

Question #2: Formative assessment

What new technologies influenced westward expansion?

Create an annotated illustration (e.g., comic strip, political cartoon, timeline) that depicts technological forces that influenced westward expansion.

Source A: Map showing 19th-century canals and canals still operating today on the Erie Canal system.

© Erie Canalway, National Heritage Corridor. <http://www.eriecanalway.org/documents/ErieCanalwayMap.pdf>.



Source B: Erie Canal Freight Chart

Created for the New York State K–12 Social Studies Toolkit by Binghamton University, 2015 based on data from “Erie Canal Freight” in *Erie Canal: New York’s Gift to the Nation*. F. Daniel Larkin, Julie C. Daniels and Jean West, ed .Albany, NY: New York State Archives Partnership Trust, 2001.

	Dirt Road (freight)	Canal (freight)
Method	Wagon 8 Horses	Line Boat 2 Mules
Amount of Time	15-45 Days	9 Days
Cost	\$100/Ton	\$6/Ton

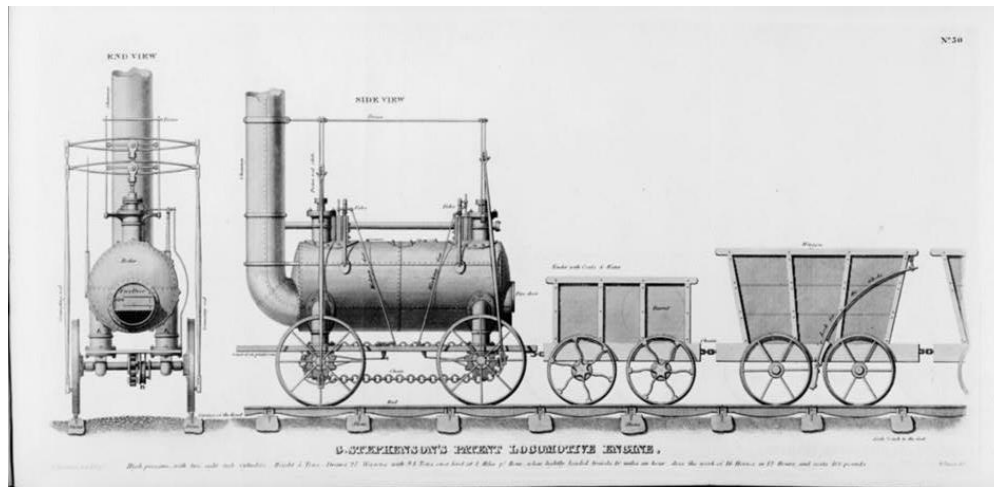
Source C: Paul Volpe, master’s thesis project on the influence of the Erie Canal, *Digging Clinton’s Ditch: The Impact of the Erie Canal on America, 1807-1860 (excerpt), 1984*

The size, shape and nature of the United States, as it now exists, is due largely to the political, social and economic landscape of the first half of the nineteenth century. In what was, for many reasons, the most important period in the nation’s history, the construction of the Erie Canal ranks at the top of the list, along with the Louisiana Purchase, of the most significant events of the antebellum period, impacting westward expansion, and in turn, the development of the nation. The canal also had other important, if unintended, consequences for the country, including promoting nationalism and helping to preserve the Union, which further affirm its value to the nation....

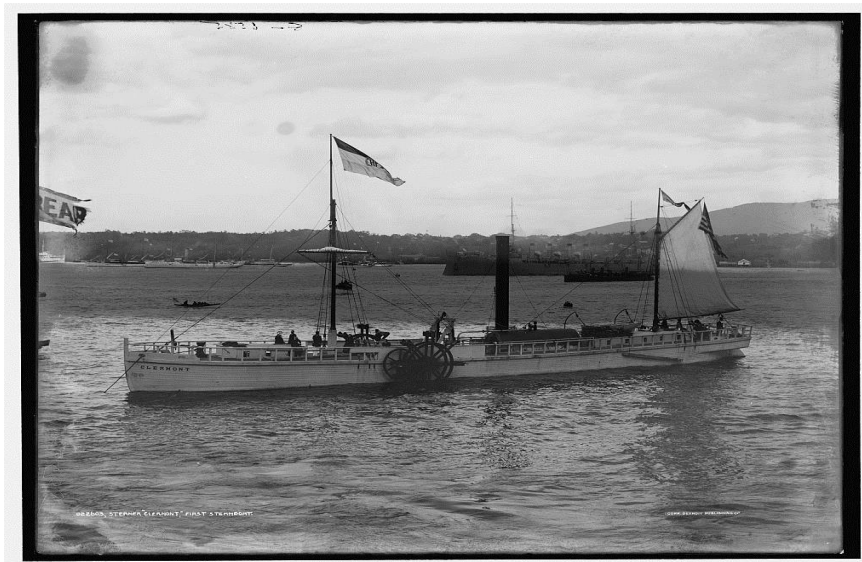
As towns emerged along the Erie Canal, bringing business, agriculture and industry to the previously unsettled western New York, the canal helped New York City establish its trade position and develop into the world’s dominant commercial center. Additionally, the canal brought people and products west and provided the fertile land of the Old Northwest (what is now considered the Midwest) a burgeoning market for its produce. The emigration from New England and the northeast and the development of America’s breadbasket was at least as important to achieving Manifest Destiny as any other expansion era movement. The economic value of the canal is immeasurable, extending beyond its significance to the state and allowing the United States to compete in world markets. Finally, an often-overlooked achievement of the Erie Canal, and one with enormous national significance, is the role it played establishing a bond between the east and the west and its impact on the preservation of the Union. The Erie Canal’s impact when measured in the context of the national expansion that occurred directly prior to the Civil War serves to vindicate the assertion that construction of the canal was an act of nationalism in every way.

Reprinted with permission from the American Studies Programs at the University of Virginia, author Paul Volpe, <http://xroads.virginia.edu/~ma02/volpe/canal/firstpage.html>.

Source D: William Strickland, engraving showing steam a steam locomotive and railway cars, *Rear and Side View of George Stephenson's Steam Locomotive and Railroad Cars of the Stockton and Darlington Railway, 1826*. Engraving from William Strickland, *Reports on Canals, Railways, Roads, and Other Subjects, made to "The Pennsylvania Society for the Promotion of Internal Improvement."* Philadelphia: H.C. Carey & I. Lea, 1826. Public domain. Library of Congress, LC-USZ62-110386 <http://www.loc.gov/pictures/item/2006675893/>



Source E: Photographer unknown, photograph of a steamship, *Robert Fulton's Clermont, the First Steamboat, on the Hudson, c1909*. NOTE: This photograph is likely of a replica of the *Clermont*. Courtesy of the I. N. Phelps Stokes Collection, Miriam and Ira D. Wallach Division of Art, Prints and Photographs, The New York Public Library, Astor, Lenox and Tilden Foundations. Public domain. Library of Congress Prints and Photographs Division, LC-DIG-det-4a16095. <http://www.loc.gov/pictures/item/det1994012454/PP/>.



Source F Felix Octavius Carr Darley (artist) and Henry Bryan Hall (engraver), engraving of people moving west, *Emigrants Crossing the Plains*, 1869.

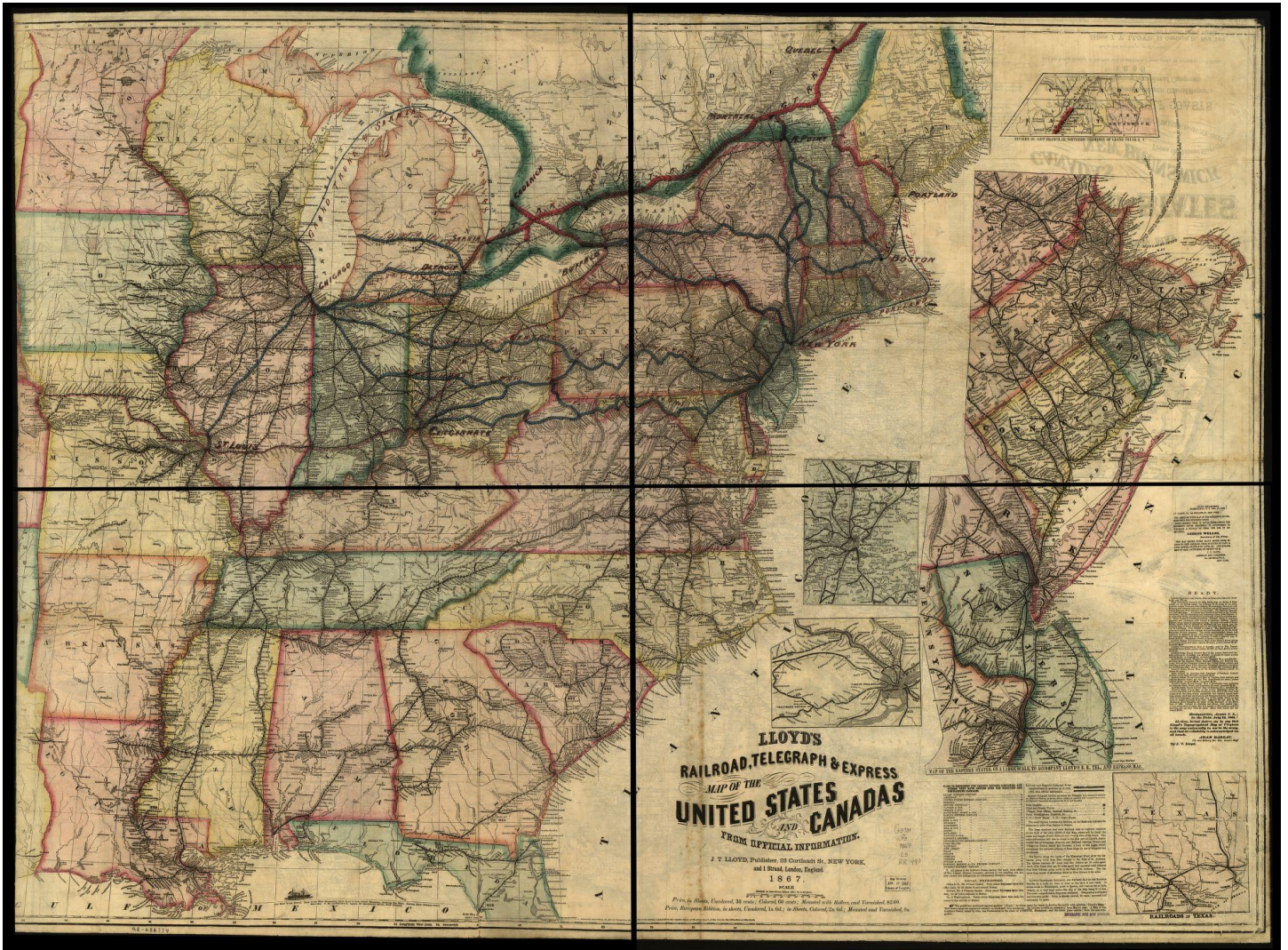
Felix Octavius Carr Darley, *Emigrants Crossing the Plains*, engraving by Henry Bryan Hall, Jr. New York: D. Appleton & Co., 1869. Public domain. Library of Congress Prints and Photographs Division, LC-USZ62-730.

<http://www.loc.gov/pictures/item/93506240/>.



Source G: James Lloyd, map of travel and communication lines, *Lloyd's Railroad, Telegraph, and Express Map of the United States, 1867*.

Lloyd's railroad, telegraph & express map of the United States and Canada from official information. Public domain. Library of Congress: 98688334. Library of Congress Geography and Map Division. <http://www.loc.gov/item/98688334/>.



Source H: Charles O. Paullin and John K. Wright, *Atlas of the Historical Geography of the United States*, (pages 138a, b, c, and d). Carnegie Institution for Science: Washington, DC, 1932. Used with permission.

