Question Set 3

* **(1) How did immigration and emigration affect London life in the 1700s and 1800s?**

Immigration and emigration are both factors with large impact on London´s life. In terms of immigration, of course all kind of people are being attracted to London´s vibrancy[[1]](#footnote-1), but also very valuable people to London in terms of medicine, science as well as the arts, Mozart and Haydn (Black, 188). "London offered opportunity for the able, ambitious and energetic, and, as throughout its history some of the talented it attracted rose to the top."[[2]](#footnote-2) The result of such was technological advancements and completely newly created, to lead to prosperity of social and economic development. London was the dominating centre of commerce in the world and hence influenced architecture and mind-set. London was also associated with refuge, as many tried to leave conflicts and troubles from their home country and instead come to London. The population boomed due to the vibrant lifestyle London is depicting. Furthermore, the increase in population led to lower costs of production and worked catalytic for industrial developments. Though many positive aspects arise from immigration, a denser population is more vulnerable to viruses, which combined with bad quality of water could often end lethal.

On one hand, in terms of emigration, many were attracted to go to the United States, Canada or warmer areas like New Zealand, in hope for seeking new opportunity, starting over again.[[3]](#footnote-3)Achieving a symbol of financial and social prestige, leading the progression of commercial travel and due to the rights of wealth.

From 1807 onwards, slavery was described as illegal, hence majorly decreasing the number of African immigrants to Britain.

* **(2) How did the rise of consumerism shape the life of Londoners in the 1700s and 1800s?**

Oxford street is probably the best example, the introduction of a solely shopping-focused street with only shops on the street, was never seen before, nor have been price-tags. After having troubles implementing the idea of price-tags and the proximity to the store by the implementation of windows exposing product samples with price tags, the concept spread. The formation of dense shopping areas was also adapted by Harrods in 1850, a department store offering wide ranges of products. The consumerism fired the race of competition and lead to evolution of the shopping experience pretty fast. Technological advancements in transportation lowered costs of production, furthermore making their products accessible for the great population of London.

People didn’t just have the minimum anymore, the consumerism strove people to accumulate products in their homes, which dramatically changed Londoners life’s. Global trade also acted as a catalyst for consumerism. Imports such as coffee from turkey, tea from China, Chocolate from Indies or Tobacco from the States.[[4]](#footnote-4) In fact, these imports had long-term impact on the prosperity of London´s commercialism. Coffeehouses were a prime example of a place where all these imported goods come together in one space. Not only that, but also became a basis for social interactions and discussion. The trend of making products more accessible grew more and more over time, a key advancement made can be the printing of catalogues that would follow into people´s homes to ease the shopping ability even further.

* **(3) How did changes in transportation affect London’s geography in the 1700s and 1800s?**

In 1829, the very first train crossed from Manchester to Liverpool. George Stephenson and his ambition for coal mining lead him into a world of low-cost machine-made transportation. The trains were the beginning of a huge evolution in transportation means. The London underground is, what shall arise from this newly developed transportation, making commutes more bearable, thirty years-ish from now. That allowed the first formation of a suburban area, which didn´t exist before but came feasible after considering new transportation means, cost of travel and time taken from a certain distance to the centre of London city. The city expanded and connected better with neighbour cities. Reality was, that people could live outside the dense city enjoying quietness and more nature, while being able to commute to work every day and enjoy the advantages of London´s centre. The suburban areas resulted into an alleviated city density and spreading societies on the geographical scale. Despite enjoying quietness and nature, outside-centre areas could also have different objectives. Industrial areas formed just at the outskirts of London and began driving industrial focused aims.

The major development in aspects of the train, led to a re-structure of the city, re-designing the structure and advancing roads. Though trains had an immense impact, transportation by water was still relevant, as was the Thames and what was on the southern site of the river. Westminster Bridge was constructed in 1744[[5]](#footnote-5), followed by an astonishing nine other bridges in total, from 1729 up until 1777[[6]](#footnote-6). With an improved infrastructure, transportation by any means rose in popularity, among them especially coach services beginning in the 1760´s.

Robert Milligan build his own port in London. This port was drastically different from any other before, it allowed circular sea roads[[7]](#footnote-7), making boat unloading times faster and safer. The inefficiencies mitigated by roads and tracks in terms of transportation means were nullified. The West India Dock, finished in 1802, it changed security and speed of boat docking significantly, in fact, so significantly, its design was copied several times. The Isles of Dog were the geographical positioning, which by this, through the port, increased traffic, led to development of the area quickly.[[8]](#footnote-8) Through its revolutionary design and outstanding efficiency, these new ports drove the commercial area´s development even further and faster, lowering costs, bringing economies of scale closer and offering wider ranges of goods and services due to rising globalisation. “The docks were key sites of imperial identity and interest. Competition was important to dock building”[[9]](#footnote-9)

Besides heavy machine transportation, individual transportation of the man was changed as well. The well-known and incredibly significant item called bicycle was created. Of course, the new good would be making its way into its nowadays cultural importance over time, but at the time, drastically enhanced individual, cheap transportation. The bicycle was gender neutral, meaning it was not perceived as a woman driving a car, when driving a bicycle, which was a new way of thinking and definitely had the unusually un-technical garments women wore at the time.

* **(4) Describe the mentality of Londoners at the end of the 1800s**

All changes leave impact on mentality. The immigration already, if considering, introduced completely new and different ways of thinking. Londoners had to be an open-minded society. Modern, economic and of course social. An impact that stayed as a recognised one, is still around today, the story of jack the ripper. Fear was always a change-maker. The constitution of murder needed definition, as a social security within the society. Around 1869 the first concerns of homosexuality arose alongside questions about how sexual offenses should be constituted. Queen Victoria denied the existence of any female homosexuality and did not consider a minted sexual offenses act would be necessary, hence solely including the male gender in homosexual offenses. Shortly after an incident, breaking moral codes and the act of sexual offenses, if possible, changing perception of Londoners, pushing the definition of coherent and necessary legislation. Important to note here, is the fact, that Londoners themselves supported change, signifying the drastic open-minded and social aware mind set they conveyed.

In 1910 one of the arguably most important theatres, the London Palladium, opened its doors, for “gentleman changing into evening dress, which underlined the extent to which public forums provided a stage for displays for difference”[[10]](#footnote-10). Theatres and media were always a central motif within a society for a regiment and leading parties. The rise of suburbs and more spread communities, needed to be reached, implying the development of the media networks, such as newspaper coverage and more remote theatres. Thus, the walls between upper and lower classes, in terms of social status and income were broken, as they were all seen as one target audience to serve.

Immigration, refined infrastructure and technological advancements automatically create cultural awareness and an accepting society. Important to note at this point is, besides the rise of consumerism and starts of industrialisation, religion still plays a central role within London and its minds. Over fifty new churches were built, spanning from London´s one end to Westminster other´s.[[11]](#footnote-11) Hanover square or another place such as St. George´s were built under the “Commission for Building Fifty New Churches”[[12]](#footnote-12). Religion and its concepts were of great significance for a long time, bringing the creation of religious institutions of such scale in the given time period.

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1. Black, J p.188 [↑](#footnote-ref-1)
2. Black, J p.188 [↑](#footnote-ref-2)
3. Black, J p.230 [↑](#footnote-ref-3)
4. Bucholz & Ward p. 194 [↑](#footnote-ref-4)
5. Black, J p.168 [↑](#footnote-ref-5)
6. Black, J p.185 [↑](#footnote-ref-6)
7. Hertz, A [↑](#footnote-ref-7)
8. Black, J p.235 [↑](#footnote-ref-8)
9. Black, J p.239 [↑](#footnote-ref-9)
10. Black, J p.229 [↑](#footnote-ref-10)
11. Black, J p.184 [↑](#footnote-ref-11)
12. Black, J p.177 [↑](#footnote-ref-12)