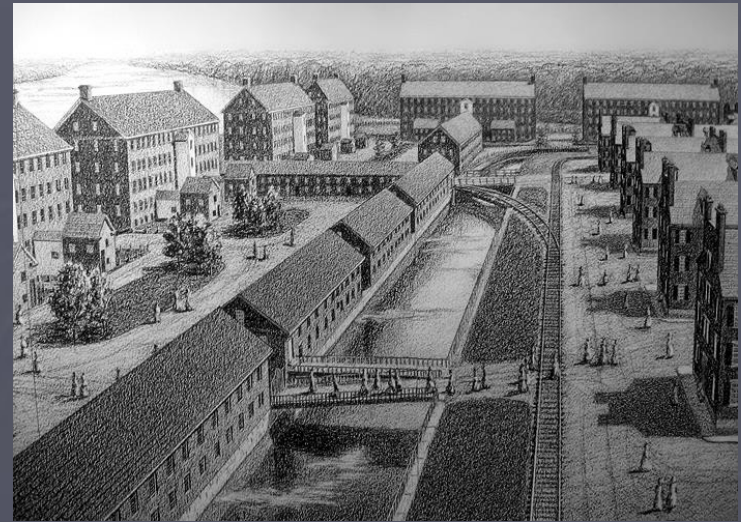


# Industrialism in Anglo-America

The background of the slide is a dark blue-grey color. On the left side, there is a faint, light-colored graphic. It includes a compass rose with the letters 'N', 'S', 'E', and 'W' visible. To the right of the compass rose is a line graph with several jagged peaks and valleys, representing data trends. A dollar sign (\$) is also visible near the bottom left of the graphic.

# Early Industrialization in North America

- Industrialized slightly after Western Europe
  - United States industrialized mid-1800s
  - First in east coast regions in New England
    - Starting with textiles

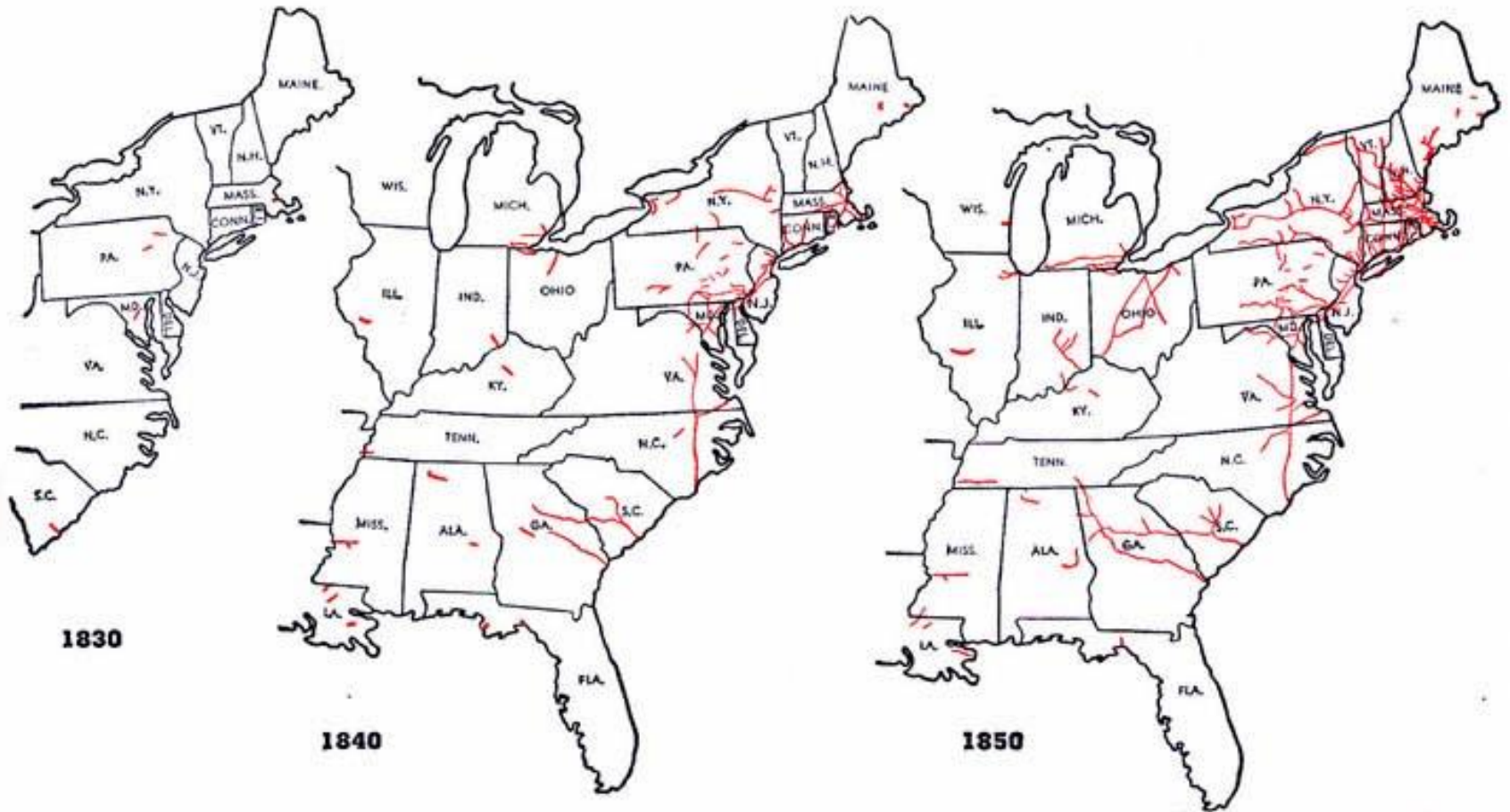


# Industrialization and the Civil War

- Northern United States had embraced principles of Industrialism
  - Southern States still relied on slave labor
  - Machines more efficient than slave labor
- North able to beat South in Civil War through industrial output



# Growth of American Railroads



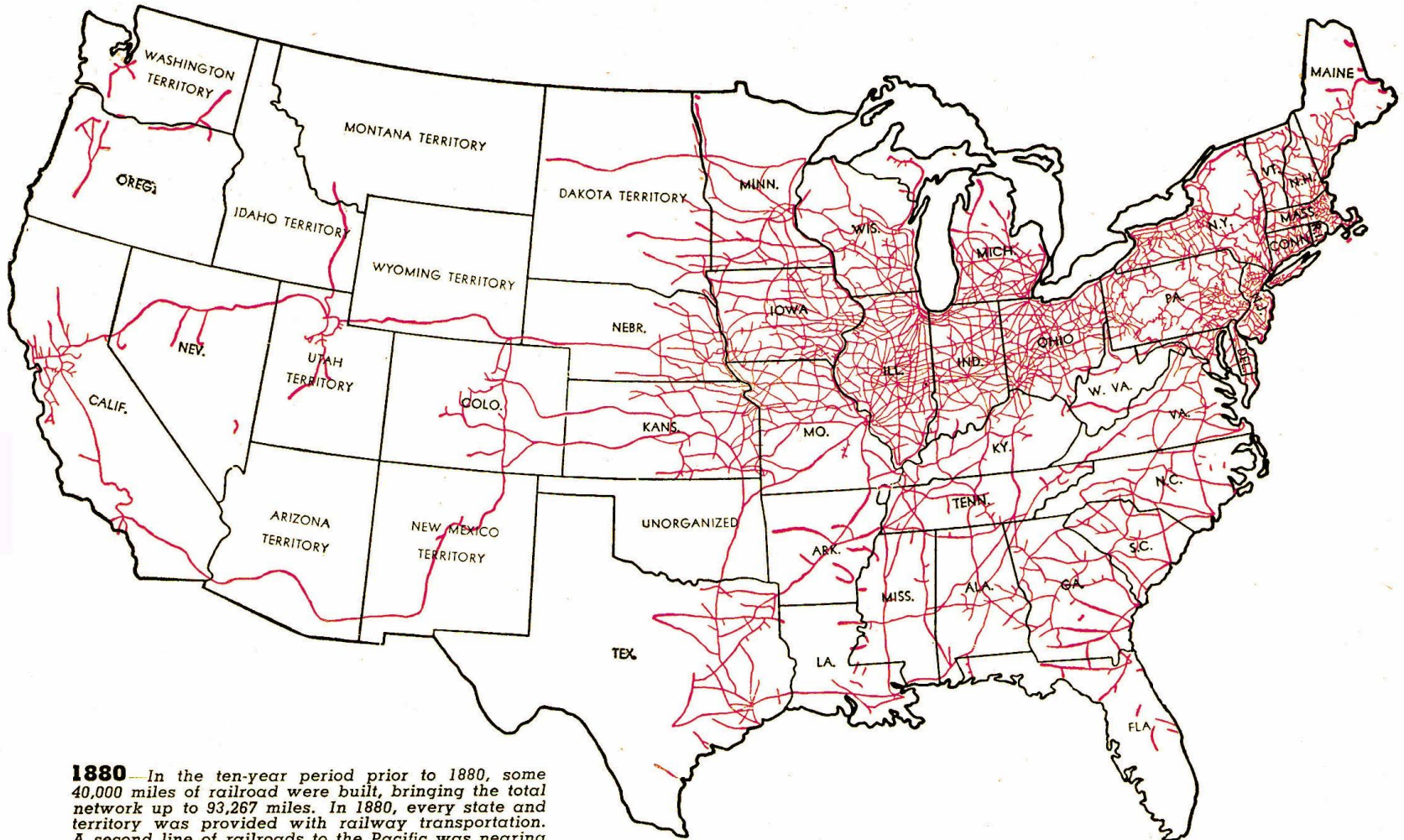
The early stages of railway development in America are shown by this set of maps. During the decade 1830-1840, the total length of completed railroad lines increased from 23 to 2,808 miles, and during the next ten years, more than 6,200 miles of railroad were opened, bringing the total network up to 9,021 miles in 1850. The most intensive growth during this period was in the Atlantic and Seaboard states. In 1850, a trip from Boston or New York to Chicago was made by rail and lake steamers or by stagecoaches, and required several days. One could travel all the way from Boston to Wilmington, North Carolina, by rail, with several changes of cars and a few ferry trips en route. During the first twenty years of railway development, covered by these maps, the population of the United States nearly doubled.

# Growth of American Railroads



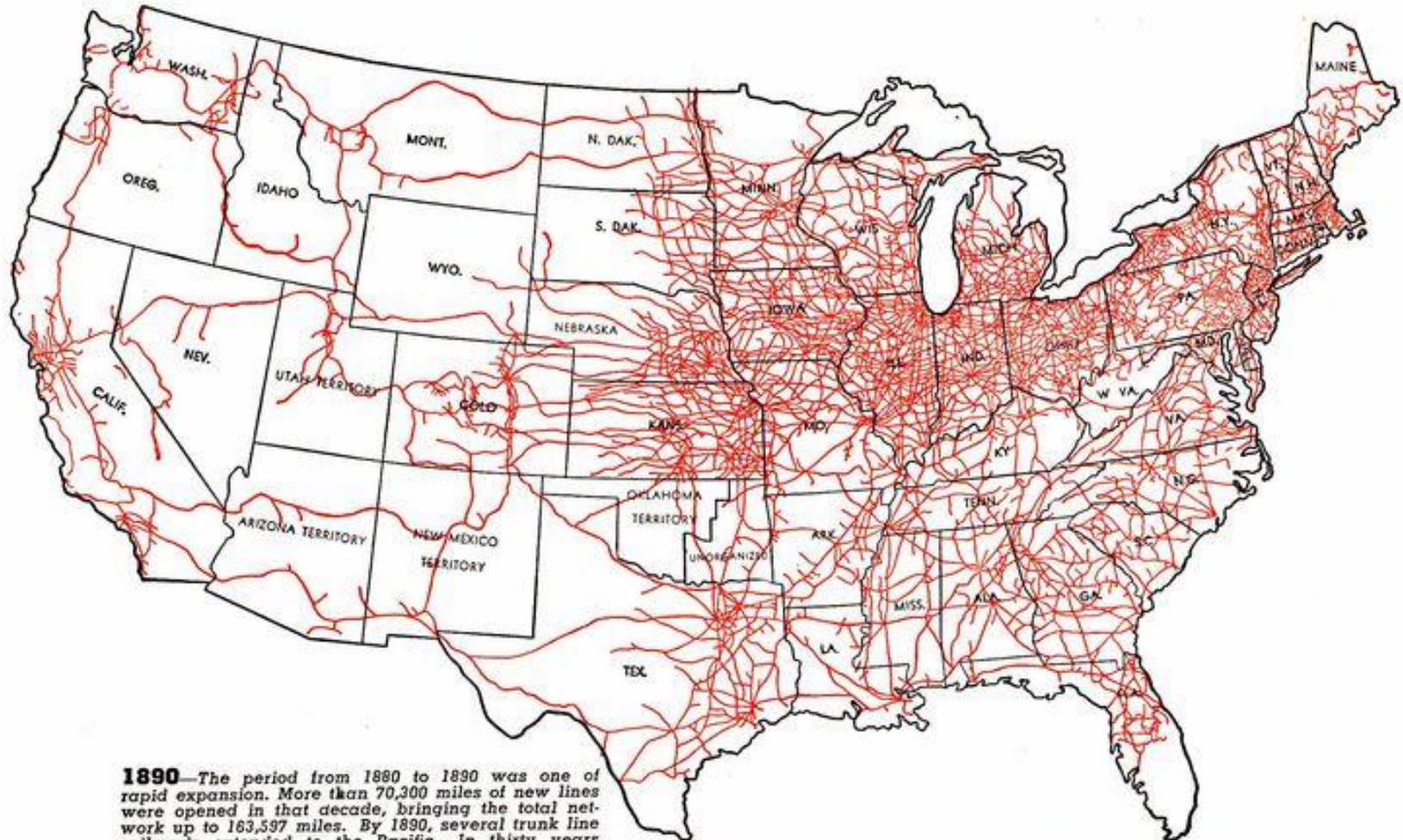
**1860**—This map shows the extent of railway development just prior to the Civil War. The decade 1850-1860 was a period of rapid railway expansion, characterized by the extension of many short, disjointed lines into important rail routes. This decade marked the beginning of railway development in the region west of the Mississippi River. By 1860, the "Iron Horse" had penetrated westward to the Missouri River and was beginning to make itself felt in Iowa, Arkansas, Texas, and California.

# Growth of American Railroads



**1880**—In the ten-year period prior to 1880, some 40,000 miles of railroad were built, bringing the total network up to 93,267 miles. In 1880, every state and territory was provided with railway transportation. A second line of railroads to the Pacific was nearing completion, and other transcontinental railroads were under construction. Railway development was exerting a powerful influence upon immigration and agricultural and industrial growth throughout the country.

# Growth of American Railroads



**1890**—The period from 1860 to 1890 was one of rapid expansion. More than 70,300 miles of new lines were opened in that decade, bringing the total network up to 163,597 miles. By 1890, several trunk line railroads extended to the Pacific. In thirty years from 1860 to 1890, the total mileage of the region west of the Mississippi River increased from 2,175 to 72,389, and the population of that area increased fourfold.

# Class I Railroads of North America



2006



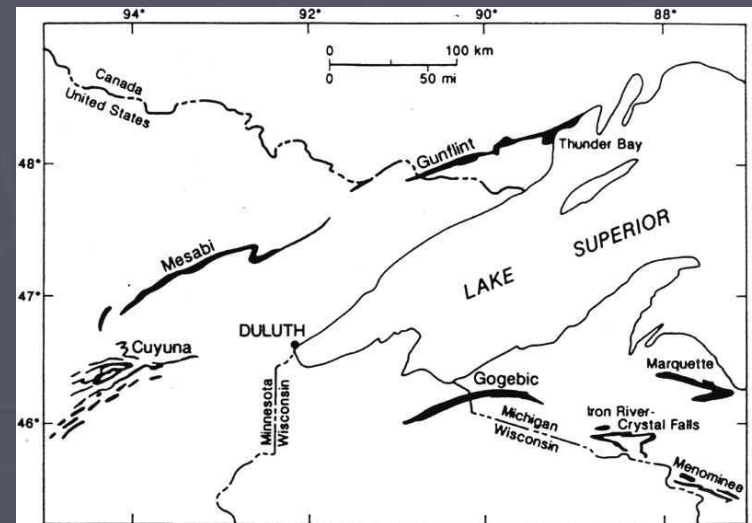
# Industrial Regions

- Major Industrial areas primarily develop in Northern United States and Southern Canada
  - Near Great Lakes
  - Steel and Automotive
- Later in California and Washington/Vancouver
  - Electronics and Airplanes



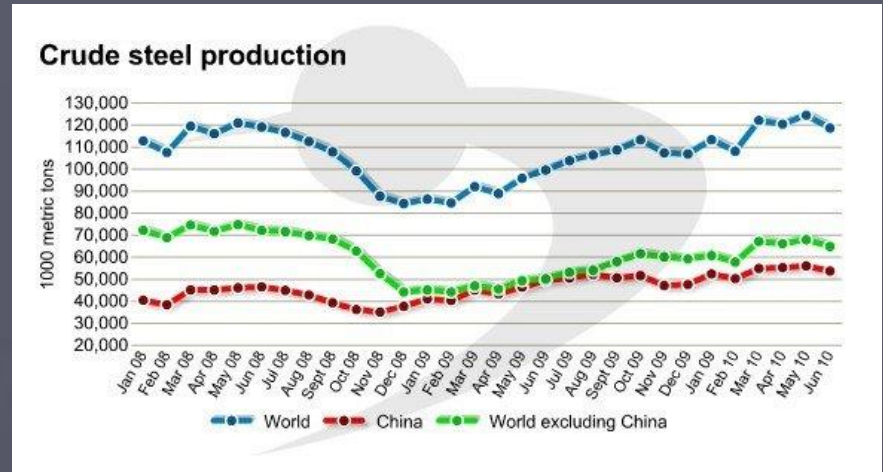
# America's Mining Industry

- North America abundant in natural resources
  - Metals, fossil fuels, building materials
- Strong primary sector allows for secondary and tertiary development



# Steel Production

- Industrial development centered on production of steel
  - Iron and Coking Coal necessary to produce steel
  - Coal abundant in Appalachian area and Iron-ore is prevalent in Great Lakes/Canadian Shield area



# Car Industry

- Entrepreneur Henry Ford comes up with idea of Assembly Line in 1913
  - Allows for faster production of automobiles
- Demand for cars booms after World War II
  - Detroit becomes “Motor City”
  - Automobile industry becomes one of the largest in North America



# Foreign Competition

- Starting in mid-1900s American and Canadian industries have trouble with foreign competitors
  - Did not have to deal with Unions, health insurance/benefits, occupational safety, and climate controls as much
- Companies relocate to Less developed countries
  - Take advantage of low cost labor



# Silicon Valley and the High-Tech Industry

- Tech-Industries cluster in Silicon Valley region of California outside San Francisco
  - Agglomeration - Grouping together of many firms from the same industry in a single area for collective or cooperative use of infrastructure and sharing of labor resources



# The Rust Belt and Deindustrialization

- As outsourcing and offshoring becomes more common in mid-20<sup>th</sup> century, many North American industries shut down

