


North/South Vocabulary- Copy onto page 
underline 1-2 key words

Climate- the overall weather of a specific place.

Commerce- trade or businesses

Industrialization- using machines or factories to produce things people need.

Economy- what people do to make money.

Textiles- cloth.

Agriculture- farming.

Planters- people who farm for a living.

Economy Foldable

- Fold a piece of paper in half. Then fold in like church doors.
- Label the top North and the bottom South.
- Using the **North** information sheet, write each topic and take notes (not complete sentences) in the **North** section of the foldable.
- Using the **South** information sheet, write each topic and take notes (not complete sentences) in the **South** section of the foldable.

Information about the South



Climate and Geography

The South was generally warm and sunny with long, hot, humid summers, mild winters, and heavy rainfall. The climate was ideal for agriculture---the rain and long growing seasons enabled farmers to grow many different crops in large amounts. The southeast bordered on the Atlantic Ocean and the Gulf of Mexico and had many broad, slow-moving, navigable rivers. Cities developed along these rivers and as ports along the gulf and Atlantic coasts. The Atlantic Coastal plain, an area of fertile, rich soil and swamps, covered much of the southeast. The west of this plain rose to the piedmont, another area of good farmland and forests

Population

The population of the South was made up of Europeans (mostly of English and Scotch-Irish descent) and enslaved Africans. By 1860 the population of the South reached 12 million, one-third of whom were slaves. The number slaves increased from about 1 million in 1800 to 4 million in the next 60 years.

The South was an overwhelming agricultural region of mostly farmers. Most of these farmers lived in the backcountry on medium sized farms while a small number of planters ran large farms or plantations. Only one-fourth of the Southern population owned slaves. Most of these were the planters. The rest of the white population were independent farmers, tenant farmers (who rented land and paid the land owners in crops or money), laborers, or frontier families.

Cities

Most Southerners lived on farms, spread out in separate communities - the planters scattered along the coastal plains and the small farmers in the backcountry. Since the economy was based on agriculture, industries and towns developed at a slower pace than in the North. There were numerous small towns, which grew up along the banks of rivers and coasts. Only a few large cities developed as trading centers in the South. Plantations were so large and so distant from each other that they became almost self-sufficient, like small towns.

Economy

The Southern economy was based on agriculture. Cotton, tobacco, rice, sugar cane, and indigo (a plant that produces a blue dye) were grown in great quantities. These crops were known as cash crops, ones that were raised to be sold or exported for a profit. They were raised on large farms, known as plantations, which were supported by slave labor.

After Eli Whitney invented the cotton gin in 1793, cotton took over as "King" of the Southern economy. The cotton gin was a machine that separated the seed from the cotton fiber much faster than it could be done by hand. As a result, the cotton industry began to develop rapidly, spreading to many parts of the South. In 1793, for example, Southern farmers produced about 10,000 bales of cotton. By 1835 they were growing over 1,000,000. By 1860, cotton exports made up two-thirds of the total value of American exports (products sent to other countries). To clear the land and grow the cotton, Southern planters began to use increasing amounts of slave labor. In the first sixty years of the 1800s, the slave population quadrupled. Slavery was essential to the prosperity of the Southern economy.

Culture

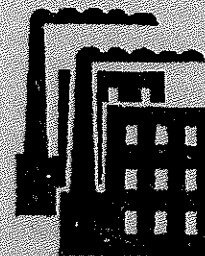
The life of the South revolved around the small, wealthy class of planters and the agricultural system they controlled. The planters were the aristocracy (the upper class) of the South, many of them descendents of wealthy colonial coastal planters. They lived like country gentlemen of England, and ran the political and economic life of the South. Since the plantations were far apart, they developed their own communities. Visits between friends on different plantations became major social events, giving great importance to hospitality. Recreational activities included such things as fox hunting, dancing, horse racing, and watching cock fights.

There were few schools or churches in the South, since neither education nor religion were very organized. The best educated colonies were the sons of planters. On plantations there were sometimes small schools, and often planters hired private tutors to teach their children until they were sent off to private schools. Small farmers, meanwhile, had little or no education.

Transportation

The new methods of long-distance transportation, such as steamships and railroads, affected the South because products could more easily be sold to more distant markets. By 1860 about 10,000 miles of railroad spread across the Southern states. Still, this was not nearly as vast a railroad system as the North had. Meanwhile, hundreds of steamboats moved Southern crops to the North and to European markets.

Information about the North



Climate and Geography

Warm, humid summers and cold, snowy winters marked the climate of much of the North. This region had rocky, hilly, and often infertile land. These conditions, along with the short growing season, made farming difficult. The many forests of the North served as a source of timber for shipbuilding. Clear, fast rivers ran down most of the mountains of the North into the Atlantic Ocean. The coastline of the Atlantic was full of sheltered bays and inlets. Settlers found that ships could sail along wide rivers into many of these bays. At a certain point, called the Fall Line (a plateau over which eastward-flowing rivers fell onto the plains) the many waterfalls of many rivers made them no longer navigable. Thus, at the Fall Line many ships dropped their cargoes, unable to travel further inland. Cities, which served as trading centers, grew up at these points. Soon people realized that the waterfalls were a cheap source of energy, and waterpower began to be used to run factories.

Population

The years between 1800 and 1860 marked a period of rapid population growth throughout the United States. This was especially true in the North where the overall population rose from about 5 million to 19 million during that time. Part of this increase was due to massive immigration. Between 1830 and 1850 alone, over 2 million Irish, Germans and other northern Europeans arrived in the United States. Most of them settled in the North.

Cities

After 1800 cities in the North thrived as centers of commerce. Set up along the Atlantic Coast, cities served as centers of trade between the North and Europe. They were also hubs of manufacturing textiles (cloth goods) and other products. Increasingly, people in the North were living in cities. In 1800 and 5 percent of the population lived in cities, but by 1850 nearly 15 percent did. Increased trade and manufacturing drew many laborers to towns to work.

Cities were often crowded and dirty. It wasn't until after the 1830s that harbors and streets were improved, sanitation systems were started, and police forces were created. Then public services such as education began to take root. Cities became increasingly important as centers of art, culture, and education. Most cities printed newspapers and books and provided many forms of recreation such as dancing, card-playing, and theater.

Economy

Northerners developed an economy based on many different industries, among them shipping, textiles, lumber, furs, and mining. Even though a majority of the people lived on small family farms, agriculture in the North was difficult. They found that much of the land was suited for subsistence farming (raising food crops and livestock for family use) rather than producing goods to export, or to send to other countries. As a result, Northerners began to use "Yankee Ingenuity" to manufacture all kinds of goods. Aided by the discoveries of the Industrial Revolution, such as the use of waterpower and coal for steamplants, manufacturing developed quickly. Items such as textile (cloth goods), iron, and ships were manufactured in great quantities. These goods were then traded for foreign products, transported to and from all continents by trading ships. In order to protect its industries from foreign competition, the North favored high tariffs, or taxes on goods coming in from other countries.

Culture

The growth in transportation, trade, manufacturing, and city population in the North brought about many changes. Cities took on an increasingly important role in determining the culture of the North. A growing class of merchants, manufacturers, wage earners, and new business owners brought new ideas to the North. The majority of Northerners, though, were still religious Protestant farmers. Since villages had become strong centers of community activities, both religion and education were organized. There were schools and churches in most towns. The Northern emphasis on public education grew after the 1830s, and some public schools were set up in larger cities. Still, though, a minimum of boys went to secondary school, and college was reserved mostly for the wealthy.

Transportation

Transportation vastly improved in the first half of the 1800s, a time when the size of the United States more than doubled. At the turn of the century there were few major stretches of surfaced roads, but by 1860 there were over 88,000 miles of them. Canals, mostly built in the North, were another improvement in cheap transportation. When the Erie Canal was clearly a huge success for New York, other commercial cities began to build canals in the 1830s. A decade later a system of over 3,000 canals provided water transportation between the Eastern seaboard and rivers in the West. Soon after, the first railroads were laid, and by 1850, 30,000 miles of tracks connected distant parts of the United States. Most of these new rail lines were in the North.