

The economically difficult years after 1873 witnessed a convergence of interest in maintaining law and order as both urban politicians and state bureaucrats focused on the police, making available to it more resources, elevating its status, and expanding its responsibilities. A marked increase in the number of working men concentrated in cities, exaggerated fears of the assumed inherent criminality of marginalized proletarians (as unemployment figures rose), and the accompanying erosion within cities of older more informal, face-to-face checks and balances for maintaining order prompted those who controlled the means of production and those responsible for administering the institutional superstructure firmly to embrace one another.

Missing from Spencer's analysis is a more direct discussion of just how rigorous the constantly implied top-down, vertical integration of society in the Düsseldorf district really was. The impression given — which, admittedly, is the prevailing orthodoxy in the literature on this topic — is that the Prussian state and Ruhr society operated on quite different levels. Yet occasionally Spencer offers tantalizing bits of information suggesting that the gap may not have been so very great. It would, for example, be most interesting to learn more about the circle of "concerned citizens" who frowned on "working-class excesses" (p. 68) and about "defenders of respectability" who objected to tavern entertainment (p. 71). For the years after 1890 she writes of growing cooperation between officials and city elites to strengthen the police in order to meet "bourgeois expectations relating to urban order and security" (p. 89). Elitist paranoia may have found a stronger echo than Spencer suggests.

At the turn of the century there occurred within the Düsseldorf district a noteworthy divergence in the comprehension of appropriate controlling strategies:

employers and other urbanites clamoured for firmer police intervention to check a perceived working-class debauchery, while state officials reacted to popular entertainments with an air of unconcern informed by a new sense of confidence in the power of the state's position. State officials were more finely attuned to the probable de-legitimizing impact for the state of massive police intervention than were their urban counterparts. Within the cities administrators and employers gradually came round to the view that the state was doing a good job and that there was no need to press for local accountability of the police. Law and order was a prerogative to be exercised by the state, whose architects understood that more was to be accomplished with *violence douce* than with *force majeure*. Therefore, it also naturally behoved state officials to not forsake a long established, heavy reliance on the power of symbols: the army remained the model for the police, in such matters as general comportment, ideology, recruiting, and dress-code (spiked-helmets remained obligatory). By 1918 the mandate of the police had been much expanded beyond simply maintaining law and order to include a variety of duties in the domain of social disciplining. The organization itself was larger than it had ever been and it was more closely supervised from Berlin. Rather than initiating an unequivocal break with this *Obrigkeitsstaat* tradition, Weimar retained and built upon Prussian policing practice.

This is a clear, unpretentious study which could have been given a slightly stronger theoretical framework, as many of the issues examined are the subject of a continuing lively dialogue.

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Garner, John S., dir. *The Company Town: Architecture and Society in the Early Industrial Age*. New York et Oxford, Oxford University Press, 1992. iii, 245 p. 104 figures, bibliographie, index. 55,95 \$ (can.) [cartonné].

C'est une collection fort intéressante d'articles sur les «villes de compagnie» que nous livre cette publication parue récemment chez Oxford University Press. Les différentes contributions, à l'exception de celle de Leland Roth, sont issues d'une session organisée sur le sujet par le professeur Garner dans le cadre d'une rencontre de la Society of Architectural Historians tenue à Boston en avril 1990.

Si l'on s'entend généralement pour définir la ville de compagnie comme un petit centre urbain développé et contrôlé par une seule entreprise industrielle, il n'en demeure pas moins que cette notion recouvre des réalités bien différentes selon l'activité économique dominante (extraction, transformation ou fabrication), selon le lieu et l'époque et enfin selon le degré d'implication de la compagnie dans l'aménagement urbain et dans l'encadrement de la vie sociale des travailleurs. C'est le mérite de cette publication de nous faire saisir à la fois les traits communs et la grande diversité de formes qu'a prise la ville de compagnie en Occident. À travers des exemples choisis tant en Europe que dans les Amériques, on rend compte de la construction de ces établissements urbains dans leur contexte industriel et géographique en portant une attention spéciale à la planification plus ou moins grande dont ils ont été l'objet, à l'architecture industrielle et résidentielle et, à des degrés divers, à la vie sociale de ses habitants. De nombreuses figures, cartes, plans de ville, photos, dessins d'époque, illustrent les différents styles architecturaux ainsi que la structuration de l'espace de ces sites urbains.