



**Leisure and Consumption:** All the classes—the rich and the poor, the working classes found entertainment in different ways.

**Entertainment for Wealthy Class:** For the wealthy Londoners, there was the annual London Season where the elite groups could enjoy several cultural events such as opera, classical musical performances and the theatre. These were organised for an elite group of 300-400 families in the late 18th century.

**Entertainment for Working Class:** Working classes used to meet in pubs to have a drink, exchange news and discuss political events. In the 19th century, the establishment libraries, museums and art galleries provided entertainment to the common people. Music halls and cinema became a source of entertainment. To some others, especially the industrial work spending holidays by the seaside and enjoying both the Sun and bracing winds also proved a great source of entertainment and leisure. In 1883, over 1 million British people went to the seaside, by 19 the number became 7 million.

**Politics in the City:** In 1886, London poor violently participated in a riot, which was suppressed by the police. In 1887, a similar riot occurred. It was again brutally suppressed by the police. It was known as the **Bloody Sunday** of November 1887. Two years later, thousands of London dockworkers went on strike. The 12-day strike was called to gain recognition for the dockworkers' union. State authorities tried their best to reduce the possibility of rebellion.

**City in colonial India:** In contrast to Western Europe, Indian cities did not rapidly grow in the 19th century. In the early 20th century, only 11 per cent of Indians were living in cities. In British India, there were three **Presidency cities**—Bombay, Bengal and Madras. These were multi-functional cities which had major ports, warehouses, homes and offices, army camps, educational institutions, museums and libraries. Bombay was the premier city in India. It was the biggest sea port on the West coast of India and became an important administrative centre in Western India. By the end of the 19th century, it became a major industrial centre.

**Bombay: The Prime City of India:** In the 17th century, Bombay was a group of seven islands under Portuguese control. In 1661, control of the islands passed into British hands after the marriage of Britain's King Charles II to the Portuguese princess. The East India Company quickly shifted its base from Surat to Bombay.

At the time, Bombay was the major outlet for cotton textiles from the East. Later, in the 19th century, the city functioned as a port and later it became an important administrative and industrial centre.

**Work in the City:** After the Maratha defeat in the 1819 Anglo-Maratha War, Bombay became the capital of the Bombay Presidency. It attracted more and more people towards it. With the growth of trade in cotton and opium, large communities of traders and bankers as well as artisans and shopkeepers came to settle in Bombay.

**Industrialisation and Migration in Bombay:** The first cotton textile mill in Bombay was established in 1854. The establishment of textile mills (by 1921, there were 85 cotton mills with about 146,000 workers) also led to a fresh crowd in migration. Large numbers of people came from nearby districts of Ratnagiri to work in the Bombay mills. Women formed 23 per cent of the mill workforce in between 1919 and 1926. After that, their number dropped steadily due to the introduction of new machinery and the induction of more male workers. Bombay dominated the maritime trade of India till the 20th century. It was the junction head of two major railways—Central Western railways. The well-connected railways encouraged migration into the city. Natural and man-made





disasters like flood, famine, plague epidemic, etc., encouraged higher scale of migration.

**Housing and Neighbourhoods:** A person living in London enjoyed an average space of 155 square yards, whereas a person living in Bombay had a mere 9.5 square yards. London had an average of 8 persons per house, whereas it was 20 persons per house in Bombay by 1872. Bombay did not grow according to any plan and in the Fort area there were houses with gardens. The Bombay Fort area was divided between a 'native town', where most of the Indians lived and a 'white' section where the Europeans lived. A European suburb and an industrial zone began to develop in the North and South of the Fort settlement area. The racial pattern was true of all three Presidency cities. The rapid and unplanned expansion of Bombay led to many problems like water crisis, crisis of housing, pollution, overcrowded colonies and homes, fears of plague epidemics etc.

**Chawls of Bombay:** The rich Parsi, Muslim, upper caste traders, industrialists of Bombay lived in spacious bungalows. But more than 70 per cent of the working people lived in the thickly populated chawls of Bombay. Chawls were multi-storeyed structures, which had been build since the 1860s in the native parts of the town. Each chawl was divided into smaller one-room tenements, which had no private toilets. These houses were largely owned by private landlords like merchants, bankers and building contractors. The homes were small, so streets and neighbourhoods were used for a variety of activities like cooking, washing and sleeping and also for social functions. Liquor shops and akharas came up in any empty spot. Chawls were also the place for the exchange of news about strikes, riots, jobs or political demonstrations.

**Mill Neighbourhood and Housing difficulty of Poor:** Caste and family groups in the mill neighbourhood were headed by someone, who was similar to a village headman. Sometimes, the jobber in the mills became the local neighbourhood leader. People belonging to the depressed classes found it very difficult to find houses. Sometimes, they had to live in shelters made of corrugated sheets, leaves or bamboo poles. Planning in London emerged from the fears of social revolution and planning in Bombay came out as a result of fears about plague epidemic....

**Establishment of Bombay Improvement Trust:** To overcome the problem of housing, Bombay Improvement Trust was established in 1898. It focused on clearing poorer homes out of the city centre. By 1918, only 14000 were rehoused out of 64000 displaced persons. In 1918, Rent Act was passed to keep rents reasonable. But, it could not solve the severe housing crisis as landlords withdrew houses from the market.

**Land Reclamation in Bombay:** The seven islands of Bombay were joined into one landmass over a period of time. The project started in 1784. The Bombay Governor William Hornby approved the building of the great sea wall to prevent the flood in low-lying areas of Bombay. The growing commercial needs made reclamation of Bombay necessary. The problem of scarcity of land was solved through different reclamation projects.

**Development of Marine Drive:** In 1864, the Back Bay Reclamation Company got the right to reclaim the Western foreshore from the tip of Malabar Hill to the end of Colaba. Reclamation meant the levelling of the hills around Bombay. By the 1870s, the city had expanded to about 22 square miles. Between 1914 to 1918, Bombay Port Trust built a dry dock. The excavated Earth was used to create a 22 acre Ballard Estate. Subsequently, the famous Marine Drive of Bombay was developed.

**Bombay as the City of Dreams: The World of Cinema and Culture**



Despite being overcrowded, expensive and difficult living conditions, Bombay is known as a city of dreams or *Mayapuri*. Bombay film industry made its first appearance in Raja Harishchandra made by Dadasaheb Phalke in 1913. It was the first feature film in India. By 1925, Bombay became India's film capital. When Bombay became hub of Indian films, many a - dramatists, playwrights, poets, singers, actors, producers directors were attracted towards it. Many people migrated from Lahore, Calcutta, Madras and contributed to national character of the industry. Many famous writers like Ismat Chughtai and Saadat Hasan Manto were associated with Bombay film industry. Bombay proved a dream land for all, Bombay films given an image of the city as a blend of dream and reality of slums and star bungalows.

Lee Kuan Yew's Singapore: Modern Singapore has been carefully planned and organized. Until 1965, Singapore, though an important port, shared all problems of other Asian cities. All this changed after the city became an independent nation in 1965 under the leadership of Kuan Yew, President of the People's Action Party. A massive housing and development programme was undertaken and it completely altered the face of the island nation. Government provided nearly 85% of the population with ownership housing of good quality. The tall housing blocks were well ventilated serviced. Migration into the city was strictly controlled. Social relations between the three major groups of people (the Chinese, the Malay and the Indians) were also monitored to prevent racial conflict. Newspapers and journals and all forms of communication and association were strictly controlled. The citizens of Singapore enjoy a secured life of comfort and wealth, but it lacks a lively and challenging political atmosphere.

Cities and the Challenge of Environment: City development everywhere occurred at the expense ecology and the environment. Large quantities of refuse and waste products polluted air and water. Excessive noise became a feature of urban life.

Pollution in England: Widespread use of coal in homes and industries in 19th century England raised serious problems. In industrial cities such as Leeds, Bradford and Manchester, hundreds of factory chimneys emitted smoke, causing smoke-related illnesses, dirty clothes and bad tempers. When people first joined campaigns for cleaner air, goal was to control this through legislation, but due to the prohibitive cost involved, it was not easy. By the 1840s towns like Derby, Leeds and Manchester had laws to control smoke in the city. The Smoke Abatement Acts of 1847 and 1853 did not always work clear the air.

Pollution in Calcutta: Calcutta had a long history of air pollution. Since, the city was built on marshy land, the resulting fog combined with smoke to generate thick smog. The pollution was a consequence of using wood as fuel by people in daily life. The main polluters were the industries and establishments that used steam engines running on coal. The railways, introduced in 1855, brought another pollutant into the picture. The high content of ash in Indian coal was a problem. In 1863, Calcutta became the first Indian city to get smoke nuisance legislation. In 1920 the rice mills of Tollygunge began to use rice husk instead of coal. As a result, the air was filled up with the black soot which fell like drizzling rain for the whole day. This made the lives of the common men miserable. The inspectors of the Bengal Smoke Nuisance Commission finally managed to control industrial smoke. Controlling domestic smoke, however, was far more difficult.

Conclusion: Despite its various problems, cities always attract those who dream for freedom and opportunity. It offers social and economic mobility to those who make it their home.

