**Chapter 9 - Transportation and Market Growth**

1. The term "transportation revolution" *implies*

a. binding the East and West politically.

b. binding the East and West economically.

c. rapidly introduced technological innovations.

d. All of the above are implied.

2. The sharp decline in domestic freight costs during the antebellum period was primarily due to the introduction of

a. railroads.

b. paved roads.

c. clipper ships.

d. canals and steamboats.

3. Until the 1840s, the leading transport route in the US (in terms of volume of freight from the West) was

a. the Northern Gateway.

b. the Northeastern Gateway.

c. the Southern Gateway.

d. the Erie Canal.

4. All of the following statements present accurate information about the major antebellum transport routes except

a. The Northeastern Gateway connected Pittsburgh to Philadelphia and Wheeling to Baltimore.

b. The Southern Gateway was primarily a water-based route.

c. The Mid-Atlantic Gateway connected Savannah and Charleston to Washington, DC via roads and railroads.

d. The Northern Gateway included the Erie Canal.

5. Robert Fulton is *most* recognized for

a. inventing of the cotton gin.

b. building the first steamboat.

c. being one of the primary advocates of the abolition movement.

d. developing the technology to power railroad engines.

6. Which statement best describes the relationship between steamboats, keelboats and flatboats on the Mississippi River in the antebellum period?

a. Steamboats were substitutes for both keelboats and flatboats.

b. Steamboats were complements for both keelboats and flatboats.

c. Steamboats were substitutes for keelboats and complements for flatboats.

d. Steamboats were substitutes for flatboats and complements for keelboats.

7. The introduction of steamboats

a. led to dramatic declines in the price of upstream transport.

b. led to moderate declines in the price of downstream transport.

c. is the primary reason for falling transportation costs in the early 1800s.

d. led to an initial decrease in transport costs that continued to fall due to learning by doing and the construction of lighter boats with increased capacity.

e. All of the above.

8. 19th-century cost-saving innovations in steamboat transportation included all of the following except

a. the replacement of steam-powered boilers by coal-burning engines.

b. the adoption of lighter-weight boats.

c. increases in the amount of cargo carried per vessel.

d. learning to operate the boats at night.

9. Strict constructionism of the Constitution in the antebellum period

a. made federal funding of any project passing through several states illegal.

b. held the federal government to only a few transportation projects.

c. opened the door to federal domination of transportation projects.

d. caused earlier federal plans of transportation expansion to be completed by a mix of state, local and private enterprise.

e. Both b and d are correct.

10. Which did *not* cause significant navigation problems on inland waterways?

a. ice

b. variations in the heights of rivers

c. sand bars

d. sunken ships

e. inland piracy

11. The Erie Canal, the most important canal (in terms of the number and dollar value of shipments), was in

a. Georgia.

b. New York.

c. Pennsylvania.

d. Maryland.

12. Which of the following antebellum transportation innovations earned the greatest rate of return and was financed primarily by the federal government?

a. corporate-owned turnpikes

b. the National Road

c. the Erie Canal

d. the Mainline Canal

13. Inland passage times were reduced *primarily* through

a. increasing the speeds of the boats themselves.

b. shorter layover times.

c. the government activity to clear the rivers of natural obstructions.

d. learning to operate the boats at night.

14. The majority of funding for 19th century American canal building came from

a. the federal government.

b. state governments.

c. local governments.

d. private investors.

15. The primary reason for the demise of the canal system was

a. excessive reliance on individual entrepreneurs so that a system of canals was never created.

b. excessive government regulation that kept canal rates and profits too low.

c. environmental damage from deforestation that left canals flooded at some times and dry at others.

d. competition from the railroads.

16. Despite dramatic increases in trackage during the antebellum period, the U.S. was slow to develop an integrated railroad system. This was primarily due to

a. the opposition of municipal governments to railroads.

b. the opposition of the federal government to railroads.

c. the failure to adopt a standard gauge for track.

d. heavy taxes on railroad companies.

17. Between 1830 and 1860, the number of miles of railroad in operation increased by

a. roughly 100 percent.

b. roughly 500 percent.

c. roughly 750 percent.

d. over 1000 percent.

18. The total factor productivity of railroads increase dramatically in the antebellum period. All of the following factors are responsible for the increase in productivity except:

a. standardization of the gauge of railroad tracks.

b. the introduction of refrigerated railroad cars.

c. increased size of railroad cars.

d. increased use of existing capital.

19. Total factor productivity in railroads \_\_\_\_\_\_\_\_\_\_\_\_\_ in the 20 years prior to the Civil War.

a. decreased slightly

b. remained largely unchanged

c. increased by about 25 percent

d. more than doubled

20. The most notable surfaced road of the 19th century, \_\_\_\_\_\_\_\_\_\_\_, was built using federal government funds.

a. the Cumberland Road

b. the Wilderness Road

c. the Natchez Trail

d. the Forbes Road

21. Which of the following regions tended to support federal construction of a system of roads in the 19th century?

a. the South

b. New England

c. Mid-Atlantic states, including New York and Pennsylvania

d. the West

e. All of the above.

22. The primary reason the Federal government failed to build an adequate highway system before the Civil War was

a. the technology was not available.

b. the canal craze diverted attention.

c. rivalries among different sections of the country stalled legislation.

d. the teachings of Adam Smith were taken too literally.

23. Most private turnpikes failed to earn profits because

a. tolls were easily avoided.

b. it was too costly to carry freight by land carriage.

c. they faced extensive competition from steamboats, canals and railroads.

d. dishonest gatekeepers often pocketed the tolls collected.

e. All of the above.

24. By 1850, the predominant port in the U.S. was

a. Charleston.

b. New Orleans.

c. Savannah.

d. New York.

25. One of the most important reasons for the economic growth of the U.S. in the antebellum period was market unification and falling costs of trade. Samuel F. B. Morse contributed significantly to these trends. Mores is *most* recognized for:

a. Inventing the telegraph.

b. Inventing the steam engine.

c. Developing the technology to power railroad engines.

d. Overseeing the building of the Erie Canal.

26. What was *not* a benefit of the development of a national market?

a. Increased production by reducing tragedy of the commons problems.

b. Permitted greater division of labor.

c. Enabled people and organizations to engage more in their comparative advantages.

d. Led to lower costs because of increasing returns to scale could be taken advantage of in more industries.