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Judaism, incidentally, Fishman has little to say about organized religions except for occasional references to their charitable activities.

These and other parts of the book brim with colourful anecdotes. In one place, the reader learns that a surgeon to the poor operated "in a frock coat of black cloth stiff with blood and the filth of years. The more sodden it was the more forcibly did it bear evidence to the surgeon's prowess." In his chapter on women and children, Fishman comments: "It was not uncommon, day or night, to come across two drunken besoms, naked to the waist, clawing and beating each other, egged on by a howling mob revelling in a knockabout piece of street theatre." In addition, Fishman provides useful information on the people and institutions committed to help the downtrodden. They include the Reverend Samuel Barnett and Toynbee Hall, Doctor Barnardo and his homes for destitute children, William Booth and the Salvation Army, and Charles Booth, Beatrice Potter, and their grand survey of London's labouring poor. In general, however, the author favors government welfare initiatives under the inspiration of socialist ideas, especially those of William Morris and the Socialist League.

All in all, Fishman has produced a lively book that will be of interest to scholars of Victorian London and to investigators of both modern urban problems in general and the policies and the initiatives that have been devised to solve them.

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Stilgoe, John R. *Borderland: Origins of the American Suburb, 1820-1939*. New Haven: Yale University Press, 1988. Pp. xiv, 353. Notes, bibliography, illustrations, index.

J. R. Stilgoe and M. H. Ebner continue to make major contributions to the history of suburban America. Stilgoe's *Borderland: Origins of the American Suburb, 1820-1939*, and Ebner's *Creating Chicago's North Shore: A Suburban History*, should encourage further research and writing in this important subject area. Both books contain useful footnotes and extensive bibliographies. Also, both authors are aware of recent historiographical trends and appreciate them: Ebner declares in his book, "Some academic historians, myself among them, have set upon a self-conscious course to recapture a lost tradition by writing books that aim to reach expanded audiences of general readers."

Stilgoe examines the outer suburbs, the "borderland areas" between the urban residential ring and the rural regions that existed prior to World War II. Focusing on the visual elements of these communities, he takes readers to the early suburbs of New York City, Cincinnati, Chicago, Philadelphia, and Boston. Using a variety of pictorial as well as written sources, he shows how many Americans sought an existence free from rapid urban growth and urban problems. He describes the lives and interests of the men and women who lived in the borderlands, emphasizing their desire to escape the evils of the city and enjoy the attractions of the suburb, especially the landscape. In this well-written and beautifully illustrated book, Stilgoe makes it clear that the good life, as perceived by countless Americans, was to be found in the borderlands. The suburbs that were

shaped by this traditional affection proved to be an important dimension of the American story.

Stilgoe's command of the diverse literature is impressive, and his ability to extract great quotes from it makes for fascinating reading. While the author devotes most of his attention to the borderland experiences east of the Mississippi River, he also discusses the phenomenon in the western United States, notably along the Pacific coast. A concluding chapter on the influence of the post-World War II years on suburban growth illustrates the persistence of the borderland ideal. "It endures to this day," Stilgoe declares, "a sort of attic in the national superstructure, a place of calm, a place of older things, a height to visit when downstairs all is commotion, all noisy busyness."

Ebner examines the origins and evolution of Evanston, Wilmette, Kenilworth, Winnetka, Glencoe, Highland Park, Lake Forest, and Lake Bluff, the eight communities that by 1914 made up Chicago's North Shore. These suburbs, although sharing much in common over the years, preserved separate identities. Located along the commuter rail corridor that followed the western shoreline of Lake Michigan due north of Chicago, the towns, starting with Evanston in 1857, were founded during the last half of the 19th century. The affluent suburban settlers wanted to escape from the evils of the crowded, dirty city of Chicago, and create a suburban paradise in which to live the good life. The North Shore became a distinctive region composed of posh communities that retained their own individual identities. Ebner is especially adept at explaining how the growth of Chicago affected the evolution of the North Shore, and how suburban development influenced the city.

Ebner's book, like Stilgoe's, is well written and beautifully illustrated. In both works the illustrations complement the texts, serving as strong visual evidence. More localized than Stilgoe's subject, Ebner's North Shore study

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starts with the crucial convergence of the railroad, great natural beauty, and selective population concentration. Together they allowed the North Shore to evolve into a network of high-income suburbs, each with its own identity. The railroad provided the mobility, the rural ideal much of the attraction, and population growth the affluent residents. Like Stilgoe's vivid descriptions of borderlands observers, Ebenr's accounts of individual and group promoters of suburbia are interesting and informative; in both works attention to the human element is not neglected.

As urban problems became more evident in Chicago, escape to the North Shore railroad suburbs became increasingly inviting to those who could afford it, great tragedies such as the Chicago fire of 1871 only hastened the exodus. By 1896, when Kenilworth became the last of the eight communities to incorporate, the "approximate shape of the western shoreline of Lake Michigan as we know it today had been set into place." Ebner provides readers with individual biographies of the eight communities of the North Shore, often noting their differences as well as their similarities. The author covers topics ranging from the significance of country clubs and high schools to the dangers of annexation and "out of place" military installations to race and religious relations.

As a place name for the eight suburbs along Lake Michigan, North Shore had achieved currency by 1890. The North Shore Improvement Association and other organizations were created to address regional interests and problems, but suburban dwellers retained "deeply rooted loyalties to their respective communities." Representatives of the eight communities accepted the name North Shore as a symbol of common circumstances, but also rejected anything that threatened their particular environs. In the early 20th century, North Shore people developed "a sense of dual allegiance, at once identifying with one

suburb yet simultaneously thinking of themselves as residents of a suburban network."

Both works are superb and should be read by all interested in the evolution of the suburbs and the crucial role they have played in the development of metropolitan America.

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Fairbanks, Robert B. *Making Better Citizens: Housing Reform and the Community Development Strategy in Cincinnati, 1890-1960*. Urbana: University of Illinois Press, 1988. Pp. 243. \$24.95 (U.S.).

This study of how one American community dealt with the issues of public housing, reform, and urban development during half a century traces the efforts of city planners, housing reformers, and government officials who sought to provide an ideal — "good citizenship" — in an era before drug-related gangs became commonplace on the streets of America's cities. In the years from 1890 to 1960, Cincinnati's civic officials hoped to create a healthy social atmosphere, with low cost housing as one of their main goals.

The book, with its solid dissertation-like tone which is reflected in its rather trite title, is a highly specialized work, even for academic purposes. The author missed various opportunities to make the narrative more sprightly, including a chance to humanize such idealistic leaders as Clarence Dykstra, who went on to become UCLA's first provost from his position as city manager of Cincinnati and who merits special treatment. His was a generation of progressives which still had unbounded faith in urban planning. They pioneered in slum clearance, the rebuilding of urban centres, and the creation of greenbelts.

Unfortunately, the liberal-minded environment that these reformers hoped to achieve did not survive. Indeed, as the author states, the 1950s "saw the breakdown of the metropolitan community mode of thought." The breakdown in urban planning would later be accompanied by the crime-ridden epidemics of today. (There is no entry under "crime" in this book's index.) Fairbanks's volume evokes almost nostalgic feelings for those of us who have lived to see the decay and deterioration of our crowded inner cities. Today the liberal ethic is everywhere in retreat.

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Books of Note

Ruddel, David T. *Quebec City: 1765-1832: The Evolution of a Colonial Town*. Ottawa: Canadian Museum of Civilization, Mercury Series/History Division Papers No. 41, nd. Pp. 291. Illustrations. Disponible aussi en français.

This volume is one of the richest yet produced on a city in Canada. While it treats the more usual form, economy, demography, and polity, its focus is also much on material history and how it can be read to obtain a sense of everyday life. Material history is central to museum research, and the author, who works at the Canadian Museum of Civilization, is perhaps writing from that perspective. Nevertheless, he has opened up a little-exploited dimension of urban history. The conventional approach, however, is also represented in strength, and the conventional and innovative together have substantially altered a number of the standard views of urban development.

Possibly the most important of these views is that linking urban segregation with the industrial period of the city. In Quebec such segregation occurred between 1807 and