

The Artificial River The Erie C And The Paradox Of Progress 1817 1862

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What more was typical was that the “ artificial river provided inexpensive transportation for passengers ” and as the population grew and shifted the Mohawk Valley corridor was booming. Population density moved ever further from the continental coast and during the 1820 ' s there were staggering increases to cities along the Erie Canal.

~~Through the Mire: A Look at the ... - Erie Canal Museum~~

Carol Sheriff, *The Artificial River: The Erie Canal and the Paradox of Progress, 1817-1862*. New York: Hill and Wang, 1996. xvii + 251 pp. \$19.95 (cloth), ISBN 0 8090 2753 4. Reviewed for EH.NET by Jerome K. Laurent, Department of Economics, University of Wisconsin-Whitewater. This slender volume of 177 pages of text covers the story of the Erie Canal during the antebellum period in a different manner than have prior works on the subject.

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of an artificial river, otherwise known as the Erie Canal, broke ground in the year 1817. Many marveled at the ease and complexity the Canal provided, linking a series of port towns together for trade. The Canal brought an economic boom, along with a boost in moral from the New Yorkers living and working along the route.

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The Erie Canal : Aspects Of The Artificial River 1130 Words | 5 Pages. in moral from the New Yorkers living and working along the route. However in an effort to not change the rural lifestyles of those within the Canal route, a “ Paradox of Progress ” was set into place, according to the author of “ The Artificial River ” , Carol Sheriff.

~~Upstate New York | Bartleby~~

The Erie Canal is a canal in New York that is part of the east – west, cross-state route of the New York State Canal System (formerly known as the New York State Barge Canal).It originally ran 363 miles (584 km) from the Hudson River in Albany to Lake Erie in Buffalo.It was built to create a navigable water route from New York City and the Atlantic Ocean to the Great Lakes.

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