Chapter Twelve

Industry and the North, 1790s–1840s

Part One:

Introduction



- What were the preindustrial ways of working and living?
- * What was the nature of the market revolution?
- What effects did industrialization have on workers in early factories?
- * In what ways did the market revolution change the lives of ordinary people?
- * How did middle class emerge?

Part Two:

Women Factory Workers Form a Community in Lowell,
Massachusetts



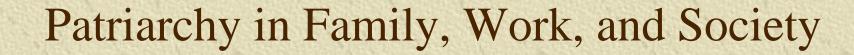
- * Young women from New England farms worked in the Lowell textile mills.
- ** Initially, the women found the work a welcome change from farm routine, but later conflict arose with their employers.
- *By the 1830s, mill owners cut wages and ended their paternalistic practices.
- *The result was strikes and the replacement of the young women with more manageable Irish immigrants.

Part Three:

Preindustrial Ways of Working



- * The traditional labor system put the entire family to work.
- * The scarcity of cash led to a barter system for goods and services.
- * In New England, many farm families engaged in outside work, often developing a skill such as shoemaking.
- Urban craftsmen learned their trades through the European apprenticeship system.
- *Young men worked as artisans until they had perfected their skills, becoming journeymen and possibly master craftsmen.
- * Though women did skilled work, too, no apprenticeship system existed for them. Work for the urban craftsman:
 - was a family affair
 - was organized along patriarchal lines
 - was specialized in one area



- *The father was head of the family and boss of the enterprise.
- ** Legally, the father owned all family property and was its representative in the larger society.
- ** Women were seen as managers of the household and as informal assistants.



- ** Preindustrial society fixed the place of people in the social order.
- ** Most artisans did not challenge the traditional authority of the wealthy.
- ** In the early nineteenth century, the market revolution undermined the traditional social order.

Part Four

The Transportation Revolution



- * Map: Commercial Links
- ★ Between 1800 and 1840, the building of roads and canals, and the steamboat stimulated the transportation revolution that:
 - encouraged growth;
 - promoted the mobility of people and goods; and
 - fostered the growing commercial spirit.
- * By 1850, rivers, canals, roads, and railroads tied the nation together.

Roads

- ** Federal Government funds the National Road in 1808—at the time the single greatest federal transportation expense
- *The National Road tied the East and West together providing strong evidence of the nation's commitment to expansion and cohesion

Canals and Steamboats

***** Canals:

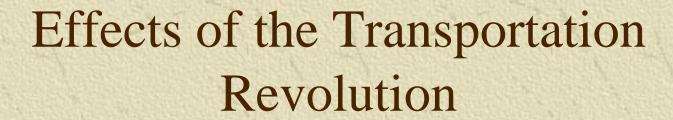
- Water transport was quicker and less expensive than travel by land.
- The Erie Canal stimulated east-west travel and was built with New York state funds. The canal connected Buffalo on Lake Erie with Albany along the Hudson River. Constructing the canal was a vast engineering challenge and required a massive labor force, many of whom were contract laborers from Ireland.
- The canal helped farmers in the West became part of a national market.
- Towns along the canal grew rapidly.
- A canal boom followed.



- **Steamboats:**
 - made upstream travel viable;
 - helped to stimulate trade along western rivers; and
 - turned frontier outposts like Cincinnati into commercial centers.

Railroads

- * The most remarkable innovation was the railroad.
- ** Technical problems included the absence of a standard gauge.
- ** By the 1850s consolidation of rail lines facilitated standardization.



- ***** Map: Travel Times
- * The transportation revolution:
 - provided Americans much greater mobility;
 - allowed farmers to produce for a national market; and
 - fostered a risk-taking mentality that promoted invention and innovation.
- * Americans increasingly looked away from the East toward the heartland, fostering national pride and identity.

Part Five:

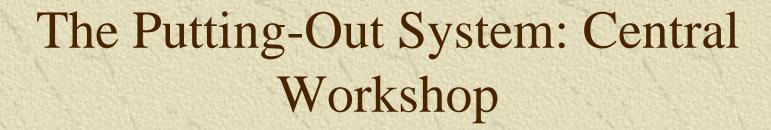
The Market Revolution



- * The market revolution was caused by rapid improvements in transportation, commercialization, and industrialization.
- * Merchants comprised the business community of the northern seaboard accumulating great wealth.
- ** Conflicts between 1807–1815 that disrupted United States trade with Europe led merchants to invest in local enterprises supplemented by banks and the government.
- Southern cotton produced by slaves bankrolled industrialization.
- * Chart: Growth of Cotton Textile Manufacturing

The Putting-Out System

- In the early 19th century merchants "put out" raw goods in homes.
- In the case of shoe-making artisans:
 - journeymen cut the leather
 - wives and daughters bound the upper parts together
 - the men stitched the shoe together



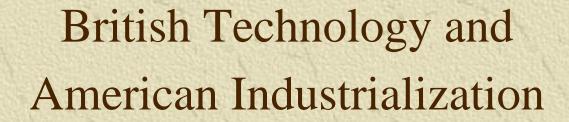
- ** As demand grew, merchants like Micajah Pratt built central workshops and brought workers into Lynn, Massachusetts.
- ** Pratt modified the putting-out system providing greater control over the workforce and the flexibility to respond to changing economic conditions.
- ** The putting-out system and the central workshops caused the decline of the artisan shop.



- * As more workers became part of the putting-out system:
 - wages for piecework replaced bartering
 - families bought mass-produced goods rather than making them at home.
- ★ Commercialization did not happen immediately or in the same way across the nation.

Commercial Agriculture in the Old Northwest

- ** The transportation revolution helped farmers sell in previously unreachable markets. Government policy encouraged commercial agriculture by keeping land cheap. Regional specialization enabled farmers to concentrate on growing a single crop, but made them dependent on distant markets and credit.
- * Innovations in farm tools greatly increased productivity.



- * The Industrial Revolution began in the British textile industry and created deplorable conditions.
- Samuel Slater slipped out of England bringing plans for a cotton-spinning factory.
- * He built a mill that followed British custom by hiring women and children.
- * New England was soon dotted with factories along its rivers.

The Lowell Mills

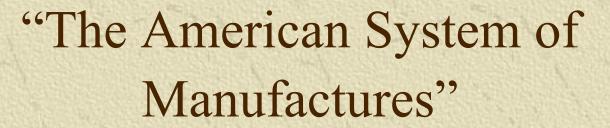
- ** Francis C. Lowell studied the British spinning machine.
- * Lowell helped invent a power loom and built the first integrated cotton mill near Boston in 1814.
- ** The mill drove smaller competitors out of business.
- ** Lowell's successors soon built an entire town to house the new enterprise.

Lowell, Massachusetts

* Map: Lowell Massachusetts



- * Factories developed elaborate divisions of labor that set up a hierarchy of value and pay.
- * Mills were run with strict schedules and with fines and penalties for workers who did not meet them.
- * The shift to a precise timetable was a major change.
- * Most mills were "family mills," where entire families would work and pool their wages.
- * Communities developed antagonistic relationships with the mills, resenting the influx of transient workers and frequently looking down upon them.



- * The American system of manufacturing was based on interchangeable parts in the manufacturing of rifles developed by Eli Whitney, Simeon North, and John Hall. Standardization spread into other areas like sewing machines.
- * The availability of these goods affected American thinking about democracy and equality.
- * Americans could have mass-produced copies, indistinguishable from the originals.

Part Six:

From Artisan to Worker



- * As artisans were turned into workers their lives were transformed.
- * The putting out-system destroyed the apprenticeship tradition in artisan production, replacing it with child labor.
- * The older system of personal relationships between master and workers was replaced with an impersonal wage system.
- ** By subdividing tasks, masters could hire low-skill, low-wage women and children, denying opportunities to male artisans. As textile mills grew, they replaced women's most reliable home occupation.



- * Chart: Occupations of Women Wage Earners
- *The rise of the garment industry led many women to work, sewing ready-made clothing for piece rates.
- *So poorly paid were these tasks that women might work fifteen to eighteen hours a day.
- * Women's work in 1837 was centered in the manufacture of hats, bonnets, boots and shoes.



- * Workers did not readily adjust to the demands of the factory.
- * Though used to long hours, they were not acclimated to the strict regimen. Absenteeism was common among workers whose interests differed from their employers.
- * A much more rigid separation between work and leisure developed.
- * Leisure spots like taverns emerged, as did leisure activities like spectator sports.

The Cash Economy

- * The introduction of the cash economy led to the decline of the barter system.
- * Worker contact with employers came through the pay envelope.
- * Workers took advantage of the lack of ties to move about in search of better jobs.
- * Laborers saw themselves as "free"—able to move about to new jobs and possessing the individualistic characteristics needed for success.



- ** Owners cited worker individualism when they opposed government mandated protections and denounced unions.
- * Most early strikes were unsuccessful.
- * Women played significant roles in these early labor protests.

Part Seven:

A New Social Order

Wealth and Class

- * The market revolution ended the natural fixed social order that previously existed. The market revolution created a social order with class mobility.
- * The upper class stayed about the same, while the "middling sorts" grew rapidly.
- * Religion helped shape the new attitudes.
- * The middle class also changed their attitudes by:
 - emphasizing sobriety and steadiness
 - removing themselves from the boisterous sociability of the working class.



- *The Second Great Awakening moved from the frontier to the new market towns stressing salvation through personal faith.
- ** Preachers such as Charles G. Finney urged businessmen to convert and accept the self-discipline and individualism that religion brought.
- * Evangelism became the religion of the new middle class.



- * Middle-class women managed their homes and provided a safe haven for their husbands.
- * Attitudes about appropriate male and female roles and qualities hardened.
- ** Men were seen as steady, industrious, and responsible; women as nurturing, gentle, and moral.
- * The popularity of housekeeping guides underscored the radical changes occurring in middle-class families.

Family Limitation

- * Middle-class couples limited their family size through birth control, abstinence, and abortion.
- ** Physicians urged that sexual impulses be controlled, particularly among women whom they presumed to possess superior morality.



- * New views of motherhood emerged as women were seen as primarily responsible for training their children in self-discipline.
- * Women formed networks and read advice magazines to help them in these tasks.
- * Mothers made contacts that would contribute to their children's latter development. Children also prolonged their education and professional training.
- * A man's success was very much the result of his family's efforts.

Sentimentalism

- *The competitive spirit led many Americans to turn to sentimentalism and nostalgia.
- ** Publishers found a lucrative market for novels of this genre, especially those written by women.
- ** Sentimentalism became more concerned with maintaining social codes.



- ** The intellectual reassurance for middleclass morality came from writers such as Ralph Waldo Emerson.
- ** Transcendentalist writers Henry David
 Thoreau and Margaret Fuller emphasized
 individualism and communion with nature.

Part Eight:

Conclusion

Industry and the North, 1790s–1840s

* Media: Chronology