

Chapter 1 : 19th-century London - Wikipedia

*An Illustrated Guide to London, [Mary Irene Cathcart Borer] on calendrierdelascience.com *FREE* shipping on qualifying offers. Provides street plans for the London of and includes information on transportation, lodging, entertainment, food.*

Published in *Life and Labour of the People in London*. The red areas are "middle class, well-to-do", light blue areas are "poor, 18s to 21s a week for a moderate family", dark blue areas are "very poor, casual, chronic want", and black areas are the "lowest class". Its population expanded from 1 million in 1600 to 6 million in 1800. In this position, it was largely unrivalled until the latter part of the century, when Paris and New York City began to threaten its dominance. Life for the poor was immortalized by Charles Dickens in such novels as *Oliver Twist*. One of the most famous events of 19th century London was the Great Exhibition of 1851, held at The Crystal Palace, the fair attracted visitors from across the world and displayed Britain at the height of its Imperial dominance. As the capital of a massive empire, London became a magnet for immigrants from the colonies and poorer parts of Europe. A large Irish population settled in the city during the Victorian era, with many of the newcomers refugees from the Great Famine. London also became home to a sizable Jewish community, and small communities of Chinese and South Asians settled in the city. Railway Map of London, from *The Pocket Atlas and Guide to London*. Coming of the railways[edit] 19th century London was transformed by the coming of the railways. A new network of metropolitan railways allowed for the development of suburbs in neighboring counties from which middle-class and wealthy people could commute to the centre. While this spurred the massive outward growth of the city, the growth of greater London also exacerbated the class divide, as the wealthier classes emigrated to the suburbs, leaving the poor to inhabit the inner city areas. The first railway to be built in London was the London and Greenwich Railway a short line from London Bridge to Greenwich, which opened in 1825. This was soon followed by the opening of great rail termini which linked London to every corner of Britain. From 1863, the first lines of the London Underground were constructed. Many new roads were built after the formation of the Metropolitan Board of Works in 1863. They included the Embankment from 1864, [3] Clerkenwell and Theobalds Road from 1865 [4] and Charing Cross from 1866. The force gained the nicknames of "bobbies" or "peelers" named after Robert Peel. Outside of the City of London, which resisted any attempts to expand its boundaries to encompass the wider urban area, London had a chaotic local government system consisting of ancient parishes and vestries, working alongside an array of single-purpose boards and authorities, few of which co-operated with each other. To address this problem, in 1863 the Metropolitan Board of Works MBW was created to provide London with adequate infrastructure to cope with its growth. The Crystal Palace in 1851. The Metropolitan Board of Works was not a directly elected body, which made it unpopular with Londoners. This was the first elected London-wide administrative body. In 1889, the county was subdivided into 28 metropolitan boroughs, which formed a more local tier of administration than the county council. At the time, raw sewage was pumped straight into the River Thames. This led to repeated outbreaks of cholera in 1831, 1849, and [7] since polluted drinking water was sourced from the Thames and culminated in The Great Stink of 1859. Following the Great Stink of 1859 Parliament finally gave consent for the MBW to construct a massive system of sewers. The engineer put in charge of building the new system was Joseph Bazalgette. When the London sewerage system was completed, the death toll in London dropped dramatically, and epidemics were curtailed.

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