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Sutcliffe, Anthony. *A History of Modern Town Planning: A Bibliographic Guide*. Birmingham: Centre for Urban and Regional Studies, University of Birmingham, Research Memorandum No. 57. February, 1977. Pp. 112

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commuter service to downtown Chicago, less than ten miles away. Three years later Hyde Park was an official suburb when the Illinois Central opened Chicago's first suburban passenger station at 53rd and Lake Park.

In the early years Hyde Park grew into three distinct neighborhoods: Kenwood, Hyde Park Center, and South Park. Kenwood was closest to Chicago and became the most fashionable, largely because it adjoined Chicago's wealthy Prairie Avenue district that extended south into Kenwood. Hyde Park Center and South Park were more modest, and many workingmen in fact lived there. The opening of the University of Chicago in Hyde Park Center in the early 1890s gave Hyde Park a major boost. The prestigeous university was a "clean industry" that added status to the community and helped Hyde Park keep up with its northside rival, Evanston, which was the home of Northwestern University. By 1910 Cornell's dream of Hyde Park becoming a prosperous suburb had been realized although it remained a highly variegated community in terms of class.

What is surprisingly missing is any discussion of the growth of the black population on Chicago's South Side and its impact in Hyde Park. While granting that the black population in Hyde Park was less than five percent in 1910, the figure grew greatly in the next decade. Those years were also marked by incidents of racial violence as white residents attempted to block the movement of blacks into the community. The confrontations culminated in a savage race riot in July 1919 in which forty-eight persons died in Hyde Park and other neighborhoods on the South Side. A brief epilogue would have been useful to summarize some of this history of Hyde Park after 1910, with some discussion also of the factors behind the community renaissance that *Hyde Park Houses* reflects. It would also have been useful to have included some information on the present use of the seventy-six houses that were photographed, especially since they were photographed recently and all seem to be in excellent condition.

Nonetheless *Hyde Park Houses* is a helpful addition to studies like Sam B. Warner Jr., *Streetcar Suburbs: The Process of Growth in Boston, 1870-1900* (1962); H.J. Dyos, *Victorian Surburb: A Study of the Growth of the Camberwell* (1961); and Gillian Tindall, *The Fields Beneath: The History of One London Village* (1977), on Kentish Town. Most of the literature about suburbs concentrates on the post-World War II era and is written by social scientists who tend to assume that the Levittowns and the New Towns mark the beginning of the suburban movement. So books like Block's, which add the historical dimension to the process of suburban growth, are especially welcome.

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Sutcliffe, Anthony. *A History of Modern Town Planning: A Bibliographic Guide.* Birmingham: Centre for Urban and Regional Studies, University of Birmingham, Research Memorandum No. 57. February, 1977. Pp. 112.

In 1974 a History of Planning Group was established in Great Britain "to encourage and

co-ordinate the growing interest in planning history" and one of its first tasks was to compile a comprehensive bibliography. This task was co-ordinated by Anthony Sutcliffe of Sheffield University, best known perhaps for his book, *The Autumn of Paris: The Defeat of Town Planning, 1850-1970* (London: Edward Arnold, 1970). The bibliography he has compiled is the most useful and thorough planning history bibliography published to date.

Its 112 pages contain over 650 citations covering the Western European and North American planning history literature. Many of the citations are briefly annotated, and they are all well organized and cross referenced. The bibliography is topically organized, by country, city, individual planner, and general subjects, such as parks, garden cities, urban renewal, conservation, neighbourhood planning, and new towns, to name a few. An index of authors and place names is also provided. Even though it is a long bibliography, it is neither unwieldy nor cluttered. Sutcliffe has excluded primary material such as published documents and plans and those works in which the historical content is only incidental. Canadian planning history is also covered, though at the time the bibliography was being compiled there were only eight Canadian works.

In addition to the bibliography itself, the monograph includes a highly informative sixteen page essay outlining the history and historiography of modern planning. Here Sutcliffe points out that by modern planning he is referring to the period since the industrial revolution, when there was a quantitative and qualitative change in the urbanization process, requiring an increased public role in co-ordinating and regulating urban development. His bibliography "acknowledges only those developments in urban theory and activity requiring an overall view of the town and its structure." This means that histories of planning activities prior to the late eighteenth and early nineteenth century have been excluded - a good decision both on conceptual and practical grounds.

As to the historiography of modern planning, Sutcliffe provides an excellent summary of how planning as a field for serious historical research has gradually evolved over the past twenty years and of the directions it is currently going in and ought to be going in. At first it was primarily architects and planners who engaged in some historical research simply to put their own professional activities into a broader perspective. These planning histories focussed on either the urban design aspects of urban growth or the administrative attempts to control urban growth. Only recently has planning history begun to move beyond these narrow bounds.

Sutcliffe correctly points out that "planning should not be studied, on the one hand, as a narrow, arcane professional activity, nor, on the other, as a gospel revealed in all its purity to a few prophets but doomed to be misunderstood by all lesser mortals" (p. 14). Rather, planning must be studied within the social, economic, cultural and political circumstances" which generated it so that we can "begin to consider what *difference* planning has really made to the world" since its

introduction (p. 14). It is in this direction that he hopes to see planning history move.

> Until we begin to ask these more difficult questions, questions which are not easily answered from the administrative documents or personal papers of leading planners which we are accustomed to use, we shall never know how important planning has been to the modern world, apart from the fact that it has kept a lot of people occupied. If we can tackle them, however, we shall at one and the same time contribute to the theory and practice of planning, and develop planning history into a more respectable branch of general historical studies (p. 14).

Sutcliffe is arguing that planning history is not only one legitimate aspect of historical research which ought to be pursued, but, in addition, it is an aspect which must be pursued if we are to gain a better understanding of the processes of change affecting planning and planned intervention and urban development. In this, he is agreeing with Sam Bass Warner who has pointed out that "to plan without regard for the processes of change is inevitably to fail."

Sutcliffe has, therefore, not only produced a very thorough bibliography but has also offered some insightful comments on planning history research and the directions in which it should be moving. His monograph is an essential resource for anyone pursuing planning history research. He is currently updating this initial bibliography, and we can look forward to an expanded revised edition, probably published as a book, sometime in the near future.

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Teaford, Jon C. *City and Suburb: The Political Fragmentation of Metropolitan America, 1850-1970* John Hopkins Studies in Urban Affairs. Baltimore: John Hopkins University Press, 1979. Pp. vii, 231. Tables, $15.00.

Nearly four decades ago one of American's most distinguished social scientists, the late Charles E. Merriam, observed that "the adequate organization of modern metropolitan areas is one of the great unsolved problems of modern politics." Merriam's assertion remains unchallenged. And in the United States the quest for institutional arrangements to secure the effective governance of metropolitan areas continues to challenge the best efforts of social scientists and practising politicians and administrators.

While the Canadian student of metropolitan government is able to point to considerable institutional innovation; e.g., the metropolitan Toronto federation established in 1953, the urban communities in Montreal and Quebec City areas of the late 1960s, the several regional governments established in Ontario, and the total consolidation into a single city of local government in the Winnipeg area in 1972, his U.S. counterpart confronts a much more meagre record of achievement. This is not to suggest that Canadian approaches have met with universal acclaim, but there appear to have been fewer