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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.)

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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