The Growing Pains of Urbanization, 1870-1900

Chapter Outline

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Introduction

"We saw the big woman with spikes on her head." So begins Sadie Frowne's first memory of arriving in the United States. Many Americans experienced in their new home what the thirteen-year-old Polish girl had seen in the silhouette of the Statue of Liberty (**Figure 19.1**): a wondrous world of new opportunities fraught with dangers. Sadie and her mother, for instance, had left Poland after her father's death. Her mother died shortly thereafter, and Sadie had to find her own way in New York, working in factories and slowly assimilating to life in a vast multinational metropolis. Her story is similar to millions of others, as people came to the United States seeking a better future than the one they had at home.

The future they found, however, was often grim. While many believed in the land of opportunity, the reality of urban life in the United States was more chaotic and difficult than people expected. In addition to the challenges of language, class, race, and ethnicity, these new arrivals dealt with low wages, overcrowded buildings, poor sanitation, and widespread disease. The land of opportunity, it seemed, did not always deliver on its promises.

19.1 Urbanization and Its Challenges

By the end of this section, you will be able to:

- Explain the growth of American cities in the late nineteenth century
- Identify the key challenges that Americans faced due to urbanization, as well as some of the possible solutions to those challenges

Urbanization occurred rapidly in the second half of the nineteenth century in the United States for a number of reasons. The new technologies of the time led to a massive leap in industrialization, requiring large numbers of workers. New electric lights and powerful machinery allowed factories to run twenty-four hours a day, seven days a week. Workers were forced into grueling twelve-hour shifts, requiring them to live close to the factories.

While the work was dangerous and difficult, many Americans were willing to leave behind the declining prospects of preindustrial agriculture in the hope of better wages in industrial labor. Furthermore, problems ranging from famine to religious-persecution led a new wave of immigrants to arrive from central, eastern, and southern Europe, many of whom settled and found work near the cities where they first arrived. Immigrants sought solace and comfort among others who shared the same language and customs, and the nation's cities became an invaluable economic and cultural resource.

Although cities such as Philadelphia, Boston, and New York sprang up from the initial days of colonial settlement, the explosion in urban population growth did not occur until the mid-nineteenth century (**Figure 19.3**). At this time, the attractions of city life, and in particular, employment opportunities, grew exponentially due to rapid changes in industrialization. Before the mid-1800s, factories, such as the early textile mills, had to be located near rivers and seaports, both for the transport of goods and the necessary water power. Production became dependent upon seasonal water flow, with cold, icy winters all but stopping river transportation entirely. The development of the steam engine transformed this need, allowing businesses to locate their factories near urban centers. These factories encouraged more and more people to move to urban areas where jobs were plentiful, but hourly wages were often low and the work

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Rural and Urban Populations in the United States, 1860–1920

Year	Rural	Urban
1860	25,226,803	6,216,518
1870	28,656,010	9,902,361
1880	36,059,474	14,129,735
1890	40,873,501	22,106,265
1900	45,997,336	30,214,832
1910	50,164,495	42,064,001
1920	51,768,255	54,253,282

Source: Bureau of the Census

(a)

Populations of Major Cities in the United States, 1860–1900

City	1860	1880	1900
New York	1,174,800	1,912,000	3,437,000
Philadelphia	565,500	847,000	1,294,000
Boston	177,800	363,000	561,000
Baltimore	212,400	332,000	509,000
Cincinnati	161,000	255,000	326,000
St. Louis	160,800	350,000	575,000
Chicago	109,300	503,000	1,698,000

(b)

Figure 19.3 As these panels illustrate, the population of the United States grew rapidly in the late 1800s (a). Much of this new growth took place in urban areas (defined by the census as twenty-five hundred people or more), and this urban population, particularly that of major cities (b), dealt with challenges and opportunities that were unknown in previous generations.

Eventually, cities developed their own unique characters based on the core industry that spurred their growth. In Pittsburgh, it was steel; in Chicago, it was meat packing; in New York, the garment and financial industries dominated; and Detroit, by the mid-twentieth century, was defined by the automobiles it built. But all cities at this time, regardless of their industry, suffered from the universal problems that rapid expansion brought with it, including concerns over housing and living conditions, transportation, and communication. These issues were almost always rooted in deep class inequalities, shaped by racial divisions, religious differences, and ethnic strife, and distorted by corrupt local politics.

THE KEYS TO SUCCESSFUL URBANIZATION

As the country grew, certain elements led some towns to morph into large urban centers, while others did not. The following four innovations proved critical in shaping urbanization at the turn of the century: electric lighting, communication improvements, intracity transportation, and the rise of skyscrapers. As people migrated for the new jobs, they often struggled with the absence of basic urban infrastructures, such as better transportation, adequate housing, means of communication, and efficient sources of light and energy. Even the basic necessities, such as fresh water and proper sanitation—often taken for granted in the countryside—presented a greater challenge in urban life.

Electric Lighting

Thomas Edison patented the incandescent light bulb in 1879. This development quickly became common in homes as well as factories, transforming how even lower- and middle-class Americans lived. Although slow to arrive in rural areas of the country, electric power became readily available in cities when the first commercial power plants began to open in 1882. When Nikola Tesla subsequently developed the AC (alternating current) system for the Westinghouse Electric & Manufacturing Company, power supplies for lights and other factory equipment could extend for miles from the power source. AC power transformed the use of electricity, allowing urban centers to physically cover greater areas. In the factories, electric lights permitted operations to run twenty-four hours a day, seven days a week. This increase in production required additional workers, and this demand brought more people to cities.

Gradually, cities began to illuminate the streets with electric lamps to allow the city to remain alight throughout the night. No longer did the pace of life and economic activity slow substantially at sunset, the way it had in smaller towns. The cities, following the factories that drew people there, stayed open all the time.

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Communications Improvements

The telephone, patented in 1876, greatly transformed communication both regionally and nationally. The telephone rapidly supplanted the telegraph as the preferred form of communication; by 1900, over 1.5 million telephones were in use around the nation, whether as private lines in the homes of some middle- and upper-class Americans, or as jointly used "party lines" in many rural areas. By allowing instant communication over larger distances at any given time, growing telephone networks made urban sprawl possible.

In the same way that electric lights spurred greater factory production and economic growth, the telephone increased business through the more rapid pace of demand. Now, orders could come constantly via telephone, rather than via mail-order. More orders generated greater production, which in turn required still more workers. This demand for additional labor played a key role in urban growth, as expanding companies sought workers to handle the increasing consumer demand for their products.

Intracity Transportation

As cities grew and sprawled outward, a major challenge was efficient travel within the city—from home to factories or shops, and then back again. Most transportation infrastructure was used to connect cities to each other, typically by rail or canal. Prior to the 1880s, the most common form of transportation within cities was the omnibus. This was a large, horse-drawn carriage, often placed on iron or steel tracks to provide a smoother ride. While omnibuses worked adequately in smaller, less congested cities, they were not equipped to handle the larger crowds that developed at the close of the century. The horses had to stop and rest, and horse manure became an ongoing problem.

In 1887, Frank Sprague invented the electric trolley, which worked along the same concept as the omnibus, with a large wagon on tracks, but was powered by electricity rather than horses. The electric trolley could run throughout the day and night, like the factories and the workers who fueled them. But it also modernized less important industrial centers, such as the southern city of Richmond, Virginia. As early as 1873, San Francisco engineers adopted pulley technology from the mining industry to introduce cable cars and turn the city's steep hills into elegant middle-class communities. However, as crowds continued to grow in the largest cities, such as Chicago and New York, trolleys were unable to move efficiently through the crowds of pedestrians (**Figure 19.4**). To avoid this challenge, city planners elevated the trolley lines above the streets, creating elevated trains, or L-trains, as early as 1868 in New York City, and quickly spreading to Boston in 1887 and Chicago in 1892. Finally, as skyscrapers began to dominate the air, transportation evolved one step further to move underground as subways. Boston's subway system began operating in 1897, and was quickly followed by New York and other cities.

The Rise of Skyscrapers

The last limitation that large cities had to overcome was the ever-increasing need for space. Eastern cities, unlike their midwestern counterparts, could not continue to grow outward, as the land surrounding them was already settled. Geographic limitations such as rivers or the coast also hampered sprawl. And in all cities, citizens needed to be close enough to urban centers to conveniently access work, shops, and other core institutions of urban life. The increasing cost of real estate made upward growth attractive, and so did the prestige that towering buildings carried for the businesses that occupied them. Workers completed the first skyscraper in Chicago, the ten-story Home Insurance Building, in 1885 (**Figure 19.5**). Although engineers had the capability to go higher, thanks to new steel construction techniques, they required another vital invention in order to make taller buildings viable: the elevator. In 1889, the Otis Elevator Company, led by inventor James Otis, installed the first electric elevator. This began the skyscraper craze, allowing developers in eastern cities to build and market prestigious real estate in the hearts of crowded eastern metropoles.

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THE IMMEDIATE CHALLENGES OF URBAN LIFE

Congestion, pollution, crime, and disease were prevalent problems in all urban centers; city planners and inhabitants alike sought new solutions to the problems caused by rapid urban growth. Living conditions for most working-class urban dwellers were atrocious. They lived in crowded tenement houses and cramped apartments with terrible ventilation and substandard plumbing and sanitation. As a result, disease ran rampant, with typhoid and cholera common. Memphis, Tennessee, experienced waves of cholera (1873) followed by yellow fever (1878 and 1879) that resulted in the loss of over ten thousand lives. By the late 1880s, New York City, Baltimore, Chicago, and New Orleans had all introduced sewage pumping systems to provide efficient waste management. Many cities were also serious fire hazards. An average working-class family of six, with two adults and four children, had at best a two-bedroom tenement. By one 1900 estimate, in the New York City borough of Manhattan alone, there were nearly fifty thousand tenement houses. The photographs of these tenement houses are seen in Jacob Riis's book, *How the Other Half Lives*, discussed in the feature above. Citing a study by the New York State Assembly at this time, Riis found New York to be the most densely populated city in the world, with as many as eight hundred residents per square acre in the Lower East Side working-class slums, comprising the Eleventh and Thirteenth Wards.

Churches and civic organizations provided some relief to the challenges of working-class city life. Churches were moved to intervene through their belief in the concept of the **social gospel**. This philosophy stated that all Christians, whether they were church leaders or social reformers, should be as concerned about the conditions of life in the secular world as the afterlife, and the Reverend Washington Gladden was a major advocate. Rather than preaching sermons on heaven and hell, Gladden talked about social changes of the time, urging other preachers to follow his lead. He advocated for improvements in daily life and encouraged Americans of all classes to work together for the betterment of society. His sermons included the message to "love thy neighbor" and held that all Americans had to work together to help the masses. As a result of his influence, churches began to include gymnasiums and libraries as well as offer evening classes on hygiene and health care. Other religious organizations like the Salvation Army and the Young Men's Christian Association (YMCA) expanded their reach in American cities at this time as well. Beginning in the 1870s, these organizations began providing community services and other benefits to the urban poor.

In the secular sphere, the **settlement house movement** of the 1890s provided additional relief. Pioneering women such as Jane Addams in Chicago and Lillian Wald in New York led this early progressive reform movement in the United States, building upon ideas originally fashioned by social reformers in England. With no particular religious bent, they worked to create settlement houses in urban centers where they could help the working class, and in particular, working-class women, find aid. Their help included child daycare, evening classes, libraries, gym facilities, and free health care. Addams opened her now-famous Hull House (**Figure 19.7**) in Chicago in 1889, and Wald's Henry Street Settlement opened in New York six years later. The movement spread quickly to other cities, where they not only provided relief to working-class women but also offered employment opportunities for women graduating college in the growing field of social work. Oftentimes, living in the settlement houses among the women they helped, these college graduates experienced the equivalent of living social classrooms in which to practice their skills, which also frequently caused friction with immigrant women who had their own ideas of reform and self-improvement.

The success of the settlement house movement later became the basis of a political agenda that included pressure for housing laws, child labor laws, and worker's compensation laws, among others. Florence Kelley, who originally worked with Addams in Chicago, later joined Wald's efforts in New York; together, they created the National Child Labor Committee and advocated for the subsequent creation of the Children's Bureau in the U.S. Department of Labor in 1912. Julia Lathrop—herself a former resident of Hull House—became the first woman to head a federal government agency, when President William Howard Taft appointed her to run the bureau. Settlement house workers also became influential leaders in the women's suffrage movement as well as the antiwar movement during World War I.

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