

(ENGELS)

The City Reader

Fourth edition

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Edited by

Richard T. LeGates

and

Frederic Stout

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"The Great Towns"

from *The Condition of the Working Class in England in 1844* (1845)

Friedrich Engels

Editors' Introduction

It was the peculiar fate of Friedrich Engels (1820–1895) to live most of his adult life in the shadow of his better-known friend and partner Karl Marx and to be remembered as a fiercely bearded icon of International Communism. It was, however, a more humanly accessible Engels who, full of youthful idealism at the age of only 24, came face to face with the social horrors of the Industrial Revolution. Young Engels was sent by his industrialist father to learn business management in the factories of Manchester in the English North West. The unintended consequences of that particular paternal decision was *The Condition of the Working Class in England in 1844* (1845), a book that ranks as one of the earliest masterpieces of urban socio-politics.

By the 1840s, the Industrial Revolution had transformed conditions in many English cities. Manchester, which Engels observed in detail, was emblematic of what the new industrial cities were like. Plate 4 from Augustus Welby Pugin's *Contrasts* (1841) compares the skyline of a fifteenth-century city dominated by church steeples to the same town in 1840. In the second view mills, factories, and a huge prison dominate the scene.

In the selection "The Great Towns" reprinted here, Engels employs a peripatetic method. Although he summarizes the socialist theory of the origin and historic role of the industrial working class, and although he quotes from many contemporaneous sources to bolster his analysis, Engels constructs the bulk of his argument by merely walking around the city and reporting what he sees. Quickly growing impatient with *telling* his readers about the social misery of working-class life, Engels begins *showing* them the horrors of industrial urbanism by conducting them on a tour of Manchester's working-class districts. As in Dante's *Inferno*, the tour descends deeper and deeper into the filth, misery, and despair that constitute the greater part of the Manchester conurbation.

Engels wrote just as the first daguerreotypes of cities were being produced, but unfortunately he did not illustrate his book with actual pictures of the conditions that he described. Later in the nineteenth century Jacob Riis, Lewis Hine, and other photographers were to document slum conditions. The response of these and other photographers to the new reality of the nineteenth-century city is discussed in the selection by Frederic Stout, "Visions of a New Reality" (p. 141).

No one can read *The Condition of the Working Class* without acknowledging that Engels had come to know the various neighborhoods of proletarian Manchester – Old Town, Irish Town, Long Millgate, and Salford – intimately and that his observations were acute and objective. Of particular interest are his descriptions of the public health consequences (in terms of air and water pollution) of unrestrained overbuilding. In this, Engels anticipated many of the points made by environmental reformers like Frederick Law Olmsted (p. 307) and utopian planners like Ebenezer Howard (p. 314). He may even be said to have laid the groundwork for the arguments of the sustainable planning advocates like Stephen Wheeler (p. 499), the World Commission on Environment and Development (p. 337), and Timothy Beatley (p. 411).

Responding to the spatial arrangements of the class segregation of urban-industrialism, Engels observed that the façades of the main thoroughfares mask the horrors that lie beyond from the eyes of the factory owners and

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the middle-class managers who commute into the city from outlying suburbs. Plate 5, from *Frank Leslie's Illustrated Newspaper* in 1887, contrasts the belching factories and slums that comprise the bulk of the city with a spacious main thoroughfare in the city.

The entire tradition of twentieth-century urban planning, capitalist and socialist alike, owes an enormous debt to Engels. The connection he draws between the physical decrepitude of the urban infrastructure and the alienation and despair of the urban poor remains valid to the present day. The urban parks movement and the construction of ideal company towns – Saltaire and Port Sunlight in the UK, Lowell and Pullman in the United States – as well as more recent attempts at inner-city redevelopment, all address issues first identified by Engels. What Engels may not have understood is that he was also describing the birth of the modern capitalist society of the West, an institution that 150 years later would excite the hatred of the non-Western militants of fundamentalist Islam described by Ian Buruma and Avishai Margalit (p. 136). To the Islamists, Occidental capitalism and socialism would be equally suspect and decadent.

The conditions described by Engels form the basis for the social realist tradition in literature, a tradition that begins with Charles Dickens and Mrs Gaskell in England and is continued in the works of Upton Sinclair and Theodore Dreiser in the United States. One can wonder whether the cultural impact of the industrial working class that Engels and the social realists describe will in any way be paralleled by the cultural impact of the post-industrial "creative class" that Richard Florida describes (p. 129).

See "Manchester 1760–1840," chapter 10 of Peter Hall's *Cities in Civilization* (New York: Pantheon, 1998) for more on early Manchester. Other significant investigations of urban poverty in England include Henry Mayhew, *London Labour and the London Poor* (four volumes, 1851–1862), Charles Booth, *Conditions and Occupation of the People in East London and Hackney* (*Journal of the Royal Historical Society*, 1887), Jack London, *People of the Abyss* (New York: Macmillan, 1903), and George Orwell, *Down and Out in Paris and London* (London: Secker & Warburg, 1933).

In America, key works include Jacob Riis, *How the Other Half Lives* (New York: Scribners, 1903), Upton Sinclair, *The Jungle* (New York: Doubleday, 1906), and a whole series of reports on conditions in the African-American ghettos such as W.E.B. Du Bois, *The Philadelphia Negro* (p. 103), St. Clair Drake and Horace Cayton, *Black Metropolis* (Chicago: University of Chicago Press, 1945), and William Julius Wilson, *When Work Disappears* (p. 110).

For a sampling of Engels's most important writings, as well as those of his lifelong friend Karl Marx, see Robert C. Tucker, *The Marx-Engels Reader* (New York: W.W. Norton, 1978). For an excellent summary of nineteenth-century urban poverty conditions and the broader socio-political context, consult "The City of Dreadful Night" in Peter Hall, *Cities of Tomorrow* (London: Basil Blackwell, 1988), Eric Hobsbawm, *The Age of Revolution, 1789–1848* (New York: Vintage, 1996), and Kenneth Morgan, *The Birth of Industrial Britain, 1750–1850* (London: Longman, 1999). For further information on Engels's Manchester, and its connections to an emerging social realism in fiction, consult literary historian Steven Marcus's magisterial *Engels, Manchester, and the Working Class* (New York: Random House, 1974). Also of interest is Robert Roberts's extraordinary *The Classic Slum* (Manchester: University of Manchester Press, 1971), a first-person account of growing up in Salford during the early years of the twentieth century.

A town, such as London, where a man may wander for hours together without reaching the beginning of the end, without meeting the slightest hint which could lead to the inference that there is open country within reach, is a strange thing. This colossal centralization, this heaping together of two and a half millions of human beings at one point, has multiplied the power of this two and a half millions a hundred-fold; has raised

London to the commercial capital of the world, created the giant docks and assembled the thousand vessels that continually cover the Thames. I know nothing more imposing than the view which the Thames offers during the ascent from the sea to London Bridge. The masses of buildings, the wharves on both sides, especially from Woolwich upwards, the countless ships along both shores, crowding ever closer and closer

together, until, at last, only a narrow passage remains in the middle of the river, a passage through which hundreds of steamers shoot by one another; all this is so vast, so impressive, that a man cannot collect himself, but is lost in the marvel of England's greatness before he sets foot upon English soil.

But the sacrifices which all this has cost become apparent later. After roaming the streets of the capital a day or two, making headway with difficulty through the human turmoil and the endless lines of vehicles, after visiting the slums of the metropolis, one realizes for the first time that these Londoners have been forced to sacrifice the best qualities of their human nature, to bring to pass all the marvels of civilization which crowd their city; that a hundred powers which slumbered within them have remained inactive, have been suppressed in order that a few might be developed more fully and multiply through union with those of others. The very turmoil of the streets has something repulsive, something against which human nature rebels. The hundreds of thousands of all classes and ranks crowding past each other, are they not all human beings with the same qualities and powers, and with the same interest in being happy? And have they not, in the end, to seek happiness in the same way, by the same means? And still they crowd by one another as though they had nothing in common, nothing to do with one another, and their only agreement is the tacit one, that each keep to his own side of the pavement, so as not to delay the opposing streams of the crowd, while it occurs to no man to honour another with so much as a glance. The brutal indifference, the unfeeling isolation of each in his private interest becomes the more repellent and offensive, the more these individuals are crowded together, within a limited space. And, however much one may be aware that this isolation of the individual, this narrow self-seeking is the fundamental principle of our society everywhere, it is nowhere so shamelessly barefaced, so self-conscious as just here in the crowding of the great city. The dissolution of mankind into monads, of which each one has a separate principle and a separate purpose, the world of atoms, is here carried out to its utmost extreme.

Hence it comes, too, that the social war, the war of each against all, is here openly declared. . . . people regard each other only as useful objects; each exploits the other, and the end of it all is, that the stronger treads the weaker under foot, and that the powerful few, the capitalists, seize everything for themselves, while to

the weak many, the poor, scarcely a bare existence remains.

What is true of London, is true of Manchester, Birmingham, Leeds, is true of all great towns. Everywhere barbarous indifference, hard egotism on one hand, and nameless misery on the other, everywhere social warfare, every man's house in a state of siege, everywhere reciprocal plundering under the protection of the law, and all so shameless, so openly avowed that one shrinks before the consequences of our social state as they manifest themselves here undisguised, and can only wonder that the whole crazy fabric still hangs together.

Since capital, the direct or indirect control of the means of subsistence and production, is the weapon with which this social warfare is carried on, it is clear that all the disadvantages of such a state must fall upon the poor. For him no man has the slightest concern. Cast into the whirlpool, he must struggle through as well as he can. If he is so happy as to find work, i.e. if the bourgeoisie does him the favour to enrich itself by means of him, wages await him which scarcely suffice to keep body and soul together; if he can get no work he may steal, if he is not afraid of the police, or starve, in which case the police will take care that he does so in a quiet and inoffensive manner. During my residence in England, at least twenty or thirty persons have died of simple starvation under the most revolting circumstances, and a jury has rarely been found possessed of the courage to speak the plain truth in the matter. Let the testimony of the witnesses be never so clear and unequivocal, the bourgeoisie, from which the jury is selected, always finds some backdoor through which to escape the frightful verdict, death from starvation. The bourgeoisie dare not speak the truth in these cases, for it would speak its own condemnation. But indirectly, far more than directly, many have died of starvation, where long continued want of proper nourishment has called forth fatal illness, when it has produced such debility that causes which might otherwise have remained inoperative, brought on severe illness and death. The English working-men call this social murder, and accuse our whole society of perpetrating this crime perpetually. Are they wrong?

True, it is only individuals who starve, but what security has the working-man that it may not be his turn tomorrow? Who assures him employment, who vouches for it that, if for any reason or no reason his lord and master discharges him tomorrow, he can struggle along with those dependent upon him, until

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he may find some one else "to give him bread"? Who guarantees that willingness to work shall suffice to obtain work, that uprightness, industry, thrift, and the rest of the virtues recommended by the bourgeoisie, are really his road to happiness? No one. He knows that he has something today, and that it does not depend upon himself whether he shall have something tomorrow. He knows that every breeze that blows, every whim of his employer, every bad turn of trade may hurl him back into the fierce whirlpool from which he has temporarily saved himself, and in which it is hard and often impossible to keep his head above water. He knows that, though he may have the means of living today, it is very uncertain whether he shall tomorrow.

[. . .]

Manchester lies at the foot of the southern slope of a range of hills, which stretch hither from Oldham, their last peak, Kersallmoor, being at once the race-course and the Mons Sacer of Manchester. Manchester proper lies on the left bank of the Irwell, between that stream and the two smaller ones, the Irk and the Medlock, which here empty into the Irwell. On the right bank of the Irwell, bounded by a sharp curve of the river, lies Salford, and farther westward Pendleton; northward from the Irwell lie Upper and Lower Broughton; northward of the Irk, Cheetham Hill; south of the Medlock lies Hulme; farther east Chorlton on Medlock; still farther, pretty well to the east of Manchester, Ardwick. The whole assemblage of buildings is commonly called Manchester, and contains about four hundred thousand inhabitants, rather more than less. The town itself is peculiarly built, so that a person may live in it for years, and go in and out daily without coming into contact with a working-people's quarter or even with workers; that is, so long as he confines himself to his business or to pleasure walks. This arises chiefly from the fact, that by unconscious tacit agreement, as well as with outspoken conscious determination, the working-people's quarters are sharply separated from the sections of the city reserved for the middle class; or, if this does not succeed, they are concealed with the cloak of charity. Manchester contains, at its heart, a rather extended commercial district, perhaps half a mile long and about as broad, and consisting almost wholly of offices and warehouses. Nearly the whole district is abandoned by dwellers, and is lonely and deserted at night; only watchmen and policemen traverse its narrow lanes with their dark lanterns. This district is cut through by

certain main thoroughfares upon which the vast traffic concentrates, and in which the ground level is lined with brilliant shops. In these streets the upper floors are occupied, here and there, and there is a good deal of life upon them until late at night. With the exception of this commercial district, all Manchester proper, all Salford and Hulme, a great part of Pendleton and Chorlton, two-thirds of Ardwick, and single stretches of Cheetham Hill and Broughton are all unmixed working-people's quarters, stretching like a girdle, averaging a mile and a half in breadth, around the commercial district. Outside, beyond this girdle, lives the upper and middle bourgeoisie, the middle bourgeoisie in regularly laid out streets in the vicinity of the working quarters, especially in Chorlton and the lower-lying portions of Cheetham Hill; the upper bourgeoisie in remoter villas with gardens in Chorlton and Ardwick or on the breezy heights of Cheetham Hill, Broughton and Pendleton, in free, wholesome country air, in fine, comfortable homes, passed once every half or quarter hour by omnibuses going into the city. And the finest part of the arrangement is this, that the members of this money aristocracy can take the shortest road through the middle of all the labouring districts to their places of business, without ever seeing that they are in the midst of the grimy misery that lurks to the right and the left. For the thoroughfares leading from the Exchange in all directions out of the city are lined, on both sides, with an almost unbroken series of shops, and are so kept in the hands of the middle and lower bourgeoisie, which, out of self-interest, cares for a decent and cleanly external appearance and *can* care for it. True, these shops bear some relation to the districts which lie behind them, and are more elegant in the commercial and residential quarters than when they hide grimy working-men's dwellings; but they suffice to conceal from the eyes of the wealthy men and women of strong stomachs and weak nerves the misery and grime which form the complement of their wealth. So, for instance, Deansgate, which leads from the Old Church directly southward, is lined first with mills and warehouses, then with second-rate shops and alehouses; farther south, when it leaves the commercial district, with less inviting shops, which grow dirtier and more interrupted by beerhouses and gin palaces the farther one goes, until at the southern end the appearance of the shops leaves no doubt that workers and workers only are their customers. So Market Street running south east from the Exchange; at first brilliant shops of the best sort, with counting-

houses or warehouses above; in the continuation, Piccadilly, immense hotels and warehouses; in the farther continuation, London Road, in the neighbourhood of the Medlock, factories, beerhouses, shops for the humbler bourgeoisie and the working population; and from this point onward, large gardens and villas of the wealthier merchants and manufacturers. In this way any one who knows Manchester can infer the adjoining districts, from the appearance of the thoroughfare, but one is seldom in a position to catch from the street a glimpse of the real labouring districts. I know very well that this hypocritical plan is more or less common to all great cities; I know, too, that the retail dealers are forced by the nature of their business to take possession of the great highways; I know that there are more good buildings than bad ones upon such streets everywhere, and that the value of land is greater near them than in remoter districts; but at the same time I have never seen so systematic a shutting out of the working-class from the thoroughfares, so tender a concealment of everything which might affront the eye and the nerves of the bourgeoisie, as in Manchester. And yet, in other respects, Manchester is less built according to a plan, after official regulations, is more an outgrowth of accident, than any other city; and when I consider in this connection the eager assurances of the middle-class, that the working-class is doing famously, I cannot help feeling that the liberal manufacturers, the "Big Wigs" of Manchester, are not so innocent after all, in the matter of this sensitive method of construction.

I may mention just here that the mills almost all adjoin the rivers or the different canals that ramify throughout the city, before I proceed at once to describe the labouring quarters. First of all, there is the Old Town of Manchester (Figure 1), which lies between the northern boundary of the commercial district and the Irk. Here the streets, even the better ones, are narrow and winding, as Todd Street, Long Millgate, Withy Grove, and Shude Hill, the houses dirty, old, and tumble-down, and the construction of the side streets utterly horrible. Going from the Old Church to Long Millgate, the stroller has at once a row of old-fashioned houses at the right, of which not one has kept its original level; these are remnants of the old pre-manufacturing Manchester, whose former inhabitants have removed with their descendants into better-built districts, and have left the houses, which were not good enough for them, to a working-class population strongly mixed with Irish blood. Here one is in an almost undisguised working-men's quarter, for even the shops and beer-

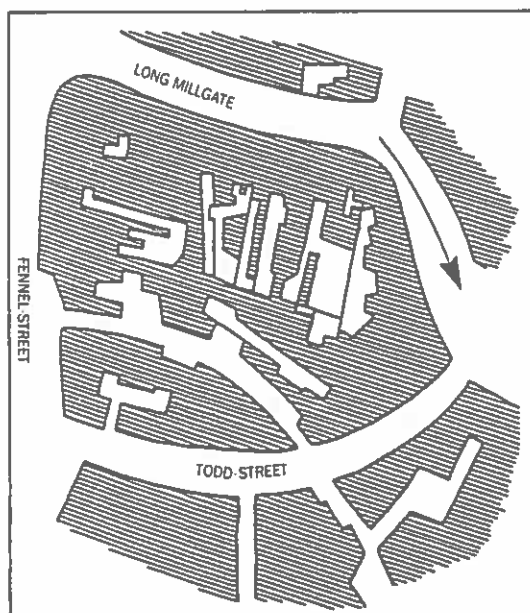


Figure 1

houses hardly take the trouble to exhibit a trifling degree of cleanliness. But all this is nothing in comparison with the courts and lanes which lie behind, to which access can be gained only through covered passages in which no two human beings can pass at the same time. Of the irregular cramming together of dwellings in ways which defy all rational plan, of the tangle in which they are crowded literally one upon the other, it is impossible to convey an idea. And it is not the buildings surviving from the old times of Manchester which are to blame for this; the confusion has only recently reached its height when every scrap of space left by the old way of building has been filled up and patched over until not a foot of land is left to be further occupied.

[...]

The south bank of the Irk is here very steep and between fifteen and thirty feet high. On this declivitous hillside there are planted three rows of houses, of which the lowest rise directly out of the river, while the front walls of the highest stand on the crest of the hill in Long Millgate. Among them are mills on the river; in short, the method of construction is as crowded and disorderly here as in the lower part of Long Millgate. Right and left a multitude of covered passages lead from the main street into numerous courts, and he who turns in thither gets into a filth and disgusting grime the equal of which is not to be found – especially

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in the courts which lead down to the Irk and which contain unqualifiedly the most horrible dwellings which I have yet beheld. In one of these courts there stands directly at the entrance, at the end of the covered passage, a privy without a door, so dirty that the inhabitants can pass into and out of the court only by passing through foul pools of stagnant urine and excrement. This is the first court on the Irk above Ducie Bridge – in case any one should care to look into it. Below it on the river there are several tanneries which fill the whole neighbourhood with the stench of animal putrefaction. Below Ducie Bridge the only entrance to most of the houses is by means of narrow dirty stairs and over heaps of refuse and filth. The first court below Ducie Bridge, known as Allen's Court, was in such a state at the time of the cholera that the sanitary police ordered it evacuated, swept, and disinfected with chloride of lime. Dr. Kay gives a terrible description of the state of this court at that time. Since then it seems to have been partially torn away and rebuilt; at least looking down from Ducie Bridge, the passer-by sees several ruined walls and heaps of debris with some newer houses. The view from this bridge, mercifully concealed from mortals of small stature by a parapet as high as a man, is characteristic for the whole district. At the bottom flows, or rather stagnates, the Irk, a narrow, coal-black, foul-smelling stream full of debris and refuse, which it deposits on the shallower right bank. In dry weather, a long string of the most disgusting, blackish-green, slime pools are left standing on this bank, from the depths of which bubbles of miasmatic gas constantly arise and give forth a stench unendurable even on the bridge forty or fifty feet above the surface of the stream. But besides this, the stream itself is checked every few paces by high weirs, behind which slime and refuse accumulate and rot in thick masses. Above the bridge are tanneries, bonemills, and gasworks, from which all drains and refuse find their way into the Irk, which receives further the contents of all the neighbouring sewers and privies. It may be easily imagined, therefore, what sort of residue the stream deposits. Below the bridge you look upon the piles of debris, the refuse, filth, and offal from the courts on the steep left bank; here each house is packed close behind its neighbour and a piece of each is visible, all black, smoky, crumbling, ancient, with broken panes and window-frames. The background is furnished by old barrack-like factory buildings. On the lower right bank stands a long row of houses and mills; the second house being a ruin without a roof, piled with debris; the third

stands so low that the lowest floor is uninhabitable, and therefore without windows or doors. Here the background embraces the pauper burial-ground, the station of the Liverpool and Leeds railway, and, in the rear of this, the Workhouse, the "Poor-Law-Bastille" of Manchester, which, like a citadel, looks threateningly down from behind its high walls and parapets on the hilltop, upon the working-people's quarter below.

Above Ducie Bridge, the left bank grows more flat and the right bank steeper, but the condition of the dwellings on both banks grows worse rather than better. He who turns to the left here from the main street, Long Millgate, is lost; he wanders from one court to another, turns countless corners, passes nothing but narrow, filthy nooks and alleys, until after a few minutes he has lost all clue, and knows not whither to turn. Everywhere half or wholly ruined buildings, some of them actually uninhabited, which means a great deal here; rarely a wooden or stone floor to be seen in the houses, almost uniformly broken, ill-fitting windows and doors, and a state of filth! Everywhere heaps of debris, refuse, and offal; standing pools for gutters, and a stench which alone would make it impossible for a human being in any degree civilized to live in such a district. The newly-built extension of the Leeds railway, which crosses the Irk here, has swept away some of these courts and lanes, laying others completely open to view. Immediately under the railway bridge there stands a court, the filth and horrors of which surpass all the others by far, just because it was hitherto so shut off, so secluded that the way to it could not be found without a good deal of trouble. I should never have discovered it myself, without the breaks made by the railway, though I thought I knew this whole region thoroughly. Passing along a rough bank, among stakes and washing-lines, one penetrates into this chaos of small one-storeyed, one-roomed huts, in most of which there is no artificial floor; kitchen, living and sleeping room all in one. In such a hole, scarcely five feet long by six broad, I found two beds – and such bedsteads and beds! – which, with a staircase and chimney-place, exactly filled the room. In several others I found absolutely nothing, while the door stood open, and the inhabitants leaned against it. Everywhere before the doors refuse and offal; that any sort of pavement lay underneath could not be seen but only felt, here and there, with the feet. This whole collection of cattle-sheds for human beings was surrounded on two sides by houses and a factory, and on the third by the river, and besides the narrow stair up the bank,

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a narrow doorway alone led out into another almost equally ill-built, ill-kept labyrinth of dwellings.

Enough! The whole side of the Irk is built in this way, a planless, knotted chaos of houses, more or less on the verge of uninhabitableness, whose unclean interiors fully correspond with their filthy external surroundings. And how could the people be clean with no proper opportunity for satisfying the most natural and ordinary wants? Privies are so rare here that they are either filled up every day, or are too remote for most of the inhabitants to use. How can people wash when they have only the dirty Irk water at hand, while pumps and water pipes can be found in decent parts of the city alone? In truth, it cannot be charged to the account of these helots of modern society if their dwellings are not more clean than the pig-sties which are here and there to be seen among them. The landlords are not ashamed to let dwellings like the six or seven cellars on the quay directly below Scotland Bridge, the floors of which stand at least two feet below the low-water level of the Irk that flows not six feet away from them; or like the upper floor of the corner-house on the opposite shore directly above the bridge, where the ground-floor, utterly uninhabitable, stands deprived of all fittings for doors and windows, a case by no means rare in this region, when this open ground-floor is used as a privy by the whole neighbourhood for want of other facilities!

If we leave the Irk and penetrate once more on the opposite side from Long Millgate into the midst of the working-men's dwellings, we shall come into a somewhat newer quarter, which stretches from St. Michael's Church to Withy Grove and Shude Hill. Here there is somewhat better order. In place of the chaos of buildings, we find at least long straight lanes and alleys or courts, built according to a plan and usually square. But if, in the former case, every house was built according to caprice, here each lane and court is so built, without reference to the situation of the adjoining ones. The lanes run now in this direction, now in that, while every two minutes the wanderer gets into a blind alley, or, on turning a corner, finds himself back where he started from; certainly no one who has not lived a considerable time in this labyrinth can find his way through it.

If I may use the word at all in speaking of this district, the ventilation of these streets and courts is, in consequence of this confusion, quite as imperfect as in the Irk region; and if this quarter may, nevertheless, be said to have some advantage over that of the Irk, the

houses being newer and the streets occasionally having gutters, nearly every house has, on the other hand, a cellar dwelling, which is rarely found in the Irk district, by reason of the greater age and more careless construction of the houses. As for the rest the filth, debris, and offal heaps, and the pools in the streets are common to both quarters, and in the district now under discussion, another feature most injurious to the cleanliness of the inhabitants, is the multitude of pigs walking about in all the alleys, rooting into the offal heaps, or kept imprisoned in small pens. Here, as in most of the working-men's quarters of Manchester, the pork-raisers rent the courts and build pigpens in them. In almost every court one or even several such pens may be found into which the inhabitants of the court throw all refuse and offal, whence the swine grow fat; and the atmosphere, confined on all four sides, is utterly corrupted by putrefying animal and vegetable substances. Through this quarter, a broad and measurably decent street has been cut, Millers Street, and the background has been pretty successfully concealed. But if any one should be led by curiosity to pass through one of the numerous passages which lead into the courts, he will find this piggery repeated at every twenty paces.

Such is the Old Town of Manchester, and on re-reading my description, I am forced to admit that instead of being exaggerated, it is far from black enough to convey a true impression of the filth, ruin, and uninhabitableness, the defiance of all considerations of cleanliness, ventilation, and health which characterize the construction of this single district, containing at least twenty to thirty thousand inhabitants. And such a district exists in the heart of the second city of England, the first manufacturing city of the world. If any one wishes to see in how little space a human being can move, how little air – and *such* air! – he can breathe, how little of civilization he may share and yet live, it is only necessary to travel hither. True, this is the *Old Town*, and the people of Manchester emphasize the fact whenever any one mentions to them the frightful condition of this Hell upon Earth; but what does that prove? Everything which here arouses horror and indignation is of recent origin, belongs to the *industrial* epoch. The couple of hundred houses, which belong to old Manchester, have been long since abandoned by their original inhabitants; the industrial epoch alone has crammed into them the swarms of workers whom they now shelter; the industrial epoch alone has built up every spot between these old houses

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to win a covering for the masses whom it has conjured hither from the agricultural districts and from Ireland; the industrial epoch alone enables the owners of these cattlesheds to rent them for high prices to human beings, to plunder the poverty of the workers, to undermine the health of thousands, in order that they *alone*, the owners, may grow rich. In the industrial epoch alone has it become possible that the worker scarcely freed from feudal servitude could be used as mere material, a mere chattel; that he must let himself be crowded into a dwelling too bad for every other, which he for his hard-earned wages buys the right to let go utterly to ruin. This manufacture has achieved, which, without these workers, this poverty, this slavery could not have lived. True, the original construction of this quarter was bad, little good could have been made out of it; but, have the landowners, has the municipality done anything to improve it when rebuilding? On the contrary, wherever a nook or corner was free, a house has been run up; where a superfluous passage remained, it has been built up; the value of land rose with the blossoming out of manufacture, and the more it rose, the more madly was the work of building up carried on, without reference to the health or comfort of the inhabitants, with sole reference to the highest possible profit on the principle that *no hole is so bad but that some poor creature must take it who can pay for nothing better*.

[...]

It may not be out of place to make some general observations just here as to the customary construction of working-men's quarters in Manchester. We have seen how in the Old Town pure accident determined the grouping of the houses in general. Every house is built without reference to any other, and the scraps of space between them are called courts for want of another name. In the somewhat newer portions of the same quarter, and in other working-men's quarters, dating from the early days of industrial activity, a somewhat more orderly arrangement may be found. The space between two streets is divided into more regular, usually square courts.

These courts were built in this way from the beginning, and communicate with the streets by means of covered passages. If the totally planless construction is injurious to the health of the workers by preventing ventilation, this method of shutting them up in courts surrounded on all sides by buildings is far more so. The air simply cannot escape; the chimneys of the houses are the sole drains for the imprisoned atmosphere of

the courts, and they serve the purpose only so long as fire is kept burning. Moreover, the houses surrounding such courts are usually built back to back, having the rear wall in common; and this alone suffices to prevent any sufficient through ventilation. And, as the police charged with care of the streets does not trouble itself about the condition of these courts, as everything quietly lies where it is thrown, there is no cause for wonder at the filth and heaps of ashes and offal to be found here. I have been in courts, in Millers Street, at least half a foot below the level of the thoroughfare, and without the slightest drainage for the water that accumulates in them in rainy weather! More recently another different method of building was adopted, and has now become general. Working-men's cottages are almost never built singly, but always by the dozen or score, a single contractor building up one or two streets at a time. These are then arranged as follows: One front is formed of cottages of the best class, so fortunate as to possess a back door and small court, and these command the highest rent. In the rear of these cottages runs a narrow alley, the back street, built up at both ends, into which either a narrow roadway or a covered passage leads from one side. The cottages which face this back street command least rent, and are most neglected. These have their rear walls in common with the third row of cottages which face a second street, and command less rent than the first row and more than the second. The streets are laid out somewhat as in [Figure 2].

By this method of construction, comparatively good ventilation can be obtained for the first row of cottages, and the third row is no worse off than in the former

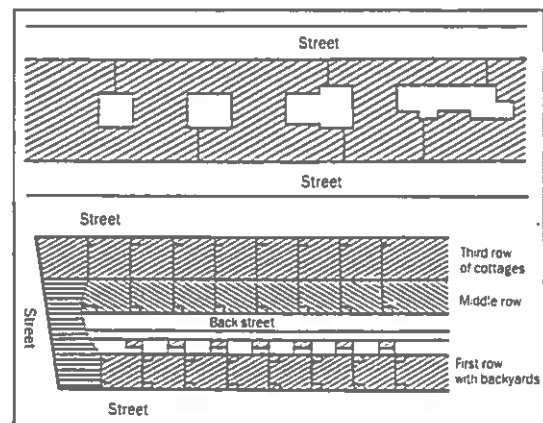


Figure 2

method. The middle row, on the other hand, is at least as badly ventilated as the houses in the courts, and the back street is always in the same filthy, disgusting condition as they. The contractors prefer this method because it saves them space, and furnishes the means of fleecing better-paid workers through the higher rents of the cottages in the first and third rows. These three different forms of cottage building are found all over Manchester and throughout Lancashire and Yorkshire, often mixed up together, but usually separate enough to indicate the relative age of parts of towns. The third system, that of the back alleys, prevails largely in the great working-men's district east of St. George's Road and Ancoats Street, and is the one most often found in the other working-men's quarters of Manchester and its suburbs.

[...]

Such are the various working-people's quarters of Manchester as I had occasion to observe them personally during twenty months. If we briefly formulate the result of our wanderings, we must admit that 350,000 working-people of Manchester and its environs live, almost all of them, in wretched, damp, filthy cottages, that the streets which surround them are usually in the most miserable and filthy condition, laid out without the slightest reference to ventilation, with reference solely to the profit secured by the contractor. In a word, we must confess that in the working-men's dwellings of Manchester, no cleanliness, no convenience, and consequently no comfortable family life is possible; that in such dwellings only a physically degenerate race, robbed of all humanity, degraded, reduced morally and physically to bestiality, could feel comfortable and at home.

[...]

To sum up briefly the facts thus far cited. The great towns are chiefly inhabited by working-people, since in the best case there is one bourgeois for two workers, often for three, here and there for four; these

workers have no property whatsoever of their own, and live wholly upon wages, which usually go from hand to mouth. Society, composed wholly of atoms, does not trouble itself about them; leaves them to care for themselves and their families, yet supplies them no means of doing this in an efficient and permanent manner. Every working-man, even the best, is therefore constantly exposed to loss of work and food, that is, to death by starvation, and many perish in this way. The dwellings of the workers are everywhere badly planned, badly built, and kept in the worst condition, badly ventilated, damp, and unwholesome. The inhabitants are confined to the smallest possible space, and at least one family usually sleeps in each room. The interior arrangement of the dwellings is poverty-stricken in various degrees, down to the utter absence of even the most necessary furniture. The clothing of the workers, too, is generally scanty, and that of great multitudes is in rags. The food is, in general, bad; often almost unfit for use, and in many cases, at least at times, insufficient in quantity, so that, in extreme cases, death by starvation results. Thus the working-class of the great cities offers a graduated scale of conditions in life, in the best cases a temporarily endurable existence for hard work and good wages, good and endurable, that is, from the worker's standpoint; in the worst cases, bitter want, reaching even homelessness and death by starvation. The average is much nearer the worst case than the best. And this series does not fall into fixed classes, so that one can say, this fraction of the working-class is well off, has always been so, and remains so. If that is the case here and there, if single branches of work have in general an advantage over others, yet the condition of the workers in each branch is subject to such great fluctuations that a single working-man may be so placed as to pass through the whole range from comparative comfort to the extremest need, even to death by starvation, while almost every English working-man can tell a tale of marked changes of fortune.

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