

WORKSHEET 10

The Transportation Revolution: Roads and Canals, 1820–1850



Maptalk

The titles of maps are instructive. Here the story is the transportation revolution of the three decades after 1820. But the colon indicates that this particular map will only deal with part of the story, specifically roads and canals. More maps would be needed to illustrate other aspects of the transportation revolution, such as the advent of steamboats and introduction of railroads, which also occurred at this time.

In 1850 the main power on roads and canals was provided by draft animals. Oxen, horses, and mules pulled wagons, stagecoaches, packets, and barges. The introduction of steam locomotives on railroad tracks and steamboats on rivers advanced the revolution with more vigor, but this map does a good job in showing how even using only animal power, roads and canals tied the various states together with a national transportation system.

Reading the Map

1. The National Road was originally called the Cumberland Road because it was designed to link the Maryland city at the head of the Potomac River valley with the Ohio River. This road across the mountains was the first major internal improvement or public works project funded by the federal government. Congress passed the bill in 1806, construction began in 1811 and the road was in operation by 1818.
2. The Cumberland Road became known as the National Road when various extensions pushed it to the capital cities of Ohio, Indiana, and Illinois, but it never reached its goal, the Mississippi River across from St. Louis.

3. The Erie Canal across New York State opened in 1825, after eight years of construction. By providing a water link between the Hudson River and the Great Lakes, the Erie channeled the produce of the Midwest into the port of New York.
4. The success of the Erie Canal set off a wave of canal digging in the United States. Pennsylvania tried to imitate its neighbor and all of the states north of the Ohio River used canals to connect the Great Lakes with the Mississippi River system.
5. The old Boston Post Road, which in colonial times extended from Boston to Williamsburg, Virginia, was extended all the way to Florida by 1850.

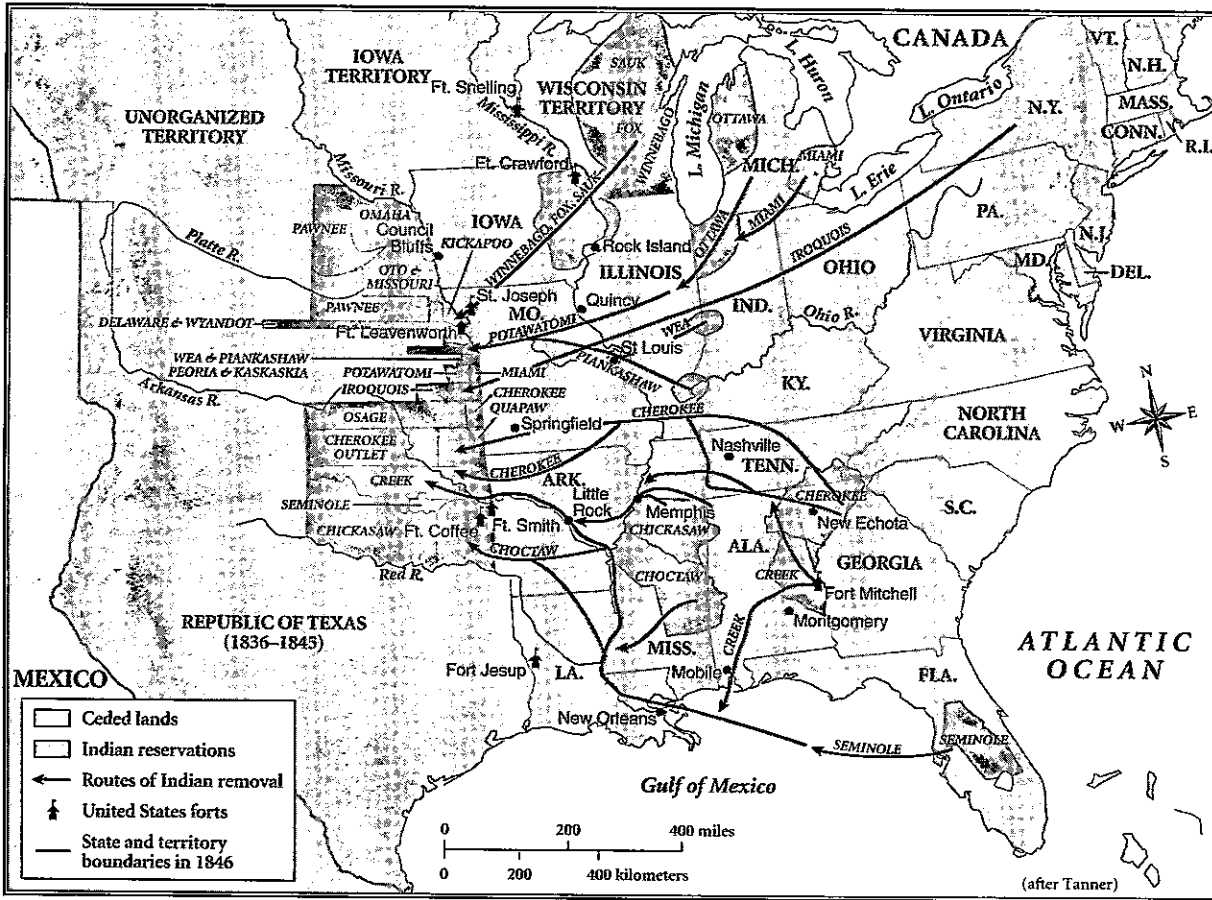
Working with the Map

After studying the map, consult your textbook and other reference books as needed to match the following key city in 1850 with the road or canal that contributed to its growth.

- | | |
|-----------------------|--------------------------------|
| _____ 1. Chicago | A. East Coast Post Road |
| _____ 2. Baltimore | B. Miami and Erie Canal |
| _____ 3. Nashville | C. Cumberland Road |
| _____ 4. Buffalo | D. Illinois and Michigan Canal |
| _____ 5. Cincinnati | E. Natchez Trace |
| _____ 6. Columbus | F. Erie Canal |
| _____ 7. Jacksonville | G. National Road |

WORKSHEET 11

The Removal of Native Americans, 1820–1843



Maptalk

In American society maps tend to have an optimistic quality. We consult them for travel arrangements, like vacations and sometimes to pursue work opportunities. They suggest movement, change, and development, set into a positive context by Americans' orientation to a better tomorrow. But this map is different.

The title seems innocuous when it speaks of "removal," but the situation becomes clear when we glance at the key and read about "forced migration routes." Students are often disturbed to read about this tragedy of Native American loss and alienation, an important part of the historical record during a time that was so full of optimism, expectation, and triumph.

Reading the Map

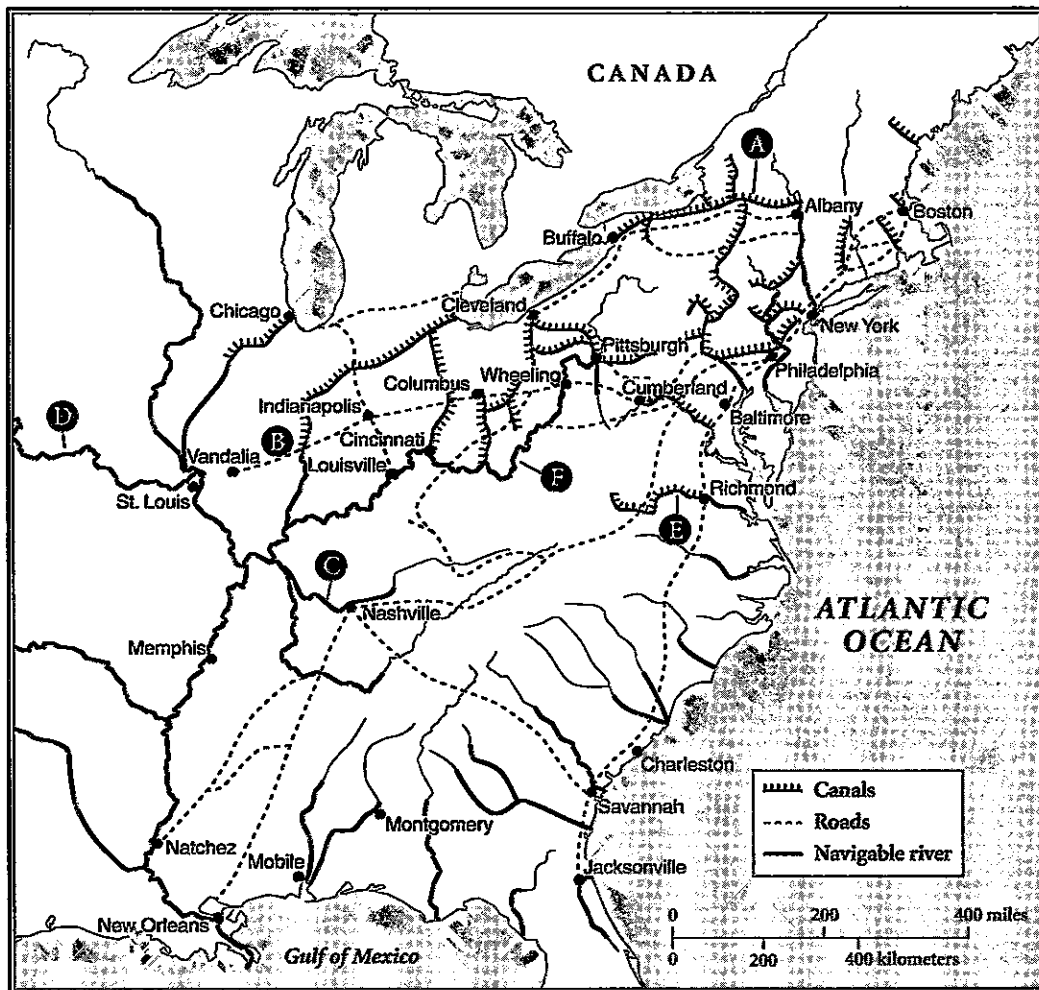
1. The overall goal of national policy during this period was the removal of Native American peoples from their ancestral lands east of the Mississippi to large tracts of "vacant" lands on the Great Plains. Many Americans felt that white and Indian societies could not exist side by side.
2. Some maps published during this period label a broad swath of land north of Texas as a great Indian reserve. On this map the reserve is divided into rectangular tracts, each one assigned to a different tribe.
3. The map shows the various removal routes to new reservations. In these routes, Native Americans were forced to travel with army escorts. Most of these were long treks over land, but in one case a sea route was used.
4. At this time there were no bridges across the Mississippi and crossing the river was a major task in the exodus of the tribes. The crossing often involved hardship and death. Several historical parks now commemorate these crossing sites.
5. Crossing the Mississippi, then as now, was a psychological experience as well as a geographic movement. In the minds of many Americans, the "Great River" divided the "Wild West" from the older west and settled east. In the majority view, Native Americans belonged in the wilds, not in civilized society.

Working with the Map

This map looks complicated because it includes many tribes and a variety of routes. Even so, it is selective and many branches of the routes of removal are not shown. One way to understand the map is to focus on one tribe and trace its route from homeland to reservation. Select a tribe and research some details about this particular forced migration and develop a paragraph entitled "One People's Experience" to serve as the caption for this map.

QUIZ 10

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Choose the letter on the map that correctly identifies each of the following:

- _____ 1. The Erie Canal
- _____ 2. The National Road
- _____ 3. The Ohio River
- _____ 4. The Mississippi River
- _____ 5. The James River Canal