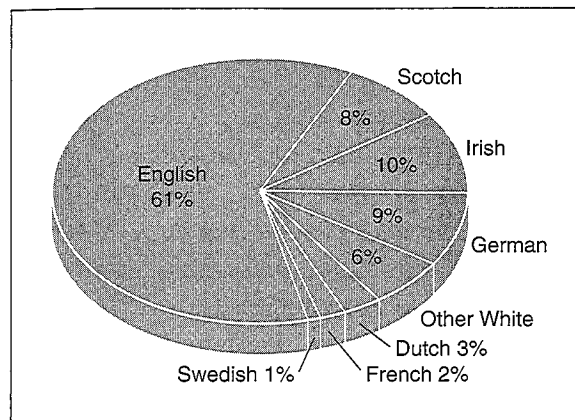
## INCREASED IMMIGRATION

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By 1840, the United States had four times as many people as in 1790. Immigration played a big role in this increase. In the 1820s,

## READING A PIE GRAPH

Percent Distribution of U.S. White Population,  
by Nationality, 1790



1. This graph shows the distribution of white Americans in what year?
2. Which group of people shown is most numerous?
3. Which group of people shown is least numerous?
4. What percentage does the German population have among white Americans?
5. Assume that overall there were 1,615,434 white Americans in the year depicted. How many Irish Americans would there have been?

the average number of newcomers admitted annually to the country was about 13,000. In the 1840s, the annual average jumped to nearly 143,000.

**1. More Germans and Irish.** Two events in Europe stimulated immigration in the 1840s. One was the failure of the potato crop in Ireland. Deprived of their main food, thousands of Irish starved to death. Thousands more fled to the United States. The second event was a series of unsuccessful uprisings by Germans against their rulers in 1848. Fearing punishment, many Germans came to the United States.

**2. Nativist Reaction.** Longer-established Americans did not always welcome immigrants. The Germans were generally treated better than the Irish. While many Germans had money and could buy a farm or go into business, most of the Irish were poor. They tended to cluster in slums in the cities where their ships docked. They took whatever manual labor they could find, often at lower wages than many others would accept. Then, too, most Irish people were Roman Catholic. In the mainly Protestant United States, distrust of Catholicism had been strong since the 1600s.

Anti-immigrant feeling gave rise to *nativism*—a movement to enact policies that favored established citizens over newcomers. In the 1840s, nativists worked to secure passage of stricter naturalization laws and to keep Catholics out of public office. In 1849, several of these groups formed the secret Order of the Star-Spangled Banner. Members were sometimes called Know-Nothings because they answered “I know nothing” when asked about the organization. The Know-Nothings strongly influenced American politics in the 1850s.

## EXPANSION TO THE PACIFIC

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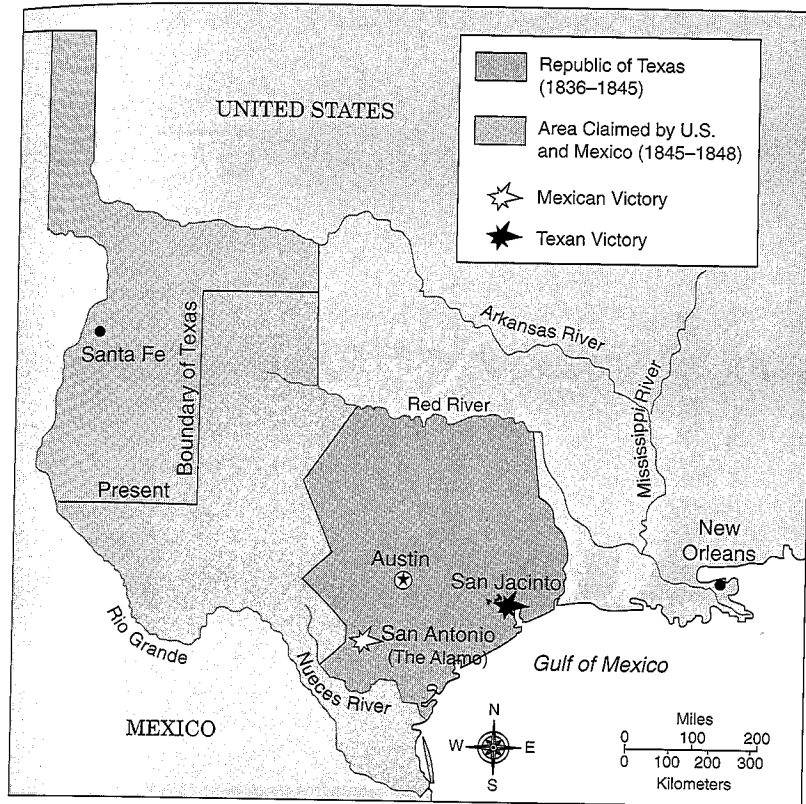
In the 1830s and 1840s, American pioneers pushed west beyond the Mississippi. Most bypassed the Great Plains and traveled to the Rockies, the Far West, or the Southwest. In doing so, many of them settled in areas claimed by foreign nations. Some of the conflicts that arose were resolved peaceably. Others led to war.

**1. Trappers and Traders.** Beginning about 1820, fur trappers known as *mountain men* explored much of the Rocky Mountain region. Mountain men spent months setting traps, collecting furs, and trading with Native Americans. Many of them married Native-American women and adopted their customs.

Some frontier adventurers headed toward the Southwest into Mexican territory. Mexico, which had won its independence from Spain in 1821, was eager to increase its contacts with Americans. The Mexican town of Santa Fe attracted many traders. To get there, caravans started at Independence, Missouri, and traveled more than 700 miles along the Santa Fe Trail. Traders carried manufactured goods to exchange for silver, wool, and mules. Kit Carson was a famous Western scout who traveled this route.

**2. The Republic of Texas.** The Mexican government encouraged American immigration to Texas by offering liberal land grants.

## The Republic of Texas, 1836–1845



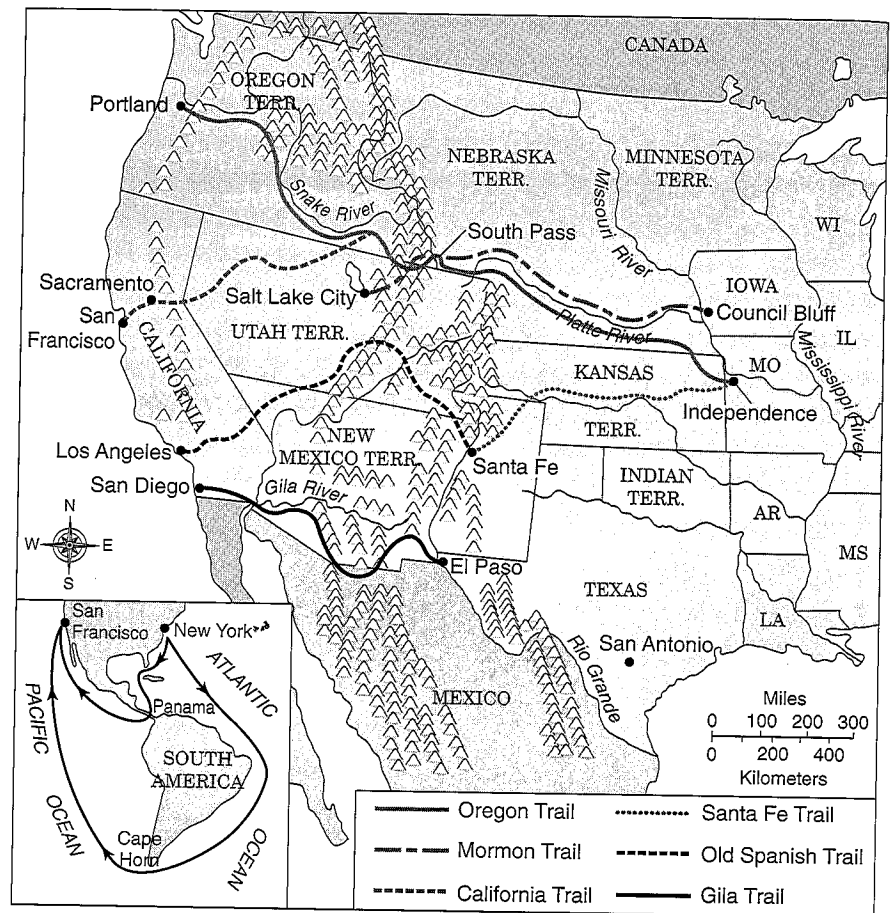
Stephen Austin founded the earliest American settlements there, in the 1820s. The area was well suited to growing cotton. Many Southern planters moved there, taking their slaves with them. By 1835, there were about 30,000 Americans in Texas.

Before long, the Americans and the Mexicans quarreled over taxation and political representation. When the Mexican government tried to stop the importation of slaves and to halt further immigration, some Texans rebelled. Early in 1836, they declared their independence from Mexico, setting up the Republic of Texas.

In an attempt to win Texas back, President Antonio de Santa Anna of Mexico led troops northward. In February, Santa Anna's forces surrounded a small band of Americans stationed in the Alamo, an old Spanish mission in San Antonio. Commanded by William Travis, the Americans also included Davy Crockett and Jim Bowie. They fought to the last man but were finally overwhelmed after 12 days.

"Remember the Alamo!" became the rallying cry of Americans in Texas. Led by Sam Houston, they defeated Mexicans at the Battle of San Jacinto and captured Santa Anna. Mexico then agreed to

## Routes to the Far West



recognize the independence of the Republic of Texas. Sam Houston became its first president. Texas sought admission to the Union as a new state but was rejected. Northerners feared it would mean the extension of slavery and an increase in Southern strength in Congress. Many Americans also feared that annexing Texas would involve the United States in a war with Mexico.

**3. Settling Oregon.** Americans were also attracted to Oregon Country. It was bounded by the Rocky Mountains on the east and the Pacific Ocean on the west. To the south was Mexican territory; to the north were lands belonging to Russia and Britain. Its northern boundary had been set at  $54^{\circ}40'$  north latitude in 1824 when Russia withdrew its claim to territory south of that line. Both the United States and Britain claimed Oregon, but in 1818 they had agreed to a joint occupation of the region.



- (a) it had a population of 60,000 free settlers (b) its total population of settlers, slaves, and Native Americans reached 60,000 (c) it set up public schools, courts, and a legislature (d) it outlawed slavery.
3. The forced migration of Native Americans from the Southeast during the 1830s is called (a) the Western Migration (b) New Frontier (c) Trail of Tears (d) Southeast Push.
  4. The area of the United States that began industrializing the most after the War of 1812 was (a) New England (b) the Mid-Atlantic states (c) the South (d) the West.
  5. Eli Whitney invented the (a) reaper (b) cotton gin (c) thresher (d) seed drill.
  6. The state that opened the first turnpike was (a) North Carolina (b) New York (c) Pennsylvania (d) Massachusetts.
  7. The Erie Canal affected commerce by (a) reducing freight costs (b) destroying the fledging railroad industry (c) increasing business costs (d) reducing taxes.
  8. The first invention that made long-range communication possible was the (a) telephone (b) radio (c) telegraph (d) television.
  9. The main reason that 1.5 million Irish migrated to America in the 1840s was (a) Parliament's Catholic Emancipation Act (b) the British Corn Laws (c) the invitation of the U.S. government (d) the failure of Ireland's potato crops.
  10. Anti-immigrant feeling in the United States during the 1840s was known as (a) patriotism (b) nativism (c) federalism (d) regionalism.



### ESSAY QUESTIONS

1. What were the chief provisions of the Ordinance of 1787? For what region was it intended? Why was it important there and elsewhere?
2. How did conditions on the frontier affect the outlook of settlers there?
3. Describe *three* improvements in transportation in early 19th-century America. How did each benefit farms and factories?



4. Why was New England a good location for industry in the early 19th century? How did Francis Lowell contribute to New England's industrial development?
5. Describe immigration in the 1840s. Why did nativists oppose some groups of immigrants?

### DOCUMENT-BASED QUESTION

This question is based on the accompanying documents (1–4). It will improve your ability to work with historical documents.

#### Historical Context:

In the first half of the 19th century, the economic development of the United States benefited many people, but sometimes at the expense of many others.

#### Task:

Using information from the documents and your knowledge of United States history, read each document and answer the question or questions that follow it. Your answers to the questions will help you write the document-based essay.

**Document 1.** Comments made by Samuel Young, a New York State political leader, at the groundbreaking ceremony for the Erie Canal, July 4, 1817:

We have assembled here to commence [begin] the excavation [digging] of the Erie Canal. This work when accomplished will connect our western inland seas [Great Lakes] with the Atlantic Ocean. . . . By this great highway, unborn millions will easily transport their surplus productions to the shores of the Atlantic, procure their supplies, and hold a useful and profitable intercourse with all the maritime [sea trading] nations of the earth. Let us proceed then to work . . . cheered with the anticipated benedictions of a grateful posterity.

Source: Shaw, Ronald E. *Erie Water West: A History of the Erie Canal, 1792–1834*. Lexington, KY: Univ. Press of Kentucky, 1990.

The words “benedictions of a grateful posterity” mean the “approval and thanks of people in the future.” Why did Young believe that posterity would be grateful for the Erie Canal?

**Document 2.** Excerpt from the observations of American life made by Patrick Shirreff, a native of Scotland, upon his arrival in Chicago, 1833:

Chicago consists of about 150 wood houses, placed irregularly on both sides of the river, over which there is a bridge. This is already a place of considerable trade, supplying salt, tea, coffee, sugar, and clothing to a large tract of country to the south and west. . . . Almost every person I met regarded Chicago as the germ of an immense city, and speculators have already bought up . . . all the building-ground in the neighborhood. Chicago will, in all probability, attain considerable size.

Source: [www.usgennet.org/usa/topic/preservation/epochs/vol6/pg130.htm](http://www.usgennet.org/usa/topic/preservation/epochs/vol6/pg130.htm)

According to Shirreff, what may be the reason why Chicago will grow into a large city?

**Document 3.** Excerpt from a description by Evan Jones, a Baptist minister, on the forced evacuation of many Cherokee from Georgia, during which 4,000 Cherokee people died from cold, hunger, and disease, 1838:

The Cherokee are nearly all prisoners. They have been dragged from their houses, and encamped at the forts and military posts, all over the nation. In Georgia, especially, multitudes were allowed no time to take anything with them, except the clothes they had on. Well-furnished houses were left a prey to plunders, who, like hungry wolves, follow in the train of the captors.

Source: Jones, Evan, "The Trail of Tears," *Baptist Missionary Magazine* (1838).

Why do you think the forced evacuation of Cherokees and others to Indian Territory has come to be known as the "Trail of Tears"?

**Document 4.** Excerpt from a letter from teenager Mary S. Paul describing wages at a factory in Lowell, Massachusetts, November 5, 1848:

. . . the wages are to be reduced on the 20th of this month. . . . The companies pretend they are losing immense sums every day and therefore they are obliged to lessen the wages. . . . It is very difficult for any one to get into the mill. . . . All seem to be very full of help. I expect to be paid about two dollars a week but it will be dearly earned.

Source: [www.albany.edu/history/history316/MaryPaulLetters.html](http://www.albany.edu/history/history316/MaryPaulLetters.html) (quoted from Mary Paul Letters, Vermont Historical Society)

- a. What reason, according to Paul, did the companies give for lowering salaries?
- b. How could the fact that all the factories are “very full of help” help to explain why the companies lowered salaries?

### DOCUMENT-BASED ESSAY

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Using information from the above documents and your knowledge of United States history, write an essay in which you:

- Agree or disagree with the view that in the first half of the 19th century, the economic development of the United States benefited many people, but sometimes at the expense of many others.
- State which groups benefited and which did not from the economic development of the 1800–1850 period.