



AP[®] United States History 2003 Sample Student Responses

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Mandatory 1	Part B — Circle one 2 or (3)	Part C — Circle one 4 or 5
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There were many new advances in transportation technology in the time period between 1820 and 1860, and these developments impacted the economy and social aspects of the United States in many ways. There ~~was~~ was a boom in the economy as a result of these advancements. The American society became more unified ~~because~~ because of the ~~many~~ many new forms of transportation.

The United States went through a period of rapid economic growth as a result of the developments in transportation. ~~The~~ One of the first developments were the Cumberland and National roads and the Lancaster Turnpikes. These stretches were cleared of trees and brush and were used to carry goods more rapidly across large stretches of land. The Erie Canal connected the ~~the~~ Midwest with New York through the Great Lakes. The invention of the steamboat by Robert Fulton made ~~the~~ transportation of goods up and down rivers viable for the first time. The first such boat was called the Clermont, a.k.a. "Fulton's Folly". The invention of the railroad was the biggest asset to economic growth. Meat ~~could~~ from the West could now be transported back East without spoiling. The ability to rapidly transport goods across the country led

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to a period of large economic growth.

American society as a whole became more unified because of new developments in transportation. The railroad allowed relatives who lived far apart to visit each other. People started moving more outside of major cities because of the ease with which they could travel. West & East were connected by the railroad. Other inventions even spawned new cultures. The steamboat brought about an entirely new culture along the Mississippi River. Those who traveled the river had a mystique about them, and ~~the~~ Samuel Clemens aka.

Mark Twain was drawn in by it. He wrote several books about life on the Mississippi, including Tom Sawyer and Huckleberry Finn.

Many new towns sprung up as a result of new forms of transportation. ~~The~~

Standard time zones were invented to help schedule train runs, and these zones helped bring people together.

Transportation developments ~~from~~ from 1820 to 1860 brought about great economic and social change for the United States.

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The period from 1820 to 1860 brought much change to the face of America. Developments in the area of transportation brought about great social and economic changes to the entire country. These developments ^{helped} ~~made~~ the country become more economically powerful and changed society greatly.

Up until the 1820s, most goods that had to be moved across land were transported on dirt roads in carriages, which often took very long. New roads built during this period, however, helped to speed the process. Communications, goods, and people could now travel faster by carriage on the new and improved system of roads.

During this time, Americans also began to take much more advantage of the ~~enormous~~ immense amount, convenience, and navigability of ~~the~~ the country's waterway. The introduction of the steamboat greatly increased the traffic on the Mississippi and Missouri Rivers. Travelers, tourists, goods, and news traveled up and down these rivers. This increased river traffic led to urban growth and economic prosperity in ~~the~~ cities like New Orleans and St. Louis. In 1825, the Erie Canal was constructed. This

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grand project connected ~~the~~ ~~East~~ Western New York and the Great Lakes region to the Hudson river. Goods from places like ~~the~~ Chicago could now be sent across the Great Lakes and the Erie Canal, down the Hudson, and into New York Harbor and the Atlantic, rather than all the way down the Mississippi, through the Gulf of Mexico, and north along the Atlantic Coast. The Erie Canal was one of the primary reasons for the growth of the quintessential ~~the~~ metropolis that New York City has become. Exposure of waterways led to the transport of goods and social ideas ~~between~~ among the South, the North, and the West.

Probably the most important of all transportation developments at this time was that of railroads. Increased technology and demand ~~was~~ produced an exponential rate of growth in the number of miles of track laid each year. Soon, a sprawling network connected all sections and major cities of the country. Farmers of the rural South and West could easily and cheaply send their goods to cities for export. People could travel from city to city within hours, or for a longer trip, just a few days. Railroads ~~came~~ spread farther and farther west, which led to the further settling and development of the Great American Desert. Socially,

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this led to the growth of more cities and towns, and economically it greatly stimulated the nation and its efficiency.

The vast growth in the area of transportation at this time changed America greatly, and for the better. Increased economic exposure ~~and~~ of potential advantages and the emergence of new social groups made America more vast, diverse, and wealthy as it had ever been up to that time.

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Whether it was the highway system, the railroads, or the canals, easy and effective transportation has played an integral part of the development of the US. Transportation has made all parts of America accessible, spurring economic and industrial growth. The groundwork of this transportation, laid between 1820 and 1860, set the stage for the development of all aspects of American life. Making the US a large, interdependent economy, the transportation developments of antebellum America led to increased industrialization, expansion, and sectionalism.

One of the first and most important aims of transportation in the 19th century was the fostering of industrial growth. In 1820, Henry Clay's American system sought to do just that, with plans for internal improvements, protective tariffs, and a national bank. The most immediate product of this plan was the canal system. Although quickly made obsolete by the railroad, canals such as the Erie Canal quickly paid for themselves by connecting the Mississippi River to the Eastern Seaboard. Eliminating the need for overground transport, the cost of raw materials coming from the west to the east plummeted. Robert Fulton's steamboat, which proved its speed by traveling from Albany to New York City in 32 hours, ~~both~~ made the waterways of America even more effective. As industrial shipping increased on rivers like the Mississippi and Ohio, cities such as St. Louis and Cincinnati rose in population and power. The most important development in transportation, however, was the railroad. Now making overland transportation fast and inexpensive, the entire North could now industrialize. These improvements made the North and Midwest

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the centers of American industrial might for years to come.

Another ~~the~~ part of America's development that transportation played a major part in was the expansion of the west. From the beginning of westward expansion, transportation was seen as a way to keep the country connected. This was first achieved with turnpikes and roads, such as the National Road, which crossed the Appalachians and went into the Ohio Valley. After the Mexican War, expansion grew so rapidly that transportation was unable to keep up. As settlers traveled on wagons on the Oregon and Santa Fe trails, politicians such as Stephen Douglas pushed for the extensions of railroads into the west. This resulted in the Gadsden Purchase in 1853, which cleared a path for the transcontinental railroad. Most of the effects transportation would have on the West would be felt after the Civil War, whether it be the cattle drives to the railroad junctions of Omaha and Chicago or the Populist's campaign against railroad price gouging.

Although transportation connected the US, it also promoted sectionalism, especially in the South. The South, totally dependent on large cotton plantations, did not need transportation as much as the North and West did. Systems like Henry Clay's American System ignored much of the South; by the Civil War the North would have the vast majority of railroads. Although presidents such as Andrew Jackson, who vetoed the Maysville Road veto, were against what they saw as sectionalism

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In American transportation, the 19th century saw the develop of two almost seperate and unequal transportation systems develop in the North and South.

The canals, turnpikes and railroads of the early 19th century helped the US expand, industrialize, and drift further apart. The transportation of the US made the North and West feel unified as a country, while it made the South feel as though it were a foreign nation. After the civil war, however, transportation was overwhelmingly beneficial turning the US into the world power it is today.