American Social and Cultural History, 1865 to the present

Outline of Course - 1

- Impact of the Civil War
- The 'Wild West' and its settlement
- Two innovations that began before the Civil War but reached their zenith in the later-19th Century
  - Railroads
  - Western Union and the telegraph

Outline of Course - 2

- New Communication innovations
  - The Post Office and the mail
  - Cheap mass-circulation newspapers and magazines
  - The typewriter
  - The telephone
- Immigration
- America in 1900
  - Changes in the home from 1865-1900
  - Changes in the office from 1865-1900

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Outline of the Course – 3

- Electricity and its impacts
- The skyscraper city
- The automobile and its impacts
- Radio and its impacts
- Movies and their impacts
- A Note about the Roaring 20s and the Great Depression

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Outline of the Course – 4

- World War II and its impacts
- Television
- The changes brought about by the 1960s and 1970s
- Digital Media

Some Notes About the Civil War

- The Civil War had major financial effects – 1
    - Before the Civil War, Federal currency consisted only of gold, silver, and copper coins
    - Before the Civil War, roughly 1600 state-chartered banks each issued their own banknotes, which usually were accepted only in the state of the issuing bank
    - To help pay for the war, the Federal government issued $450 million worth of paper currency

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One problem was that taxes paid with state bank-issued currency was that they generally could not be used to purchase supplies in another state, hampering the War Department's procurement flexibility. Hence, the need for currency that was acceptable everywhere

Since the new currency was printed with green ink on one side, the currency became known as greenbacks. While a $100 greenback was theoretically equal to a $100 gold coin, it was during the war generally worth only $40 in gold.

Some Notes About the Civil War

- The Civil War had major financial effects - 2
  - In 1860, federal spending was less than 2% of the GNP. By 1865, it was 25% of the GNP
  - In 1860, the national debt was $65 million, and had never risen above $127 million. By 1865, it was $2.75 billion
  - Before the Civil War, the largest federal budget in U.S. history was $74 million. The largest deficit was $27 million. In 1865, the Federal deficit was $964 million (74% of the total budget)

Some Notes About the Civil War

- The Civil War had major financial effects – 3
  - There are basically 3 ways to finance a war
    1. Raise taxes – This led to the income tax and the Bureau of Internal Revenue
    2. Issue printing press money – This led to inflation, especially in the South
    3. Borrowing via bonds – This led to the emergence of finance houses that eventually became investment banking houses by selling public and corporate securities. It also turned many Americans into bondholders

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Taxes - Roughly 21% of the Union's cost for the Civil War was raised by taxation. Only 5% of the Confederacy's war costs were raised by taxation.

Printing Money - During the Civil War, the Federal Government issued $450,000,000 in greenbacks, financing about 13% of the war's cost this way. Financing a war this way causes inflation, while the Confederacy issued approximately $1 Billion in Confederate dollars. Goods that cost $100 in U.S. currency in 1860 cost $146 by 1865. (p172)   During the same period in the Confederacy, prices increased from $100 to $9,211 in Confederate dollars.

Bonds - Roughly 64% of the Federal Government's war's cost was financed by the sale of bonds.Among the financial houses were *J. Cooke & Company; Drexel, Biddle* of Philadelphia; *Lee, Higginson* of Boston; and *J.P. Morgan* and *Kuhn.Loeb* of New York. In the 1870's and 1880's they evolved into modern investment banking houses that sold public and corporate securities (mostly bonds) on commission to other buyers. Before the war, only a fraction of 1% of all Americans owned securities of any kind. Jay Cooke, the banker charged with selling war bonds, advertised the bonds widely in the newspapers and issued them in denominations as small as $50. As a result, roughly 5% of the North's population bought bonds. Bonds covered over 60% of the North's war costs, but only 35% of the Confederacy's war costs.

Some Notes About the Civil War

- The War popularized several things - 1
  - Canned goods, especially Borden's condensed milk and Van Camp's pork & beans
  - Pup tents or Dog tents
  - Ambulances
  - Mass-produced sized clothing
    - Military uniforms
    - Mourning clothes
  - Dog tags
  - Routine embalming of the dead

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Canned goods The technology of preserving foods in bottles and tinned iron cans was developed by the Frenchman Nicholas Appert during the Napoleonic Wars. The technology was patented in America by Ezra Daggett in 1825. The heat used in preparing the contents destroyed the bacteria, and the sealed container prevented new contamination.

Ambulances In 1862, Jonathon Letterman, medical director of the Union Army, created a highly organized system of ambulances and stretchers to evacuate wounded soldiers from the battlefield to the field hospitals.

Embalming Civil War embalmers used arterial embalming to preserve corpses. By the 1880s, morticians had the necessary techniques and equipment to keep a corpse on view for several days. They had also perfected the public display of the body, clothed and seemingly asleep, by closing its eyes and mouth, sewing its lips shut, and tinting the face with cosmetics

Some Notes About the Civil War

- The War popularized several things – 2
  - Ice cream
  - Baseball
  - Dime Novels
  - Watches
  - Guns and the American love of firearms

Ice Cream - In the 1850s, Jacob Fussell, a Baltimore milk distributer who used a mechanical ice cream freezer, started transforming his leftover cream into bulk ice cream, selling it from Boston to Washington. During the Civil War, he also sold large quantities to Union supply officers, popularizing ice cream among the troops.

Baseball - The game of baseball received a tremendous boost during the Civil War in which many soldiers were exposed to it. Returning home, these veterans formed their own baseball teams so that, by 1866, the National Association included 202 teams in 17 states.

   Baseball began to assume its modern shape before the Civil War. By 1860, the distance between bases had been set at 90' and 9 innings had been established as the normal length of a game. The role of the umpire had been created to call balls and strikes and judge whether a runner was safe or out on the bases.

   The Civil War helped spread the game all over the country -- it was played at military bases and prison camps in both the North and South -- and in the wake of the war what had been an informal game was transformed into an organized sport.

Dime Novels – The Civil War consisted of days of boredom punctuated by minutes of stark terror. During the boredom, soldiers often had a lot of time during which they had nothing to do. Typically, the five most common leisure-time camp activities were individual foraging, gambling, sleeping, talking, and reading – with only reading considered to be a positive activity. As a result of demand for reading material, "dime novels", first published in June 1860, flourished, helping to account for the vast increase in the number of book titles published during the Civil War (4,000 titles in 1862 vs less than 500 in 1834)

Watches - The Civil War, like all wars, created a need for time synchronization. Hence, it provided a huge market for the affordable watches made possible by the mass production techniques of the Industrial Revolution.

Guns – Prior to the Civil War, the national murder weapon of choice had been the knife or bludgeon. That had drastically changed by the end of hostilities, largely owing to the huge

Some Notes About the Civil War

- The Civil War had several major effects -1
  - Post-war crime waves
  - The creation of national cemeteries
    - Burial in these cemeteries was only for Union soldiers. There was no official reburial of Confederates
    - This led Southern civilians, mostly women, to mobilize private efforts to accomplish Confederate reburial. These efforts and the organizations they spawned became a means of keeping sectionalist identity alive and perpetuating southern resistance to northern domination and reconstruction

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Crime - "Crime rates skyrocketed, particularly in large eastern cities. New York City police commissioners blamed the rise in felonies on the Civil War and said it was "a school for violence and crime." Homicide and suicide rates, especially among veterans, soared across the nation. During Reconstruction, as many as two-thirds of the inmates entering prisons in northern states were veterans. In every state in the Union, the number of cases of manslaughter and assault with the intent to kill increased ten to twenty fold over that in prewar years," writes W. Eugene Hollon. "In most of the crimes of blood, whether on the raw frontier or in the crowded city slums, the revolver was the weapon of death. Bands of former Confederate soldiers with no jobs and few families to return to turned into vicious thugs and went on crime sprees across the bloodstained landscape. The devastation following the Civil War, particularly in the South, produced not only profound social dislocation but also a generation of desperate men, who, because of the war, were all to familiar with guns and death, men who were separated from their families and had become alienated. Not a few of them as a result came to be regarded as western outlaws.

National Cemeteries – As early as 1863, the battlefields of Antietam and Gettysburg were named national cemeteries as was Arlington National Cemetery on the grounds of the Custis-Lee mansion. When the reinterment program was completed in 1871, 303,356 Union soldiers had been buried in 74 national cemeteries, and the War Department had expended $4 million on the reburial effort. The reburial program represented an extraordinary departure for !! the federal government, an indication of the very different sort of nation that had emerged as a result of civil war. The program's extensiveness, its cost, its location in national rather than state gov-ernment, and its connection with the most personal dimensions of individuals' lives all would have been unimaginable before the war created its legions of dead, a constituency of the slain and their mourners. "The establishment of national and Confederate cemeteries created the Civil War Dead as a category, as a collective that represented something more and something different from the many thousands of individual deaths that it comprised. The Civil War Dead became both powerful and immortal, no longer individual men but instead a force that would shape American public life for at least a century to come. The reburial movement created a constituency of the slain, insistent in both its existence and its silence, men whose very absence from American life made them a presence that could not be ignored. Honor to the Confederate dead required the continuing defense of Confederate principles, which had been "defeated, not necessarily lost." Only vindication of the original purposes of the conflict could ensure the meaning of so many men's sacrifice.

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Some Notes About the Civil War

- The Civil War had several major effects -2
  - Growth of federated voluntary associations
  - An increase in the power of the federal government vis-à-vis the states
    - The war led to an increase in the fiscal and administrative capabilities of the federal government
    - The war weakened support for states' rights
    - The enactment of the 13th, 14th, and 15th Amendments created rights under the federal Constitution that were enforceable against the states
      - Later these Amendments would come to mean that the original Bill of Rights applied to the states as well as the federal government

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Voluntary Associations - In 1861, the Federal Government was not prepared for total war. The U.S. Army consisted of a mere 16,000 -- mostly stationed in 79 scattered outposts in the trans-Mississippi West and led by a small corps of West Point-trained professionals, about a third of whom went South to serve the Confederacy. To raise volunteers for the military and create volunteer organizations to provide medical, social, and spiritual support for the troops, there was a outpouring of volunteering under the auspices of the U.S. Sanitary Commission, the YMCA, and other organizations. For those destined to lead the future mass membership associations, wartime experiences created ideals, network connections, and models of citizen organization that encouraged ambitious association building long after the fighting ceased.

Some Notes About the Civil War

- The Civil War had several major effects -3
  - Large scale drug addiction
  - Western Union becoming a telegraph monopoly
  - Led to French intervention in Mexico
  - Led to the creation of the Canadian confederation
  - Federal obscenity laws
  - Set a precedent for future U.S. military doctrine

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Drug Addiction – Historian Wolfgang Schivelbusch in his *Tastes of Paradise – A social history of Spices, Stimulants, and Intoxicants* noted, **"**The production of morphine (1817) and heroin (1874) from opium had the same effect on the drug scene as the spread of hard liquor had on the drinking world; an escalation of toxicity with considerable consequences for society. Morphine in particular added a new dimension to the drug problem." It was used in massive quantities for the first time in military hospitals during the Crimean War and the American Civil War, and also later in World War I. The wars multiplied the incidence of drug addiction. Morphine made its way from military into civilian life, a process of expansion observed for tobacco in and after the Thirty Years War.

Western Union - Before the Civil War, Western Union achieved prominence as a result of its buying up of bankrupt telegraph companies, its exclusive agreements with the railroads to run telegraph lines along rights-of-way, and its completion of the transcontinental telegraph in 1861. It still, however, had a major competitor in the American Telegraph Corporation which had gained control of many eastern lines, including those originally owned by Morse's Magnetic Telegraph Company. The Civil War brought prosperity to Western Union since its principal trunk lines ran east-west, were mostly located in secure areas of the North, and benefited from a surge in wartime demand. In contrast, American Telegraph suffered greatly since its principal trunk lines ran north-south and when war broke out the lines were cut and revenues plunged. In 1866, Western Union combined with a third firm, United States Telegraph, and later took over American Telegraph, gaining a nearly complete monopoly throughout the country.

Mexico - The American Civil War led to Napoleon III's intervention in Mexico. The end of the Civil War resulted in the withdrawal of French troops from Mexico and the consequent downfall of Maximilian, which in turn helped bring Porfirio Diaz – the victor over French troops at the Battle of Puebla on May 5, 1862 ('cinqo de mayo') to power. His long reign in turn set off the Mexican Revolution of 1910.

Canada - In Canada, it led to the creation of the Canadian confederation as a deterrent to

Reconstruction - 1

– By early 1866, each former-Confederate state had revised its laws to reflect the abolition of slavery but the resulting Black Codes severely restricted Blacks
  • Barred land ownership by Blacks
  • Limited the ability of Blacks to testify in court against Whites

– Congress in reaction passed the Civil Rights Act of 1866
  • Declared the freedmen to be U.S. citizens with all of the rights pertaining thereto

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Reconstruction – 2

- The 14th Amendment reflected two concerns of the Republican Congress
  - The fear that the Civil Rights Act of 1866 might be declared unconstitutional
  - The fear that the negation of the 3/5th clause due to the abolition of slavery would enhance the political power of the South after the 1870 census reapportionment
    - This would enable the Southern Democrats to regain power and possibly repeal such wartime legislation as the Homestead Act, the Morrill Land-Grant College Act, and the wartime banking, tariff, and currency legislation
    - It would probably make the Republicans a permanent minority party unlikely to either win the Presidency or Congress

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Reconstruction – 3

– The fear of Southern whites voting en bloc for the Democrats led the Republicans to support suffrage for Blacks and disenfranchisement for those who were leaders of the Confederacy.

  - Hence the 14th and 15th Amendments

– While there were Black congressmen, 2 Black senators (both from Mississippi), a Lt Governor, and numerous state legislators

  - Most Southern officials were white
  - Most Southern black officials were not former slaves, but part of the 10% of the Black population in 1860 that had been free

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Reconstruction – 4

- – What the North was trying to accomplish in the South was similar to what the U.S. was trying to accomplish in Iraq
  - • Frustrated by Southern racism, the South's resentment at its defeat, and the poverty and lawlessness of the post-Civil War South
- – In the reconstructed states, revenues in an economy devastated by war were insufficient to meet the additional demands imposed by programs of education, public works, and railroad construction
  - • This led to the widely-believed charge that Reconstruction governments were notoriously extravagant and corrupt and needed to be "redeemed"

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The South-Iraq Comparison - In the decade after Appomattox, the North was faced with a situation similar to ours in Iraq — a society half-reshaped and restive, a low-level insurgency, and a mounting financial cost. The result was that the North elected to abandon Reconstruction, return power to the defeated slaveholders, and forsake the people it had fought a war to free. For a long time they were praised for it by pro-Southern historiographers who saw Reconstruction the way the Left sees the Iraqi occupation, as an overzealous attempt to impose a way of life by force on an unwilling culture. Later it was pointed out that Reconstruction was hardly worse than the apartheid that came after and that perhaps the North should have stayed longer and done more to root out the pathologies of the conquered South.

The End of Reconstruction

- The end result:
  - After the disputed election of 1876, Reconstruction was abandoned
  - The Southern "Redeemers" – the old southern elite of plantation owners now supplemented by railroad magnates and manufacturers - came to power
    - The Redeemers followed a low-tax ideology and adopted a policy of retrenchment which meant cutting taxes and reducing public services

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The New South

– By the end of the 1870s, the South still had not economically recovered from the Civil War

  • In 1880, U.S. per capita wealth was $1,086 outside the South and only $376 in the South

  • In 1880, the estimated value of property in the U.S. was $47.64 billion, of which the South had only $5.72 billion

– While the South did acquire railroads and industry (especially textiles and pig iron), its economy was still dependent on cotton in an era when prices were declining

  • The result: sharecropping

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Cotton brought 15 cents a pound in 1870, 8 cents a pound in 1890, and 6 cents in 1895. After the Civil War, planters were short of cash. Instead Of paying their workers wages, they devised a system of dividing produce between tenants and landlords according to contracts. Thus the system of sharecropping came into existence. It revived the culture of tobacco and cotton and allowed African-Americans to make their own independent family lives. But it also confined poor farmers, first black and soon white, to a life of penury. An Act for Encouraging Agriculture, passed by Mississippi on February 18, 1867, introduced the lien system, which was soon adopted in other states. Merchants advanced supplies for the year ahead in exchange for a lien, a mortgage on the future crop. The plaintive lament of sharecroppers was "It's owed before it's growed." The injustices of the crop lien system were to become a most important base of Southern Populism in the 1890s

The Rise of Jim Crow - 1

- Under slavery, slaveowners sought to extract labor from their slaves and prevent slave insurrections
  – This made segregation impractical since it made labor extraction and monitoring of Afro-American behavior difficult
  – The fact of slavery made clear the relative social status of the races

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The Rise of Jim Crow -2

- Emancipation and the Reconstruction Amendments overturned both slavery and the social status structure of the South
  - The fact that in the eyes of the law, blacks were now equal to whites made the reaffirming white supremacy a pressing psychological problem for many insecure lower-class whites
    - One possible answer to the problem was Jim Crow

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The Rise of Jim Crow – 3

- Segregation developed as part of an ongoing struggle between radical racists who hated Blacks and Southern conservatives
  - Both agreed that Blacks were inferior but disagreed over how Whites should respond
    - While the racist radicals had no qualms about tormenting Blacks, conservatives were appalled by the radicals' hatred and propensity toward violence
    - For conservatives, the remedy was segregation. It permitted Whites to avoid contact with Blacks while allowing Blacks some social space

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The Rise of Jim Crow – 4

- During the late-1880s and 1890s, several Southern states passed segregation laws
- The first segregation laws pertained mostly to transportation, especially train travel
  - Train travel involved close contact for many hours and often overnight among passengers, a number of whom were women.
  - Trains had multiple cars so that railroad companies could easily segregate passengers

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Florida passed segregation laws in 1887, Mississippi in 1888, Texas in 1889, Louisiana in 1890; Alabama, Arkansas, Georgia, and Tennessee in 1891; Kentucky in 1892, and the Carolinas and Virginia in the late-1890s. In doing so, they often followed precedents established in the North prior to the Civil War.

The Rise of Jim Crow – 5

- There were two opponents of Jim Crow laws:
  - Private businesses, such as railroad and streetcar companies, since they saw segregation laws as expensive and difficult to administer
  - Blacks, who saw segregation as degrading.
- The South reacted against Black protest against segregation by disenfranchising Blacks
  - This was done by the use of cumulative poll taxes, literacy tests, and grandfather clauses

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Business - From the perspective of the railroads and streetcar companies, there was simply no economic logic for providing separate street or railway cars or other facilities for different racial groups. Companies often tried to evade segregation laws by not enforcing them. Eventually, governments had to coerce compliance. In an ironic twist of ethics, politicians accused the railroads of putting profits ahead of racist principle. Segregation, therefore, represented a triumph of government regulation over the free market.

Disenfranchisement - Mississippi was the first state to disenfranchise African-Americans by a constitutional convention in 1890. It was followed by South Carolina in 1895, Louisiana in 1898, North Carolina (by an amendment) in 1900, Alabama in 1901, Virginia in 1901 and 1902, Georgia (by amendment) in 1908, and the new state of Oklahoma in 1910. Four more states achieved the same ends without revising their constitutions: Tennessee, Florida, Arkansas, and Texas. Three pernicious and sophistical arguments were advanced by the proponents or African-American disenfranchisement. The removal of the African-American vote, they said, would end corruption at elections. It would prevent African-Americans from holding the balance of power in contests between rival factions of whites. And it would oblige African Americans to abandon their false hopes of betterment and instead make them accept their true social place. As a result, race relations would steadily improve.

The Rise of Jim Crow - 6

- The end results:
  - Virtually all Blacks and a large number of poor whites were disenfranchised
    - In the 1890s, an average of 73% of men voted. Only 30% did so in the 1900s
  - The South became a one-party entity, with the Democratic party exercising unchallenged dominance.
    - The party was dominated by a business-planter elite, committed to low taxes and preservation of the status quo
  - Segregation became institutionalized throughout the South

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These devices were nothing if not effective. In Louisiana 130,000 African- Americans were registered to vote in 1890; in 1900 there were 5,000; in 1904 there were only 1,342. In Alabama there were 181,000 African-American voters in 1890; in 1900 there were 3,000. In the South as a whole participation by African-Americans fell by 62. percent. In 1900 Ben ("Pitchfork") Tillman of South Carolina boasted on the floor of the Senate, "We have done our best. We have scratched our heads to find out how we could eliminate the last one of them. We stuffed ballot boxes. We shot them. We are not ashamed of it." Despite concessions to poor whites, white participation in elections also declined — by 2.6 percent. Thus, while on average 73 percent of men voted in the 1890s, only 30 percent did so in the early 1900s. Opposition parties dwindled away and the Democrats were left undisputed champions of the South.

There was a series of Supreme Court decisions which enabled segregation and racism to triumph. The most famous of these is *Plessy* v. *Ferguson* in 1896, which upheld a Louisiana state law that required "separate but equal" accommodations for African-Americans and whites on public carriers and provided a penalty for passengers sitting on the wrong car.

The Wild West

- Geography of the Wild West
  - Arid grasslands of the Great Plains
  - Rocky Mountains & the High Sierras
  - Hot Deserts of the Southwest (AZ, western NM, southern CA)
  - Cold Deserts of NV, eastern WA & eastern OR

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The Great Plains are bordered by the Rio Grande, the Canadian subarctic boreal forest, the Rocky Mountains, and the forest hills of the Mississippi Valley .Annual rainfall is only 12"-20" and often comes in fits and starts. For both want of water and prevailing high winds, only a few species of trees grew – cottonwood & willow – grew on the Great Plains, and only along the narrow, sheltered margins beside the permanent rivers. Instead of trees, hardy and drought-resistant grasses covered most of the Great Plains. On the drier western half of the plains, known as the "high plains," buffalo and grama grasses, four to five inches tall, prevailed in a tough fibrous mat with deep roots. The slightly wetter eastern half, the low plains," sustained tall-grass prairies, with some grasses exceeding six feet in height. The tough grassland matting precluded agriculture prior to the horse and the iron and steel plow

The Wild West

- Westward Movement
  - In the 19th century, a farmer's son with little hope of inheritance had four options
    - Learn a trade
    - Join the army
    - Go to sea
    - Seek his fortune on the frontier

Native-born Americans moved West because they felt that the pressure of increasing population in the East was narrowing their opportunities. Immigrants were attracted by advertising campaigns run by states and steamship companies. They were dispersed throughout the West by railroads and labor bureaus. It was the railroad and telegraph that made possible the settlement of the West

The Wild West

- In 1865, there were very few settlements between the Mississippi Valley and the Pacific coast
  - Except for the Indians, it was largely uninhabited
- By 1890, the Census Bureau considered the frontier to no longer exist
- Settlement of the West took place in three waves – ranchers, miners, and farmers

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Sparse settlements – There were a few settlers around Santa Fe NM and the Mormons in Utah. The great prairies between Kansas and Nebraska in the East and the Rocky Mountains in the West had previously been considered unsuitable for settlement. They were sometimes called the !! Great American Desert owing to their inhospitable terrain and climate These central plains had the most extreme temperature range in the United States: the mean temperature in Bismarck, North Dakota, fell to minus 45 degrees Fahrenheit in winter, whereas in Phoenix, Arizona, the mean temperature was 117 degrees in summer.
Census Bureau - In 1890 the Bureau of the Census announced that the frontier was closed, that is, there was no longer any discernible demarcation between frontier and settlement. (p282}
[Cashman_America in the Gilded Age]

"Up to and including 1880 the country had a frontier of settlement, but at present the unsettled area has been so broken into by isolated bodies of settlement thatthere can hardly be said to be a frontier line. In the discussion of its extent, itswestward movement etc., it can not, therefore, any longer have a place in census reports." (p282} [Cashman_America in the Gilded Age]

According to this pronouncement, westward expansion was now complete.
Settlement - In three decades they settled more land in America than their eastern predecessors had done in 250 years. Between 1607 and 1870 409 million acres of land had been settled and 189 million acres were cultivated, but between 1870 and 1900, 430 million acres were settled and 2.2.5 million acres were cultivated. The foundation of this final settlement was new technology, which improved communications, and the laying of transcontinental railroads.

The Wild West

- The Cattle Drives of the 1860s-1880s reflected:
  - Large herds of longhorns in Texas
  - Sizable post-Civil War migration to Texas
  - The coming of the railroad to Kansas
  - The knowledge that the Texas longhorns could sell for much less than eastern cattle

Herds – During the Civil War, Texas was both cut off from the rest of the Confederacy and its men were at war. As a result, there were large herds of cattle which had fattened themselves on the grassy plains when the war ended. Climatic conditions in Texas were ideal for raising cattle and the state's land policy suited the owners. Texas had never ceded its public domain to the federal government and now it allowed ranchers to acquire land for grazing at 50 cents an acre. This generous policy encouraged mammoth ranches such as the XIT Ranch in the Texas Panhandle that contained over 3 million acres.

Cowboys – The arrival of ex-Confederates and ex-slaves from the economically-desolate South along with Mexican immigrants provided a ready pool of laborers to serve as cowboys.

Cattle drive to railroad - In 1867 Joseph McCoy devised a route whereby cattle would be driven north from southern Texas to Abilene, Kansas, along Chisholm's trail to the west of any settlement. The journey was known as the long drive. From Abilene, the Kansas and Pacific Railroad transported cattle to the slaughterhouses of Chicago. Between 1866 and 1885 a total of 5.71 million cattle went north by this route.

The Wild West

- Effects of the Texas cattle drives:
  - Branding of cattle
  - Extension of the cattle kingdom northward
  - Growth of cow towns like Dodge City & Abilene KS
    - Prostitution a major source of town income
  - Notion that cattle had a right to free access to grass and water
    - This precipitated eventual wars between the cattlemen and the farmers

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Branding - Because there were no boundaries and cattle wandered freely, the open range led to various problems of ownership that were resolved by branding cattle. Herds were rounded up in the spring and fall and divided among their owners. The calves, which followed their mothers, were then branded in special pens. Roundups were the most celebrated and arduous of the cowboys' duties, with work lasting twelve or fifteen hours a day in grueling heat. The great freeze of 1887 ended the open range. Ranchers returned to more traditional methods of raising livestock, restricting their herds and fencing them in.

Northern cattle kingdom - One unanticipated consequence of the Texas cattle drives was the extension of the Cattle Kingdom northward to Kansas, Nebraska, Colorado, and beyond. Most of the cattle from the cattle drives of the late 1860s went to stock new ranches on the Northern Plains. During the 1870s, the size of herds in Kansas and Nebraska, much nearer the railroad heads leading to Chicago and the East, grew from 500,000 head to 2,500,000 head, while herds in Colorado, Wyoming, Montana, and Idaho showed similar growth.

Cow towns – The basis of the cow town economy was the railroad and the cattle drive. A cowboy at the end of a cattle drive drive had $50-$90 to spend on average. Some of this went to the vice purveyors; but local barbers, dry goods merchants, leather goods merchants, hotels, and restaurants also benefited, either directly from the cowboys or indirectly from the free-spending gamblers and prostitutes. Cowboy sprees and local vice industries (prostitution & gambling) were prime sources of violence and disorder, but they were tolerated on account of the money they brought to town. Town fathers and merchants were reluctant to come down too hard on the cowboys and vice purveyors lest the cowboys take their cattle and wages elsewhere. Cowboys would not come to a town unless they could have a good time. The best that could be done was to hire a sheriff and some deputies and judges to keep the lid on and control both the criminals and the drunken cowboys.

Prostitution – Prostitution apparently was such a major source of income that town fathers often acted as pimps. Census records indicate that several prostitutes lived with prominent town citizens. In Dodge City, prostitutes were living with the mayor, two policemen, and the vice president of the local bank. Gambling arrests were another source

The Wild West

- Notes re the Cowboy
  - Out of 7 cowboys, 5 were Anglo, 1 was Hispanic, & 1 was Black
  - The cowboys formed the lower half of a two-class system of cattlemen and cowboys
    - Cowboys were generally lower-class hireling bachelor laborers in a risky line of work
  - The cowboy's picturesque dress was largely adopted from Mexican cattle herders
  - The nature of their work required fostered characteristic virtues and resulted in a unique sub-culture

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Cowboy social origins - Many of the Anglos were Texans or post-Civil War emigrants to Texas (mostly Confederate veterans). The Blacks were mostly ex-slaves from Texas.

Class structure – The cattlemen were the capitalists and employers who owned the ranches and the cattle and generally were married. The cowboys were the almost always unmarried employees who tended the cattle and lived in the employer-provided bunkhouse.

Hireling laborers – As historian David Courtwright, in his *Violent Land. Single Men and Social Disorder from the Frontier to the Inner City* noted, "The cowboy in practice was and is an overworked and underpaid hireling, almost as homeless and dispossessed as a modern crop worker and his fabled independence was and is chiefly the privilege of quitting his job in order to go looking for another just as bad. That, or go outside the law, as some did

Cowboy dress – The cowboy's dress served very useful functions. The broad brimmed hat protected face and eyes from the sun. The brightly-colored bandanna around the neck could be pulled over the nose and mouth to filter out dust. Leather gloves protected hands from rope burn and the weather. The chaps protected legs from brush & briars and provided warmth in cold weather. The distinctive boots protected his feet and ankles from snakes and announced to the world that here was a horseman.

Virtues and subculture - The nature of their work -- rounding up cows, branding calves, castrating bulls, breeding and bronco-busting horses, rescuing animals in distress (especially during winter snow & ice storms), fighting brush fires, and conducting trail drives to railheads or northern pastures -- required strength, endurance, and cool courage. It also precluded drinking on the job, but the cowboys made up for it in payday binges. The fact that the cowboy was part of a free-floating mobile labor force, often with few family ties, living in bunk houses and fed in some sort of 'company mess, tend to create a subculture that was socially undisciplined, hard-drinking, brawling, and given to sprees of drinking, whoring, and gambling.

The Wild West

- While ranching opened the Great Plains, it was mining that led to the settling of the mountains and the desert
  - Between 1859 (when silver was discovered in Nevada) and 1880, $292 million of silver bullion was mined
  - The 1870s saw gold, silver, and copper discoveries in Colorado, Idaho, Nevada, Arizona, South Dakota, and New Mexico

In 1859 gold was discovered in Pike's Peak, Colorado, and silver in Nevada. The gold rush of 1859 soon died away, for the precious lodes in Colorado were particularly heavy and required special, expensive machinery for the extraction of ore. However, silver was a different proposition, and the rush to exploit the Comstock Lode reached its climax in the Big Bonanza of 1873. Between 1859 and 1880, $292 million of silver bullion was mined. Silver and copper were a discovered in Montana at Butte in 1875 and 1876. The mines of Colorado yielded gold and silver at Silverton (1873), Leadville (1873), Ouray (1875), and Cripple Creek (1878). Idaho yielded gold in the Caribou !! Mountains in 1879; gold at Bonanza in 1875; and silver, lead, and zinc Jt Coeur d'Alene from 1882. Nevada yielded gold, copper, and lead in Eureka from 1872. In Arizona mines were opened at Prescott (1862), Lordsburg (1870), Globe (1873), and Tombstone (1879) for the extraction of gold, silver, and copper. Most dramatic of all, prospectors discoeyed gold in the Black Hills of South Dakota in 1874. In 1876 the Homestake mine was opened. It became the largest gold mine in the Western Hemisphere.

The Wild West

- Mining Methods
  - Placer mining – used by prospectors
    - Prospectors were usually unmarried male transients hoping to strike it rich
  - Lode mining – required the use of heavy machinery and was done by mining companies
    - Lode miners were generally residents of mining towns employed by the mine

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Placer mining - In placer mining, prospectors collected pans or cradles of sand and gravel from the bed of streams and shook or rocked them in running water. The heavier gold nuggets and dust sank to the bottom of the pan while the lighter sand was washed away. **Lode mining –** Lode mining involved the use of stamp mills to pulverize veins of quartz containing gold. Gold was extracted after mercury had been poured into the pulverized material and formed an amalgam with it. Lode mining, since it normally involved the digging of mines, necessitated the use of heavy machinery and more permanent occupation than placer mining.

The Wild West

- Miners
  - Consisted of men working in remote areas without their families
  - Mining towns were normally rowdy places
    - In 1880, the silver mining town of Leadville Colorado had a saloon for every 80 persons, a gambling establishment for every 170, a bordello for every 200, and a church for every 5,000.
  - Crime rates in mining towns were very high

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The Wild West – Law & Outlaws

- Crime rates in the West were high. There were several reasons for this:
  - The existence of an "Honor Culture"
  - High male to female gender ratios
    - Many men unable to find wives
  - Racism and ethnic hostility
  - Widespread ownership and carrying of firearms and knives

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High crime rates – In addition to the crime rates in the mining towns, crime rates were also high elsewhere. In the 1870s, the sparsely-populated New Mexico Territory accounted for at least 15% of all murders in the nation. In 1880, the homicide rate in the New Mexico Territory was 47 times higher than the national average.

Honor Cultures – As David Courtwright in *Violent Land* notes, "Cultures in which men are sensitive about honor have much higher levels of violence. *Honor has been succinctly defined as a system of beliefs in which a man has exactly as much worth as others confer upon him. Good opinion is won or lost by the way a man handles himself in conflicts. To fail to respond to a challenge or an insult is to lose face and surrender self-esteem. The proper response to an insult or challenge is direct action, preferably action that displays physical courage, such as dueling or violent response*. Aggressive displays against outsiders or animals is also a source of status. Cultures which stress honor stress male competitiveness. Honor cultures typically flourish in remote rural areas where the State is weak (and this was the case with the Wild West). Also, these cultures honor martial virtues and warriors, and they possess strong social class-status group distinctions. A strong sense of personal honor was especially powerful among Southerners – a category of people strongly represented in the Wild West.

Gender ratios – In 1870, California had a gender ratio of 166 men to 100 women. In Nevada, the ratio was 320 men to 100 women. In Idaho, it was 433 men to 100 women. In contrast, the New England states, the Southeastern states, and the urban areas of the East had more females than males. Thus, most western men lacked the violence-restraining impact of family life.

Racism – Racism fostered violence in three distinct ways. First, it inspired and rationalized inter-racial attacks. Second, it blocked intermarriage between white men and Indian & Hispanic women and family formation – an especially important factor given the sex imbalance between white men and white women – thus removing the restraining influence that family life has on male behavior. Finally, it impoverished, isolated, and socially marginalized minority groups – thus impelling them to criminal behavior.

Homicide Rates

Name	Years	Homicide Rate (per 100,000)
Nevada County CA (gold rush country)	1851-56	83.0
Leadville CO (silver mining town)	1880	105.0
Bodie CA (gold mining town)	1878-82	116.0
Henderson County IL (rural farming county)	1859-1900	4.3
Boston MA	1860-82 1990-92	5.8 19.1
Philadelphia PA	1860-80 1990-92	3.2 28.6

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For comparison, in the U.S. as a whole, the homicide rate per 100,000 population was 9.4

The Wild West – Law & Outlaws

- Reasons for high crime rates (cont)
  - The widespread presence of lower-class male cultural norms that:
    - Fostered gambling and drinking
    - Led to recreational association with other men in commercial establishments linked to vice, such as saloons, gambling halls, and brothels
  - The presence of a large number of:
    - Civil War veterans – both Union and Confederate
    - Young men aged 15-24
    - People who had been in trouble with the law back East

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Saloon - Wild West towns had high ratios of saloons to population. Frontier drunkenness was widespread, and, if newspaper accounts were accurate, involved in about half of all the homicides and a good deal more than half of all the assaults and brawls. Fights often took place in saloons, gender-segregated institutions of sociality and vice, where drinking men came together. Saloons multiplied occasions of conflict, both because of the imperative of guarding one's honor before other men, and because of the presence of gambling, prostitution, prizefighting, and other activities which inspired drunken competition and arguments. Saloons drew gamblers and pimps anxious ot relieve other patrons of their money.

The crime-prone –

Post-war eras, and the Civil War was no exception, have often seen crime waves as veterans brought back psychological traumas, acquired vices, lethal skills, and war-surplus guns into civilian society. 2/3rd of all the men in northern state prisons in 1866 were Civil War veterans.

As one historian noted, "A mixture of alcohol and kids with guns always causes problems."

The Wild West – Law & Outlaws

- Reasons for high crime rates (cont)
  - Geographic remoteness
  - Law officers were few in number and often corrupt
  - Major economic conflicts
    - Cattlemen vs. Farmers
    - Cattle barons & Business corporations vs. Those who opposed corporate interests

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Corrupt sheriffs and marshals – In Arizona, Deputy U.S. Marshal Wyatt Earp and several other deputies were accused of having embezzled on their expense accounts.

Corporations vs Opponents - On one side of the battle were the corporate gunmen employed by big busi-ness, cattle barons, and mining syndicates and cheered on by merchants who wanted law and order. These hired guns, such as "Wild Bill" Hickok and Wyatt Earp and his brothers, were usually Republicans, ex-Union soldiers, or from northern states. On the other side were those who opposed corporate encroach-ment on their lands and vehemently fought against the incorporation of the West. They had the support of gamblers, saloon owners, and prostitutes concerned about earning a living. The populist gunslingers this faction hired were mostly Democrats, and many of them hailed from Texas. They included a large number of unreconstructed Confederates akin to the Missouri outlaws Jesse and Frank James.[13] This is not to say that the gunmen protecting corporate or establishment interests wished to do away with brothels and gambling dens. They simply wanted to control and regulate them.

The Wild West – Law & Outlaws

- Law enforcement ineffectiveness led to vigilantism

- To sum up: "The frontier attracted armed bachelors filled with dangerous substances and dangerous ideas: whiskey, racial contempt, and homicidal sensitivity about honor." David Courtwright *Violent Land,* p66.

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Vigilantism – While most vigilante actions were limited in scope to action against known outlaws (usually cattle rustlers, horse thieves, and stage robbers), some were directed against racial minorities or used to settle personal grudges -- actions which sometimes led to private wars as friends and relatives of lynch victims sought revenge against the vigilantes.

The Wild West – Women

- As time passed, there was a growing presence of women and children. This
  - Changed the population structure
  - Changed the moral climate, since most of them were moral conservatives
    - Moral reaction against the saloon led to the movement for Prohibition
    - Having their reform efforts blocked by politicians allied to the vice industries led to support for female voting enfranchisement

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Population structure - As time went on, there was an increasing proportion of married farmers who emigrated to the West, bringing their wives and children with them. Meanwhile, the generation of gun-toting, hard-drinking bachelors either died off or were killed off. This slowly balanced the sex ratios.

Moral conservatives - 19th Century America was composed on the one hand of moral conservatives who were church-going, decent, and self-denying -- they tended to be either native-born Protestant women or middle class married men, and on the other hand of moral libertarians who paid no attention to religion, were self-assertive, and enjoyed recreations considered by the moral conservatives to be self-destructive and sinful (such as horse-racing, gambling, drinking, and prostitution) -- they tended to be either unmarried men of upper class background (especially from the South) and lower-class laborers. Frontier women (overwhelmingly moral conservatives) opposed the violence and vice associated with the saloons and brothels. So did married men (who in their bachelor days may have tolerated or even frequented a saloon or a brothel) but who, faced with the responsibility of raising children, came to see commercialized vice as a threat. With a growing population of women and married men, churches were formed and these became local bases from which masculine vice was attacked. Women and their male allies (generally husbands, clergy, and newspaper editors) used a variety of means to protest Sabbath-breaking, brothels, dance halls, gambling palaces, and saloons. Many women joined the WCTU, and when their reform efforts were blocked by male politicians allied to the vice industries, they pushed for female enfranchisement. It might be noted that the first states to give women the vote were in the West.

The Wild West - Farmers

- Free land brought farmers to the Great Plains
- New inventions enabled farmers to farm where no crop had grown before
  - New varieties of wheat
  - Mechanization of wheat farming
  - Dry farming enabled farmers to use water below the soil in arid country

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Free Land - The Homestead Act of 1862 allowed prospective farmers, on payment of a small registration fee, to settle on a plot of 160 acres (a quarter of a section). They were granted full title to the land after five years of continuous !! farming. However, whereas a farm of 160 acres in the Ohio Valley would be large enough to sustain a family, it would be insufficient f0r ranching or farming in the trans-Mississippi West. Nevertheless, at the end of the Civil War pioneers began moving from Kansas, Nebraska and Missouri along rivers and streams with rich soil and timber and after 1870, ever westward across the plains on land opened up by railroad routes and by the rout of Native Americans.

Wheat - Scientists discovered that two varieties of hard wheat could be grown there: spring wheat from northern Europe, which was sown in Dakota and Minnesota, and Turkey Red wheat from the Crimea, which was grown in Kansas and Nebraska. In 1870 E. W. Croix, a Frenchman, invented a machine to recover the rich glutinous part of the wheat kernel, or middlings. This process was perfected by Washburn Mills of Minneapolis in 1871. It improved the quality of flour and made it possible to use spring wheat more widely than before. In 1878 John F. Appleby invented the "twine binder." Historian T. N. Carver explains, "It was the twine binder more than any other machine or implement that enabled the country to increase its production of grain, especially wheat."

Mechanization of wheat farming – By 1880, each of the steps in wheat culture -- plowing, planting, cultivating, harvesting, threshing, winnowing, and hauling -- had been successfully mechanized as a result of the introduction of such new tools as the iron plow (which allowed plowing the matted grass of the Plains), the gang plow (which could plow more than one row at a time), the spring-toothed harrow, the harvester (which was pulled by a farm animal), and the binder (which automatically tied up bunches of grain). When used together, these tools saved enormous amounts of time [According to labor economist Leo Rogin, the amount of labor required for every bushel of wheat declined from 61 hours to 3 hours], reduced the cost of raising a bushel of wheat, and allowed farms to grow larger. By hand, a farmer could harvest only 7½ acres during the peak weeks of a harvest season; by machine methods, the same farmer could reap 135 acres

Dry Farming – Farmers found that if they plowed a deep furrow that loosened the upper soil, water would come to the surface from the water table by capillary action. After a rain,

The Wild West - Farmers

- Result of the farming innovations
  - Wheat production greatly increased
    - 1867 – 2.11 million bushels
    - 1900 – 599 million bushels
  - Labor to produce 15 bushels of wheat
    - 1840: 35 hours
    - 1900: 15 hours
  - Wheat exports
    - 1867: 6 million bushels
    - 1900: 102 million bushels

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The Wild West - Farmers

- Effects of Large-Scale Production
  - American farmers now in a world economy
  - Farmers went into debt to buy farm machinery and land
  - The combination of lower prices and more onerous debts was Populism
    - Directed at the railroads and grain elevators
    - Expressions of Nativist feelings
      - And in the South, anti-Black feelings

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World economy - Because American farmers had committed themselves to servicing the industrial world market, they became vulnerable to its economic oscillations. The depressions of 1873 and 1893 were as devastating to them as to industrial artisans. After 1885 American wheat could no longer enter overseas markets on such advantageous terms as in the twenty years after the Civil War. European countries built tariff walls to protect their own agriculture. Other countries, such as Argentina and Russia, expanded their wheat crop and began to compete with the United States for sales. The average price of American wheat fell from $1.05 per bushel in the period from 1866 to 1875, to 92 cents between 1876 and 1885, and then to 67 cents between 1886 and 1895. Although the American yield per acre increased more than 250 percent in this period, the actual value of the crop was less than 50 percent higher in 1895 than it had been in 1870.

Debt - Since much of the new farm machinery was single-purpose, farmers (who normally borrowed money to purchase the machinery) tended to shift to mono-cropping. Thus, subsistence farming along with the production of a little surplus to sell gave way to farming for profit. While subsistence farmers tended to communalize their labor (in the form of group barn raisings, shucking bees, harvesting, and quilting bees) as much as geography, weather, and local transportation would permit, commercial farmers saw themselves in competition with their neighbors so that communal work processes faded away. In addition, while homesteaders had received 160 acres free except for a registration fee, this was not an optimal farm size once farm machinery came on the scene. Hence, many farmers went into debt to buy land in addition to the debts for farm machinery and supplies to tide them over until the next harvest. Thus, the new farm machinery changed farmers' lives in numerous subtle ways -- not the least in that increasing mechanization led to increased farm output which in turn led to falling prices and a great deal of economic misery and political unrest in rural areas

Populism – If the immediate benefits of a new technology are clear (as were the benefits of 19th Century farm technology to almost all farm families), then people will be unlikely to

Post-Civil War Railroad

Year	1860	1865	1870	1880	1890
Mileage	30,000	35,000	53,000	93,000	164,000

IN 1890, railroad track mileage reached 193,000 miles. By 1895, all of the current major trunk lines had been laid, with subsequent mileage consisting of feeder lines. The peak for railroad track mileage was 254,000 miles in 1920. After that, it declined.

Post-Civil War Railroad

- A Few Key Notes
  - Railroads differed from previous business enterprises
    - They were a public service enterprise that required enormous up-front outlays of capital
    - They were geographically spread-out entities that required extensive coordination to operate
    - Once built, they were expensive to run and maintain – i.e. they were not only capital-intensive but also labor-intensive
    - Their profitability required both eminent domain, limited liability, and government subsidy

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Up-front capital - The railroad s (and later the utilities and large manufacturing concerns) required the tying up of large amounts of capital for very long periods of time. Railroads (and steel mills, and electric power networks) required enormous amounts of capital and only the rare project could be expected to pay for itself in any short period of time. The life of the asset and the time needed to recover the investment through profit and depreciation often exceeded the life expectancy of the early investors and managers. Adding to the risk was the fact that if the enterprise went bankrupt, there was seldom any prospect that the costly but highly-specialized assets could be liquidated either quickly or at a reasonable price

Post-Civil War Railroad

- Some Notes
  - Post-Civil War Railroads were corporations – only corporations could raise the enormous amounts of capital needed and had limited liability
  - In addition to capital from stockholders and bondholders, railroads required government subsidies
    - These subsidies took the form of state and municipal purchases of stock and Federal government land grants

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While a farm or local mill in the 1840s required less than $10,000 in capital, a whaling ship fully equipped for sea $25,000, and even the Lowell textile mills between $500,000 and $750,000 each, a typical 30-mile to 40-mile railroad required over $1,000,000.

Post-Civil War Railroad

- Some Notes – 2
  - Railroads were the first firms that that needed C^2 systems
  - Before the telegraph, railroads were also the fastest known means of communication as well as of transportation.
  - Coordination remained a major problem until railroads adopted the telegraph.
    - The use of the telegraph for railroad dispatching began with the Erie RR in 1851

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C^3 systems are Communications and Control systems.

Single-track RR - In a single track environment where trains could run into each other, the only way of conducting train operations was via a hierarchical organization run by the time table, the rulebook, and the stop watch.

Post-Civil War Railroad

- Economic Impacts - 1
  - The railroad created new economic resources by making economically possible exploitation of
    - PA, WV, and KY coal deposits
    - Iron ore deposits in the Mesabi region of MN
    - Copper deposits in MT
  - The railroad created a national market for goods by destroying the transportation cost barrier that had protected local manufacturing monopolies from competition

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National market - Before the railroad, manufactured products could often be made efficiently by hand because local markets meant the demand was small. But with the dawn of the railroad age, economies of scale became possible in manufacturing, and more and more products could be produced on an industrial scale at greatly reduced prices that could be sold nationally.

Post-Civil War Railroad

- Economic Impacts – 2
  - The railroad, as a consumer, created a massive demand for iron, steel, coal, lumber, steam engines, telegraphic equipment, and machine tools
  - The railroad created a whole host of new occupations
  - The railroad linked different parts of the country together

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RR as consumer - Post-Civil War Railroads purchased 42% of the output of iron and steel-rolling mills. Machine tools were needed to produce steam engine locomotive components, cut telegraph poles and railroad ties, and fabricate other railroad system components.

RR occupations – These included conductor, engineer, fireman, stationmaster, RR telegrapher, etc. In 1890, the railroads employed 749,000. This increased to 1,018,000 in 1900 and 1,699,000 in 1910 before peaking at 2,076,000 in 1920. By 1970, it had declined to 577,000.

Link different sections - With the creation of the four major trunk lines between New York and Chicago in the early-1850s,the construction of the first railroad bridge over the Mississippi River in 1856, the Erie, Baltimore & Ohio, Pennsylvania, and New York Central economically linked the agricultural Midwest to the industrial Northeast and delinked the economic ties that formerly bound the Midwest to the South via the Ohio and Mississippi Rivers. After, the Civil the first transcontinental railroad linked the Midwest to the Pacific coast. Later transcontinental railroads linked the Southwest to Southern California and the Northwest to the Northern Pacific coast.

Post-Civil War Railroad

- Economic Impacts -3
  - The railroad turned some villages into cities and others into hamlets and ghost towns
  - The railroad relegated the stagecoach and wagon from a primary mode of land transport to feeder status
  - The railroad fostered the development of capital markets and the New York Stock Exchange

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Boomtowns & Ghost towns - The decision to build a railroad along one route as opposed to another was often a determinant whether a village would grow and prosper or wither on the vine. Villages with railroad stations or facilities often become growing towns and cities, as did villages that were railroad junction points where different railroads intersected. In towns and villages with railroad stations, the railroad station often became the town social center and post office. Among the towns turned into cities by the railroad were Omaha, Tulsa, Wichita, and Denver.

Stagecoach - After the Civil War, railroads became the dominant form of long-distance travel, relegating stagecoaches to local transportation. Trains were simply faster, cheaper, and more comfortable. A stage journey from St Louis to San Francisco [1750 miles] cost $200 and lasted three weeks. A train trip from Philadelphia to San Francisco {2564 miles via St Louis -- at least 2 ¼ days from Philadelphia to St Louis and no more than 4 ¾ days from St Louis to San Francisco. AMTRAK takes about 3 days to make the trip} cost $140 and lasted barely one week.

NYSE - While the New York Stock Exchange traces its origins back to 1792 (and the Buttonwood Agreement), volume until the 1830s was minimal (often below a hundred shares a day being traded). In the 1830s, volume increased so that by the mid-1830s, an average of 6,000 shares a day were traded. On June 25, 1835, volume reached a record 7,825 shares. In 1835, the listed shares being traded consisted of 38 banks, 32 insurance companies, 4 railroads, 4 canals, and 3 municipal gas companies. [a total of 81 concerns] (p64) [Gordon]

The need to issue stocks and bonds led increasingly to Wall Street and other financial centers underwriting and selling railroad securities. As a result, railroad securities became the meat and potatoes of Wall Street business. In 1835, 3 railroads were listed on the NYSE. In 1840, 10 were listed. In 1850. 38 railroads were listed. By 1861, railroad stocks and bonds accounted for 1/3rd of all securities bought and sold. In 1884, the Dow

Post-Civil War Railroad

- Economic Impacts – 4
  - The railroads initially fostered the cattle drives of the 1860s and 1870s when they built lines to Dodge City and Abilene
  - By building railroads to Texas and the northern Plains, the railroads made the cattle drives obsolete
  - Railroads provided an organizational model for later mass merchandisers and manufacturers

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Cattle drives - When the railroad reached Abilene and Dodge City, it became profitable to drive Texas longhorn cattle from ranches in Texas to the railhead for shipment to the meatpacking plants in Chicago.

Organizational model - Businesses copied the railroad/ telegraphic organizational structure and they took the notion of continuity even further. First distributors (Montgomery Ward, Sears and Roebuck, the Atlantic and Pacific Tea Company) and then manufacturers (Swift foods) began to think about how they could improve reliability and increase efficiency. They began to acquire their suppliers. Manufacturers began to visualize the production of goods in terms of continuous flow

Post-Civil War Railroad

- Social Effects - 1
  - The railroads, with their need for trains to be at specific places at specific times, altered people's consciousness of time and made us slaves to the clock
    - The railroad created both timetables and a major market for watches since both railroad employees and passengers needed to know the exact time
    - The railroad created standardized time and time zones

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Time Zones - In 1869, Charles Dowd proposed dividing the nation into four time zones. By the 1870s, astronomers and railmen decided that the best approach was to give up local time altogether and make railroad time the *only* time. Before 1883, railroads measured time according to the local time of their major stations. The B & O used Baltimore time on its eastern routes, Columbus time for Ohio, and Vincennes time for the West. Thus, the station at Buffalo had three clocks and Pittsburgh six, each showing a different time. Once widely separated communities were brought into the same commercial basin, such differences caused endless confusion. In 1883, William F. Allen, secretary of the General Time Convention, devised a scheme of four time zones across the country: Eastern, Central, Mountain, and Pacific. Their times were based on the mean sun time on the meridians near Philadelphia (75th), Memphis (90th), Denver (105th) and Fresno (120th). In October 1883, the railroads agreed to accept it, and they put the plan into effect on Sunday, November 18, 1883. The impact of this decision was revolutionary. As the *Indianapolis Sentinel* proclaimed in a much quoted passage: (p27} [Cashman_America in the Gilded Age]

"People will have to marry by railroad time, and die by railroad time. Ministers will be required to preach by railroad time, banks will open and close by railroad time; in fact, the Railroad Convention has taken charge of the time business, and the people may as well set about adjusting their affairs in accordance with its decree." (p27} [Cashman_America in the Gilded Age]

Post-Civil War Railroad

- Social Effects – 2
  - The railroad with the help of the telegraph and newspaper built a national audience for certain actors, speakers, and entertainers
    - The railroads permitted performers and speakers to tour much of the country and become famous
  - The railroad, with the aid of the postage stamp, fostered the growth of the postal service

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National Audience - The railroad and the telegraph made modern sports possible -- i.e. professional baseball, college basketball & college football -- by permitting long-distance transportation of teams and fans, and electrical transmission of sports news to newspapers & magazines. The railroad had the same effect on sports as it did on American business: it provided both with the means to become national in scope. Teams from one section of the country could travel to compete in other sections. Local rail transport, including urban subways, also made it easier for spectators to travel to games in their home areas. Baseball teams in the early-20th century built their ballparks on street car lines. In Brooklyn, the need to avoid streetcars while walking to the games gave the local team its name: the Brooklyn Dodgers. When P.T. Barnum began to use railroads in 1881 to make the circus more mobile, it could reach a greater number of communities more quickly. Circus day became a very special occasion when people of all ages and classes gathered together to watch not merely the performance itself but every step from unloading to setting up to participation in the inevitable community cleanup that followed the circus's departure.
Postal Service – The number of stamps issued by the Post Office was 387 million in 1865. By 1880, it was 875 million. By 1890, it was 2.220 billion. By 1900, it was 3.399 billion.

Post-Civil War Railroad

- Social Effects – 3
  - The railroads created the first city suburbs.
    - Different from the later automobile suburbs
    - Railroad suburbs were small communities strung out like beads on a string separated by rural areas
  - The railroad, with the help of the post office, made possible a national market for books and other publications

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Railroad suburbs - By 1849, commuter railroad service linked Boston with such suburbs as Brookline, Dedham, Milton, Quincy, Dorchester, Brighton, Newton, Medford, Melrose, and West Cambridge. In the 1860s-1870s, the Pennsylvania RR decided to straighten out the meandering track between Philadelphia and Pittsburgh and bought out the farmers along the route. The RR then sold the land to land developers who created the fashionable 'main line' suburbs of Fernwood, Darby, Overbrook, Ardmore, Haverford, and Bryn Mawr. !! By 1870, Chicago had become the nation's railway hub , with the Santa Fe, the Chicago & Northwestern, the Chicago & Milwaukee, the Burlington, the Rock Island, and the Illinois Central running from Chicago and with commuter villages -- such as Evanston, Wilmette, Winnetka, Highland Park, Aurora, Hinsdale, Kenwood, Hyde Park, Morgan Park, Englewood, Blue Island, and Lake Forest -- along the RR routes

Different from later auto suburbs -The railroad suburbs of the 19th century were different from the automobile suburbs of the 20th century in several ways. First, railroad commuting fares were relatively expensive so that only businessmen or professionals could afford daily commutes. Thus, 30%-50% of the railroad suburb households consisted of businessmen who commuted at least five miles to work. The rest of the population consisted of workers whose function was to provide gardening, domestic, or other services to the commuters and their families. Second, because steam locomotives gathered speed slowly and took some distance to stop, railroad suburbs were usually discontinuous and separated by at least a mile or two (often more) of open space or greenbelt from each other. Thus, railroad suburbs were like beads on a string – the suburbs were not contiguous either to each other or to the central city. Except for the wealthy who could afford a horse and carriage and who thus could live further out, the natural limit to the spread of houses within the suburb was the walking distance to the railroad station.

Post-Civil War Railroad

- Social Effects – 4
  - The train altered the psychological experience of travel
  - The train and the refrigerated rail car diversified the American diet by enabling the transportation of perishable foods like milk, meat, and seafood
    - Crisfield MD and the Eastern Shore became major exporters first of oysters and then of soft-shell Blue Crabs

Travel psychology - As historian Wolfgang Schivelbusch noted: Stagecoaches were small, holding no more than 6 to 12 passengers in relatively close quarters. They also bounced a lot, making it difficult to do anything but look at the slowly passing scenery or have conversations with fellow passengers. The faster train blurs all foreground objects, thus limiting the ability of the traveler to relate to the landscape through which he is moving. Because it is riding on rails, train rides are very smooth-riding, without the jarring bumps characteristic of stage travel. As a result, the train traveler becomes a reader of books and newspapers. Reading while traveling becomes an established custom and almost obligatory.

Diet – The railroads became the prime cause of the increasing diversity of food for the American table. Perishables such as milk, oysters, and lobsters were transported by rail to large cities in insulated icecars or packed in barrels of ice. The speed of the railroads not only augmented the diet, it served to improve the quality of the food. Beef was more tender, more tasty, and less expensive. The cattle no longer were driven to market on the hoof, and hence they developed less muscle. The cattle were fed on grain shipped via the railroad, thus improving the flavor of the meat. Finally, meat cost less because less weight was lost between pasture and market. A similar situation arose with pork. Before the railroads were built, long legs were a desirable breeding factor in part as the hog was expected to walk to market. With the advent of rail shipping, breeders began to focus on tastier meats and fatter hogs.

Post-Civil War Railroad

- Social Effects – 5
  - Congestion in the horse-drawn city
    - Almost every passenger journey or freight shipment began or ended with a horse-drawn vehicle or horse
    - To haul passengers and freight, the large Percherons and Clydesdales by the 1880s became familiar sights on the streets
      - One result: a lot of horse-caused pollution. Each horse produced about 12,000 lbs of manure and 400 gallons of urine per year, much of which ended up in the street

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