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A. F. J. Artibise

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made during the conference. Of particular interest is the paper by Professor W. Watson of Edinburgh who took as his theme "Urban Flight - British and Canadian: A Comparative Model". [A.F.J. Artibise, University of Victoria].

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These two volumes are best described as technical biographies of Chicago in the period of its maturity and of its troubles and decline. In them, Professor Condit describes and analyses those human activities that together provide the physical basis for organized community existence. These include the development of the entire range of urban technology (street railways, steam railroads, electric interurban railroads, waterways, expressways, rapid transit, airports, etc.), as well as the processes of growth and decline in urban architecture and construction.

The first volume chronicles the building activity that took place in Chicago from 1910 - when the city instituted its famous Burnham Plan of renewal - until the Great Depression brought building to a halt. The story told in this volume is of a city in ascendancy - expanding in population, wealth, volume of building, and development of urban technology. In Chicago, 1930-70, the author records the drastic changes in Chicago's economy resulting first from the twenty-year hiatus of depression, war, and postwar adjustment, and second from the accelerating flight of population and industry to the suburbs.

Professor Condit argues in both volumes that Chicago - in both

its achievements and its problems - is representative of the contemporary urban environment. Chicago is seen as a city that has manifested the best and worst of urban technology; a city that has presented a perfect paradox of brilliant architectural achievement standing beside the failure to produce a decent human environment for the majority of its citizens. This failure, Condit argues, was part of the United States becoming "the city of the Apocalypse, and no amount of democratic actions, liberal programs, common causes, urban coalitions, and metaphors like the 'greening of America' could deflect it from its course. If Chicago seemed to be a more malignant cancer than other cities, it was partly because it represented its own special mixture of the American diseases and partly because of the incredible contrast between its evils and its unparalleled artistic, architectural, structural, and planning achievements. Only a radical program ... could restore the promise of an earlier day (Vol. II, p. 281). [A.F.J. Artibise, University of Victoria].

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Blumin, S. M. The Urban Threshold: Growth and Change in a Nineteenth-Century American Community. Chicago: University of Chicago Press, 1976. Pp. xiv, 298. Maps.

In 1820 Kingston, New York, was a long-settled rural community, displaying all the characteristics of a town seven generations removed from its frontier experience. In the decades that immediately followed, Kingston, like many other American communities touched by the transportation revolution of the nineteenth-century, grew into a small but thriving commercial city. In this book, Stuart Blumin traces that transformation and examines the effects that crossing the urban threshold had on the lives of individual citizens and the community as a whole.

After detailing changes in the economy, population, townscape, political organization, and social and political life of the community, the author concludes that the growth of Kingston, and its acquisition of the people, institutions, sights and sounds of a small city, enhanced