

Teaford's "biography" (p. vii) of these heartland cities begins in early nineteenth century. He discusses the settlement patterns of the "river cities" (Cincinnati, St. Louis); the "cities of the lake region" (Chicago, Cleveland, Detroit, Milwaukee), and the smaller "capital cities" (Columbus, Indianapolis, Lansing). He analyzes the economic base of these cities. They were manufacturing centers and provided commercial services to their agricultural hinterland. He then discusses the physical layout of the cities and their "cultural complexion" (p. 72). Teaford argues that by the early twentieth century midwestern cities briefly basked in their reputation as the "cultural vanguard" of the nation in terms of architecture, the arts, and the new spectator sports such as baseball. Teaford suggests that after 1920 these heartland cities were eclipsed by the growth in what later became the "sunbelt." The suburban areas around the cities also challenged the dominance of the central cities, and after World War II, "Midwesterners faced the ugly symptoms of aging" (p. 211). By the 1980s, the "heartland" became the "rustbelt;" cultural leadership in music, media, and the arts shifted to the coasts, and midwesterners found themselves victims of "cultural colonialism" (p. 243).

The themes Teaford conjures up certainly echo the current popular conception of the urban history of the midwest. Whether they will bear the weight of a more critical scrutiny is doubtful. Teaford's lively prose captures the breakneck speed with which midwestern cities developed in the nineteenth and early twentieth centuries. Chicago, for example, grew from a marshy frontier settlement in 1840 to the booming metropolis of a million people in 1890. The population boom and bust in some cities has been equally dramatic. The city of Detroit had a population under 300,000 in 1900, just under a million in 1920, had grown to 1.8 million by 1950, and slid back to one

million in 1990. These were demographic roller coasters. Yet other midwestern cities displayed more sedate patterns which call into question Teaford's generalizations. Milwaukee, for example, was the same size as Detroit in 1900, grew to about 700,000 by 1950, and has dropped back to about 630,000 since.

In short the biological metaphor doesn't quite work. There is more variety in the growth patterns than Teaford can explain. Further, birth, maturity and aging, after all, lead inevitably to death in living creatures. Yet almost 18 million people currently live in the metropolitan areas of Chicago, Cincinnati, Detroit, Cleveland, St. Louis and Milwaukee. Many more live in the smaller urban areas of the Old Northwest. At the end of the book Teaford recognizes that he has conceptualized himself into a corner. By the 1980s, he writes, the heartland had "grown old;" the "Midwest's pulse [was] fainter." But he concludes sanguinely: "this did not necessarily mean that death was imminent" (p. 254). He finds no resurrection; rather he jettisons his conceptual framework: "Perhaps by the 1990s the notion of 'cities' of the heartland was a conceptual anachronism" (p. 255). He concludes by speculating on the future; he finds "conurbations defying definition" (p. 255). One wishes he had used these insights to refine his original conceptual framework of the "urban life cycle" or to retrieve the work of other theorists of urban development — from Kingsley Davis, to Eric Lampard or Allen Pred, or Jan deVries, to name just a few. Thus the book provides a useful overview of midwestern urban development, but it raises more questions than it answers.

Margo Anderson
Department of History
University of Wisconsin—Milwaukee

McLoughlin, Brian J. *Shaping Melbourne's Future? Town Planning, the State and Civil Society*. Cambridge: Cambridge University Press, 1992. Pp. xiv, 261. 6 black and white plates, 22 maps, 4 diagrams, 6 tables, bibliography, index. \$69.95

Land use planners should read this book and weep. In *Shaping Melbourne's Future*, J. Brian McLoughlin compares the aims of land use planning with its outcomes. Asking the question, how effective have planners been in relation to other influences in the urban environment, he concludes that the real powers shaping land use and the built form historically have been the major factions of capital: industry, commerce, property, and financial interests. More recently, public corporations built around State bureaucracies have themselves become influential power blocs. The power of ordinary people to control their own living environment has generally been puny by comparison. His conclusion is even more damning when he states that not only have the policies and controls of the planners failed, planning has often been socially regressive. It has resulted in cost inefficient decisions and increasing social and income segregation.

The conclusion may not come as a surprise to professionals and academics in the urban field. Few books, however, document so effectively the reasons why planners have so seldom achieved what they have set out to do, notably to guide the overall pattern of growth in the urban area. McLoughlin provides a very comprehensive, yet organized and easily understood monograph built on historical, socio-political and geographical themes.

In the historical dimension, the discussion focuses on those crucial turning points which since 1930 have separated the patterns of urban development and