

# Youwei Xing

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## CONTACT INFORMATION

320J, John E. Walker Department of Economics  
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## EDUCATION

|  |               |
|--|---------------|
| <b>Clemson University</b> , Clemson, SC<br><i>Ph.D. in Economics</i>   | Expected 2025 |
| <b>Clemson University</b> , Clemson, SC<br><i>M.A. in Economics</i>  | 2019-2022     |
| <b>Ocean University of China</b> , Qingdao, Shandong<br><i>M.S. in Economics</i>   | 2016-2019     |
| <b>Jiangxi University of Finance and Economics</b> , Nanchang, Jiangxi<br><i>B.A. in Economics with honors, Minor in Finance</i> | 2012-2016     |

## RESEARCH FIELDS

Public Economics, Economic History, Political Economy, Applied Microeconomics

## WORKING PAPERS

### **The Erie Canal and the Economic Transformation of Nineteenth-Century New York State (Job market paper)**

- Presented at the 2024 North American Meeting of the Urban Economics Association, 2024 Economic History Association Annual Conference, 2024 NBER Development of the American Economy Summer Institute, 2024 New York History Conference, and 2023 World Congress of Cliometrics

### **Voting Along the Canal: Political Realignment in the Antebellum New York State**

- Presented at the 2024 South Economic Association Annual Conference (scheduled), 2024 Economic History Society Ph.D. Thesis Workshop, and 2024 Western Economic Association Annual Conference

### **The Productivity of the Canal System in New York State, 1844-1860**

## WORKS IN PROGRESS

1. Bank Bailouts during the Panic of 1834. (with Howard Bodenhorn)
2. The Politics of Banks and the Stability of Political Coalitions in Early Nineteenth-Century New York State. (with Howard Bodenhorn)
3. Effects of Electrification on Textile Mill Productivity in Twentieth-Century South Carolina. (with Howard Bodenhorn)
4. Railroads and the Assimilation of Immigrants during the Age of Mass Migration. (with Christian Vedel and Paul Sharp)

5. The Political Distribution of Canals Construction.
6. The Grand Canal and the Development of Paper Money, 1650-1911.

## **PUBLICATIONS(PRE-DOCTORAL)**

1. **Xing, Youwei**, Xuzhao Jiang, and Xiaofeng Li (2018). Heterogeneous Impacts of Investments in Environmental Governance on Economic Growth: A Perspective from Urbanization. *Journal of Natural Resources*. 33(4): 576-587. (in Chinese)
2. **Xing, Youwei**. (2015). Re-examination of the Impact of Housing Prices on Urban Residents' Consumption. *Finance and Economics* (4): 80-83. (in Chinese)

## **TEACHING**

### **Instructor of Record**, Clemson University

|  |             |
|--|-------------|
| Principles of Microeconomics (ECON 2110) | Fall 2024   |
| Principles of Microeconomics (ECON 2110) | Spring 2024 |
| Principles of Microeconomics (ECON 2110) | Fall 2023   |
| Principles of Microeconomics (ECON 2110) | Spring 2023 |
| Principles of Microeconomics (ECON 2110) | Fall 2022   |
| Principles of Microeconomics (ECON 2110) | Fall 2021   |

### **Teaching Assistant**, Clemson University

|  |             |
|--|-------------|
| Public Choice (ECON 3600)                | Spring 2022 |
| Intermediate Microeconomics (ECON 3140)  | Spring 2022 |
| Principles of Macroeconomics (ECON 2120) | Spring 2021 |

## **AWARDS AND FELLOWSHIPS**

|   |           |
|---|-----------|
| Michael T. Maloney Economics Fellowship, Clemson University                           | 2024      |
| Graduate Research Assistant Excellence Award, College of Business, Clemson University | 2024      |
| Graduate Travel Grant, Clemson University   | 2024      |
| New York State History Conference Travel Scholarship, New York State Archives         | 2024      |
| John E. Walker Department of Economics Assistantship, Clemson University              | 2019-2025 |
| Graduate Excellence Award, Ocean University of China                                  | 2018      |
| National Scholarship for Graduate Students, Ministry of Education of the P.R.C.       | 2018      |
| Bank of Jiujiang Scholarship, Jiangxi University of Finance and Economics             | 2015      |

## **PRESENTATIONS**

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|---|-----------|
| Southern Economic Association Annual Conference, Washington, DC (scheduled)           | 2024      |
| North American Meeting of the Urban Economics Association, Washington, DC             | 2024      |
| Economic History Society Ph.D. Thesis Workshop, online                                | 2024      |
| Economic History Association Annual Conference, Sacramento                            | 2024      |
| NBER Summer Institute, Development of the American Economy, Boston                    | 2024      |
| Western Economic Association International Annual Conference, Seattle                 | 2024      |
| 2024 New York History Conference, Albany  | 2024      |
| The Ninth World Congress of Cliometrics, Dublin                                       | 2023      |
| Workshops in Public Economics, John E. Walker Department of Economics, Clemson        | 2020-2024 |
| Workshops in Labor Economics, John E. Walker Department of Economics, Clemson         | 2023-2024 |
| Historical Perspectives on Economics Issues: Big Data and Applications, South Denmark | 2022      |
| The Forth National Graduate Annual Conference, Wuhan,                                 | 2017      |
| Doctoral Forum of Fudan University, Shanghai  | 2016      |

## SERVICES

Student Ambassador, Economic History Society

2021-2025

## SKILLS

**Causal Inference:** Difference-in-Differences, Regression Discontinuity, Instrumental Variables, Event Studies, Synthetic Control, Matching

**Programming Languages:** Python (numpy, pandas, scikit-learn, BeautifulSoup)

**Analytical Tools:** Stata, ArcGIS (distance analysis, geoprocessing, digitizing, map design, StoryMaps)

**Other Skills:** LaTeX

## LANGUAGE

English (fluent), Chinese (native)

## REFERENCES

Howard Bodenhorn (Chair)  
Professor  
John E. Walker Department of Economics  
Clemson University  
Research Associate, NBER  
Email: bodnhrn@clemson.edu  
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Michael Makowsky  
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## **ABSTRACT OF WORKING PAPERS**

### **The Erie Canal and the Economic Transformation of Nineteenth-Century New York State**

*Abstract:* This paper identifies the impact of canals on sectoral transition, urbanization, and banking during the early stages of economic modernization. Using difference-in-differences and instrumental variable approaches, I find that: first, canal towns experience a transition from employment in agriculture to manufacturing and commerce, larger manufacturing mills, and more commercial activities; second, canals promote long-term population growth in existing towns and the formation of new towns; third, canals encourage the entry of new banks and increased bank size in canal towns; moreover, the geographic influence of the canal is limited in terms of employment and population growth.

### **Voting Along the Canal: Political Realignment in the Antebellum New York State**

*Abstract:* Political realignment has been a recurring phenomenon throughout history. This paper studies the factors that drive antebellum political realignment by utilizing market access shocks from the transportation infrastructure expansion in New York State during the Canal period. Using difference-in-differences and instrumental variable approaches, I find votes for anti-Jacksonians depend on proximity to canals. I argue two underlying mechanisms: 1) Transportation improvement changes the workforce and economy where the rising manufacturing and commercial workers in canal towns vote to seize economic resources from the established Jacksonian economic elites; 2) Social movements reinforce the voting pattern through information dissemination by newspapers.

### **The Productivity of the Canal System in New York State, 1844-1860**

*Abstract:* This paper estimates the total factor productivity (TFP) of the canal system in New York State from 1844 to 1860. TFP gradually increases with a surge between 1849 and 1852. The surge is attributed to two factors: the enlargement of the canal system that facilitated the passage of larger boats and extended navigable days resulting from warmer weather conditions. The panic of 1857 resulted in a decline in the total tonnage movement across the canals, but this downturn in tonnage did not translate into decreased TFP due to the extended navigable days and quick recovery of canal traffic post-panic.