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was finished. Stretching 363 miles, 40 feet
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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

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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.

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And 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

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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

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with a boost in moral from the New
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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.

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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

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