

Notes: Chapter 24

I. Population Trends and Migration

- A. Migration during the second half of the 19th century
 - 1. Travel in Europe...Why?
 - a. emancipation of the serfs in eastern Europe
 - b. better modes of transportation: railways, steamships, and better roads
 - 2. Migration abroad: to the U.S., Canada, Australia, South Africa, Brazil, and Argentina
 - a. 1850-1885: most emigrants were from Great Britain, Germany, and Scandinavia
 - b. after 1885: migration from southern and eastern Europe rose
 - 3. Results of 19th-century European migration
 - a. lessened social and population pressures on the Continent
 - b. contributed to the "Europeanization" of the rest of the world

II. The Second Industrial Revolution

- A. Changing economic powers
 - 1. during the 1870's, continental economic development began to catch that of the British
 - a. German Industry
 - 1) surpassed Britain in steel production by 1839
 - 2) doubled Britain in steel production by the outbreak of WWI
 - b. Eastern Europe (especially Russia) still lagged far behind
- B. New industries
 - 1. First industrial revolution was associated with textiles, steam, and iron
 - 2. Second industrial revolution was associated with steel, chemicals, electricity, and oil
 - a. Henry Bessemer: discovered a new process for manufacturing steel cheaply and in large quantities
 - b. Solway Process: replaced the older Leblanc Process, allowing the recovery of more chemical by-products
- C. formal scientific research played an important role in the growth of the chemical industry
 - 1. marked the beginning of a direct link between science and industrial development
 - 2. **Germany** was a leader in forging this link between science and industry
 - 3. electrical energy was applied to production
 - 4. Gottlieb Daimler: after the invention of the internal combustion engine in 1866, he invented the first automobile
 - Important:** Henry Ford later made the automobile accessible to large numbers (**mass production**)
 - 5. oil: the demand rose at the turn of the century because of the automobile and new industrial and chemical uses
- D. Economic Difficulties & Improvement
 - 1. by 1875, economic advance began to slow

- a. bad weather and foreign competition hurt European agriculture
- b. several large banks failed in 1873: rate of capital investment slowed
- c. there were pockets of unemployment
- d. strikes and other forms of labor unrest were common

***Still, the general standard of living in industrialized nations improved in the second half to the 19th century...**

- 2. the economy, however, improved by the end of the century
 - a. lower food prices: left more money to buy consumer goods (thus, consumer industries prospered)
 - b. urbanization created larger markets
 - c. overseas imperialism opened new markets
 - c. Consumer Revolution

III. The Middle Class: the 60 years before WWI were the age of the middle class

***Often, the middle classes set the values and goals for most of the society...**

- A. Characteristics of the late-18th century middle class
 - 1. there was a desire by the middle class for property and new consumer goods
 - a. London Great Exhibition of 1851: displayed the new array of consumer goods that were indicative of the new materialistic culture
 - b. held in the Crystal Palace
 - 2. after the Revolutions of 1848, the middle class ceased to be revolutionary: once they had achieved some measure of social equality, they, like the upper class, sought to protect what they had from the working and lower classes
- B. Social distinctions within the middle class: tensions and social anxieties marked relations among the various middle-class groups
 - 1. owners and managers of great businesses and banks
 - a. most prosperous
 - b. only a few hundred families
 - 2. small entrepreneurs and professional people
 - a. lived comfortably: private homes, large quantities of furniture, pianos, vacations, and an education for their children
 - b. also included shopkeepers, schoolteachers, librarians, and others who either had a bit of property or a skill derived from education that provided respectable, non-manual employment
 - 3. “white-collar workers”
 - a. lower middle class or “petit bourgeoisie”
 - b. often had working-class origins
 - c. included secretaries, retail clerks, and lower-level bureaucrats in business and government (“paper-pushers”)

- d. had middle-class aspirations and sought to distance themselves from a lower-class lifestyle
- e. spent a large portion of their disposable income on consumer goods so that they “looked” middle class

IV. Late-19th-Century Urban Life

- A. Migration to the cities (urbanization): Between 1850 and 1911, urban dwellers rose from 25 to 44% of the population in France and from 30 to 60% of the population in Germany
 - 1. Why?...people were looking for a job (and a better life) in the cities
 - 2. Problems caused by migration
 - a. poor housing and overcrowding (slums)
 - b. filth and disease
 - c. unemployment (because many lacked the requisite skills)
 - d. ethnic tension
 - 1) many different ethnic groups lived and competed for jobs in the cities
 - 2) much of the political anti-Semitism of the latter part of the century had its roots in problems generated by urban migration
- B. The Re-design of Cities: most cities needed to be re-designed to accommodate the growing urban populations
 - 1. central urban areas were transformed from places where many people lived and worked into areas where businesses, government offices, large retail stores, and theaters were located...Commerce, trade, government, and leisure activities now dominated central cities
 - 2. The New Paris
 - a. Napoleon III appointed Georges Haussmann to oversee the reconstruction of Paris
 - 1) re-designed the streets, built parks, and reconstructed major public buildings
 - 2) served two political purposes:
 - a) the wide vistas and streets allowed for quick deployment of troops
 - b) created thousands of jobs
 - b. The Third Republic oversaw the construction of the “Metro” (subway) in 1885 and the Eiffel Tower in 1889
 - 3. Suburbs: housing outside of the city
 - a. re-design of the central cities displaced urban dwellers and made city property quite expensive
 - b. better transportation made it easier to live outside of the city
- C. Urban Sanitation: evolved from a feeling that only when the health and housing of the working class improved would the middle class health be secure and political order maintained
 - 1. Impact of Cholera
 - a. epidemics occurred during the 1830’s and 1840’s
 - b. affected all classes

2. Many felt that the cholera epidemics were linked to the unsanitary conditions in cities
 - a. water and sewer systems were constructed
 - b. dilapidated areas were cleaned up or reconstructed
3. Government Involvement in Urban Sanitation
 - a. Public Health Act of 1848 (Britain) and the Melun Act of 1851 (France)
 - 1) allowed building inspectors and medical officers to enter homes in the name of public health
 - 2) private homes could be condemned for posing health hazards
 - b. the discoveries of Louis Pasteur (France), Robert Koch (Germany), and Joseph Lister (Britain) that linked bacteria to disease made cleanliness an even more prominent concern
4. Housing Reform: Middle-class reformers turned to housing reform to solve the medical, moral, and political dangers posed by slums