



TOWARD A NATIONAL ECONOMY

CHAPTER 8

Multiple Choice: (1 point each)

1. In the United States the Industrial Revolution began with major technological innovation in
 - (a) shoe and boot manufacturing.
 - (b) the steel industry.
 - (c) textile manufacturing.
 - (d) the machine tool industry.
2. Most Irish immigrants to America in the early nineteenth century settled in
 - (a) eastern cities.
 - (b) midwestern farms.
 - (c) the South.
 - (d) frontier areas.
3. It is *least* accurate to say that most early nineteenth century immigrants to America
 - (a) came from northwestern European countries.
 - (b) settled in the Northeast and Middle West.
 - (c) migrated for economic reasons.
 - (d) were middle-class Protestants.
4. Most early nineteenth century factory workers
 - (a) felt a keen sense of class consciousness.
 - (b) quickly joined national labor unions to look out for our interests.
 - (c) expected to eventually rise out of the working class.
 - (d) felt a close and personal relationship to their employer.
5. The Waltham System employed ___ as factory laborers in the textile industry.
 - (a) poor children
 - (b) young, single women
 - (c) Irish immigrants
 - (d) apprentices
6. The factory system in America
 - (a) quickly replaced the household system of production.
 - (b) was initiated by Francis Cabot Lowell and the Boston Associates.
 - (c) was tied to mass production of machine-made goods.
 - (d) required little capital investment in its early years.
7. Much of the early investment capital in manufacturing in America came from
 - (a) northeastern merchants.
 - (b) the federal government.
 - (c) southern planters.
 - (d) the savings of workers.
8. America's most profitable export item in the early nineteenth century was
 - (a) corn.
 - (b) cotton.
 - (c) textiles.
 - (d) machinery.

9. The early nineteenth century South's prosperity depended on all of the following *except*
 - (a) agricultural diversity.
 - (b) slave labor.
 - (c) cotton production.
 - (d) foreign trade.
10. The movement to colonize blacks back to Africa was unsuccessful primarily because
 - (a) it was opposed by the nation's most respected leaders.
 - (b) northern free blacks opposed it.
 - (c) there was an increasing demand for slave labor in the South.
 - (d) most northern whites opposed segregation of the races.
11. The major application of steamboats for transporting goods in America was on
 - (a) New England streams.
 - (b) western rivers.
 - (c) the Great Lakes.
 - (d) the Gulf of Mexico.
12. The first dramatic decline in freight rates in the East-West trade occurred with the construction of
 - (a) turnpikes.
 - (b) bridges.
 - (c) canals.
 - (d) railroads.
13. The Erie Canal was the brainchild of
 - (a) Eli Whitney.
 - (b) Samuel Slater.
 - (c) DeWitt Clinton.
 - (d) Oliver Evans.
14. ___ was the primary beneficiary of the Erie Canal, while ___ was the primary beneficiary of the steamboat.
 - (a) New York City; New Orleans
 - (b) Philadelphia; Louisville
 - (c) Baltimore; New Orleans
 - (d) New York City; Cincinnati
15. The Supreme Court case of *Dartmouth College v. Woodward* was a ruling on
 - (a) federal power and national banking.
 - (b) local ordinances and voting rights.
 - (c) state power and private contracts.
 - (d) states' rights and slavery.
16. The most helpful ruling the Marshall Court rendered to the doctrine of implied powers came in its decision in the case of
 - (a) *Dartmouth College v. Woodward*.
 - (b) *McCulloch v. Maryland*.
 - (c) *Marbury v. Madison*.
 - (d) *Gibbons v. Ogden*.
17. John Marshall's famous legal dictum that "the power to tax involves the power to destroy" came in Marshall's decision regarding the case of
 - (a) *Gibbons v. Ogden*.
 - (b) Charles River Bridge case.
 - (c) *McCulloch v. Maryland*.
 - (d) *Dartmouth College v. Woodward*.

18. Generally, Chief Justice John Marshall's decisions had all of the following effects *except*
 - (a) encouraging economic development.
 - (b) sanctifying property rights.
 - (c) increasing the authority of the national government.
 - (d) encouraging business monopolies.
19. The case of *Gibbons v. Ogden* involved the question of
 - (a) a state's right to legalize slavery.
 - (b) a state's right to regulate interstate commerce.
 - (c) the federal government's authority to tax private business.
 - (d) the federal government's power to collect custom duties.
20. Two major sources of European immigration to America in the 1840s and 1850s were
 - (a) France and Italy.
 - (b) Germany and France.
 - (c) Germany and Ireland.
 - (d) Ireland and Norway.
21. The new regional "division of labor" created by improved transportation meant that
 - (a) the South specialized in cotton, the West in grain and livestock; and the East in manufacturing.
 - (b) the South specialized in manufacturing, the West in transportation; and the East in grain.
 - (c) the South specialized in cotton; the West in manufacturing, and the East in finance.
 - (d) the South specialized in grain and livestock, the West in cotton, and the East in transportation.
22. In the case of *McCulloch v. Maryland*, Chief Justice John Marshall held that
 - (a) the states had the right to regulate commerce within their boundaries.
 - (b) the federal Bank of the United States was constitutional, and no state had a right to tax it.
 - (c) the Supreme Court had the right to review the decisions of the state supreme courts.
 - (d) the Supreme Court had the power to determine the constitutionality of federal laws.
23. Irish immigrants to early nineteenth century America
 - (a) tended to settle on western farmlands.
 - (b) were mostly Roman Catholics.
 - (c) were warmly welcomed by American workers.
 - (d) identified and sympathized with American free blacks.
24. The sentiment of fear and opposition to open immigration was called
 - (a) the cult of domesticity.
 - (b) nativism.
 - (c) Unitarianism.
 - (d) rugged individualism.
25. Immigrants coming to the United States before 1860
 - (a) depressed the economy due to their poverty.
 - (b) found themselves involved in few cultural conflicts.
 - (c) had little impact on society until after the Civil War.
 - (d) helped fuel economic expansion.
26. The basis for modern mass-production was the
 - (a) cotton gin.
 - (b) musket.
 - (c) use of interchangeable parts.
 - (d) principle of limited liability.
27. In the case of *Commonwealth v. Hunt*, the supreme court of Massachusetts ruled that
 - (a) corporations were unconstitutional.
 - (b) labor unions were legal.
 - (c) labor strikes were illegal.
 - (d) the Boston Associates' employment of young women in factories was inhumane.

28. Which of the following statements about the Erie Canal is correct?
- (a) It linked New York City through inland waterways to Ohio and made the city a major outlet for midwestern produce.
 - (b) It and the National Road were the only major internal improvements financed by the national government before the Civil War.
 - (c) It contributed to the growing importance of Mississippi River cities such as New Orleans.
 - (d) It had little impact on the shipping costs.
29. The transportation revolution after the War of 1812 contributed to all of the following *except*
- (a) industry in the Deep South.
 - (b) towns and cities in the North and West.
 - (c) new markets for northeastern manufacturers.
 - (d) commercial agriculture in the West.
30. The American Colonization Society
- (a) focused on sending blacks back to Africa.
 - (b) sought the creation of American economic colonies abroad.
 - (c) wanted an immediate end to slavery.
 - (d) sought to move immigrants from the cities to the western territories to relieve overcrowding.
31. Which of the following was *not* a reason why immigrants were unwelcome to many Americans?
- (a) They were poor.
 - (b) They were Catholic.
 - (c) They worked for low wages.
 - (d) They filled a need for unskilled laborer.
 - (e) Americans were unprepared for the immigrants' "foreignness."
32. The first great federal transportation project was the
- (a) building of the National Roads.
 - (b) Lancaster turnpike.
 - (c) Erie Canal.
 - (d) transcontinental railroad.
 - (e) Union and Pacific Railroad.
33. Who was credited with the invention of the steamboat?
- (a) Robert Fulton
 - (b) Eli Whitney
 - (c) DeWitt Clinton
 - (d) Robert Lowell
 - (e) Samuel Slater
34. The most spectacular engineering achievement of the young United States was the
- (a) Cumberland Trail.
 - (b) Erie Canal.
 - (c) Intercoastal Waterway.
 - (d) Baltimore Turnpike.
 - (e) the Washington Monument.
35. Which of the following was most responsible for the spread of cotton growing into the South?
- (a) the discovery of methods for getting sea-island cotton to flourish in the interior uplands
 - (b) the removal of the Five Civilized Tribes
 - (c) the adoption of a homestead law making land readily available to qualified settlers
 - (d) Eli Whitney's invention of the cotton gin
 - (e) the introduction of the task labor system among the slaves.

Multiple-Answer Multiple Choice: Each of the following questions may have two, three, or four correct answers. Mark all correct answers for each question. (1 point each)

36. Factors encouraging the growth of immigration rates in the first half of the nineteenth century
 - (a) included rapid growth rate of the European population.
 - (b) perception of America as the land of freedom and opportunity.
 - (c) introduction of transoceanic steamshipping.
 - (d) economic and political turmoil in Europe.
37. The Northeast became the center of early nineteenth century American industry because it had
 - (a) a relatively large labor supply.
 - (b) abundant water power.
 - (c) investment capital available.
 - (d) a local supply of raw materials used in manufacturing.
38. The growth of nineteenth century American manufacturing was stimulated by the
 - (a) War of 1812.
 - (b) Peace of Ghent.
 - (c) Embargo Act.
 - (d) protective tariff.
39. The turnpikes, canals, and steamboats as new transportation links generally encouraged
 - (a) lowering of freight rates.
 - (b) economic growth.
 - (c) rising land values.
 - (d) migration of people.
40. Advances in manufacturing and transportation brought
 - (a) a narrowing of the gap between the rich and poor in America.
 - (b) more prosperity and opportunity to most Americans.
 - (c) innumerable cases of “rags to riches” economic mobility for ordinary Americans.
 - (d) increased immigration from Europe to the United States.

True/False: Answer “A” for true and “B” for false.

41. The influx of Irish immigrants contributed to America’s tolerance of ethnic and religious diversity.
42. Most early American manufacturing was concentrated in the South.
43. The Industrial Revolution greatly benefited workers by opening up well-paying factory jobs.
44. The Erie Canal’s great economic effect was to create strong east-west commercial and industrial links between the Northeast and the Midwest.
45. The new developments in manufacturing and transportation decreased the gap between the rich and the poor in the United States.
46. The first manufacturing success of the Industrial Revolution was in the production of steamships.
47. Eli Whitney introduced the idea of interchangeable parts and mass production for muskets, an idea that would later revolutionize the manufacturing of other products.
48. The Industrial Revolution was a period of rapid growth in the use of machines and manufacturing and production.

49. Industry grew rapidly in the South during the 1840s.
50. The founder of the American Colonization Society was Paul Cuffe.