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Jablonsky, Thomas J. *Pride in the Jungle: Pride and Everyday Life in Back of the Yards Chicago* Creating the North American Landscape. Baltimore and London: The Johns Hopkins University Press, 1993. Pp. xviii, 190. Numerous black and white plates, maps, tables, references, index. \$38.50 (US)

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community as a whole. During the depression of the 1930s, on the other hand, community dynamism grew from the industrial unions of the United Auto Workers and the CIO, supplanting, at least temporarily, the middle-class leadership of the 1920s.

These and other elements of "community-building" are suggestive, but *Life For Us Is What We Make It* does not always provide sufficient evidence to support its contention that it offers the new framework for African-American urban history. Much more work on the actual interaction between the African-American middle-class and working-class is still needed, for instance, and not just on the specific activities of each class.

In sum, both of these studies contribute to the evolving framework of African-American urban history—*Southern Labor and Black Civil Rights* by adding new layers to our understanding of black working-class activism and *Life For Us Is What We Make It* by offering a model of "community-building" to supersede both "ghettoization" and "proletarianization". Each also suggests further directions for the field—into comparative studies of Northern and Southern experiences and into the dynamics of middle-class/working-class relationships within the African-American community.

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Jablonsky, Thomas J. *Pride in the Jungle: Pride and Everyday Life in Back of the Yards Chicago Creating the North American Landscape*. Baltimore and London: The Johns Hopkins University Press, 1993. Pp. xviii, 190. Numerous black and white plates, maps, tables, references, index. \$38.50 (US).

Pride in the Jungle is a fascinating account of "everyday life" in Chicago's Back of the Yards district during the inter-war period. This book's great strength is that it succeeds in being all things to all people. It is social history because it uses primary data from archival sources to describe the working class and the development of its social institutions. It is historical geography because of its emphasis on place and spatiality and its rich illustration with maps showing the district's changing social geography. It is ethnography because of its descriptions of living conditions and attitudes towards acculturation, its family and neighbourhood scale of analysis and heavy reliance on some eighty-five oral histories. And it is ethnology because of its comparative treatment of the many community studies undertaken by University of Chicago academics who explored and observed Back of the Yards as a "human zoo ... to see what the big city could do to the oppressed." (126) Based on cataloguing-in-publication data, the book is classified as Local History (F 548.5) but it could just as easily find its way onto the order list for Anthropology, Sociology, Geography or Urban Studies.

Pride in the Jungle tells how the notorious Back of the Yards neighbourhood developed just outside the Union Stock Yards, some six miles South-west of downtown Chicago. Hemmed in by railway tracks, packinghouses and the stockyards themselves, the district was distinct and isolated from adjacent communities. Back of the Yards was populated mainly by Eastern European

immigrants arriving from 1890 to 1914. It became infamous as one of the worst American immigrant slums and the setting of Upton Sinclair's *The Jungle* (1906). By the First World War the district was home for some 60,000, more than half born overseas. In a sense this is the scholarly sequel to *The Jungle*, telling us what became of Jurgis Rudkus (the Lithuanian protagonist) and family, the streets they called home and the unified community they forged from this multicultural corner of Chicago.

The book is organized according to both a sociospatial framework and a temporal sequence of events. It opens with the development of North America's first great stockyard district and the evolution of an urban industrial landscape in the closing years of the Civil War based on Western cattle borne East by steam and steel. Large scale slaughter, butchering, and rendering brought health hazards and pollution stemming from byproducts: manure, offal and odours. The book then turns to massive immigration from Ireland, Eastern Europe, and Mexico that forever changed the ethnic geography of the urban Midwest. With the spatial and historical context established, the remainder of the book deals with the unfolding of the community in an "outward-spiraling spatial sequence" beginning with the family, social institutions tied closely to individual and family life (the household and street), the larger community (churches, schools and parks), and finally a grassroots community organization: Back of the Yards Neighbourhood Council. Paralleling the outward spiral in social and spatial scale is the district's historical development beginning with the establishment of the Union Stock Yards in 1865 and culminating with a brief postscript to consider the post World War II period. The result is a vivid account of what life was like and how places were shaped in the working class immigrant neighbourhoods of Chicago during the Great Depression.

This book deserves to be read by anyone wanting to learn more about inner city neighbourhoods between the wars. The oral history sources are skilfully woven into a graphic account that rings with authenticity. The book provides a wonderful example of urban cultural assimilation and ethnic succession. Perhaps most important it gives a vivid impression of ethnicity as the "primary organizing principle for the spatial distribution of residents". But with the passage of time, ethnicity and ethnic institutions became submerged by a community identity associated with the urban industrial landscape and a powerful sense of place.

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Walter, Richard J. *Politics and Urban Growth in Buenos Aires: 1910-1942.* (Cambridge Latin American Studies). Cambridge: Cambridge University Press, 1993. Pp. xii, 278. Tables, maps, photographs, appendix, notes, bibliography, index. \$59.95 (US)

Though many have written about their fascination for Buenos Aires, there are few archive-based histories of this leading Latin American capital. This study is not only one of the few, but represents the most compelling and thorough historical analysis of municipal politics for any Latin American city. Drawing on city council debates and a broad range of published works, Richard J. Walter explores the struggle after 1915 to make local government more democratic, party politics at the municipal level, and a handful of key issues that came before city leaders and contributed to the growth of Buenos Aires (including notable public works projects, transportation, and the provision gas and electric power). Despite that, this is an insightful and incisively written study; Walter is

very clear on what he is and is not trying to achieve. This is not a cultural history of the city, an assessment of changing neighborhoods, or a gendered analysis of urban growth (though the author does touch on the roles of women at a handful of junctures). Nor does it delve into a range of other recent sub-themes in urban history. This is an assessment of politics and government at the municipal level.

In three context chapters Walter presents "snapshots" of Buenos Aires at different historical stages. These concise samplings of city life include the fascinated descriptions of prominent visitors such as Federico García Lorca and Waldo Frank, summaries of cultural offerings, reflections on architecture and town planning, and comments on the impact of class differences on the urban landscape. Making use of a 1913 *Baedeker*, Walter whisks his readers on a tour through the downtown core. He also covers the emergence of a street cafe culture in the 1920s, and the rise of professional soccer as a popular spectator sport. He makes poignant use of the exploits of the dashing aviator Jorge Newbery as a metaphor for the vibrancy of the city—and conceives of his untimely death in 1914 as a symbol for the dramatic slowing of urban expansion after the outbreak of the First World War. But as Walter forewarns his readers, there are only tentative links between these varied components of city life and the main emphasis of the remaining nine chapters, municipal politics.

There is rich detail on urban political structures. Tense negotiation often characterized the interaction between the elected municipal council and the mayor appointed by the president of the republic. Walter deftly considers the interaction between mayors and municipal councils, and how the political process was frequently drawn to issues of vital importance for urban growth. Mayors tended

to be prominent members of elite society while, increasingly, the make-up of the municipal council represented the vociferous Socialist party and the middle class-based Radical party. Notable periods in municipal government include the mayorship of Joaquín Llambías. Appointed in 1917 by the first Radical party president of the nation, Hipólito Yrigoyen, Llambías presided over a period of financial retrenchment during the world war and the extension of the municipal franchise to all male voters. With more progressive councilmen elected from poorer neighborhoods, municipal leaders shifted resources to a building boom in outlying areas of the city during the 1920s. Walter devotes considerable attention to profiles of the Buenos Aires electorate. Working with material in the third national census (1914) and the 1918 municipal voter registry, he finds that political party leaders had a sophisticated understanding of city voters, often designing their platforms in an effort to craft a voting alliance of the middle and working classes.

The growing strength of the Radicals and the Socialists was reflected in lasting changes in the kinds of issues municipal politicians considered. The council became increasingly involved in the regulation and fostering of mass transit as the city grew, to the point where political leaders intervened in and mediated the settlement of wage disputes between streetcar workers and transportation lines. In the 1930s, politicians became consumed with the construction of Buenos Aires's great avenue, the Nueve de Julio—complete with an *Obelisco* modeled on the Parisian equivalent—and played a vital role in the construction of the Buenos Aires subway system. Walter also makes reference to many smaller topics of municipal debate, some of which were intimately tied to larger national political and cultural questions. In 1941, for example, mayor Carlos Alberto