

NAME \_\_\_\_\_

DATE \_\_\_\_\_

# Performance Task – Causes & Effects of Industrialization and Imperialism

## Goal of task

I can explain how environmental factors fueled the processes of imperialism and industrialization from 1750 to 1900. I can also explain how the processes of imperialism and industrialization affected the environment.

### Target concept:

For this task you will be evaluated on your ability to:

- Analyze primary sources that illustrate how environmental factors influenced human migrations and settlements resulting from industrialization and imperialism and how humans and their migrations and settlements affected the environment, addressing the historical context in which the sources were created.
- Analyze how environmental factors influenced human migrations and settlements resulting from industrialization and imperialism and how humans and their migrations and settlements affected the environment.

## Task summary

You will work through a series of three tasks. First, in small groups, you will identify major events and/or developments in the period between 1750 and 1900. Then, you will read and analyze several primary source documents related to industrialization or imperialism and explain how the historical context may have influenced the authors of the documents. Finally, you will respond to a short-answer question related to the causes and effects of industrialization and imperialism.

## Task 1: What's Happening? (In small groups)

For this task, you will work a partner. Each group will have several stickie notes on which you will write events and/or developments related to industrialization and imperialism in the period between 1750 and 1900. Be sure to include the date of the event/development.

Once you have at least three events/developments written down, post them to the appropriate posters, which are hanging around the room. Be sure to put your stickie notes in the correct chronological order on the posters. If one of your events/developments is already on a poster, your group must write down a new one.

### Check your understanding

- Can you identify events from different parts of the world related to industrialization and imperialism?
- Can you put those events in the correct chronological order?

## Task 2: Imperialism and Industrialization in the 19th Century (In small groups)

For this activity, you will be assigned a partner. One person should complete Imperialism task and the other Industrialization. Read and analyzed each document, complete the chart with the appropriate information. Write a brief summary of the document. Then, briefly explain what context may have influenced each of the authors of the primary source documents (Documents 2 to 6) and how that context may have influenced the authors. Finally, explain whether each document is describing a cause and/or effect of imperialism or industrialization, as appropriate to your group. If possible, focus your explanation of the causes and/or effects on environmental factors.

Once your group has completed all of its documents, share what you learned with your partner.

### Imperialism Documents

#### Document 1: “Imperialism and Tropical Trade before 1914”

Relations between the North Atlantic countries and the tropics in the century before 1914 can be summed up by the term imperialism. Among the many causes of imperialism, both formal and informal, was the growing demand of Western consumers and industries for tropical products. The industrialization of the North Atlantic region caused a surge in demand for raw materials, such as cotton, indigo, rubber, palm oil, jute, sisal, and gutta-percha. At the same time, Europeans and North Americans became addicted to stimulants, such as tea, sugar, coffee, and cocoa. As more and more Europeans traveled to the tropics, they required increasing amounts of quinine to protect them against malaria. If the tropics had met these growing demands with proportionate increases in supply, imperialist expansion might have been more tempered. But supplies did not increase spontaneously. Chinese farmers, hampered by a lack of land and inflexible farming methods, could not keep up with the growing demand for tea and silk. Nigerian palm oil merchants were content to reap the benefits of rising prices and had little interest in expanding production. Situations like these provided the incentives for imperialistic ventures, such as the Opium War of 1839–42 and the annexation of Lagos in 1851. Yet coercion and conquest could not in and of themselves increase the production of tropical crops. To develop production in the tropics and increase the exports of desired agricultural goods, the Europeans who dominated the world at the turn of the twentieth century also had to invest massive amounts of capital, develop and transfer suitable technologies, and reorganize the tropical economies... Of particular importance for the growth of this trade were the introduction of compound-engine steamships and the opening of the Suez Canal, which together lowered freight rates by 50 percent between 1869 and 1910. The cost of tropical goods, such as cotton, sugar, tea, and coffee, once rare luxuries, dropped until they became everyday necessities for the people of the industrial countries. As the Caribbean, south and southeast Asia, and later Africa turned increasingly to export agriculture, they in turn became important

markets for other tropical countries' exports. Thus Burma, Siam, and Indochina became the rice baskets of Asia, feeding workers on the plantations of Java, Malaya, Ceylon, and Assam. Although the tropical economies did not industrialize or diversify, they nonetheless grew in step with those of the West.

Source: Daniel Headrick, "Botany, Chemistry, and Tropical Development," *Journal of World History* 7, no. 1 (1996): 1–20.  
[http://www.learner.org/courses/worldhistory/support/reading\\_19\\_3.pdf](http://www.learner.org/courses/worldhistory/support/reading_19_3.pdf)

## Document 2: Excerpt from Dadabhai Naoroji, "The Benefits of British Rule," 1871

### The Benefits of British Rule for India:

*Materially:* Loans for railways and irrigation. Development of a few valuable products, such as indigo, tea, coffee, silk, etc. Increase of exports. Telegraphs.

### The Detriments of British Rule:

*Materially:* The political drain, up to this time, from India to England, of above 500,000,000 pounds, at the lowest computation, in principal alone, which with interest would be some thousands of millions. The consequent continuous impoverishment and exhaustion of the country, except so far as it has been very partially relieved and replenished by the railway and irrigation loans, and the windfall of the consequences of the American war, since 1850. Even with this relief, the material condition of India is such that the great mass of the poor have hardly tuppence a day and a few rags, or a scanty subsistence. The famines that were in their power to prevent, if they had done their duty, as a good and intelligent government. The policy adopted during the last fifteen years of building railways, irrigation works, etc., is hopeful, has already resulted in much good to your credit, and if persevered in, gratitude and contentment will follow. An increase of exports without adequate compensation; loss of manufacturing industry and skill.

To sum up the whole, the British rule has been: morally, a great blessing; politically, peace and order on one hand, blunders on the other; materially, impoverishment, relieved as far as the railway and other loans go.

Source: Dadabhai Naoroji, *Essays, Speeches, Addresses and Writings*, (Bombay: Caxton Printing Works, 1887), pp. 131-136. Fordham University Modern History Sourcebook: <http://legacy.fordham.edu/Halsall/mod/1871britishrule.asp>

## Document 3: Excerpt from letter written by John G. Paton, New Hebrides Mission, urging the annexation of the South Sea Islands, 1883

For the following reasons we think the British government ought now to take possession of the New Hebrides group of the South Sea islands, of the Solomon group, and of all the intervening chain of islands from Fiji to New Guinea:

5. Because the New Hebrides are already a British dependency in this sense—all its imports are from Sydney and Melbourne and British colonies, and all its exports are also to British colonies.

6. The islands on this group are generally very rich in soil and in tropical products so that if a possession of Great Britain, and if the labor traffic stopped so as to retain what remains of the native populations on them, they would soon, and for ages to come, become rich sources of tropical wealth to these colonies, as sugar cane is extensively cultivated on them by every native of the group... The islands also grow corn, cotton, coffee, arrowroot, and spices, etc., and all tropical products could be largely produced on them.

7. Because if any other nation takes possession of them, their excellent and spacious harbors, as on Efate, so well-supplied with the best fresh water, and their near-proximity to Great Britain's Australasian colonies, would in time of war make them dangerous to British interests and commerce in the South Seas and her colonies.

For the above reasons, and others that might be given, we sincerely hope and pray that you will do all possible to get Victoria and the other colonial governments to help and unite in urging Great Britain at once to take possession of the New Hebrides group. Whether looked at in the interests of humanity, or of Christianity, or commercially, or politically, sure it is most desirable that they should at once be British possessions.

Source: *Accounts and Papers 1883*, (London: HMSO, 1883), Vol. XLVII, pp. 29-30. Fordham University Modern History Sourcebook: <http://legacy.fordham.edu/Halsall/mod/1883hebrides.asp>

#### Document 4: Excerpt from George E. Thompson, “The Great Market of Tripoli,” 1890

It is early morning, as I walk on the wide expanse of sand extending along the shore outside the white walls of Tripoli. The sun already shines with a fervent heat from a sky of cloudless blue. It shines on a busy scene. The usually quiet shore is tenanted by hundreds of Arabs, Negroes, and their animals; camels, donkeys, and cattle. They still pour in by the various lanes leading through the orange groves and palm forest from the distant oases of the desert... Beginning at the far end, we find a fine herd of camels for sale; then come cattle: cows, sheep, and goats... We leave these groups, with their delicate coloring, lights, and shadows, and pass down a narrow avenue between the booths of the fruit-sellers. Here are heaps of oranges, bananas, melons, and many a strange product of which we know nothing, laid out in long rows on the sand... There are the blacksmiths at work... A double row of shoemakers' tents follows. The occupants are all at work; highly colored red and yellow slippers—some of them embroidered—are being turned out by the dozen. The meat stalls are the only unpleasant feature of this fascinating market, for on bamboo canes there are hung up, alongside good joints of meat, the most loathsome-looking entrails—yes, and it all sells too!

Source: *Eva March Tappan, ed., The World's Story: A History of the World in Story, Song and Art*, (Boston: Houghton Mifflin, 1914), Vol. III: Egypt, Africa, and Arabia, pp. 334-337. Fordham University Islamic History Sourcebook: <http://legacy.fordham.edu/halsall/islam/1890tripoli.asp>

#### Document 5: Excerpt from Captain F.D. Lugard, “The Rise of Our East African Empire,” 1893

It is sufficient to reiterate here that, as long as our policy is one of free trade, we are compelled to seek new markets; for old ones are being closed to us by hostile tariffs, and our great dependencies, which formerly were the consumers of our goods, are now becoming our commercial rivals. It is inherent in a great colonial and commercial empire like ours that we go forward or go backward. To allow other nations to develop new fields, and to refuse to do so ourselves, is to go backward; and this is the more deplorable, seeing that we have proved ourselves notably capable of dealing with native races and of developing new countries at a less expense than other nations. We owe to the instincts of colonial expansion of our ancestors those vast and noble dependencies which are our pride and the outlets of our trade today; and we are accountable to posterity that opportunities which now present themselves of extending the sphere of our industrial enterprise are not neglected, for the opportunities now offered will never recur again. Lord Rosebery in his speech at the Royal Colonial Institute expressed this in emphatic language: "We are engaged in 'pegging out claims' for the future. We have to consider, not what we want now, but what we shall want in the future. We have to consider what countries must be developed either by ourselves or some other nation... Remember that the task of the statesman is not merely with the present, but with the future. We have to look forward beyond the chatter of platforms, and the passions of party, to the future of the race of which we are at present the trustees, and we should, in my opinion, grossly fail in the task that has been laid upon us did we shrink from responsibilities, and decline to take our share in a partition of the world which we have not forced on, but which has been forced upon us."

Source: *F. D. Lugard, The Rise of Our East African Empire* (Edinburgh, 1893), I.585-587, II.69-75. Fordham University Modern History Sourcebook: <http://legacy.fordham.edu/Halsall/mod/1893lugard.asp>

**Document 6: Excerpt from Kaiser Wilhelm II, “A Place in the Sun,” 1901**

In spite of the fact that we have no such fleet as we should have, we have conquered for ourselves a place in the sun. It will now be my task to see to it that this place in the sun shall remain our undisputed possession, in order that the sun's rays may fall fruitfully upon our activity and trade in foreign parts, that our industry and agriculture may develop within the state and our sailing sports upon the water, for our future lies upon the water. The more Germans go out upon the waters, whether it be in races or regattas, whether it be in journeys across the ocean, or in the service of the battle flag, so much the better it will be for us.

For when the German has once learned to direct his glance upon what is distant and great, the pettiness which surrounds him in daily life on all sides will disappear... As head of the Empire I therefore rejoice over every citizen, whether from Hamburg, Bremen, or Lübeck, who goes forth with this large outlook and seeks new points where we can drive in the nail on which to hang our armor. Therefore, I believe that I express the feeling of all your hearts when I recognize gratefully that the director of this company who has placed at our disposal the wonderful ship which bears my daughter's name has gone forth as a courageous servant of the Hansa, in order to make for us friendly conquests whose fruits will be gathered by our descendants!

Source: C. Gauss, *The German Kaiser as Shown in His Public Utterances* (New York: Charles Scribner's Sons, 1915), pp. 181-183. Fordham University Modern History Sourcebook: <http://legacy.fordham.edu/Halsall/mod/1901Kaiser.asp>

**Imperialism Documents Analysis Chart**

Document	Summary	Context	Cause and/or Effect
“Imperialism and Tropical Trade before 1914”		N/A	
Dadabhai Naoroji, “The Benefits of British Rule,” 1871			
John G. Paton, 1883.			
George E. Thompson, “The Great Market of Tripoli,” 1890			
Captain F.D. Lugard, “The Rise of Our East African Empire,” 1893			
Kaiser Wilhelm II, “A Place in the Sun,” 1901			

## Industrialization Documents

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### Document 2: Excerpt from a letter from Leeds Cloth Merchants, 1791

If then by the Use of Machines, the Manufacture of Cotton, an Article which we import, and are supplied with from other Countries, and which can every where be procured on equal Terms, has met with such amazing Success, may not greater Advantages be reasonably expected from cultivating to the utmost the Manufacture of Wool, the Produce of our own Island, an Article in Demand in all Countries, almost the universal Clothing of Mankind?

In the Manufacture of Woollens, the Scribbling Mill, the Spinning Frame, and the Fly Shuttle, have reduced manual Labour nearly One third, and each of them at its-first Introduction carried an Alarm to the Work People, yet each has contributed to advance the Wages and to increase the Trade, so that if an Attempt was now made to deprive us of the Use of them, there is no Doubt, but every Person engaged in the Business, would exert himself to defend them.

From these Premises, we the undersigned Merchants, think it a Duty we owe to ourselves, to the Town of Leeds, and to the Nation at large, to declare that we will protect and support the free Use of the proposed Improvements in Cloth-Dressing, by every legal Means in our Power.

Source: J. F. C. Harrison, *Society and Politics in England, 1780-1960* (New York: Harper & Row, 1965), pp. 72-74. Fordham University Modern History Sourcebook: <http://legacy.fordham.edu/Halsall/mod/1791machines.asp>

### Document 3: Excerpt from Friederich Engels, "Industrial Manchester," 1844

In dry weather, a long string of the most disgusting, blackish-green, slime pools are left standing on this bank, from the depths of which bubbles of gas constantly arise and give forth a stench unendurable even on the bridge forty or fifty feet above the surface of the stream... Above the bridge are tanneries, bone mills, and gasworks, from which all drains and refuse find their way into the Irk, which receives further the contents of all the neighbouring sewers and privies. It may be easily imagined, therefore, what sort of residue the stream deposits. Below the bridge you look upon the piles of debris, the refuse, filth, and offal from the courts on the steep left bank; here each house is packed close behind its neighbour and a piece of each is visible, all black, smoky, crumbling, ancient, with broken panes and window frames. The background is furnished by old barrack-like factory buildings. On the lower right bank stands a long row of houses and mills; the second house being a ruin without a roof, piled with debris; the third stands so low that the lowest floor is uninhabitable, and therefore without windows or doors....

Such is the Old Town of Manchester, and on re-reading my description, I am forced to admit that instead of being exaggerated, it is far from black enough to convey a true impression of the filth, ruin, and uninhabitableness, the defiance of all considerations of cleanliness, ventilation, and health which characterise the construction of this single district, containing at least twenty to thirty thousand inhabitants. And such a district exists in the heart of the second city of England, the first manufacturing city of the world... Everything which here arouses horror and indignation is of recent origin, belongs to the industrial epoch.

Source: Friedrich Engels, *The Condition of the Working-Class in England in 1844* (London: Swan Sonnenschein & Co., 1892), pp. 45, 48-53. Fordham University Modern History Sourcebook: <http://legacy.fordham.edu/Halsall/mod/1844engels.asp>

### Document 4: Excerpt from M. Faraday's "Observations on the Filth of the Thames," in a letter to the Editor of The Times, 1855

I traversed this day by steam-boat the space between London and Hangerford Bridges between half-past one and two o'clock; it was low water, and I think the tide must have been near the turn. The appearance and the smell of the water forced themselves at once on my attention. The whole of the river was an opaque pale brown fluid. In order to test the degree of opacity, I tore up some white cards into pieces, moistened them so as to make them sink easily below the surface, and then dropped some of these pieces into the water at every pier the boat came to; before they had sunk an inch below the surface they were indistinguishable, though the sun shone brightly at the time; and when the pieces fell edgeways the lower part was hidden from sight before the upper part was under water. This happened at St. Paul's Wharf, Blackfriars Bridge, Temple Wharf, Southwark Bridge, and Hungerford; and I have no doubt would have occurred further up and down the river. Near the bridges the feculence rolled up in clouds so dense that they were visible at the surface, even in water of this kind.

The smell was very bad, and common to the whole of the water; it was the same as that which now comes up from the gully-holes in the streets; the whole river was for the time a real sewer. Having just returned from out of the country air, I was, perhaps, more affected by it than others; but I do not think I could have gone on to Lambeth or Chelsea, and I was glad to enter the streets for an atmosphere which, except near the sink-holes, I found much sweeter than that on the river.

Source: M. Faraday, "Observations on the Filth of the Thames," in a letter to the Editor of The Times, July 7, 1855. <http://www.chemteam.info/Chem-History/Faraday-Letter.html>

**Document 5: Excerpt from King Victor Emmanuel’s Address to Parliament, 1871**

Here, where our people, after centuries of separation, find themselves for the first time solemnly reunited in the person of their representatives: here where we recognize the fatherland of our dreams, everything speaks to us of greatness; but at the same time it all reminds us of our duties.... Economic and financial affairs, moreover, claim our most careful attention. Now that Italy is established, it is necessary to make it prosperous by putting in order its finances... I rejoice to see that our population already gives unequivocal proofs of its love of work. The economic awakening is closely associated with the political awakening. The banks multiply, as do the commercial institutions, the expositions of the products of art and industry, and the congresses of the learned. We ought, you and I, to favor this productive movement while giving to professional and scientific education more attention and efficiency, and opening to commerce new avenues of communication and new outlets.

The tunnel of Mont Cenis is completed; we are on the point of undertaking that of the St. Gotthard. The commercial route, which, crossing Italy, terminates at Brindisi and brings Europe near to India, will thus have three ways open to railway traffic across the Alps. The rapidity of the journeys, the facility of exchanges, will increase the amicable relations which already unite us to other nations, and will make more productive than ever the legitimate competition of labor and the national rivalry in advancing civilization.

Source: King Victor Emmanuel, Address to Parliament, 1871. Fordham University Modern History Sourcebook: <http://legacy.fordham.edu/Halsall/mod/1871victoremm.asp>

**Document 6: Spread of Railways in Ten Selected Countries**

(Length of line open [in kilometers [1km = 5/8 mile]])

Country	1840	1860	1880	1900
Austria-Hungary	144	4,543	18,507	36,330
Belgium	334	1,730	4,112	4,591
France	496	9,167	23,089	38,109
Germany	469	11,089	33,838	51,678
Great Britain	2,390	14,603	25,060	30,079
Italy	20	2,404	9,290	16,429
Netherlands	17	335	1,846	2,776
Russia	27	1,626	22,865	53,234
Spain	-	1,917	7,490	13,214
Sweden	-	527	5,876	11,303

Source: Fordham University Modern History Sourcebook, <http://legacy.fordham.edu/Halsall/mod/INDREV6.asp>



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Faraday’s “Observations on the Filth of the Thames,” 1855			
King Victor Emmanuel’s Address to Parliament, 1871			
Spread of Railways in Ten Selected Countries			

### Check your understanding

- Can you identify several causes and effects of imperialism in the period between 1750 and 1900?
- Can you identify several causes and effects of industrialization in the period between 1750 and 1900?
- Can you explain how these causes and/or effects are related to the process of imperialism and/or industrialization?

### Task 3: Apply your understanding

Using what you have learned about imperialism and industrialization in the period between 1750 and 1900, as well as the documents you read and analyzed, respond to the following Short-Answer Questions.

1. Explain ONE way in which the environment influenced the process of industrialization & imperialism during the period from 1750 to 1900.
2. Explain ONE way in which the process of industrialization & imperialism affected the environment during the period from 1750 to 1900.
3. Describe how industrialization & imperialism fit within a larger historical context during the period from 1750 to 1900.