

THE HIDDEN COST OF ECONOMIC DEVELOPMENT

THE BIOLOGICAL STANDARD OF
LIVING IN ANTEBELLUM
PENNSYLVANIA



Timothy Cuff

The Hidden Cost Of Economic Development The Biological Standard Of Living In Antebellum Pennsylvania

Raymond E. Dumett



The Hidden Cost Of Economic Development The Biological Standard Of Living In Antebellum Pennsylvania:

The Hidden Cost of Economic Development Taylor & Francis Group, Timothy Cuff, 2021-09-30 Originally published in 2005 Using detailed statistical analysis of Civil War enlistment records this book examines the relationship between economic change and changes in the biological standard of living **The Hidden Cost of Economic Development** Timothy Cuff, 2005 The process of industrialization in nineteenth century Europe and America drew people away from a largely rural and agricultural life to an urban and industrial one Whilst this has generally been regarded as a long term benefit to a country's economy this book argues that there are hidden costs in terms of a nation's health The Standard of Living and Revolutions in Imperial Russia, 1700-1917 Boris Mironov, 2012-05-31 This is the first full scale anthropometric history of Imperial Russia 1700-1917 It mobilizes an immense volume of archival material to chart the growth weight and other anthropometric indicators of the male and female populations in order to chart how the standard of living in Russia changed over slightly more than two centuries It draws on a wide range of data statistics on agricultural production taxation prices and wages nutrition and demography to draw conclusions on the dynamics in the standard of living over this long period of time The economic social and political interpretation of these findings make it possible to reconsider the prevailing views in the historiography and to offer a new perspective on Imperial Russia Economic History of Living Standards in Brazil Daniel W. Franken, 2024-11-15 Incorporating political economic and environmental factors this book explores the evolution of health and living standards in Brazil in the nineteenth and twentieth centuries It draws on anthropometric data and an interdisciplinary approach to illuminate the profound socioeconomic transformations that unfolded in Brazil during this period Through an analysis of archival military and passport records the book reveals an increase in heights starting in the 1880s predating the Vargas Era's economic growth and social reforms It also offers novel insights into Brazil's regional development divide showing that regional height differentials existed as early as the mid nineteenth century before industrialization began in earnest Innovative methods such as surname sorting to study immigration and merging anthropometric data with historical weather records to study the link between climate and health are introduced Qualitative evidence on municipal level clean water and sewage interventions along with data on malaria and hookworm disease further corroborate the observed longitudinal trends and spatial patterns in stature Scholars and students of historical anthropometrics living standards and Brazilian history will find this book essential as will those with a broader interest in Latin American or economic history *Economic and biological interactions in pre-industrial Europe, from the 13th to the 18th century* Istituto internazionale di storia economica F. Datini. Settimana di studio, Simonetta Cavaciocchi, 2010 **The Oxford Handbook of Economics and Human Biology** John Komlos, Inas Rashad Kelly, 2016 The Oxford Handbook of Economics and Human Biology enhances understanding of how economic conditions influence human well being and how human health shapes such economic outcomes as wealth The volume contains cutting edge reviews from the major thought

leaders in the field New insights are gained into economic history inequality and economic development **Rethinking
Nineteenth-Century Liberalism** Simon Morgan, 2017-05-15 Richard Cobden 1804-65 rose from humble beginnings to become the leading advocate of nineteenth century free trade and liberalism As a fierce opponent of the Corn Laws and promoter of international trade he rapidly became an influential figure on the national stage whose name became a byword for political and economic reform Yet despite the familiarity with which contemporaries and historians refer to Cobdenism his ideals and beliefs are not always easy to identify and classify in a coherent way Indeed as this volume makes clear the variety diversity and malleability of the Cobdenite project attest to the lack of a strict dogma and highlight Cobden's underlying pragmatism Divided into five sections this collection of essays offers a timely reassessment of Cobden's career its impact and legacy in the two hundred years since his birth Beginning with an investigation into the intellectual and cultural background to his emergence as a national political figure the volume then looks at Cobden's impact on the making of Victorian liberal politics The third section examines Cobden's wider influence in Europe particularly the impact of his tour of 1846-47 which was in many ways a defining moment not only in the making of Cobden's liberalism but in the making of liberal Europe Section four broadens the theme of Cobden's contemporary impact including his contribution to the debate on peace internationalism and the American Civil War whilst the final section opens up the theme of Cobden's contested legacy the variety of interpretations of Cobden's ideas and their influence on late nineteenth and twentieth century politics Offering a broad yet coherent investigation of the Cobdenite project by leading international scholars this volume provides a fascinating insight into one of the nineteenth century's most important figures whose ideas still resonate today Eastern European Railways in Transition Henry Jacolin, 2016-04-29 During the nineteenth century railway lines spread rapidly across Europe linking the continent in ways unimaginable to previous generations By the beginning of the twentieth century the great cities of the continent were linked by a complex and extensive rail network Yet this high point of interconnectivity was abruptly cut off after 1945 as the Cold War built barriers both physical and ideological between east and west In this volume leading transport history scholars take a fresh look at this situation and the ramifications it had for Europe As well as addressing the parallel development of railways either side of the Iron Curtain the book looks at how transport links have been reconnected and reconfigured in the twenty years since the reunification of Europe In particular it focuses upon the former communist countries and how they have responded to the challenges and opportunities railways offer both nationally and internationally Including contributions from historians researchers policy makers representatives of railway companies and railway museum staff the essays in this collection touch upon a rich range of subjects Divided into four sections The Historical Overview Under Russian Protection After the Fall of the Iron Curtain and The Heritage of Railways in Eastern Europe the volume offers a broadly chronological introduction to the issue that provides both a snap shot of current debates and a starting point for further research It concludes that in an era of increased globalisation and interconnectivity and despite the rise of air and

road transport and virtual methods of communication railways still have a crucial role to play in the development of a prosperous and connected Europe Alfred Herbert Ltd and the British Machine Tool Industry, 1887-1983 Roger Lloyd-Jones, M.J. Lewis, 2017-09-29 At the beginning of the twentieth century Britain was amongst the world leaders in the production of machine tools yet by the 1980s the industry was in terminal decline Focusing on the example of Britain's largest machine tool maker Alfred Herbert Ltd of Coventry this study charts the wider fortunes of this vital part of the manufacturing sector Taking a chronological approach the book explores how during the late nineteenth century the industry developed a reputation for excellence throughout the world before the challenges of two world wars necessitated drastic changes and reorganisations Despite meeting these challenges and emerging with confidence into the post war market place the British machine tool industry never regained its pre eminent position and increasingly lost ground to foreign competition By using the example of Alfred Herbert Ltd to illuminate the broader economic and business history of the British machine tool industry this study not only provides a valuable insight into British manufacturing but also contributes to the ongoing debates surrounding Britain's alleged decline as a manufacturing nation The River Pollution Dilemma in Victorian England Leslie Rosenthal, 2016-02-17 Nineteenth century Britain witnessed a dramatic increase in its town population as a hitherto largely rural economy transformed itself into an urban one Though the political and social issues arising from these events are well known little is known about how the British legal process coped with the everyday strains that emerged from the unprecedented scale of these changes This book explores the river pollution dilemma faced by the British courts during the second half of the nineteenth century when the legal process had to confront the new incompatible realities arising from the increasing amounts of untreatable waste flowing into the rivers This dilemma struck at the heart of both Victorian urban and rural society as the necessary sanitary reformation of the swelling cities and expanding industry increasingly poisoned the rivers threatening the countryside and agricultural rents and livelihoods Focusing on ten legal disputes the book investigates the dilemma that faced the courts namely how to protect the traditional and valued rights of landholders whose rivers and lands were being polluted by industrial waste and untreated sewage whilst not hindering the progress of sanitary reform and economic progress in the towns The case studies considered involve major industrialising centres such as Birmingham Leeds Northampton Wolverhampton and Barnsley but also include smaller towns such as Tunbridge Wells Leamington Spa and Harrogate The fundamental issues raised remain as important today as they did in Victorian times The need for the courts to balance a variety of conflicting needs and rights within the limits of contemporary technological capabilities often played out in surprising ways with outcomes not always in line with theoretical expectations As such the historical context of the disputes provide fascinating insights into nineteenth century legal process and the environmental and social attitudes of the times National Identity and the Agrarian Republic Manuela Albertone, 2016-04-22 With a few exceptions historiography has paid little attention to the impact of French economic thought during the American Revolution

focusing instead on the Revolution's links with Britain This book outlines how from the mid eighteenth to the early nineteenth century the political and social dimension of French economic thought and particularly of Physiocracy spurred American Republicans to a radical shaping of American agrarian ideology Such a perspective allows for a reconsideration of several questions that lie at the heart of contemporary historiographic debate the connection between politics and economics the meaning of republicanism the foundations of representation the role of Europe in the Atlantic world and the interaction between national histories and global context In particular the research methodology adopted here makes it possible to reconstruct how American national identity conceived as an expression of society in economic terms emerged through a cosmopolitan way of thinking focused on the uniqueness of the new state

Land, Proto-Industry and Population in Catalonia, c. 1680-1829 Julie Marfany, 2016-04-22 This monograph makes a fresh contribution to a longstanding but far from exhausted debate concerning the transition to capitalism in Europe The work investigates key aspects of this transformation the changes on the land the origins of the industrial revolution the modern rise of population and the growth of markets It does so from a new perspective however by focusing on an area of southern Europe Catalonia Catalonia's interest as an area for study lies in its precocity within a southern European context as one of the few regions on the European periphery to industrialise in comparable ways and at the same time as areas of northern Europe Population growth was similarly rapid The study engages critically with several important debates in economic and social history such as the transition to agrarian capitalism whether or not sharecropping should be viewed as a backwards form of agricultural production theories of proto industrialisation and theories of population change It also questions claims that the nuclear family of north western Europe was a superior model for industrialisation than the more extended family structures prevalent in southern Europe Not only could the extended family be as dynamic as the nuclear family when required but more importantly attention needs to be paid to other institutions and factors that may have conditioned family forms and decision making processes The approach taken by this work is a micro study of one community Igualada an important proto industrial centre but also situated within the viticultural region It grew rapidly over the eighteenth century from around 1 700 inhabitants in 1717 to 4 900 in 1787 and around 7 700 by 1830 Only at the micro level is it feasible for an individual study to reconstruct networks of relationships and patterns of decision making at the household level At the core of the book therefore is a family reconstitution of 8 700 families supplemented by a wide body of additional sources such as landholding contracts tax records manorial surveys inventories marriage contracts and letters

British Entrepreneurship in Poland Sarah Dietz, 2016-03-09 Drawing upon an impressive range of international sources this book explores the late nineteenth century partnership between Bradford worsted manufacturers the Briggs brothers and the German merchant Ernst Posselt and their subsequent foreign direct investment in a modern factory and workers community at Marki near Warsaw in Poland Protectionism and increasing foreign competition are discussed among many complex economic pressures on British industry

as likely catalysts for this enterprise and the general historiography of the Polish lands is explored to reveal a climate of extraordinary opportunity for well capitalised foreign industrialists in this period British Polish and German press and archival documents as well as Russian police and factory inspectors reports reveal the everyday experience of Polish factory workers and British consular correspondence provides fascinating insight into the machinations of the entrepreneurs and Warsaw s cosmopolitan business community Through the development and domination of market and raw materials sources this venture is shown to have monopolised worsted manufacture in the Russian Empire using state of the art technology to create and modern marketing techniques to promote its product range and evolving image Marki was described in 1886 as a second edition of Saltaire and latterly as the Polish Bournville or Port Sunlight thus aspects of British and Polish social history are compared to assess the efficacy of introducing the model community concept in combination with a radical employment policy to less industrially developed Poland The experiences of an expatriate community of skilled Yorkshire foremen and their instrumentality in diffusing British industrial technology throughout the Russian Empire are described Against a backdrop of political instability and social upheaval which dramatically impacted on business behaviour after 1905 and particularly during the interwar period of

The American Reaper Gordon M. Winder, 2016-04-01 The American Reaper adopts a network approach to account for the international diffusion of harvesting technology from North America from the invention of the reaper through to the formation of a dominant transnational corporation International Harvester Much previous historical research into industrial networks focuses on industrial districts within metropolitan centres but by focusing on harvesting a typically rural technology this book is able to analyse the spread of technological knowledge through a series of local networks and across national boundaries In doing so it argues that the industry developed through a relatively stable stage from the 1850s into the 1890s during which time many firms shared knowledge within and outside the US through patent licensing to spread the diffusion of the American style of machines to establishments located around the industrial world This positive cooperation was further enhanced through sales networks that appear to be early expressions of managerial firms The book also reinterprets the rise of giant corporations especially International Harvester Corporation IHC arguing that mass production was achieved in Chicago in the 1880s where unprecedented urban growth made possible a break with the constraints felt elsewhere in the dispersed production system It unleashed an unchecked competitive market economy with destructive tendencies throughout the transnational American reaper networks a previously stable and expanding production system This is significant because the rise of corporate capital in this industry is usually explained as an outworking of national natural advantage as an ingenious harnessing of science and technology to solve production problems and as a rational solution to the problems associated with the worst forms of unregulated competition that emerged as independent firms developed from small scale artisanal production to large scale manufacturers on their own and within the separate and isolated US economy The first study dedicated to the development and diffusion of American harvesting

machine technology this book will appeal to scholars from a diverse range of fields including economic history business history the history of knowledge transfer historical geography and economic geography

Estates, Enterprise and Investment at the Dawn of the Industrial Revolution David Oldroyd, 2017-05-15 At the beginning of the eighteenth century the landed estate represented the largest and most clearly defined type of business organisation in existence in pre industrial England Given the need for capital wayleave rights and a ready supply of coal iron and other raw materials it is unsurprising that most historians tend to place Britain's formative industrial development on such estates where all these elements were available Yet despite this consensus relatively little attention has been paid to the management and accountancy practices of these estates which have the potential to reveal much about the development of the industrial revolution In this study the management practice on estates in the north east of England c 1700 1780 is examined through the lens of the accounts and supporting documentation Accounts encompassed every aspect of estate operations from the housekeeper's groceries to the lead and coal mines and thus provide direct evidence of the underlying management systems over a diverse range of activities The information flows on estates serve as an excellent medium for testing hypotheses concerning the management of estates and the attitudes of their owners and stewards Focusing on the surviving accounts of three leading gentry families Bowes Ridley and Cotesworth who came from contrasting social backgrounds two main issues are addressed The first concerns the productivity of estates Were estates managed efficiently as productive investments and more specifically to what extent can the landowners and their stewards legitimately be described as capitalists The second related question asks in what ways did accounting aid managerial activity at this early stage of industrial development These are the central questions this book addresses through examination of the nature and function of accounts within the organisation By looking in detail at records from this crucial region during the period of transition to an industrial

British Mail Steamers to South America, 1851-1965 Robert E. Forrester, 2016-04-15 During the nineteenth century Britain's maritime commercial and colonial interests all depended upon a regular and reliable flow of seaborne information from around the globe Whilst the telegraph increasingly came to dominate long distance communication postal services by sea played a vital role in the network of information exchange particularly to the more distant locations Much importance was placed upon these services by the British government which provided large subsidies to a small number of commercial companies to operate them Concentrating initially on the mail service between Britain and South America this book explores the economic and political involvement of at the outset The Royal Mail Steam Packet Company later Royal Mail Lines from 1851 until 1874 The Company's West Indies services were subsidized from 1840 until the early years of the 20th century As well as providing a business history of the Royal Mail companies the book reveals much of the development of Brazil and Argentina as trading nations and the many and varied consequences of maintaining a long distance mail service Improved ship design led to larger vessels of greater cargo capacities essential to the growth of the lucrative and highly competitive

import export trades between Britain and Europe and South America The provision of increased passenger services contributed to the very considerable British financial commercial and industrial interests in Latin America well into the 20th century The book also addresses the international competition faced by Royal Mail Lines which reflected Britain's progressively diminishing dominance of global trade and shipping In all this book has much to say that will interest not only business historians but all those seeking a better understating of Britain's maritime and economic history **Vicarious**

Consumers Manuel Perez-Garcia, 2016-03-03 The birth of a mass consumer society in western Europe has been the subject of much scholarly debate in recent years In order to come to a further understanding of the issue this book adopts an analytical approach paying special attention to the socio cultural and economic transfers which occur when different commodities are introduced to territories with diverse values and identities In particular it examines the role of merchants and their important influence on consumer decisions describing how they created demand for new necessities in local national and international markets of the western Mediterranean area Through a systematic analysis of probate inventories from southern Spain the study reveals shifts in the patterns of consumption of new goods in urban and rural families underlining a growing interest in new exotic and foreign goods By connecting these local desires aspirations and choices to a global movement in which human and material capital circulated trans continentally broader patterns of consumption are revealed By observing a southern European society such as Spain where the industrialization process was slower than that in Anglo Saxon territories the book contributes to the on going debates about industrious revolution and trickle down theories and whether both occurred simultaneously or separately The book also helps identify the socio economic forces and agents that prompted the stimulus for new consumer aspirations as well as the cultural consequences that the new modern consumerism brought about *From Rail to Road and Back Again?* Colin Divall, 2016-03-03

The coming of the railways signalled the transformation of European society allowing the quick and cheap mass transportation of people and goods on a previously unimaginable scale By the early decades of the twentieth century however the domination of rail transport was threatened by increased motorised road transport which would quickly surpass and eclipse the trains only itself to be challenged in the twenty first century by a renewal of interest in railways Yet as the studies in this volume make clear to view the relationship between road and rail as a simple competition between two rival forms of transportation is a mistake Rail transport did not vanish in the twentieth century any more than road transport vanished in the nineteenth with the appearance of the railways Instead a mutual interdependence has always existed balancing the strengths and weaknesses of each system It is that interdependence that forms the major theme of this collection Divided into two main sections the first part of the book offers a series of chapters examining how railway companies reacted to increasing competition from road transport and exploring the degree to which railways depended on road transportation at different times and places Part two focuses on road mobility interpreting it as the innovative success story of the twentieth century Taken together these essays

provide a fascinating reappraisal of the complex and shifting nature of European transportation over the last one hundred years

Mining Tycoons in the Age of Empire, 1870-1945 Raymond E. Dumett, 2016-12-05 The years of the late nineteenth and early twentieth centuries aptly described by Mark Twain as the Gilded Age witnessed an unprecedented level of technological change material excess untrammled pursuit of profit and imperial expansion Within this dynamic and often ruthless environment many colorful characters strode across the world stage among them the great mining tycoons who with the thousands of prospectors diggers shift bosses timbermen blastmen and muckers in mining enterprise constituted one of the major spearheads of global capitalistic expansion and colonial exploitation This volume which carries the epic story to the mid twentieth century provides a truly international perspective on the role of mining entrepreneurs investors and engineers in shaping the economic and political map of the globe in testing management techniques and in setting a vogue for extravagant displays of wealth among the world's rich Each chapter is loosely focussed on a biographical account of a particular mining tycoon that allows for broad and comparative accounts to be made about the individuals their business interests the technologies they employed and the national and international political considerations under which they operated Furthermore this structure also allows for consideration of the effect that these tycoons had on the countries and territories in which they worked particularly the often long lasting impact on indigenous populations the environment transport links and economic development By approaching the subject matter through this stimulating mix of cultural social economic business and colonial history many intriguing and thought provoking conclusions are reached that will reward any scholars with an interest late nineteenth and early twentieth century history

Across the Borders Günter Dinhl, 2017-03-02 Until now we have only had relatively narrow economic studies comparing investments in railways with investments in other fields of individual economies Across the Borders not only opens the door for fundamental new insights into a trans national view of railway history but also contributes to a breakthrough in the wider study of the subject providing the first extensive historical investigation of the worldwide system of railway financing This book provides a wide introduction to how financiers governments and entrepreneurs in Europe managed to face the challenges of constructing and maintaining an integrated railway network both in their own countries and their colonies This volume offers analysis from a selection of experts exploring the trans national investment policies of railway construction based on numerous historical case studies The chapters provide insight into the international opportunities that existed for railway financing from the perspective of economic social transport and railway history With contributions from authors from 19 countries the volume is a truly international work that will be of interest to academic researchers museum staff archivists and anyone who has an interest in the history and development of railways

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