

NYS PHASES OF SETTLEMENT

I. 1609-1780 Colonial Period – Basic framework of settlement

- 1. Initiation of principal population centers**
- 2. Creation of the Hudson-Mohawk axis (New York City-Rome) hugging the rivers.**
- 3. Dutch were not interested in colonization because it would have a negative impact on the fur trade.**
- 4. Control of the waterways and lowlands meant control of the fur trade and the Indians.**
- 5. Dutch legacy of place names and land division remains today**
- 6. English take over in 1664**
- 7. English leave Dutch system of trade and land division in place; discourage settlement by agriculturalists.**
- 8. Period of the French and Indian Wars (1689-1763). English conflict with France for world dominance extends to North America.**
- 9. Final period of this chapter (1754-1763) sees numerous battles between the English, French and Indians (Iroquois sided with English; Algonquin and Huron with French) on NYS soil and further discourage inland settlement.**
- 10. Period sees the development of different economies in the New England and Middle Colonies from the Southern Colonies.**
- 11. Strategic location of NYS and its transportation corridors makes it the site of numerous battles during the American Revolution.**

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II. 1780-1865 Post-Revolutionary War Period – Time of expansion

- 1. The American victory leads to the rapid expansion of settlement into all habitable areas of the state.**
- 2. Evacuation of Indians from their land (Indians were on the losing side of the war) opens large areas to white settlement.**
- 3. State government takes control of all land, sells it to land companies, who in turn, divide it and sell parcels to individuals. Excellent farming potential draws people from other states and from Europe.**
- 4. The imprint of the basic population distribution pattern, which still holds true today, is set. Focal points are created and become nodes in the state's first transportation network.**
- 5. New York becomes a major agricultural state.**
- 6. Erie Canal is constructed from 1817-1825. When opened in 1825, it provides an easy all-water link between the Atlantic and the Great Lakes. Its success sets off a wave of canal building around the state and nation. Canal Era ends in mid-1850s as the rail network grows.**

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III. 1865-1945 Industrial New York – Period of urban-industrial growth

- 1. The settlement axis extends west to Lake Erie.**
- 2. Urban places of various sizes sprout as local commercial (manufacturing and trade) centers rather than agricultural centers.**
- 3. People shift from the farms to the cities after the Civil War; industrialization spearheads the drive.**
- 4. Industries need workers; improvement in agricultural machinery and methodologies requires fewer farmers (who now produce more food); cities grow; industrial workers require services. New York becomes a major industrial state.**
- 5. Urban areas are the focus of thousands of immigrants from Europe.**
- 6. Railroads take over from canals as the major mover of people, raw materials, fuel and finished products.**
- 7. Steady depopulation of rural areas.**
- 8. In first half of 1900s, smaller towns begin to stagnant; larger cities continue to grow; NYS experiences the largest wave of immigrants from Europe.**
- 9. Automobiles replace the horse and wagon by the 1920s; by late 1940s motorized vehicles move produce and allow people to live greater distances from the city centers.**

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IV. 1945-Present – Post-World War II Period – Decline, adjustment, and new beginnings

- 1. Automobiles and trucks replace the railroads; highways are built for high-speed overland movement; air travel becomes popular.**
- 2. Suburbanization occurs as people move away from the congestion and unappealing nature of the inner cities; manufacturing begins to suffer from obsolescence; industries move to the outskirts of urbanized areas where there is room for expansion or move out of state.**
- 3. Urban renewal in the 1960s and 1970s seeks to halt the deterioration of the infrastructure of urban areas and to bring people back to the downtown areas; gentrification.**
- 4. Environmental and quality of life issues are recognized and dealt with.**
- 5. Fiscal crisis of the mid-1970s is the low point for development in NYS; population steadily declines until the 1990s.**
- 6. From the mid-1980s to the present population centers begin to “reinvent” themselves; changing land uses; history and the natural environment become the basis of a new, tourist-based service industry.**
- 7. Dichotomy exists between the largest cities and the smaller towns and especially between New York City and the rest of the state.**
- 8. The population make-up of the state changes, especially with regard to ethnicity, age and health.**