#### USP-GOG 125 The American City Spring 2017

#### Outline 3

These outlines are intended to give you a sense of the structure in the material – headings, some short explanations, and spellings of various proper names. They also expand on a few topics not discussed at length in class or in the readings. The outlines will be virtually unintelligible without the context of our classroom discussion. These are emphatically NOT comprehensive lecture notes.

**4. Geographic Expansion and the Regional Structure of the American Urban System (concluded) ….**

iv. The rank size regularity of the whole urban system

Primate distribution: temporary, “contingent” (Knox & McCarthy’s word), export dependency, raw materials dependency, small national pop, small national area, low per capita income, colonialism, low closure, political nationalism

Rank size distribution: large size and population, income equality between regions, internal interdependence, long history of urbanism, complex economy, the “usual” outcome of growth and maturity of the urban system; a statistical steady state.

v. Diffusion of ideas and information in a urban system

Torsten Hägerstrand

contagious/proximity/neighborhood diffusion

city-size effect/hierarchic diffusion

vi. Land Surveying and Settlement: shaping a landscape in 6 mile squares:

Land Ordinance Act 1785  
Northwest Ordinance 1787  
Homestead Act 1862  
ii. Crossing the Barrier

In 1790 the largest cities were coastal and their functions were basically commercial/ mercantile. Urban fortunes depended on agricultural hinterland and deep-water ports; overland distance was the major barrier to development; in 1830 it still took 4 days to travel from Pittsburgh to NYC. Cities competed to cross the Appalachian barrier with turnpikes and canals:

a. The National Road

"Cumberland Road" first federal highway project, 1806 promoted by Albert Gallatin (Secretary of Treasury under Jefferson and Madison); work begins in 1811; stretched from Cumberland MD to Vandalia, IL; facilitated movement of pioneers W. into Ohio River territory and the Old Northwest; reached Wheeling WV on the Ohio River in 1818.

b. Pennsylvania Public Works and the “Main Line”

Series of canals, portages, and inclined planes, between Philadelphia and Pittsburgh. Authorized in 1826, completed 1834, rapidly superseded by railroad (Philadelphia Railroad reaches Pittsburgh in 1852). Technical innovation: Roebling and wire cables. Pittsburgh as “Gateway to the West.”

c. Erie Canal

Varied canal projects to link Hudson with Great Lakes, including a proposal by Cadwallader Colden in 1724; intense lobbying and petitioning, impetus from DeWitt Clinton, Canal Law passed 1816, 363 mile canal from Buffalo to Albany completed in 1825; Buffalo's population tripled in 5 years. Before the completion of the Erie Canal, it cost roughly $100 to ship one ton between Buffalo and New York City. By 1835 the cost was about $4 per ton. Growth of many Erie Canal towns. Effects at each end:

Buffalo's “Infected District.” Live and let live: dance halls, bars, "concert halls," Jacksonian democracy. Railroads ate seriously into canal traffic after about 1850.

The “Albany end” of the canal: social and ethnic change (filtering) in Arbor Hill and Sheridan Hollow; park plans of Bishop Doane. Albany Basin and Corning Preserve.

As the Appalachian barrier was penetrated, the first significant urban growth occurred in the Ohio river valley and Midwest. There was similar competition between urban hinterlands in the South which played out in canal and railroad expansion (e.g. Savannah v. Charleston, Mobile v. New Orleans); intense civil boosterism and aggressive growth.

The Principle of Comparative Advantage (and more recent, far more sophisticated economic models) gives a good theoretical justification for the regional specialization prompted by the Erie Canal and other transportation developments.

**Principle of Comparative Advantage (Simplified Form)**

This principle, proposed by the economist Ricardo early in the nineteenth century, provides a fundamental explanation and rationale for trade (exchange) between different regions.

Essentially, Ricardo says, production possibilities differ from place to place for a multitude of reasons such as variations in fertility, climate, and labor costs. If you pick any two places and any two commodities, each place will usually have a **relative** advantage in one or other of the commodities. Under these circumstances **specialization** and **exchange** (trade) will be **mutually beneficial**, provided no other factors impede trade. This notion, which seems obvious to us, was news in its day. The economic philosophy of the Middle Ages (**mercantilism**) had held, in essence, that each exchange had a winner and a loser. The object of medieval economic policy was to be a winner. Ricardo showed that under ideal conditions **both** parties benefit from trade.

To make life simple, let's assume away money and suppose that trade occurs as direct barter in the commodities involved. Let's also assume that labor is the only input used in production.

Suppose that in Region A one unit of labor can produce 4 units of wheat or 6 units of iron ore. Suppose that in Region B one unit of labor can produce 5 units of wheat or 4 units of iron ore. Under these assumptions A is relatively more efficient in iron ore and B is relatively more efficient in wheat. In Ricardo's terms, A has a comparative advantage in iron ore and B in wheat.

Let's suppose there is a barter market between the regions in which wheat and iron ore are exchanged one unit for one unit.

What is the most profitable way for Region A to get wheat? One unit of labor will produce 4 units of wheat directly. However the same labor could produce 6 units of iron ore, to be traded for 6 units of wheat in the market place. It will pay Region A to specialize in iron ore, and trade for whatever wheat it needs. The same argument applies in reverse to Region B, where the most efficient thing to do would be to specialize in wheat alone.

The only factor needed to make this logic work is that the **relative** production efficiencies differ from region to region. Suppose that Region A is as described above, but that in Region B one unit of labor can produce 50 units of wheat or 40 units of iron ore. Region B clearly has an overwhelmingly greater **absolute** efficiency in **both** commodities. This makes no difference to Ricardo's argument. It will still pay B to specialize in wheat alone, and import iron ore. Only relative (comparative) efficiencies matter. (Why?) (Does this go some way to explaining trade between so-called "more" and "lesser" developed regions?)

There are obviously many ways in which this conception is oversimplified. Real exchange occurs through the medium of money. If the regions have different currencies many complications arise. Also, where did the barter rate of 1:1 come from? Would any other rate work? (Yes. Think of an example). What determines this rate? Possibly it will not be considered desirable for the regions to specialize and to put all their eggs in one basket, for strategic or political reasons. You can undoubtedly think of other complicating factors. Nevertheless, the principle of comparative advantage provides a powerful theoretical explanation of why **trade occurs,** why **regions specialize,** and why to take a walk in the woods of New England is to stumble over the stone walls of abandoned farms

## 5. Inside the Walking City 1820-1865

Urban form and social structure under what our text authors call “proto-industrialization.”

* compact form, constraints of horse and pedestrian movement
* vertical constraints of masonry construction
* urban population densities peak, rapid decrease in land values away from city center
* status gradient generally declining from center
* intensive mixed land uses; little large-scale socio-spatial segregation
* commerce and mercantile activity still the norm; continuing social and political dominance of commercial and mercantile interests
* craft-based and small scale manufacturing with little large-scale separation of home and work
* beginnings of suburbanization in adjacent areas with "fringe economy" processing goods for urban use, milk, produce, bricks, glass
* emergence of free black urban communities; African-American churches, denominations, AME, Baptist, and support structure
* relaxation of property qualifications to vote and extension of male franchise; emergence of politics based on group interests; growth of varied local politics
* moral deregulation of urban space offset by morality legislation, especially temperance issues, linked to emerging commitment to self-reliance, self-improvement, and upward social mobility
* concerns over urban order; crime, riots; beginnings regular police forces supported by tax; fire, water, and sanitation programs; other live political issues: abolitionism, railroad regulation
* emergence of new institutions and beginning of associated professionalization: reform movements: e.g. efforts to convert the poor and depraved in almshouses, poorhouses, and workhouses, to teach orderliness and industry; beginning of large-scale incarceration of criminals; education and schooling movements; publicly funded education becomes the norm
* growth of anti-urban sentiment in intellectual and literary circles Emerson, Thoreau, Transcendentalism and the “American Renaissance.”

The decades before the Civil War were the one of the most intense periods of urban growth in US history.

*Syllabus Section 3 The Industrial City and New Arrivals*

# **1. The Industrial City**

# *A. Industrialization: Revolutionary Changes in Organization of Production and Society* i. Institutional: banking, finance, insurance, limited liability, joint stock company; capitalism, accumulation; shift from mercantile/commercial to industrial capital, from individual to corporate capital

ii. Psychological: entrepreneurship, competitive individualism, *The Protestant Ethic and the Spirit of Capitalism* (Max Weber). Production for profit as organizing principle in economic life.

iii. Technological: harnessing of fossil fuels, steam power, engineering, coke from coal, series of inventions associated with the textile industry, chemicals, dyeing, canning etc.; possibility of mass production and mass consumption; pointing the way to what we will discuss later as “Fordism.”

We looked at examples in Pawtucket, Waltham, and Lowell, along and Dickens’ observations of the changes. Henry Thoreau observed the far-ranging effects of the river dams on ecology and agriculture along the Concord River, MA. We also looked at local mills in Cohoes and Troy.

iv. Scale and Agglomeration Economies:

scale economies:

massing of reserves; principle of multiples

shape of cost curve: bakeries vs. steel mills

resulting in:

much larger plants

specialization of labor: Eli Whitney

agglomeration economies:

vertical integration, horizontal integration

urbanization economies: “incubation,” startups, out-sourcing

changes in position on the rural-urban gradient as firms grow larger and

processes become more routinized (product maturity theory)

resulting in:

clusters and conurbations (Patrick Geddes)

Rapid growth in the scale of manufacturing activity in cities was one important factor in acceleration migration to cities (demographic urbanization), fed by:

a. rural-urban migration within the United States

b. growing overseas migration; shift from "Old Migration" to "New Migration" about 1880

*B. Sociospatial Changes*

* more refined economic division of labor: specialization of task: change in employment relation from master/journeyman to employer/employee; emergence of large stratum of industrial workers
* more refined social stratification; decisive separation of middle class from working class; emergence of middle class as a self-conscious group; small retailers, salaried white collar workers, clerks, managers; classes intervening between workers and controllers of capital; more refined social stratification - commercial pursuits v. mechanical trades; emergence of middle class mores: rising incomes, expectations, living standards, aspirations for education and upward mobility; new consumer goods: e.g. carpets, pianos, teacups, books, magazines; tokens of “refinement”
* changes in family structure: shift from extended family to nuclear, more non-family individuals, more single migrants to cities, alternate family types including non-or delayed marriage
* increased upward (and downward) social mobility: status achieved rather than ascribed;

These technical, institutional, psychological, and social changes had specifically spatial expressions, including:

* separation of place of home and work (spheres of production and reproduction); first large scale radial commuting patterns
* increased “space-time disciplining’ of human activity; commuting patterns and activity in the workplace become more rigid, the timeclock and the schedule become more dominant
* separation of land uses in urban space; shift from multifunctional to single functional spaces; segregation of economic functions, "districting"
* emerging segregation by class, occupation, age, race, and ethnicity
* negative externalities of manufacturing and some commercial and service functions repel upper and middle-class residents: the age-old status gradient of cities (down farther away from the center) inverts
* residential mobility: in a socially segregated city, upward social mobility necessarily implies spatial mobility; increasing spatial mobility by career- and life-cycle stage; life-cycle dependent housing
* beginnings of suburbanization and development of suburban middle class culture
* political incorporation of independent suburban communities
* fundamental shift from a static to a dynamic urban landscape
* commodification and “production” of urban space

*C. Gender Implications: Home, Work, and Place*

Decline in women’s informal power (as full participant, and perhaps head, of the household economy, as home educator, clothes-maker, food producer, etc.).

Emergence of middle class family life; separation of spheres of production and reproduction; domestic domain; sanctification of the home; divergence of roles and expectations of middle class and working class women; middle class woman presides over home and children, while the “working girl” works at the mill; ideological tensions over women's sphere.

“Reproduction” here doesn’t just mean having children, it means the cultural continuation of the social order through socialization, education, through exposure to practices and symbol systems in home, street, school, church, etc.

Horace Bushnell on “The Age of Homespun”

“Working Girls”

Lowell employs farm “girls” from all over New England, aged 15-25. Lived in boarding houses built by the company with supervision by matrons. In the 1830-40s’ the work week was about 73 hours + compulsory church attendance. Shift to immigrant labor: % of Lowell mill labor immigrant: 1845 8%, 1850 33%, 1860 60%.

The Lowell Mills

Charles Dickens, 1842: “These girls … were all well dressed: and that phrase necessarily includes extreme cleanliness. They had serviceable bonnets, good warm cloaks, and shawls; and were not above clogs and pattens. Moreover, there were places in the mill in which they could deposit these things without injury; and there were conveniences for washing. They were healthy in appearance, many of them remarkably so, and had the manners and deportment of young women: not of degraded brutes of burden ... The rooms in which they worked, were as well ordered as themselves. In the windows of some, there were green plants, …in all, there was as much fresh air, cleanliness, and comfort, as the nature of the occupation would possibly admit of`... But I solemnly declare, that from all the crowd I saw in the different factories that day, I cannot recall or separate one young face that gave me a painful impression; not one young girl whom, assuming it to be a matter of necessity that she should gain her daily bread by the labour of her hands, I would have removed from those works if I had had the power.”

Orestes Browson, 1840: “We pass through our manufacturing villages ; most of them appear neat and flourishing. The operatives are well dressed … They are said to be healthy, contented, and happy. This is the fair side of the picture ; the side exhibited to distinguished visitors. There is a dark side, moral as well as physical. Of the common operatives, few, if any, by their wages, acquire a competence …the great mass wear out their health, spirits, and morals, without becoming one whit better off than when they commenced labor. The bills of mortality in these factory villages are not striking, we admit, for the poor girls when they can toil no longer go home to die. The average life, working life we mean, of the girls that come to Lowell, for instance, from Maine, New Hampshire, and Vermont, we have been assured, is only about three years. What becomes of them then ? ... Few of them ever marry; fewer still ever return to their native places with reputations unimpaired. ‘She has worked in a Factory,’ is almost enough to damn to infamy the most worthy and virtuous girl. We know no sadder sight on earth than one of our factory villages presents, when the bell at break of day, or at the hour of breakfast, or dinner, calls out its hundreds or thousands of operatives. We stand and look at these hard working men and women hurrying in all directions, and ask ourselves, where go the proceeds of their labors? The man who employs them, and for whom they are toiling as so many slaves, is one of our city nabobs, revelling in luxury ; or he is a member of our legislature, enacting laws to put money in his own pocket ; or he is a member of Congress, contending for a high Tariff to tax the poor for the benefit of the rich.”

“Domestic Goddesses”

Mrs. Isabella Beeton's *Book of Household Management*, 1859-61.

“A key text of domestic industrial age history and a force in shaping Victorian middle-class identity. An almost forgotten classic though a founding text of Victorian middle-class identity, Mrs. Beeton's *Book of Household Management* is a volume of insight and common sense. Written by what one might now describe as a Victorian Martha Stewart, the book offers advice on fashion, child-care, animal husbandry, poisons, and the management of servants. Alternately frugal and fashionable, anxious and self confident, the book highlights the concerns of the growing ictorian middle-class at a key moment in its history.” (Editorial description of the modern Oxford World’s Classics edition.)

* reproduction of cultural values, she wrote that books about
* women have expertise as well, management of household, child care servants
* in her book a woman behaves just like a businessman
* The Wright (1867) man wants dinner house is a mess
* no dinner man goes on a drinking spree
* if house is nice, everything works well

"Having risen early and attended to the toilet, see that the children receive proper care and are clean and comfortable. The first meal of the day, breakfast will then be served, at which all the family should be punctually present ... After breakfast is over, the mistress should make a round of the kitchen and other offices, to see that all is in order, and that the early morning's work has been properly performed, by the various domestics The orders for the day should then be given; and any questions which the domestics may ask should be answered, and any articles they require given out... Prompt notice should be taken of the first appearance of slackness, neglect or and faults in domestic work so that the servant may know the mistress is quick to detect the least disorder" (from the Beeton text).

Catherine Beecher:

“As housekeepers and mothers women need to learn to exercise quickness of perception, steadiness of purpose, regularity of system and perseverance in action. This means they will have to be trained in the formation of habits of investigation, of correct reasoning, of persevering attention, of regular system, of accurate analysis, and of vigorous mental action. While woman may hold a subordinate relation in society to the other sex, it is not because it was designed that her duties or her influence should be any the less important, or all-pervading. With these views in mind, I wrote chapter after chapter on various aspects of domestic life, explaining ways in which these elements of woman's responsibilities could be developed into a systematic approach under her own control.” (From Catherine Beecher *Woman’s Profession as Mother and Educator*, 1872)

* wrote a book, woman needs to be just like the guy
* subordinate realm, not because its less important
* needs to be just as important
* views against women voting women are not in the world enough to make the best decisions
* propaganda about women living well
* many rooms were being made specialized then, like living room dining room
* at th

# *D. Urban Transportation Technologies: The Great Dispersal*

1. Pedestrian City

compact, dense, multi-use, steep gradients of density and status away from center

non-pedestrian movement by elites: litters, sedan chairs, etc.

2. Horse Power  
the “riding habit” begins:

i. First horse-drawn omnibus in NYC 1827 (Broadway)

ii. Horsecar - more efficient, ran on rails. Began in NYC (Bowery) in 1832, and rapidly followed by adoption in New Orleans, Chicago, Baltimore, etc. Horses expensive and vulnerable to disease: e.g. epizootic (respiratory disease) of 1872 killed 2,250 in three weeks in Philadelphia and put 18,000 out of action in NYC. A horsecar company needed roughly 5 to 8 times as many horses as cars, and one horse consumed 30 lb. of hay and grain per day, plus veterinary and blacksmith services, etc.

Horse modes were too expensive for the poor and for lower income workers. They facilitated small-scale middle class decentralization. Initial developments were private and profit-oriented. The tension between for-profit transit and transit conceived as a public service persists to this day.

3. Mechanical power

i. Steam in the city. There were attempts to use horse-car style rails for steam-driven engines in the inner city. First “elevated” in NYC in 1871 (steam). Technical problems of turning circles: “suicide corner” 73 feet above 110th St. in NYC.

ii. Commuter Railroads: because of momentum/inertia considerations, and matters of track, grade, turning circles, etc. locomotives cannot stop too often. Commuter railroads like Long Island Railroad (1834) and Chicago and Northwestern (Evanston depot, 1854) therefore promoted "bead-like" exurb systems. Because of the expense, the first significant movement out of the city comprised the wealthy and some upper middle class groups.

iii. Cable Cars: stationary engines. First operated in San Francisco in 1873 on slopes too steep for horses; restricted speed, have to disengage car from moving cable, and underground cable lying was expensive. Between 1877 and about 1895, 47 cable car systems installed in US cities, and the most extensive was in Chicago (82 miles). Promoted modest suburbanization. Andrew Smith Hallidie and wire cables.

iv. Electric Street Car (trolley). Breakthrough: cheap overhead lines provide electricity. Began in Richmond, VA in 1888 and was a great economic success. More than 200 cities adopted in the following three years. Heyday of streetcar: 1888-1910. In 1907 94% of all passenger trips were by streetcar. First significant and rapid urban sprawl. Frank Sprague: “Father of electric traction.”

In *Street Car Suburbs,* 1962, Sam Warner Bass looks specifically at effects on Roxbury, West Roxbury and Dorchester, all south of central Boston. All three were independent towns and in 1870, after limited horsecar service for 15 years, they had a population of 60,000. Under the impact of the streetcar they grew to 227,000, with construction of 22,500 new homes: 53.3% were single family houses; 26.6 were two-family.

“It is hard to say whether the trolley produced the metropolis or vice-versa. In any event, we may date the transformation of most American cities from the stage of simple urbanism to complex metropolitanism in the first or second decade following the introduction of trolley” (J. E. Vance)

Spatial and social effects of streetcars (Sam Warner Bass, Maurice Yeates):

* Speculative suburban land development ; close collusion between developer-speculators and transit companies: lines strategically placed through pre-platted subdivisions, with lot-size calculated for the expected clientele.
* House structure: the decline of the urban row- or town-house. The beginning of the free-standing balloon-frame structure covering most of its lot, laid out in simple grids. Importance of mass-produced two-by-fours and nails. New wood-frame architectural styles: e.g. three-deckers of Massachusetts, Philadelphia, and elsewhere, and the Queen Anne and spindle styles. Continuing technical innovation in housing: Albany examples of cast stone and “lustron.” This was *not* a time of universal middle-class home ownership. There was an unregulated mortgage market, and only one-quarter of Boston families owned their home in 1900.
* Spatial differentiation by class: fine-graded differentiation of status in different developments. Evenness of wealth and aspirations; conformity, development of churches and educational systems separate form the city, reproducing middle class values. Typically increasing social status with increasing distance from city center, with the most wealthy being served not by streetcars but by commuter railroads.
* Rising health and sanitation standards: provision of public services, water, sanitation, lighting, gas fittings, fire-safety etc. New suburbs planned with these provisions in mind; regulation of plumbing, etc. by building codes.
* Increasing political separation of suburbs from city center. Middle class premise of the freedom of the nuclear family unit to pursue its own aspirations without responsibility for the city. Political incorporation of suburbs separate from cities. Local concerns of property values, school qualities etc. Richard Sennett criticizes suburbanism in *The Uses of Disorder* and *The Fall of Public Man,* part of a voluminous debate about the pros and cons of suburban living.

The net effect of the electric streetcar was the first large-scale suburbanization of the middle class.

We looked at the Pine Hills streetcar suburb in Albany.

* suburbs are getting really psychologically seperate, developed there own police , firemen , sewer system
* they were started to become clean at this point take for granted
* Henry Phelps (*The New Albany 1891)*
* Pine hills is great place to live, it like a mansion
* when you buy a house you sign a covenant then'
* here you said that you will not open a business, to gurantee stability of property values
* Pine Hills neighborhood association in the city of Albany

v. Rail-based rapid transit: a hybrid of streetcar and railroad with an isolated right-of-way, making it both faster and also safer than the streetcar; subways and “elevateds.” Heavy capital investment therefore rigid with a strong inertial effect on the urban form once it is built. Relatively few lines, not dense network like streetcars. Strongly promoted more disciplined, radial and sectoral urban growth. Boston 1891, Chicago 1892, Philadelphia, 1904. Shift to electric (everywhere) and underground (some places). Davis correlated the “El” with commercial development and land value growth in Chicago. Businesses grow up around El stops. Between 1892 and 1905 average foot front values were from 50% bigger to double in El blocks that in areas 4 or more blocks away. The contemporary revival of interest in rail-based rapid transit; concerns with smart growth; Portland light rail, transit-oriented development (TOD), and Peter Calthorpe.

* city subways, elevated railways, are examples
* mix between trains and rail cars
* influential in forming urban landscape
* urban city develops around train stops

vi. Internal combustion engine: the biggest impact of all. More to come later ....

# **2. New Arrivals**

# *A. City of Immigrants*

i. Three concepts:

race (physical)

biological elements, but also a social construction

e.g. false stereotypes: “hard-working,” “athletic,” “smart,” etc.

nationality (legal)

usually a legal concept, relating an individual to a sovereign nation-state

* nation a group of people bound together by identity
* usa is a soverign state with boundaries
* quebec, called theirselves the national capital, a nation but not a soverign state
* tribal sovereigntty in of tribes in the US, just nations not recognized

ethnicity (cultural)

a social construction, shared history, language, religion, customs, values, etc.

* Sicillian were named as Italian, at Ellis Island, people associated with a region instead of a nation
* Irish have symoblic ethnicity in luck of the Irish,
* German ethnicity in WWII disappers no one wanted to be associated with German

Ethnicity is continually redefined. For example:

Irish – from an underclass to mainstream, with a residue of “symbolic ethnicity” (Gans)

Sicilians begin to think of themselves as “Italians” only after emigrating

German ethnicity “disappears” in WWII

Contemporary construction of “Hispanic” or “Latino” from Mexican, Cuban, Puerto Rican etc.; Brazilians?? Maya?? Quebecois??

is “Asian” a race or an ethnicity? Is “Jewish” ?

Ethnic identity is durable.

it is reinforced by:

stereotypes and prejudice

(e.g. internal colonialism, split labor markets,

vertical segregation, horizontal segregation)

it may be replenished by continuous immigration

it may be seen as advantageous:

e.g. politically (“ethnic politics”)

e.g. cultural (preservation of language and institutions)

e.g. economic (informal employment and help networks)

ii. Stages of US Immigration:

a. Colonial (pre-1790) In 1790 about 90% of the pop was of British descent; African slave trade was significant in this period; estimates of slaves brought to the whole new World are in the 10M-15M range. Most were destined for South and Central America and the Caribbean. Estimates of the number of Africans brought to the territory of the modern United States are in the range 400,000 – 650,000.

b. Old Migration (1790-1880) W and N Europe. Predominant sources Britain, Ireland, Germany, and Scandinavia. Predominantly Protestant, except most Irish and some Germans were

c. New Migration (1880 – 1920) S and E Europe - Austria, Hungary, Russia, Poland, Italy, Greece. Much more religious diversity. On average, more urban in orientation than “old migrants.” Chinese Exclusion Act, 1882 (first major exclusion).

We spoke about the political reaction to the New Migration in the late 19th and early 20th centuries, typified by the “scientific” prejudices of the Dillingham Report.

* nativist movement, people did not like them William Dillingham, did not assimilate properly the were evil, criminals clustered.
* Used algebra to prove that people were bad
* Careless in relgions, fanatical, cruel
* italians excited, not adaptive impulsive charity
* sweeds and scandinavians are good people
* Franz Boaz quota period

d. Quota Period (1920 – 1965) Quota Act of 1921 and National Origin Act of 1924 limited legal immigrants to specified small proportions (2 or 3 %) of foreign-born residents from the same origin preceding period. Favored NW European immigration and sharply reduced immigration overall. This was period of Black movement out of the south to the north and west. In 1910 virtually all American Blacks lived in the rural South; by 1920 about 600,000 had moved N. into the major cities of the east; movement peaked in 1940-1960; destinations overwhelmingly urban.

f. Recent Period (1965-20??) Kennedy-Johnson Immigration Act 1965 modified and ultimately abolished quotas. 1986: Immigration Reform and Control Act - legalized many illegals. 1991 peak year to that date admitted 1.8 million (including some who were being retroactively legalized); illegal migration. Some estimates of illegal immigrants in the US put the figure as high as 20M.

g. Multiculturalism? Interculturalism? Cosmopolitanism? (20?? - ) The contemporary sense is that globalization and changing patterns of migration in the postcolonial world are creating facts on the ground that theories in the social sciences haven’t caught up with yet. Social attitudes to immigrants range from resistance, passive tolerance of difference, through celebration of diversity, to new ideals of multiculturalism, interculturalism, and cosmopolitanism, all of which are urban in their essence. Stay tuned.

* immigrants are more likely to live in cities
* scandivinavians, went to the famers
* jews and germans went to cities
* foreign born much likely to live in cities

iii. Three Ideas of Urban Ethnicity

a. Assimilationism

Israel Zangwill, *The Melting Pot*, 1909

* a Russian Jewish
* Teddy Roosevelt said it was a good job
* doesn’t take into account black people or other people outside Europe

“America is God’s crucible, the great Melting-Pot where all the races of Europe (sic) are melting and re-forming! Here you stand good folk, think I, when I see them at Ellis Island, here you stand in your fifty groups, with your fifty languages and histories, and your fifty blood hatreds and rivalries. But you won’t be long like that, brother (sic), for these are the fires of God you’ve come to – these are the fires of God. A fig for your feuds and vendettas! Germans and Frenchmen, Irish and Englishmen, Jews and Russians – into the crucible with you all! God is making the American”

The city as a geographic machine for assimilating immigrants. The Burgess concentric ring model.

* Chicago school - model of chicago, map of ethnic groups
* social model btwn interaction in urban groups
* invasion, resistance, competition, acomodation, assimilation
* geographical connection between assimialtion and decentralization
* Ernest Burgess made this
* assimilation involves moving outward
* basically immgrant works hard, child goes to college and never lived where there grandparents lived
* germans white, protestant got into suburbs quickly
* african americans were kept out forgot (red lining in banks, housing discrimation, sucessful neigborhoods in the cities )
* people become American over the generations
* people don’t need to live in a german neighborhood to be german
* Nathan Glazier (beyond the melting pot) ,Daniel Patrick Moynihan said that ethnicity does not disappear
* they said ethnicity is undesirible that you do not really need it, they said it is fundamentally wrong

central business district

zone in transition

zone of workingmen’s homes

zone of better residences

zone of commuters

Assimilation = Decentralization implies that:

locational measures of centralization measure “progress” in assimilation

speed of decentralization measures “assimilability”

decentralization, in a city with an inverse status gradient, indicates upward social mobility; does assimilation automatically mean upward social mobility?

decentralization is not the same as dispersion (a suburban ethnic cluster is possible).

This model applies best to whites of European ancestry. We looked at the example of the Germans of Ridgewood, Queens, and at Albany’s old “Little Italy” as it is today.

Richard Alba and Victor Nee *Remaking the American Mainstream*, 2003. They argue for the continuing importance of assimilation in American life, because it continues to benefit new arrivals and their children, and that this applies to “racially” defined groups including “non-whites” and Latinos. However, unlike the early twentieth century assimilationists, they argue that the “mainstream” itself is being changed by immigrant influences

b. Pluralism

Pluralist view in N. Glazer and D. Moynihan, *Beyond the Melting Pot*, 1970. Continuing salience of ethnicity; political uses of ethnicity; relationship to class and religious affiliation; debates over multiculturalism, globalization, transnationalism, behavioral versus structural assimilation; persistence or otherwise of European ethnicity.

* Nathan Glazier (beyond the melting pot) ,Daniel Patrick Moynihan said that ethnicity does not disappear
* they said ethnicity is undesirible that you do not really need it, they said it is fundamentally wrong
* everyone considers theirselves to be middle class
* ethnicity is more important to get certain votes together
* there is no Irish American neighborhoods today
* enclaves were groups want to keep their nationality
* ghetto- area were Jews were confined, people were forced to live toghether there

c. Multiculturalism

“Multiculturalism” may be contrasted with pluralism as involving more interpenetration and syncretism of cultures.

iv. Spatial Expressions of Ethnicity

Some functions of spatial clustering:

defensive: reduction of isolation and vulnerability

avoidance: buffer for new arrivals language and acculturation

preservation: of culture, language; critical mass

mobilization: political representation, neighborhood associations

Taxonomy of clusters: dispersal, colony, enclave, ghetto, depending upon degree and duration of spatial concentration; effects of “charter group” discrimination and immigrant group difference and cohesion; degrees of difference, duration, and voluntarism; perceived social distance

colony: social distance small; point of entry, socialization, and dispersal; persistence depends on new arrivals

enclave: more social distance, more discrimination and/or more cohesion: persist over time; voluntary clustering

ghetto: more discrimination and/or cohesion, particularly the former; typically

preserved by external forces, e.g. discriminatory housing market.

We looked at Wei Li’s ethnoburb concept.

#### Old churches forming together

* French Catholics let German Catholics use churches
* Wei Feng wrote a book about ethoburb, mixed ethnic suburb
* Culture of remittances- ppl send money back home
* Cosmopolitan urbanism- basically a city with seperate ethnic buildings
* You just co-exist not interact in the space, tolerating other people
* Humans have a tendency to think things falls into individual or communiy
* None are good
* Individual - ppl make the choices they want
* Conmmunity- acting as if everyone is the same
* To make everyone be friends encourage everyone to interact, without harming one another
* Richael Alba ,Victor Nee, - socioligist- said dont write off an assimilation