

REVIEW

ERA OF GOOD FEELING

RISE OF NATIONALISM – WHAT ASPECTS OF SOCIETY REFLECT NATIONALISM?



HUDSON RIVER SCHOOL T. COLE “THE OXBOW”

THEMES: DISCOVERY, EXPLORATION & SETTLEMENT

INFLUENCED BY ROMANTICISM, SENSE OF NATIONALISM

LANDSCAPE PAINTINGS ELEVATED

CONTEMPORARIES EMERSON, THOREAU

BEGUN 1825



ERA OF GOOD FEELING

RISE OF SECTIONALISM

WHAT CULTURAL ASPECTS REFLECT SECTIONALISM?



BUILDING A NATIONAL MARKET

THE TRANSPORTATION REVOLUTION 1790-1830

OBJ: HOW DID THE AMERICAN SYSTEM AFFECT AMERICAN NATIONALISM & SECTIONALISM?



NATIONAL SECURITY, ECONOMIC PROGRESS & POLITICAL UNITY DEPENDED ON IMPROVED TRANSPORTATION NETWORK

1. WHICH TECHNOLOGY MOST DRAMATICALLY INCREASED THE SPEED & LOWERED THE EXPENSE OF COMMERCE IN THE 1ST 1/2 OF THE 19TH CENTURY?

- A. THE TRANSCONTINENTAL RAILROAD & THE BESSEMER PROCESS**
- B. A SYSTEM OF FEDERALLY FINANCED ROADS & THE DOUBLE YOKE FOR OXEN**
- C. THE MECHANICAL REAPER & THRESHER**
- D. CANALS & STEAMBOATS**

I. CLAY'S AMERICAN SYSTEM

- BANK, TARIFF, & INTERNAL IMPROVEMENTS
- FOSTER NATIONAL MARKET ECONOMY

- 1. BANK OF UNITED STATES 1816 CHARTER

- SUPPLY STATE BANKS
- CONTROL INFLATION

- 3. INTERNAL IMPROVEMENTS

- “LET US BIND THE NATION TOGETHER”
- TRANSPORTATION NECESSARY FOR UNITY
- J.C.C. CHANGED TUNE
- WEST HUGE PROPONENTS – WHY?



- 2. TARIFF 1816 – PROTECTIONIST – 1ST TIME

- DALLAS TARIFF
 1. Goods already produced and well-established in the US. Here he recommended a high tariff.
 2. Goods newly manufactured in the US and needed protection. Here he recommended the highest tariff.
 3. Goods not produced in the US in sufficient quantities. Here he proposed the lowest tariff, only a revenue duty.

A. INTERNAL IMPROVEMENTS

“IT BELONGS OF RIGHT TO THE U.S. TO REGULATE THE FUTURE DESTINY OF NORTH AMERICA” New York Evening Post

NIR – MOVE WEST (P. 321)

WHAT WAS BIGGEST MOTIVATING FACTOR IN ENCOURAGING WESTERN SETTLEMENT?

GOLD, RR, LOWER LAND PRICES BY GOV'T OR, CUMBERLAND RD?

EXPANSION WITH HONOR

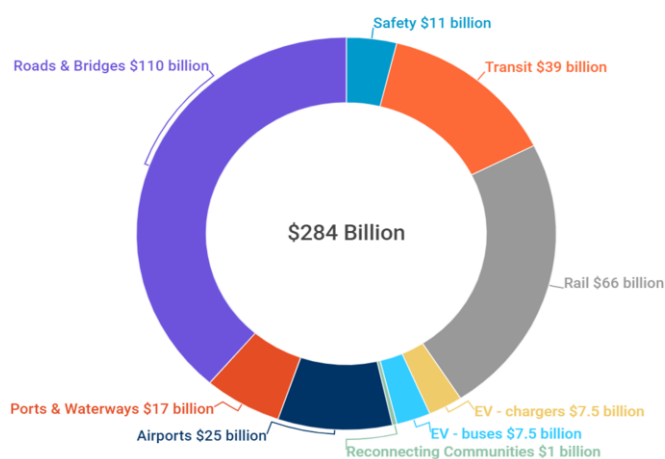
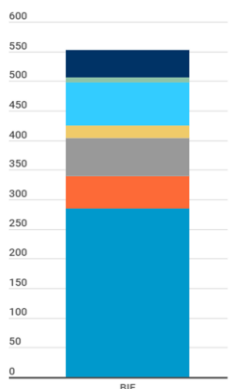
LOUISIANA PURCHASE 1803

EMBARGO 1807 – DOMESTIC MFG

SELF SUFFICIENCY

WHAT IS THE PURPOSE OF TODAY'S LEGISLATION, BUILD BACK BETTER?

IJIA BY THE NUMBERS (\$ BILLIONS)



• 1. ROADS

EARLY TRANSPORTATION CRUDE

- ONLY FEDERALLY FUNDED ROAD: NATIONAL (CUMBERLAND) RD: MD TO VA & THEN IL (1811-1818, 38)
- LANCASTER TURNPIKE – TOLLS, PRIVATELY FUNDED, FAILED
- SETTLEMENTS PROVIDED FOUNDATION FOR RESOURCE DEVELOPMENT – COAL, IRON
- P. 318 map



2. NATURAL RIVER SYSTEM PROVIDED TRANSPORTATION, ENERGY & ECONOMIC DEVELOPMENT

- OHIO-MISS. SYSTEM: ACCESS TO FERTILE INTERIOR – TREATY?
- 1815 FLATBOATS DOWNRIVER
- UPRIVER A DIFFERENT STORY

- CHEAPER THAN ROADS
- PULL FACTORS WEST – EASIER TO MOVE, ABILITY TO OBTAIN GOODS, AVAILABLE LAND
- WESTERN LAND AS OUTPOSTS OF NY, LONDON ECO MARKETS
- GREAT HARBORS EAST COAST





II. AN EMERGING MARKET REVOLUTION

- **1800-1815 HOUSEHOLDS SELF-SUFFICIENT**
- **1820'S SOME SURPLUS FOR SALE**
- **FARM INCOME INCREASED & TRANSPORTATION COSTS DECLINED**
- **1800-40 AG OUTPUT INCREASED ANNUALLY ABOUT 3%**
- **BETTER TECH: IRON TOOLS LED TO IMPROVED YIELDS**
- **IMPROVED VARIETIES OF CROPS & LIVESTOCK & AVAILABILITY OF ARABLE LAND**

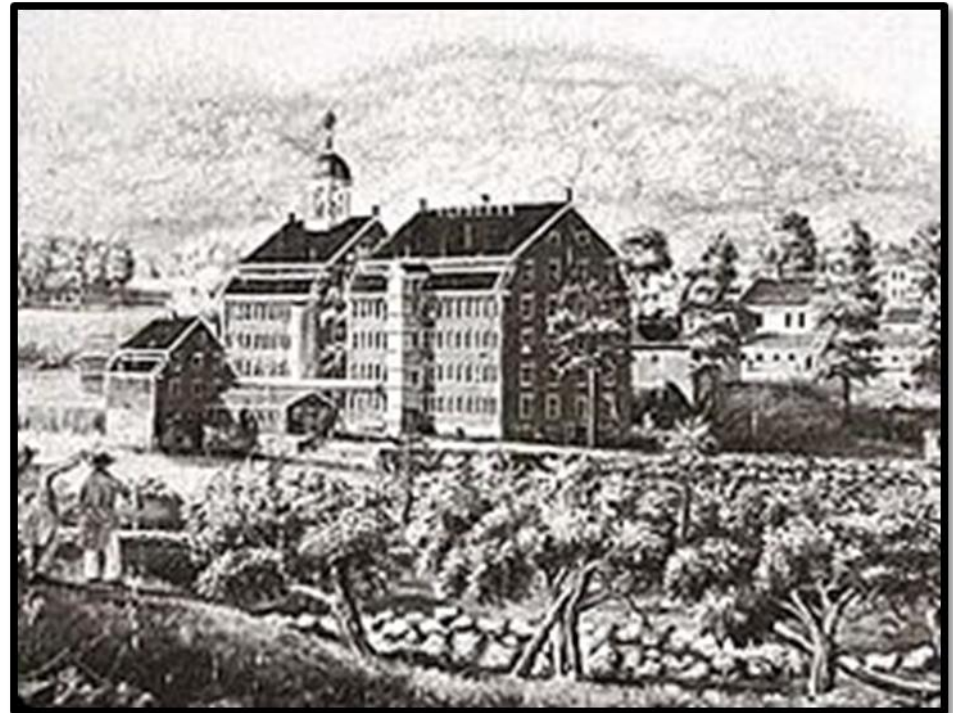
A. DEVELOPMENTS IN EARLY AMERICAN MANUFACTURING UNIT 1? UNIT 2? JEFFERSON?

1. DOMESTIC SYSTEM

- PIECEWORK
- PERSONAL CONSUMPTION
- GENDER SPECIFIC
- AGRICULTURAL ADVANCES
- CHANGE IN DISTRIBUTION OF GOODS
- SECONDARY TO FARMING

2. EARLY FACTORY SYSTEM

- AG → INDUSTRIAL REV IN GB
- 1790 SAM SLATER 1ST FACTORY, RI
- BOSTON ASSOCIATES 1813
- OPERATION, PRODUCTION, MANAGEMENT CENTRAL LOCATION



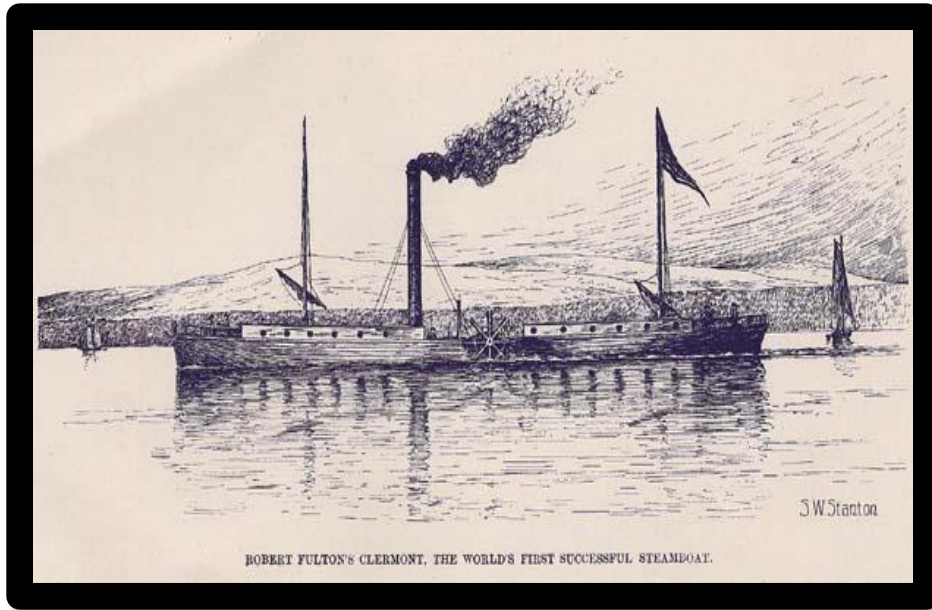




3. F.C. LOWELL & THE WALTHAM SYSTEM

- **NORTHEAST 1ST U.S. MAJOR MANUFACTURING CENTER**
- **MID 1820'S – LOWELL GIRLS "MILL GIRLS" – MIDDLE CLASS**
- **AS DEMAND INCREASED CONDITIONS & TREATMENT DECREASED**
- **1ST FEMALE LABOR UNIONS & STRIKES 1834 & 1836**

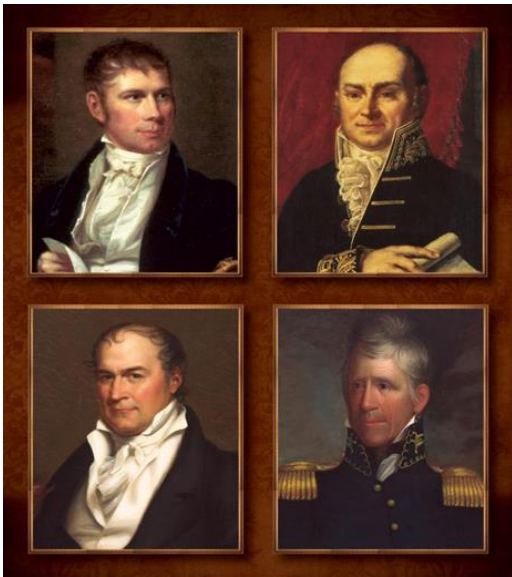
- **REPLACED BY IRISH IMMIGRANT WOMEN MID 1840'S**

4. TECHNOLOGICAL ADVANCES – STEAM ENGINE



- **FULTON & LIVINGSTON:
CLAREMONT 1807**
- **REVOLUTIONIZED WESTERN
COMMERCE:**  **COSTS,**
-  **SPEED**
- **INITIALLY, MISERABLE
SAFETY RECORD**
- **ATTEMPTED FEDERAL
REGULATION IN 1838 BUT
NO AGENCY TO ENFORCE**

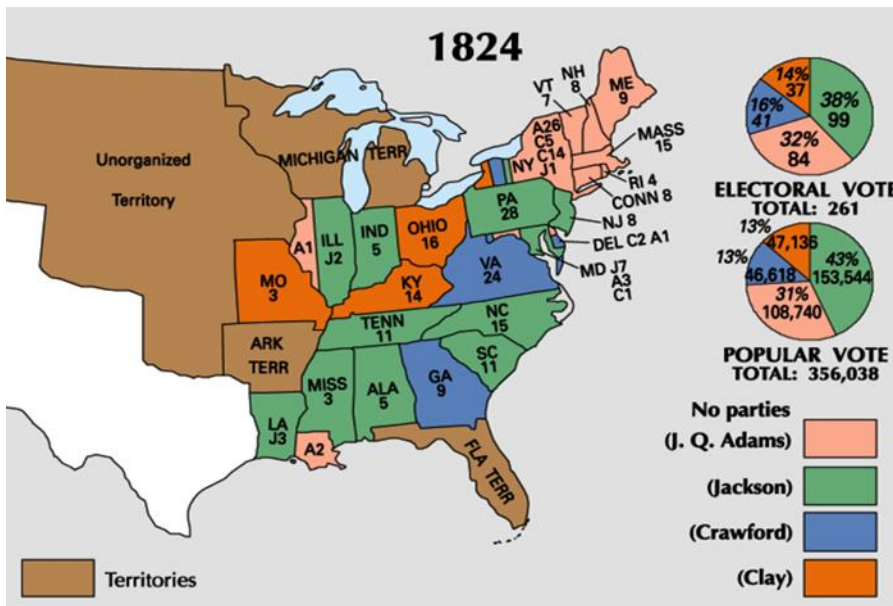
III. ELECTION 1824 – 1 PARTY/REGIONAL CANDIDATES



- SECTIONAL INTERESTS REPRESENTED

- JOHN QUINCY ADAMS
- ANDREW JACKSON
- WILLIAM CRAWFORD
- HENRY CLAY
- KING CAUCUS DEAD

- 1 PARTY LACKED DISCIPLINE
- PARTY CAUCUS CHOSE CRAWFORD
- CRAWFORD OUT ☹️



- A. ELECTION WENT TO HOUSE
- POPULAR VOTE TO JAX
- CLAY DROPPED OUT, SUPPORTED JQA
- AJ FURIOUS
- “CORRUPT BARGAIN”

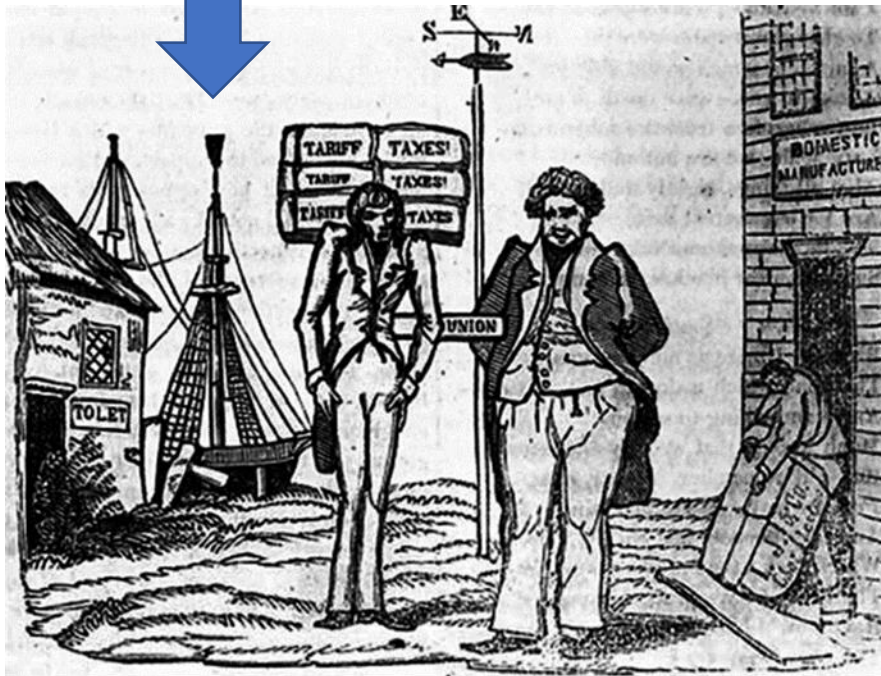
LAND ACKNOWLEDGEMENT



On behalf of Pima County residents, we honor the tribal nations who have served as caretakers of this land from time immemorial and respectfully acknowledge the ancestral homelands of the Tohono O'odham Nation and the multi-millennial presence of the Pascua Yaqui tribe within Pima County. Consistent with Pima County's commitment to diversity and inclusion, we strive toward building equal-partner relationships with Arizona's tribal nations.



1828



B. J.Q. ADAMS ADMINISTRATION

TOOK OVER CENTRALIZATION & ECO GROWTH OF FEDERALISTS

LEGISLATIVE AGENDA THWARTED BY JACKSONIANS IN CONGRESS

TREATY OF INDIAN SPRINGS 1821 – CREEK CEDE LAND TO GA

2ND TREATY 1825 – CEDE MORE LAND & RELOCATION
CREEK COUNCIL DENOUCED, KILLED MCINTOSH, MEET W/ JQA, GA REFUSED

TARIFF OF 1828 – AN 'ABOMINATION'

CALHOUN & SC EXPOSITION & PROTEST (VA & KY)

C. THE ERIE CANAL NYC EMPORIUM OF THE WORLD

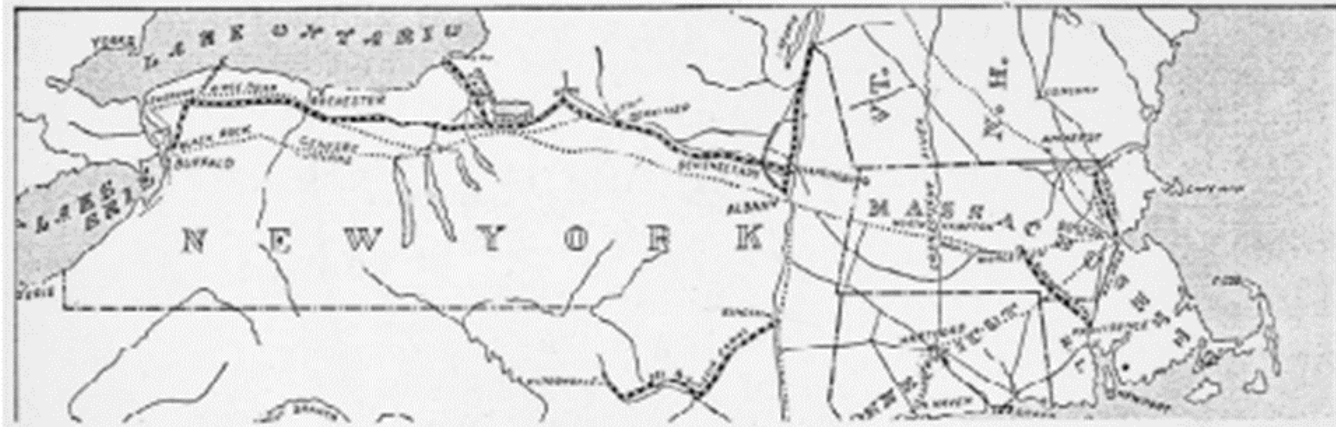
- NEED FOR ECO EFFICIENT TRANSPORTATION E & W
- NORTH & SOUTH CONNECTED VIA MISSISSIPPI & STEAM
- NY BEST LOCATION
- CONSTRUCTION BEGAN 1818 – 1825 NY LEGISLATURE APPROVED & PAID SOLELY BY NY STATE
- IMMEDIATE SUCCESS, \$1.5 MILL IN TOLLS 1ST YEAR, RECOUPED ALL COSTS WITHIN A FEW YEARS (\$7M)





- **1. HOW DID THE COMPLETION OF THE ERIE CANAL CHANGE THE LIVES OF THOSE LIVING IN UPSTATE NY & POINTS WEST?**
 - **A. UPSTATE NY BECAME CROWDED WITH IMMIGRANTS AS THEY TOOK THE CANAL OUT OF NEW YORK CITY**
 - **B. THE CANAL MADE TRADE & TRANSPORTATION CHEAPER & MORE EFFICIENT FROM NYC TO LAKE ERIE**
 - **C. THE CANAL HAD LITTLE EFFECT ON MOST OF NY BECAUSE IT SERVED ONLY A SMALL PORTION OF THE STATE**
 - **D. THE COST OF BUILDING THE ERIE CANAL LED TO LARGE TAX INCREASES FOR EVERYONE WHO LIVED ALONG ITS ROUTE.**

- **2. WHAT IMPACT DID THE COMPLETION OF THE ERIE CANAL HAVE ON CRAFTSMEN & TRADESMEN LIVING IN UPSTATE NY?**
 - **A. THEIR PROFITS SOARED AS THEY TAPPED INTO THE TOURIST MARKETS**
 - **B. THEY QUICKLY UNIONIZED IN ORDER TO CHALLENGE COMPETITION FROM NYC BUSINESSES**
 - **C. THEY FOUND THERE WAS VERY LITTLE CHANGE IN BUSINESS, AS MOST WHO CAME BY CANAL WERE ONLY PASSING THROUGH**
 - **D. THEY HAD TO COMPETE WITH GOODS THAT COULD BE MADE CHEAPER BY FACTORIES CLOSER TO NYC**



3. WHAT MADE THE ERIE CANAL SUCH AN EXTRAORDINARY FEAT OF ENGINEERING IN THE 1820'S?

A. IT WAS THE 1ST TIME IN HISTORY THAT A CANAL WITH LOCKS HAD BEEN CONSTRUCTED
B. THE BUILDING OF THE CANAL REPRESENTED THE 1ST SUCCESSFUL USE OF DYNAMITE IN ENGINEERING

C. ITS SYSTEM OF LOCKS, RIVERS & CANALS MADE IT THE 2ND LONGEST CANAL IN THE WORLD AT THE TIME

D. THE CANAL WAS BUILT ENTIRELY BY IRISH LABORERS, WITHOUT THE USE OF DRAFT ANIMALS

MONROE DBQ ON CLASS WEBSITE

- INSTRUCTIONS:
- 1. USE PEN & WRITE INTRO & 1ST BODY PARAGRAPH. WE WILL COLLECT AT THE END OF THE PERIOD. BE PREPARED TO SHARE IN CLASS YOUR CATEGORIES, FACTS, THESIS, ALTHOUGH CLAUSES
- YOU WILL INCLUDE BOTH NATIONALISM & SECTIONALISM IN YOUR BODY PARAGRAPH.
- DOCS B, C, E, H & I NATIONALISM
- DOCS A, E, F, G & I SECTIONALISM
- 2. FOLLOW FORMAT DISCUSSED LAST WEEK, PPT ON WEBSITE IF YOU NEED TO REFER TO IT.
- INTRO: CONTEXT, THESIS, CATEGORIES
- BODY: TOPIC SENTENCE, DOC 1, 2 FACTS, DOC 2, 2 FACTS, ALTHOUGH CLAUSE

I. **Historians have traditionally labeled the period after the War of 1812 the "Era of Good Feelings."**

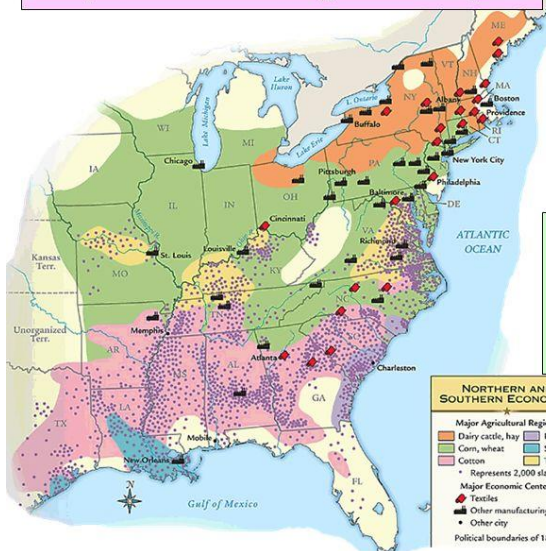
Evaluate the accuracy of this label, considering the emergence of nationalism and sectionalism.

Use the documents and your knowledge of the period 1815-1825 to construct your answer.

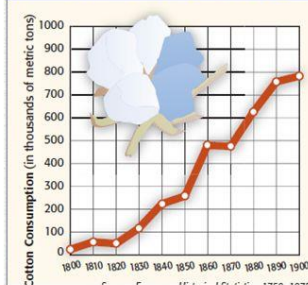
D. THE RELATIONSHIP BETWEEN 1. INDUSTRY & AGRICULTURE

NATIONALISM & SECTIONALISM DEVELOPED SIMULTANEOUSLY

Cotton became the dominant cash crop of the Deep South (known as “King Cotton”)



British Cotton Consumption, 1800–1900



The South provided 75% of world's cotton and was the main U.S. export by 1840

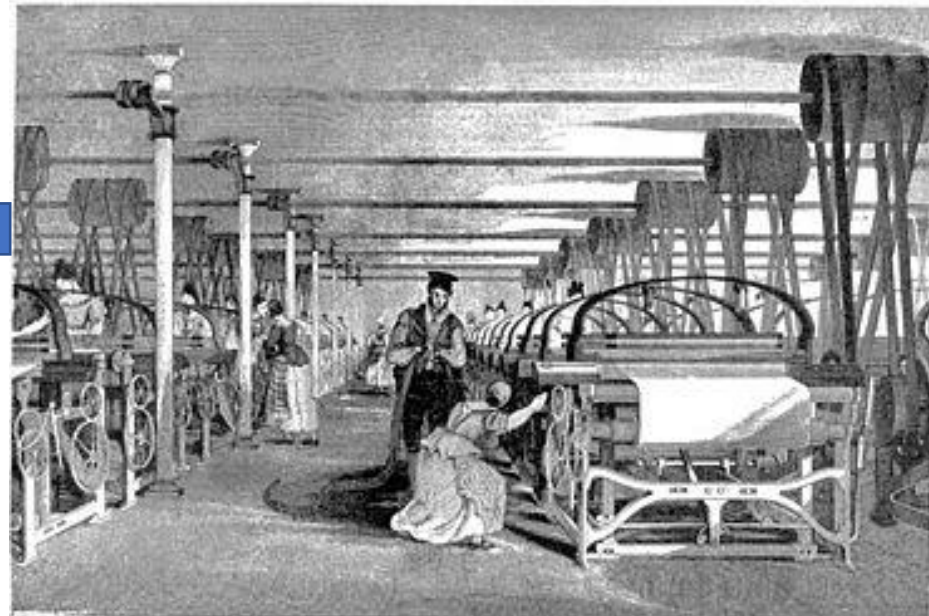
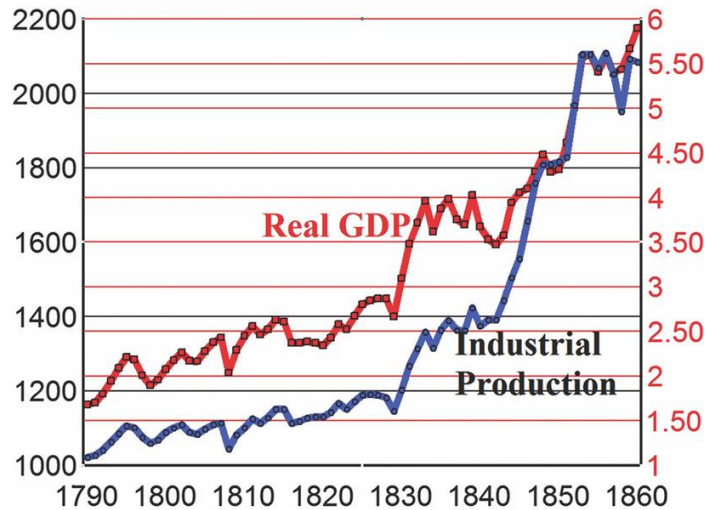
Cotton stimulated Northern textile and shipping industries

- **MOST IMPORTANT INDIRECT EFFECT OF INDUSTRIALIZATION OCCURRED IN THE SOUTH**
- **COTTON GIN 1793 SOLIDIFIED SLAVERY**
- **INDUSTRY, TRANSPORTATION & IMPROVED AG. YIELDS LED TO SPECIALIZATION – PUSHING & QUOTA SYSTEMS**
- **DEMAND FROM MILLS & G.B.**
- **1820 ½ COTTON FROM ALA & MISS**
- **COTTON MOVED WEST**

“Every cotton labor camp carved out of the Southwestern woods used torture by whipping as its central technology” Dr. Baptist, *The Half Has Never Been Told: Slavery & the Making of American Capitalism*



Real GDP and Industrial
Production per Capita
1790-1860



2. TRANSPORTATION RAILROADS TAKE OVER

- **SHIFT IN INTERNAL COMMERCE**
- **B&O 1830; 1840 3K MILES 1860 30,500**
- **4 COMPANIES CONTROLLED LINES**
- **RISE OF INVESTMENT BANKER TO FINANCE RR BUT PANIC 1837 DRIED UP FUNDS – SPECULATION IN W. LANDS**
- **FINANCING: PRIVATE INVESTORS, EUROPEANS, GOVERNMENT BONDS**

- **TIED E&W TOGETHER**
- **SOUTHERN CITIES SLOW TO DEVELOP**
- **MISSISSIPPI RIVER LOST IMPORTANCE; SOUTH ISOLATED, SCATTERED POPULATION**



RAILROADS, 1850 AND 1860

- **“Few historians would dispute that the market revolution brought substantial material benefits to most northerners, urban & rural. . . Those who benefited most from the market revolution –merchants & manufacturers, lawyers & other professionals, & successful commercial farmers, along with their families-faced life situations very different from those known to earlier generations. The decline of the household as the locus of production led directly to a growing impersonality in the economic realm; household heads, instead of directing family enterprises or small shops, often had to find ways to recruit & discipline a wage-labor force; in all cases, they had to stay abreast of or even surpass their competitors.” S. Wilentz, historian, “Society, Politics, & the Market Revolution, 1815-1848,” 1997**

- **1. Which of the following cultural & social shifts resulted most directly from the trends described in the excerpt?**

- **A. A sharp decline in regional differences**
- **B. The emergence of new ideas about the proper roles of husbands & wives**
- **C. A decline in the income gap between those in the wealthiest class & those in the working class**
- **D. An increase in the importance placed on extended family relationships**

- **2. Which of the following pieces of historical evidence from the U.S. census could best be used to support the argument in the excerpt?**

- **A. Data showing population growth in the West**
- **B. Data showing the growth of the slave population**
- **C. Data showing changes in the # of textile mills**
- **D. Data showing changes in cotton production & price**

- **3. Which of the following historical developments contributed most directly to the market revolution?**

- **A. The emergence of southern opposition to tariffs**
- **B. The increased number of women in the paid workforce**
- **C. The decline of slavery in the Northeast**
- **D. The emergence of new forms of transportation**