

## Primary Sources

### *Websites:*

*Albany Museum*. Digital image. *Albany Museum*. Albany Museum, n.d. Web. 3 Jan. 2016.

<http://www.albanyinstitute.org/>. The Albany Museum contained a large amount of primary source images that pertained to the Erie Canal. We were able to use these pictures throughout our website, including the timeline. All of these pictures help emphasize numerous different ideas that stem off of the Erie Canal. All of these images helped us to better analyze the canal and its effects, whether from years ago or to the current day. One image is of a map of the first enlargement of the canal, displaying the success that made the canal thrive and expand. It was this expansion that allowed more and more products to be shipped along the canal for greater profit.

*Architecture & Community Heritage*. Digital image. *ARCH*. ARCH Inc, n.d. Web. 3 Jan. 2016.

<http://archfw.org/>. ARCH provided us with a great image of a packet boat which was used for commercial use. This was new as boats were mainly used reservedly for transport of goods. Now they were used to transport the wealthy across the canal. The packet boat could be seen as a predecessor to the modern yacht. We used this image on the technology page, where it reinforces the innovation caused by the canal. These boats also helped to carry a lot of culture across the canal, connecting the east and west.

"Avalon Project - Northwest Ordinance; July 13, 1787." *Avalon Project - Northwest Ordinance; July 13, 1787*. N.p., n.d. Web. 12 Feb. 2016.

[http://avalon.law.yale.edu/18th\\_century/nworder.asp](http://avalon.law.yale.edu/18th_century/nworder.asp). This website supplied us with specific information about the Northwest Ordinance of 1787. The taken quote discussed the organization of the western territories under the Articles of Confederation. The

Northwest Ordinance of 1787 was important because it was the first real sign of westward expansion for the United States. This can be seen as one of the first steps towards the Erie Canal because it displays a similar sense of the urge to move west and expand. Even before the existence of a nation, the United States of America, the people living on this land had the desire to expand and move west. It wasn't until 30 years later, after the creation of a new country, that the land that had been gained was connected by the Erie Canal.

"Canal Life Hard for 'hoggees'" *Canal Life Hard for 'hoggees'* N.p., n.d. Web. 12 Jan. 2016.

<<http://www.oneidadispatch.com/article/OD/20070213/NEWS/302139998>>. This article provided insight on the difficulties of everyday life for hoggees. These workers were mostly orphan children who made very little for working long days. They would be insulted and taunted by others who were richer than they were. The article also discussed the new packet boat industry and the importance of lumber and grain moving along the canal. Essentially, the article gave good background information on many different aspects of the Erie Canal. From the culture of the canal itself to the economic exchange that happened upon it, this article helped us further our understanding about different things for the canal.

*The City University of New York*. N.p., n.d. Web. 12 Jan. 2016. <<http://www.cuny.edu/>>. We used this site for an image of Erie Canal workers using tools to dig out the canal. This image enhanced our understanding of the tough conditions faced by workers, and the challenge of creating the canal. Many people don't understand the immense difficulties faced by canal workers, most of which were immigrants, who had to blow their way through the wilderness to create this gigantic piece of architecture. Many people lost their

lives excavating for the canal. However, hardships they faced also helped to create a unique culture on the canal. Canal folklore was created, and there were many different songs that made about working on the canal, and new lifestyles that were created.

Elton, Wally. "New York State's Erie Canalway Trail." *American Trails*. American Trails, 2015.

Web. 25 Apr. 2016. <<http://www.americantrails.org/ee/>>. This article is about the Erie Canal today. It talks about how the Erie Canal is still used recreationally and commercially. This page was useful to us in that it provided some good quotes and a good picture that was utilized on our Erie Canal Today page. This article gave us a better understanding of some of the additional uses of the Erie Canal today. Some of the canal's additional uses are as public bike and walking trails.

*Encyclopedia Britannica*. Digital image. *Encyclopedia Britannica Online*. Encyclopedia

Britannica, n.d. Web. 1 Jan. 2016. <<http://www.britannica.com/>>. We used Encyclopedia Britannica for the DeWitt Clinton image button. It is a potrait of DeWitt Clinton, located on the background page; where we try to help the website visitors to better visualize DeWitt Clinton. Dewitt Clinton, as the biggest advocator of the canal, is one of the most important people in the canal's entire history. He is the reason why the canal actually came to exist. We feel it is only right to give him the respect and space on our website that he deserves.

*The End-Time Pilgrim*. Digital image. *The End-Time Pilgrim*. The-End-Time Pilgrim, n.d. Web.

3 Jan. 2016. <<http://endtimepilgrim.org/>>. The End Time Pilgrim website explores the culture and history of the Pilgrims. They provided our group with an image representation of the ideology of Manifest Destiny. We used this image on our Expectation vs. Reality page. This very famous image depicts settlers moving west, being

guided by a large angel. It shows how the settlers thought it was their divine right to have all the land from coast to coast. This connects to the Erie Canal because the canal was created to connect the East to the West, and some frontier lands gained from Manifest Destiny were connected by the Erie Canal. This allowed many products to be transported from the different regions very quickly and linked their different cultures together.

*The Erie Canal*. Digital image. *The Erie Canal*. Genesee Gateway, n.d. Web. 1 Jan. 2016.

<<http://eriecanal.org/>>. Erie canal.org helped greatly in capturing specific demographics and images during the Erie Canal's use. This website provided us with both primary and secondary images, which were used throughout the website to display the canal and its magnitude, as well as its effects and technology. We also used an animation (created by Terry Pepper) of how the locks worked, which enhanced our knowledge of the use of technology on the Erie Canal. These locks were used in order to make up for the large elevation difference between the Lake Erie and the Hudson River. The animation makes the website more user-friendly, and allows for an easy explanation of the lock system.

"Erie Canal Locks E34-E35." *The Travels of Tug 44*. N.p., 2016. Web. 29 Mar. 2016. This

website was useful because it had contained pictures of Lockport today. These pictures can be found in the interactive map on the page focused on the route of the canal.

Lockport is an important place on the canal. A picture from today is a great way to show how it looks now after so many years. It is important not just to look back at the canal, but also to see how it has been preserved to the current day. Lockport is located in western New York, north of Buffalo, and very close to the end of the canal.

"Erie Canal." *Monticello*. University of Virginia in Charlottesville, n.d. Web. 23 Jan. 2016. This source was useful to us because it provided many quotes from the third President of the

United States, Thomas Jefferson. These quotes helped our understanding of the anti-canal sentiment in the United States of America. There were large disputes in the federal government over how the internal improvement projects should be funded, whether by the states, the national government, or the people themselves. Jefferson believed it was not the country's duty to pay for the canal, as is reflected in his quotes. Jefferson actually liked the idea of a canal, but believed that it was "madness" to think that it could be achieved during that time. However, the New York State Government got together and later approved the plan for the Erie Canal. The rest is history.

*Erie Canal Museum.* Erie Canal Museum, 2016. Web. 12 Jan. 2016.

<<http://eriecanalmuseum.org/>>. This source was the Erie Canal Museum's website. We used this source for various images of the Erie Canal, which helped to enlighten us on the importance of the Erie Canal, and the technology used in the canal. These images helped to contribute to our understanding and analysis of the canal. We also used this website for background information about the Erie Canal. During the early stages of research, [eriecanalmuseum.org](http://eriecanalmuseum.org) was a very important source for increasing and enriching our knowledge of the canal. The museum's executive director, Natalie Stetson, also offered us an extremely insightful interview, as well as her being very helpful to our cause.

"Erie Canal." *The Robinson Library*. N.p., 2016. Web. 29 Mar. 2016. This website included a picture of the Erie Canal today at Albany. This picture can be found on the page focusing on the canal's route, in the interactive map including pictures of the canal today. The picture does a good job of emphasizing how the Erie Canal has been preserved over the past few centuries. This helps to compare to older pictures of the canal. Due to the Erie

Canal, Albany has become a major city, and the capital of New York, a vital state in the US.

"The Erie Canal." *Syracuse News*. Syracuse Media Group, 2016. Web. 29 Mar. 2016. This website was useful because it contains a picture of the Erie Canal today at Syracuse. This picture can be found on the page dedicated to the route of the canal, on the interactive map. This picture shows how the canal has been preserved over the years and what it looks like today. Syracuse would not be as large a city if not for the Erie Canal. This picture provides an opportunity too compare the old Erie Canal to today's Erie Canal.

The Erie Canal Today. Digital image. *The New York Times*. The New York Times, n.d. Web. 15 Jan. 2016. <nytimes.com>. This image can be found as the button for the Lasting Legacy page. It shows that the Erie Canal is still in use today and what it looks like. Although it is mostly used for recreational activities, the canal is still one of the most important pieces of New York history, and serves a purpose by shipping large goods across the state. These goods are very important, and include things such as pieces of wind turbines used for natural energy. Its preservation is proof that the canal is important and stands as a monument of American and New York pride.

"The Erie Canal." *University of Rochester*. University of Rochester, 2016. Web. 29 Mar. 2016. This website had a picture of today's Erie Canal at Rochester. This picture can be found on the interactive map which is located in the page about the canal's route. It helps to show how the Erie Canal has been preserved. The picture provides an excellent opportunity to compare the old Erie Canal to today's canal. Rochester also would not be as large of a city if not for the Erie Canal.

"Erie Canalway - Learn - History - BuildingNation." *Erie Canalway - Learn - History - BuildingNation*. N.p., n.d. Web. 23 Jan. 2016.

[http://www.eriecanalway.org/learn\\_history-culture\\_build-nation.htm](http://www.eriecanalway.org/learn_history-culture_build-nation.htm). This source helped us in learning about James Madison's veto of John C. Calhoun's "Bonus Bill". The bill would have provided federal funding for public works projects like canals and roads. Its rejection caused the Erie Canal to have no federal funding. This helped further our understanding of opposition to the Erie Canal and other internal improvement projects like it. Due to this veto, the canal was taken on solely by the New York State Government. However, the state government, not possessing the workers to build the whole canal, hired contractors to build one mile each out of the 363 mile long canal.

Gu, Paul. *The Erie Canal*. Digital image. *Ohio History Central*. Ohio History Central, n.d. Web. 3 Jan. 2016. [http://ohiohistorycentral.org/w/Welcome\\_To\\_Ohio\\_History\\_Central](http://ohiohistorycentral.org/w/Welcome_To_Ohio_History_Central). Ohio History Central provided us with multiple primary source images for our website. These images are used throughout the website to help bring greater visualization of the Erie Canal. These images also helped to further our own understanding of the canal and they also helped us make increased progress with our analysis of the canal's effects, whether today or from many years ago.

*GVSHP*. Digital image. *GVSHP*. The Greenwich Village Society for Historic Preservation, 13 Oct. 2006. Web. 12 Jan. 2016. [http://www.gvshp.org/\\_gvshp/index.htm](http://www.gvshp.org/_gvshp/index.htm). The Greenwich Society website provided us with a strong image that captured the Erie Canal entirely. This drawing of the Erie Canal depicts its busyness and culture that was displayed along the entirety of the canal when it was first in use. We used this on the home page, where the viewers could capture the essence of our topic. This picture

perfectly embodies the Erie Canal, one of the greatest achievements in the history of the United States of America. The canal helped modernize the state of New York, as well as connecting the nation among many other contributions. Due to these effects, the canal should be thought of as a great thing.

Holbrook, Stewart. "The Story of America's Railroads." (n.d.): n. pag. Web. 17 Jan. 2016. We used a quote from this journal on our "The Route" page. It helped us develop insight on a different opinion of a citizen. This differing opinion helped us to better understand the different views of the time period. This is immensely important because the canal was a very controversial topic at the time of its building because there was a lot of opposition to it. There was different views on how the canal should be funded.

Horses Walking Alongside a Boat on the Canal. Digital image. *Cleveland Memory*. N.p., n.d. Web. 12 Jan. 2016. <clevelandmemory.org>. This image is used as the button for the Immediate Impact page. It exemplifies what the canal used to look like a long time ago. It provides a good opportunity to compare and contrast with what the canal looks like today. It is possible to see how the canal has been preserved and how it has been kept. While there are similarities between the canal today and a long time ago, there are also striking differences.

"Indiana Public Media | WFIU - NPR | WTIU - PBS." *Indiana Public Media RSS*. N.p., n.d. Web. 12 Feb. 2016. <<http://indianapublicmedia.org/>>. This source is an image of Erie Canal workers holding tools and wheelbarrows which they have used to dig the canal. It helped us to fully understand how difficult the creation of the canal actually was. These men had to use mostly hand tools and gunpowder to create a giant canal through wilderness. They had very dangerous jobs, and there was a high cost in lives which is one



of the worst aspects of it as a whole. However, many technological advances were made during the time of the canal's construction, which helped to smooth the process, and make it possible for the construction of such a huge project.

Jefferys, Thomas. "General Map of the Discoveries of Admiral De Fonte, Representing the Great Possibility of a North-West Passage." N.p.: n.p., n.d. N. pag. *Princeton University*. Web. 23 Jan. 2016. This map depicts an early explorers rendition of what the Northwest Passage looked like. It helped show the inaccuracy of cartography at the time of the map's drawing. This map can be found on our Expectations vs. Reality page. The Northwest passage can be synthesized to the Erie Canal as they are both water routes to get from one place to another faster and more efficiently.

*Jesse Hawley*. Digital image. *Uknowledge*. N.p., n.d. Web. 3 Jan. 2016.

<<http://www.upknowledge.com/>>. This website provided us with a portrait of Jesse Hawley, the original thinker of a big canal crossing America. It is rare to find an image of Hawley, but fortunately Uknowledge held one, which we used on the DeWitt Clinton page. Hawley can be seen as the original brain behind the canal, since he came up with the preliminary idea for the canal while he was in debtors prison. As a merchant, he probably thought more about economic effects, but Dewitt Clinton expanded upon his ideas.

*Latin American Studies*. Digital image. *Latin American Studies*. Latin American Studies, n.d.

Web. 3 Feb. 2016. <<http://latinamericanstudies.org/>>. This website provided a primary source map of the planned Erie Canal's route. This helps in capturing the great extent that was expected of the Erie Canal. The image is located as a banner on the Route page. The canal's route cuts right through the middle of New York, and many cities can be found

along it today. This map also displays the rugged topography of New York, and many mountains and other landforms made construction of the canal very difficult and dangerous for workers. Around 80% of New York's upstate population lives within 25 miles of the canal today.

"The Liberty Pole - Rochester, NY USA." *The Liberty Pole - Rochester, NY USA*. N.p., n.d. Web. 12 Jan. 2016. <<http://www.thelibertypole.org/>>. This image displays the use of aqueducts on the Erie Canal. Our knowledge of the technology used on the Erie Canal was enhanced by this image which showed how the aqueducts were important. Without aqueducts, water for the canal would have never been moved and the canal would either be wildly different or not exist at all. The aqueduct was just one important kind of technology used to build the canal.

*Library of Congress*. Digital image. *The Library of Congress*. United States Legislative Information, n.d. Web. 1 Jan. 2016. <<http://www.loc.gov/>>. The Library of Congress, provided great primary source images. We used these images to help visualize the Erie Canal and its environmental conditions, they are seen throughout our website. Not only does it help the viewer of the website better understand the canal, but these images also furthered our understandings of the canal. The sheer variety of pictures was great as well. These pictures allow a person visiting our website to really appreciate the canal in all its glory. Without these images, the viewer may not be able to understand the reason behind many effects of the canal, or even the huge magnitude of the project.

*Michigan State University*. Digital image. *Michigan State University*. Michigan State University, n.d. Web. 1 Jan. 2016. <<http://www.msu.edu/>>. Michigan State's website provided us with a image for the Expectations vs. Reality page button. The image is used on the

background page, where it helps to capture the idea of the American's expectations. The drawing shows a bunch of wealthy Americans standing on the deck of a boat, looking out towards something. Most Americans had expectations of becoming fabulously rich, however this was only a reality for a certain few.

"Montezuma Marsh." *New York Geographic Alliance*. New York Geographic Alliance, 2014.

Web. 27 Mar. 2016. This website was useful because it provided the picture of the Montezuma Marsh on the "Construction" page. This is the place where over one thousand workers died, signifying the struggle that the diggers had to endure. The construction of the Erie Canal was a dangerous task that took a lot of lives, due to not only tough conditions and disease, but also fights, gunpowder explosions, and other problems. Although the Erie Canal was a huge success, this image displays one of the few negative effects of the canal on the United States.

*Monticello Avenue*. Digital image. *Monticello Avenue*. Monticello Avenue, n.d. Web. 3 Jan.

2016. <<http://avenue.org/>>. This website provided a great drawing of the influential, packet boat, which was greatly used on the Erie Canal. This image helps to visualize the technology used during the time of the Erie Canal. This image can be seen on the Exploration page, as a button for technology. Packet boats are some of the most important things to come out of the canal. They can be seen as a predecessor to the modern yacht.

*National Museum of American History*. Digital image. *Home | National Museum of American History*. National Museum of American History, n.d. Web. 3 Feb. 2016.

<<http://americanhistory.si.edu/>>. This website provided us with a primary source image of the construction done to create the Erie Canal. This image was used on our

Construction page as a banner in order to capture the idea of how the canal was constructed. The construction of the canal was a great hardship to many workers and very dangerous. Many workers lost their lives in places like the Montezuma Marsh. The image also reinforces the magnitude of this project, displaying the huge amount of construction being done to clear out this area and create a big enough pathway for boats to travel on.

*NIUBB*. Digital image. *NIUBB*. NIUBB, n.d. Web. 1 Jan. 2016. <<http://www.niubb.net/>>. This website held an image which captured the idea of western movement and the held expectations. Thus we used this for the banner on the Expectations vs. Reality page. Western movement was one of the key motives and effects of the Erie Canal. It recurs from when Europeans were searching for a faster route to East Asia, a so-called Northwestern Passage. This can be synthesized to the Erie Canal, as background information and as a similar event in history.

*Northwest Passage*. Digital image. *Princeton Education*. Princeton Education, n.d. Web. 1 Jan. 2016. <<http://www.princeton.edu/>>. Princeton Education is one of the most proclaimed institutes in America, holding great information for multiple areas. Fortunately they held an image of the fabled Northwest Passage. We used this image on the Expectation vs. Reality page. The Northwest Passage can be compared to the Erie Canal because they are both water routes for the purpose of making a trade route more efficient.

"The Official Website of New York State." *The Official Website of New York State*. N.p., n.d. Web. 12 Feb. 2016. <<http://www.ny.gov/>>. We used this source for quotes and images about the Erie Canal. It specifically references the economic and cultural effects on the state of New York. With the information that this site provided, we found out more about how the Erie Canal impacted New York State and, in turn, all of the United States. This

really helped us with our analytical approach to the canal and how its effects can still be seen today. New York State was really turned into an "empire," hence its nickname, and the Erie Canal allowed for the blossoming of the entire state, as well as the nation.

Because of the Erie Canal, New York City is a major city, and perhaps even the most famous city in the world.

Photo of a Train. Digital image. *Freedom and Unity*. N.p., n.d. Web. 23 Jan. 2016.

<freedomandunity.org>. This picture can be found on our Lasting Legacy page. It helps show the competition the canal helped develop. The canal stimulated the American economy like nothing had before. Naturally, people thought that if they could make the Erie Canal, they could make even bigger and better things. That's something we still see in America today, the motivation to build upon ourselves and make ourselves better.

Within a decade or two, the railroad developed into the major form of transportation in America, leaving the canal behind. But the most important thing is that the canal stimulated the improvement of the railroad.

*Society for History in the Federal Government / Bringing Together Government Professionals, Academics, Consultants, Students, and Citizens Interested in Understanding Federal History Work and the Historical Development of the Federal Government*. Digital image.

*Society for History in the Federal Government* RSS. Society for History in the Federal Government RSS, n.d. Web. 3 Jan. 2016. <<http://www.shfg.org/>>. The Society for History in the Federal Government provided our group with a powerful image of immigrant workers. These workers come from every part in the world in order to have a chance at making a living in America, and they see the Erie Canal as their ticket there. This image can be seen on the Construction page of our website. These immigrant

workers worked at reduced wages and had very hard and dangerous jobs. Often times the workers may have access to alcohol, and fights would break out among the workers. Conditions were very difficult for these immigrant workers, but the Erie Canal did provide them with jobs and a source of more income than they would have in the countries they came from.

*TISC*. Digital image. *Target International Student Center*. TISC, n.d. Web. 3 Feb. 2016.

<https://www.tisc.edu/>. TISC is a website dedicated to learning. It contained a small section on Canvass White, an engineer and inventor. This section contained a portrait we were able to use to help visualize how he looked. White was the man who created hydraulic cement, a cement that works underwater. If it wasn't for this invention, it might not have been possible to build the Erie Canal. Due to this, it is important that we included him in our website and put his portrait up.

Walbert, David. "Where Am I? Mapping a New World." *Learn NC*. UNC School of Education, 2007. Web. 23 Jan. 2016. This website was useful to us because it provided a map of what people thought the Northwest Passage looked like in the 16th century. It helped provide insight for us as to what Europeans thought about a path to East Asia. This map can be found in the header of *Expectations vs. Reality*. Not only can the Northwest passage be seen as background for the Erie Canal, it can also be synthesized to it because they are both water routes for the purpose of efficiency.

## **Secondary Sources**

### ***Books:***

Bernstein, Peter L. *Wedding of the Waters: The Erie Canal and the Making of a Great Nation*. New York: W.W. Norton, 2005. Print. This beautifully written book by Peter L. Bernstein allowed us to analyze the impact of the Canal through a more critical lens. It emphasized the importance of the canal, allowing us to exemplify this knowledge on our website. We were able to use many quotations from this book on our website, and even included audio of the author speaking about the Erie Canal in an interview with the National Public Radio. The way Bernstein described how the Erie Canal brought about the industrial revolution in America was also a very interesting idea. Overall, Bernstein's book was a very accurate portrayal of both the manpower put into the construction of the canal and, more importantly, the immense impact the canal had on America. It helped craft many of the ideas we displayed on our entry.

Ellis, David Maldwyn., James A. Frost, Harold C. Syrett, and Harry J. Carman. *A History of New York State*. Ithaca, NY: Cornell UP, 1967. Print. This historical explanation of important events in New York State. It was a very convenient source, as it was able to summarize the entire history of New York State into one book. Because of its vast amount of information regarding all of New York State, we were able to see how the Erie Canal impacted future events, and how previous precedents shaped the construction of the Erie Canal. This truly put into perspective how impactful the Erie Canal really was on New York State and the nation as a whole.

Hecht, Roger W. *The Erie Canal Reader, 1790-1950*. Syracuse, NY: Syracuse UP, 2003. Print. This book with an intro by Professor Roger W. Hecht was very insightful. The poems, essays, travelogues, and fiction embedded in the book allowed us to receive a first hand view of the commerce and culture exchanged on the Erie Canal. We were able to

see how rich canal culture truly was, and how useful the Erie Canal was in cultural diffusion. Also, since it included sources from 1790-1950 we were able to analyze how the cultural exchange on the Erie Canal changed over time until its eventual decline in the 1950's. Additionally, we were able to interview the author of this book, Roger W. Hecht. He provided great insight about the Erie Canal, and helped us put together our cultural exchange page.

Howe, Daniel Walker. *What Hath God Wrought: The Transformation of America, 1815-1848*. New York: Oxford UP, 2007. Print. Daniel Walker Howe's history of the United States discussed the history of the United States from 1815-1848 in a very detailed manner, not only giving us information about the canal itself, but how the canal affected the time period after it. We were able to understand the extent to which the Erie Canal impacted westward expansion and the diversification of America. It also provided us with valuable information about DeWitt Clinton, helping us form our page about him.

Additionally, we were able to interview the author of this book, Daniel Walker Howe, who was very knowledgeable about U.S history, especially pertaining to the Erie Canal and its impact on America.

Kendall, Martha E. *The Erie Canal*. Washington, D.C.: National Geographic, 2008. Print. This book was used for general information on the canal itself. It includes information on a lot of different aspects of the canal, from construction to life on the canal itself. The book provided valuable information about DeWitt Clinton, who was a monumental figure in the construction of the Erie Canal. Additionally, the multiple black and white pictures helped place us into the historical context of the Erie Canal. It also emphasized the



struggle and hardship that went into building the canal, that finally led to the creation of this wonderful structure that would change New York history forever.

Koeppel, Gerard T. *Bond of Union: Building the Erie Canal and the American Empire*. Cambridge, MA: Da Capo, 2009. Print. This book outlined the construction of the Erie Canal, and emphasizes how difficult the process of building the canal truly was, as well as discussing many of the monumental figures involved in the creation of the Erie Canal. It emphasized the canal's enormous impact of New York State, allowing us to reflect its impact appropriately. This book was instrumental in conducting our research when we started working on the project and constructing our website.

Shaw, Ronald E. *Canals for a Nation: The Canal Era in the United States, 1790-1860*. Lexington, KY: U of Kentucky, 1990. Print. We used this book to learn about DeWitt Clinton and took many of Clinton's quotes to use on our website. It talked about trade in the canal, specifically mentioning coal trade, and discussed travel time, and how the Erie Canal was more convenient for travelers of the time. There were also many maps in the book that allowed us to better understand the geography of the terrain of the canal. This book also enhanced our knowledge of the topic greatly. It was very well-written and truly enhanced its audience in the rich history of the canal.

Shaw, Ronald E. *Erie Water West; a History of the Erie Canal, 1792-1854*. Lexington: U of Kentucky, 1966. Print. Ronald Shaw's book about the comprehensive history of the Erie Canal proved to be an extremely valuable source, as it outlined, in great detail, the entire history of the Erie Canal, from the beginning of its construction until the beginning of the Civil War. It allowed us to place the events involving the canal, such as the initial construction and the enlargements in order, truly allowing us to put things in perspective.

Because of his book, we were able to properly analyze the political, social, economic, and cultural impact of the Erie Canal. On top of that, his use of varied sources allowed us to continue our research. Many of the pictures in this book can be found on our website.

Sheriff, Carol. *The Artificial River: The Erie Canal and the Paradox of Progress, 1817-1862*. New York: Hill and Wang, 1996. Print. This book was instrumental in our understanding of the topic. Many of the historians we talked to told us to read this book, and we are very glad that we did. It was extremely informative and analytical, helping us shape our own analysis. The book talked about the Canal in a very humanized way, relating its construction to the back breaking work of the builders on the canal who worked with no educated engineers on site, under extremely dangerous working conditions, and for very little pay, and related its impact largely to transportation for New York State citizens and transportation rate decreases during that time. It also helped when discussing the controversy over the canal and its complications, as it discusses the American citizen property rights disputes during the time.

***Interviews:***

Bell, Pierson. "Interview with Pierson Bell." E-mail interview. 9 Feb. 2016. We interviewed Pierson Bell, a high school teacher from Buffalo who ran a seminar on the Erie Canal, who provided many insights about the Erie Canal. He displays the argument it took to persuade the New York state government to build the canal, as well as the important economic effects of the canal. He demonstrated great passion about the topic and was very knowledgeable, which was clearly reflected through his interview. His information regarding the view of the citizens on the Erie Canal was particularly helpful in that it provided a historical perspective from that time period.

Hay, Duncan. "Interview with Duncan Hay." E-mail interview. 12 May 2016. This interview with Duncan Hay, a historian at the Erie Canalway Organization, helped to enhance our knowledge of the Erie Canal and its effects. Hay displays the important cultural aspects of the canal, as well as its representation of the United States during the early 19th century. He also portrayed the importance of the canal in respect to the creation of major cities and towns in the Midwest including Chicago and Milwaukee. Additionally, extra emphasis was placed on the economic impacts of the canal, and the quick payment for construction, made entirely by tolls.

Hecht, Roger. "Interview with Robert Hecht." E-mail interview. 6 Feb. 2016. Our interview with Robert Hecht, a SUNY Oneonta Associate Professor of American Literature, was very beneficial to our knowledge. His answers to our questions display the vital importance of the Erie Canal, as well as the cultural and economic effects of the Erie Canal. His answers were concise yet extremely informative, helping us complete our entry. At one point, Hecht discusses the tourism that was brought about by the Erie Canal. This was very interesting to us, as we had never thought about tourism before this interview.

Howe, Daniel Walker. "Interview with Daniel Walker Howe." E-mail interview. 30 Apr. 2016. Daniel Walker Howe, professor of history at UCLA, historian, and author, enhanced our knowledge about the views of the American people on the Erie Canal, portraying how controversial of a project it was, and the eventual acceptance. Professor Howe also illustrated the connection between the Erie Canal and other canals that were later created in the United States. Of particular importance was his information about the revolutionary impact the Erie Canal had on the United States, in New York, as well as

nationwide. His statement about the Seneca Falls Convention of 1848 displays the vital importance the Erie Canal had on cultural movements, specifically the women's rights movement.

Koeppel, Gerard. "Interview with Gerard Koeppel." E-mail interview. 2 May 2016. Our interview with Gerard Koeppel, American historian and author, was very informational and useful. He displayed how a few strong leaders in the New York legislature were able to overcome opposition and built this canal, which was a huge success. Mr. Koeppel also described the massive impact of the canal on the wealth and power of New York, displaying how it became the "Empire State" because of the canal. He also mentioned the vital cultural development that occurred along the canal and helped to shape New York State.

O'Neill, Christine. "Interview with Christine O'Neill." Personal interview. This interview with Christine O'Neill, the executive director at the Chittenango Landing Canal Boat Museum, provided an intriguing insight into the specifics of dry docks. We learned about the functions of dry docks in repairs on the canal and received an expert's perspective on overarching themes regarding the Erie Canal. She emphasized many of the physical aspects of the canal which we had not given much thought before. For example, she discussed how the geology discussed when determining the route for the canal. O'Neill was very excited to be interviewed, and we are extremely gracious to be given the opportunity to talk to her.

Stetson, Natalie. "Interview with Natalie Stetson." Personal interview. 29 Mar. 2016. This interview with Natalie Stetson, the Executive Director of the Erie Canal, provided valuable insight about the history of the canal, as well as the present day influence of the

canal. Her responses educated us about detailed effects of the canal, relating to immigrants, technology, and New York State economics. She also provided many interesting facts about the Erie Canal today, including describing the importance of colors and displayed the importance of the route of the canal, which caused many cities to prosper and become major urban centers in New York.

Sweitzer, William. "Interview with William Sweitzer." E-mail interview. 2 Feb. 2016.

William Sweitzer, Deputy Director of Public Affairs at NYS Thruway Authority and Canal Corporation, provided insights into how the canal is run today, and the manpower that it requires. It was interesting to see that Sweitzer believed the manpower put into working on the canal was more important than the technology innovated during the construction of the canal itself. This perspective displays an important contemporary view on the canal. Although knowledge about the Erie Canal is a very small part of his job description, we were very surprised to discover the extensive knowledge which Sweitzer was able to deliver, which was very helpful.

Williams, Craig. "Interview with Craig Williams." E-mail interview. 31 Mar. 2016. This interview with a retired curator of the Erie Canal Museum proved to be very helpful, as Mr. Williams was extremely informative. He showed us the Canal society budget report of 2015 (viewable on his interview page) showing how much it costs to maintain the canal today. Mr. Williams also gave us a unique perspective on the Erie Canal's impact on the United States. He described the Erie Canal as being one of the most monumental structures in the state, inspiring the creation of many other canal, and the establishment and enlargement of many other large cities. He also brought our attention to the

recreational uses the canal serves today, which was something we had not taken note of before our interview with him.

**Websites:**

*America's Heritage: The Erie Canal*. Prod. Warner Pathé. 1957. 2010. Web. 12 Jan. 2016. We used sections of this documentary on our complications and economic exchange pages. It showed the importance of the Erie Canal, and how the canal facilitated travel between Eastern and Western New York. It emphasized how difficult it was to build the canal, with no roads or professional builders to allow for efficient construction. Additionally, commerce during the period after the canal increased immensely, boosting the economic exchange during that time period. It referred to it as a "water highway" and "Empire Builder" therefore showing how important the canal is believed to be. The video clips we used from this documentary help us prove our claim made in our thesis immensely, as well as allowing us to understand the full impact the canal had on the nation as a whole, despite the complications it encountered during construction.

"Canal History." *The Official Website of New York State*. N.p., n.d. Web. 12 Jan. 2016. <<http://www.canals.ny.gov/history/history.html>>. This website was used for the history of the Erie Canal. It displayed the opposition to the canal, as well as the difficult situations for the hoggees and the diggers, enlightening us on the hard lives of the builders. Since it is the official website of the New York State Government it was an extremely credible source. It was very rich in the culture that was unique to the United States. The website talked about the Erie Canal which was very important in that it discussed how it impacted America's future after the canal. It was concise, and neat and very easy to read. Because of this, we were able to learn a lot from this source.

*City Lore*. City Lore, n.d. Web. 23 Jan. 2016. <<http://citylore.org/>>. This website was useful because it contains the lyrics for the Digger's Song. We used these lyrics on our website to help portray a worker's mindset. It was interesting to see how the construction of the canal impacted folklore, as it is difficult to see the canal as anything more than its economic impact on America. It was also interesting to see how the lyrics of the music differed from the time period of the construction of the canal, to the period after the canal's significance. Therefore, this website was helped us understand the folklore that developed with the Erie Canal, and the environment in which the canal was built, which helped us with our preliminary research.

Dee, Thomas. "Erie Canal and Buffalo, New York." *C-Span*. Cable Network, 10 Aug. 2015. Web. 23 Mar. 2016. <<http://www.c-span.org/video/?327662-1/erie-canal-buffalo-new-york>>. This interview with Thomas Dee gave us a historical perspective of the Erie Canal in Buffalo. It included an interview with Thomas Dee, President of the Erie Canal Harbor Development Corporation. He discussed how Buffalo become an extremely large city because of the Erie Canal, emphasizing the economic exchange on the Erie Canal. Although we were unable to interview Dee, this news interview was a valuable source and deeply enhanced our knowledge of the Erie Canal. His knowledge of the impact of the canal helped better shape both our immediate and lasting impact pages.

Demographic Chart. Digital image. *Ubranomnibus*. N.p., n.d. Web. 22 Jan. 2016. <[ubranomnibus.net](http://ubranomnibus.net)>. This chart can be found on the Lasting Legacy page. It helps show the population growth that occurred in New York in the time of the Erie Canal. As seen in the chart, there was a population boost almost immediately after the canal was built, lasting until the canal was replaced by highways and roads for means of transportation.

Nonetheless, this shows how large the impact of the Erie Canal was, as it can be held accountable for much of the population of New York State. This chart again supported the point we were trying to convey through this website, as it shows that the Erie Canal was much more impactful than people make it out to be,

*DeWitt Clinton*. Digital image. *Times Union*. The Hearst Corporation, n.d. Web. 3 Jan. 2016. <<http://www.timesunion.com/>>. Times Union is a great news website that provided our group with a secondary source image of DeWitt Clinton. This image was used as the banner for our DeWitt Clinton page. We were glad to have found this image, as DeWitt Clinton was a monumental figure in the construction of the Erie Canal, and it would be a shame if we could not show the viewers of our website who DeWitt Clinton was. Luckily, there was a beautiful portrait of DeWitt Clinton on this website.

*Dewitt Clinton Lodge*. Digital image. *Dewitt Clinton Lodge*. DeWitt Clinton Lodge, n.d. Web. 3 Jan. 2016. <<http://www.dewittclintonlodge.org/>>. The DeWitt Clinton Lodge was a great website that provided us with a clear image of Clinton. This image was used to, once again, help the viewer visualize DeWitt Clinton's appearance. This picture can be seen on the DeWitt Clinton page. We were also able to maintain information about the life of DeWitt Clinton and he went about building the Erie Canal, which also helped formulate our page on DeWitt Clinton. This website was one of the sources we looked at when starting our preliminary research, which helped us understand his role in the construction of the canal, allowing us to realize that he was significant enough to our project for us to make an entire page about his journey.

Diagram on Population Density of German and Irish Immigrants. Digital image.

*University of Ramapo*. University of Ramapo, n.d. Web. 24 Jan. 2016. <[ramapo.edu](http://ramapo.edu)>.



Because of the difficulty we had finding statistical resources about such an old topic, we were very pleased to have found this graph provided by the University of Ramapo. It shows the population of immigrant demographic groups (specifically German and Irish immigrants) during the year 1878. Clearly, there is a large concentration of immigrants in lower New York state, supporting the claim that the Erie Canal brought and kept many immigrants to New York. This graph can be viewed on our cultural exchange page, as the immigrants brought their culture along with themselves, allowing for new found cultural diffusion in the United States of America. Specifically, New York city proved to contain a large number of immigrants, showing that, after the creation of the Erie Canal, New York City became a social hot spot, with a large population. It earned the title as one of the greatest cities in the world, with lots of immigrant culture.

*The Erie Canal*. Digital image. *History.com*. A&E Television Networks, n.d. Web. 3 Jan. 2016. <<http://www.history.com/>>. The History website holds the background of the entirety of written culture and society. In which they had an article on the Erie Canal. In this article multiple secondary source images used throughout the website and a documentary used on the DeWitt Clinton page. The History Channel website proved to be a very viable source in our research. The images helped us envision the size and intensity of the canal before we were able to see it for ourselves. Although this isn't a proper substitute, it did help a lot. Also, the documentary made by the history channel about the canal provided an accurate portrayal of the workers lives, showing exactly how dangerous the conditions they worked under were. At one point, it even portrayed a man dying because of a gunpowder explosion, allowing us to see the hazard in the building of the canal. Overall, the history channel was one of your most useful sources.

"The Erie Canal." *PBS*. PBS, n.d. Web. 23 Jan. 2016. This was a useful source because it provided a lot of background information on the Erie Canal. This information was beneficial to our website in general. It allowed us to determine which aspects of historical background we should touch upon in our website. It was instrumental in the construction of our website, as we decided how to organize many of our pages because of it. Furthermore, we were able to look at more extensive background resources because of this website.

"Erie Canal." *World Public Library*. World Public Library Association, n.d. Web. 12 Jan. 2016. <<http://www.worldlibrary.org/article/whebn0000010046/erie%20canal>>. We utilized this source on "The Route" page in a quote that displayed the Erie Canal's ease of transportation. The quote displayed how the Erie Canal took advantage of the vast and uneven terrain of the New York State. Although it had to overcome many topographic difficulties, it exceeded expectation and was able to be built, resulting in the flourishing economy of New York State. The source also provided a lot of information about the operation and construction of the canal. The canal was not easily built, and it was encompassed by extremely dangerous working conditions, involving alcohol, conflict, and lots of injury. From this source, we were able to see the difficulties and hardship put into the construction of the canal. We wanted to portray this hardship, and was able to do so, largely because of the information provided from the Public World Library.

*Erie Canalway National Heritage Corridor*. National Park Service, n.d. Web. 12 Jan. 2016. <<http://www.eriecanalway.org/>>. The website for the Erie Canalway organization proved to be a very valuable resource. Not only did it provide many beautiful pictures of the canal, and provided a list of Erie Canal historians whom we could seek interviews and

more information to expand our knowledge. The website, which is funded by the national heritage corridor, is intent on the conservation of the canal. The experts we were able to contact were passionate about the subject at hand, and were able to either direct us to other resources, or enhance our knowledge immensely, giving us different perspectives about the canal.

"Erie Canalway." *National Park Service*. U.S. Department of the Interior, n.d. Web. 12 Jan. 2016. <<http://www.nps.gov/erie/learn/historyculture/index.htm>>. This website is the National Park Service, and describes a brief history of the canal and DeWitt Clinton. This contributes to our knowledge by giving insight as to the creation of the canal, and the background of the time period. The national parks service, which is a governmental agency, showed extensive knowledge and care for the Erie Canal. Their vast amounts of background history contributed to the organization of our website, specifically the background page. It allowed us to recognize how important and significant the historical background really was.

"History: Canal Politics." *Xroads.virginia.edu*. The University of Virginia, n.d. Web. 23 Dec. 2015. <[http://xroads.virginia.edu/~ma02/volpe/canal/history\\_body.html](http://xroads.virginia.edu/~ma02/volpe/canal/history_body.html)>. This website was a very good website statistically, allowing us to understand just how significant the economic changes brought about by the Erie Canal were. We also used a chart from this website on the immediate impact page, showing how much was shipped across the Erie Canal in 1849 in terms of weight and money spent. This allowed us to properly analyze both the economic exchange involved with the canal, and the immediate impact the canal had on American trade. The chart was organized and concise, allowing viewers to recognize exactly how much was spent on the canal in a single year.

"The Irish 'Backbone' of the Erie Canal." *Http://thewildgeese.irish*. N.p., n.d. Web. 24 Jan. 2015. <<http://thewildgeese.irish/profiles/blogs/the-irish-backbone-of-the-erie-canal-irish>>. This website discusses the heritage of Irish people. The specific article noted the importance of Irish immigrants on the construction of the canal. Before viewing this website, we did not fully recognize the role of Irish immigrants on the canal. However, after viewing this website we were able to see that the Irish immigrants on the canal deserve notable recognition for their work on the structure. They were forced to work for low pay, without the guidance of professional engineers, and under dangerous conditions with many of them dying. Despite this hardship, they managed to build one of the most impactful structures in American history.

Native Americans in Indiana come into Contact with Settlers. Digital image. *Conner Prairie*. N.p., n.d. Web. 14 Jan. 2016. <[connerprairie.org](http://connerprairie.org)>. This picture can be found on the Cultural Exchange page. It helps to show the societal tensions that the canal brought. Because it pushed people to move west, the canal brought about tensions with native Americans. Before viewing this website, we did not understand the extent to which American settlers fought with the native Americans, but we were able to recognize the unfair treatment towards native Americans because of this valuable source. It gave us more information to include on our website, allowing us to properly complete the complications page of our website, as well as some of our background. Our pages would certainly be different if it had not been for this source.

"The Official Museum of the Erie Canal." *The Erie Canal Museum*. N.p., n.d. Web. 23 Jan. 2016. <<http://eriecanalmuseum.org/history/>>. The Erie Canal Museum is an archive of all history about the Erie Canal. It was useful for preliminary research we were

beginning to construct our entry. The Erie Canal museum provided lots of information pertaining to the cities that the Erie Canal extended to, as well as the enlargement processes that were involved. Additionally, the website taught us about the lock system used to account for elevation differences on the canal. The Erie Canal museum also allowed us to come in contact with Natalie Stetson, the executive director of the museum, as well as Christine O'Neill, director of the Chittenango Landing Dry Dock Museum, both of whom provided very informative and analytical interviews.

*Parks & Trails New York*. Digital image. *Parks & Trails New York*. Parks & Trails New York, n.d. Web. 3 Jan. 2016. <<http://ptny.org/>>. An image we found on this site is used as a button on the Exploration page. The Parks and Trails of New York association was very helpful in that it conserves the trails around the canal, which gave us many images to look at in order to visualize the canal and its surrounding areas. It displayed numerous pictures of the canal way trail, all of which were extremely beautiful. The 360 mile trail has been conserved by this association, allowing us to recognize the beauty of the canalway trail.

*PBS' American Experience: Building the Erie Canal*. PBS, n.d. PBS. PBS. Web. 10 Jan. 2016. <[pbs.org](http://pbs.org)>. PBS provided a lot of useful information for our website. In fact, we were able to find a documentary about the canal, discussing its immense impact on the nation, connecting the west to the east and the east to the west. It also managed to connect Europe to America, allowing for more international trade as well. This documentary can be found on our Immediate Impact page. It's use of experts to describe the effects of the canal helped us further prove our thesis, and allowed us to properly analyze our topic according to the theme. Also, since we found this documentary early on

in our research, we were enabled to fully comprehend the significance of the canal on United States history. It was also one of the factors that helped choose our website, since we realized how often the Erie Canal is overlooked in history, and we wanted to display its historical significance.

Population Line Graph. Digital image. *Elder Web*. N.p., n.d. Web. 21 Jan. 2016.

<elderweb.com>. From this website, we were able to obtain a graph found on our cultural exchange page. It clearly demonstrates the population growth brought about because of the Erie Canal. Because of this, we were able to provide factual information and statistics to further improve our argument about how effective the Erie Canal truly was. Initially, it was difficult to find statistics and diagrams to help construct our website, but because of this specific source we were able to find liable evidence that our thesis was true. This diagram can be found on the Cultural Exchange page. It really displays how the canal facilitated the migration of oppressed people. The Erie Canal initiated migration into the American midwest, which is a major point we were trying to convey on the website. The chart was very helpful in proving this point.

Root, Mary M. "Building the Erie Canal." *Surveyors History Society*. N.p., n.d. Web. 22 Mar. 2016. <[http://www.surveyhistory.org/building\\_the\\_erie\\_canal.htm](http://www.surveyhistory.org/building_the_erie_canal.htm)>. This website discussed the history of the Erie Canal, specifically how the route was surveyed and chosen. It was interesting to see how much thought was truly put into the decision. This website went into extensive detail about the surveys taken regarding the canal.

Additionally, it also helped us discuss the impact of the canal, as it talked about the precedent the Erie Canal set for other canals around the world. It set the bar very high as it was made with almost no professional help, but with multitudes of success. It gave us a

list of some of the surveyors, showing us that, although they were not many people surveying the terrain for the canal, they did their job very well, and were able to create technology to account for the rough terrain of the canal (the locks system). It also gave us information about Canvass White, and engineer who invented a hydraulic cement that was instrumental in the construction of the canal. He was also inspired to create lots of new inventions because of the canal, and had a greater appreciation and understanding of technology, specifically about the locks system,

"The Royal Proclamation of 1763." *Ushistory.org*. Independence Hall Association, 2014. Web. 23 Jan. 2016. <<http://www.ushistory.org/us/9a.asp>>. This website contained lots of background history pertaining to colonial United States. We were able to analyze this history to notice that the roots of the Erie canal spread long before the Erie Canal started construction in 1817, even branching as far as 1763. This website also had a very good quote from the Royal Proclamation of 1763., which is being utilized on the Expectations vs. Reality page on our website, under background. It discussed how the the colonists were not supposed to come in conflict with Native Americans. This conflict eventually did erupt. It was interesting to see that the attempts to avoid conflict with the Native Americans, since the Erie Canal did, in fact, bring about conflicts with the Native Americans, discussed on our complications page.

Sadowski, Frank E., Jr. "'Clinton's Big Ditch'" *The Erie Canal*. N.p., 2015. Web. 15 Jan. 2016. <<http://www.eriecanal.org/>>. This website provided to be one of the most useful informational sources we encountered. It helped us conduct our preliminary research when we were beginning our website. We were able to form a strong central basis of knowledge on our topic because of this website. Not only did we get to view some

pictures of the canal, but this website highlighted the important information about this topic. It also gave us a list of historical documents related to the canal, which we were able to view in order to understand the time period properly. It outlined the purpose of the canal, talking about why it was used and why it is used today. It is used for both recreational activities and commerce, as well as the transportation of extremely large items that cannot be held by a truck. It discussed the lock technology and the pier in great detail, further increasing our knowledge. There were many other great examples of technology, that were not necessarily specific to the Erie Canal, but were still used throughout the structure itself.

Second Great Awakening Revival Meeting. Digital image. *Boerner*. N.p., n.d. Web. 21 Jan. 2016. <boerner.net>. This website was a blog written by an American History professor. His knowledge of American History, specifically pertaining to the Erie Canal, was admirable and we were able to benefit greatly from his information and his use of sources. Additionally, we used an image of a revival meeting during the second great awakening which we found on this website. This image can be found on the Cultural Exchange page. It exemplifies the religious fervor in places along the canal. Although it was not solely responsible for the second great awakening, the Erie Canal allowed for the facilitation of new ideas and information across America. Therefore, it can be said that the Erie Canal helped boost the Second Great Awakening, helping its ideas be transported and keeping it alive for a very long time. The second great awakening may not have been impactful as it was if it had not been for the Erie Canal,

Siegel, Robert. "'Wedding of the Waters': Building the Erie Canal." *NPR*. NPR, 1 Feb. 2005. Web. 24 Mar. 2016.



<<http://www.npr.org/templates/story/story.php?storyId=4474422>>. This story on the National Public Radio website included an interview with Peter L. Bernstein, author of the book entitled 'Wedding of the Waters': Building the Erie Canal. He was extremely knowledgeable on the impact of the Erie Canal on the developing nation, and very informative, allowing us to appropriately emphasize the economic exchange involved in the Canal. We also used an audio clip from this interview on our Economic Exchange page. The clip we chose discussed how the Erie Canal effectively brought the west to the east and the east to the west, allowing a gateway for interactions that had never been seen before. He discusses the economic life given to New York State, and the nation itself, throughout his website, which allowed us to fully appreciate the greatness of the canal. It was a revolutionary structure, which Bernstein exemplified perfectly.

The St. Lawrence River. Digital image. *Great Lakes*. N.p., n.d. Web. 23 Jan. 2016.

<[great-lakes.net](http://great-lakes.net)>. This helped us really understand the geography involved with the Erie Canal. It allowed us to experience what the terrain for the Erie canal was like. Also, it allowed us to see how far the Erie Canal was extended, as the St. Lawrence River was extended with a barge canal to be the last extension of the Erie Canal. It provided an overview of the connection between the St. Lawrence River and the Erie Canal. This overview can be seen on the timeline. Constructing this timeline gave us a sense of how far apart the creation of the barge canal connecting the St. Lawrence River and the construction of the canal were. This is significant since the last barge canal was created in 1959, more than 100 years after the construction of the canal was finished.

Stats Chart on the Erie Canal. Digital image. *University of Virginia*. N.p., n.d. Web. 17 Jan. 2016. <[virginia.edu](http://virginia.edu)>. The University of Virginia gave us so much valuable

information about the Erie Canal, including specific information about the commerce on the canal. Additionally, it allowed us to look at Jesse Hawley's essays. These essays marked the initial idea of the canal, starting a series of events that led up the creation of the Erie Canal, one of the most impactful structures in American history. It also provided a chart outlining the specific goods that were traded on the canal, and the money spent on the canal. This chart can be found on the Immediate Impact page. It shows the large amounts of trade that the Canal facilitated. Since this chart contains information from the year 1849, you can easily see that the Erie Canal was useful for many years after its construction, and it proved to encourage trade, causing advancements in the American economy.

"Watch Division Full Episode." *History.com*. A&E Television Networks, n.d. Web. 12 Jan. 2016. <<http://www.history.com/shows/america-the-story-of-us/season-1/episode-4>>. This website gave us lots of information about the canal, helping decide how to organize our information. Additionally, we were able to find a video about the canal that was very useful in our preliminary research. This video emphasized the economic impacts of the canal specifically on New York state. It was very eye-opening, as we were able to see how significant the Erie Canal truly is to American history, even though it is overlooked as being no more than a "Big Ditch" at times. It also supplied an interview of former New York City mayor Rudolph Giuliani on former governor DeWitt Clinton. It was interesting to see how the mayor today commends this canal for the creation and advancement of his great city. This just shows how much recognition the Erie Canal deserves. Overall, this was one of our most important sources. It is one of the reasons why we chose this topic when we were mulling over a number of topics to choose from. It emphasized the

importance of the canal in a unique, sophisticated, and captivating way, and allowed us to present a valid argument about the canal.