



Atlanta, 1847-1890 : City Building in the Old South & the New

By Russell, James M.

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New York is a city that constantly is being rebuilt. In the late 19th and the beginning of the 20th-century dozens of magnificent, old buildings were demolished to make room for new, modern development. However, in 1966, with the passage of the National Historic Preservation Act, the old, historic buildings are protected by federal law. In 1847, the Bank moved to new premises at the juncture of Fulton, Concord and Liberty Streets. After the opening of the Brooklyn Bridge in 1883 however, the city fathers decided to build a "grand avenue" leading to the approach of the bridge, and as the resulting plans entailed demolition of part of the Brooklyn Savings Bank in Liberty Street, the Bank's directors resolved to move to a new location. 4. The Central Park Casino.

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A New South City. The scene that greeted those Atlanta residents who returned to the city in 1864-65 was grim indeed. Much of the city lay in burned ruins, the railroad lines—the lifeblood of Atlanta—were destroyed, and there was only \$1.64 in worthless Confederate currency in the city treasury. Despite these austere conditions, Atlanta emerged from the ashes to rebuild quickly—bigger, noisier, and with even greater ambitions and goals than before. Because of the city's important railroad connections, both wholesale and retail trade increased in the post-Civil War period, and by 1890 Atlanta was a clear leader in the region's commercial development. It situates the transition from the old to the new homelessness in the context of urban restructuring during the 1970s and early 1980s. The profitability crisis of these years brought the golden age of capitalism to a close, ratcheted up the intensity of interurban competition, and reconfigured urban governance along neoliberal lines.

6 Against the harsh backdrop of shrinking tax bases and federal cutbacks to cities, entrepreneurial urban regimes attempted to strengthen their competitive position by turning downtowns into showcases of spectacle, consumption, and gentrification. Skid rows prove Atlanta, 1847-1890 book. Read reviews from world's largest community for readers.

Original Title. Atlanta, 1847-1890: City Building in the Old South and the New. ISBN. 0807114138 (ISBN13: 9780807114131). Edition Language. English. Other Editions. None found. Various buildings can lay claim to the title of oldest structure in Atlanta. The primary reason that Atlanta does not have an abundance of older structures is that the vast majority of pre-civil war buildings were destroyed in Sherman's March to the Sea, in which General William T. Sherman burned nearly every structure in Atlanta during the Civil War. Thus, those pre-civil war buildings that remain are heavily protected by various government programs and designations due to their scarcity.

Slums were razed and the new Atlanta Housing Authority built public housing projects. From the mid-60s to mid-70s, nine suburban malls opened, and the downtown shopping district declined. The Whitehall area would be renamed West End in 1867 and is the oldest intact Victorian neighborhood of Atlanta. In 1835, some leaders of the Cherokee Nation ceded their territory to the United States without the consent of the majority of the Cherokee people in exchange for land out west under the Treaty of New Echota, an act that led to the Trail of Tears. A new city council approved the building of wooden sidewalks, banned conducting business on Sundays, and appointed a town marshal. Various buildings can lay claim to the title of oldest structure in Atlanta. The primary reason that Atlanta does not have an abundance of older structures is that the vast majority of pre-civil war buildings were destroyed in Sherman's March to the Sea, in which General William T. Sherman burned nearly every structure in Atlanta during the Civil War. Thus, those pre-civil war buildings that remain are heavily protected by various government programs and designations due to their scarcity. A New South City. The scene that greeted those Atlanta residents who returned to the city in 1864-65 was grim indeed. Much of the city lay in burned ruins, the railroad lines—the lifeblood of Atlanta—were destroyed, and there was only \$1.64 in worthless Confederate currency in the city treasury. Despite these austere conditions, Atlanta emerged from the ashes to rebuild quickly—bigger, noisier, and with even greater ambitions and goals than before. Because of the city's important railroad connections, both wholesale and retail trade increased in the post-Civil War period, and by 1890 Atlanta was a clear leader in the region's commercial development.