

Jones, Emrys. *Metropolis: The World's Great Cities*. New York, Oxford University Press, 1990. Pp. xi, 228. 16 illustrations, 2 tables. £19.50

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Davenport in Iowa, Hannibal in Missouri, and Peoria and Naples in Illinois. These places developed specific economic functions, such as the marketing of grain, that seemed appropriate to the hewing out of a region based on geography. As part of the process, elites emerged that exercised both social and economic stewardships.

There was no Midwest in a modern sense, although the Prairie Peninsula was considered part of a larger configuration, the Great West, fought over by St. Louis and Chicago. The very rise of Davenport and Peoria attracted the interest of the two competing metropolises, which had the impact of hurting their chances of rising to the level of a true regional metropolis, that would have made the Prairie Peninsula a distinct sub-region. By the post-Civil-War period, the Prairie Peninsula had lost its identity and become part of a midwestern region dominated by Chicago. The main goal of the elites was to define their own roles in such ways as to keep a measure of community control. This worked out imperfectly. As Mahoney observes, "people's social and intellectual lives in any town were constantly buffeted by outside forces and compelled to respond to ideas, actions, and attitudes of social groups that positively or negatively changed their social identity." He states further: "In short, as the system continued to grow at the entreports, the pattern of interurban social relationships were continually transformed. Urbanization brought a greater variety of social structures across the whole system and their complicated issues such as social mobility and social control by confounding class identities."

Mahoney's study, based on a wide variety of soundly researched primary and secondary materials, represents a significant starting point for the study of

sub-regions, not only in the United States, but also in Canada, especially in Saskatchewan and Alberta.

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Jones, Emrys. *Metropolis: The World's Great Cities*. New York, Oxford University Press, 1990. Pp. xi, 228. 16 illustrations, 2 tables. £19.50.

Many books have been written on the world's great cities, and readers might be excused if their first reaction is that this is simply another one. Just when we thought there was nothing left to write about, however, Emrys Jones provides us with a particularly informative, interesting, and readable book. Jones discusses great cities, both past and present, and also provides a peek at what the future great city might be like. As have many scholars, he highlights characteristics they share in common as well as those that make each city unique. Jones goes beyond convention, however, by incorporating cultural-specific aspects that allow him to avoid the familiar trap of discussing a world class system of cities based only on the model and dominance of the western city. Nevertheless, this does not mean Jones ignores the importance of variables that are cross cultural in nature, such as communications, centralization of power, wealth accumulation, and the formation of an elite group in society.

Discussions of super cities in China, other parts of South East Asia, and the developing world have been conspicuously absent from previous work. Moreover, Jones' mix of historical and current examples allows the reader to identify characteristics that have been important throughout the ages, as well as

those that are unique at present. The book also does a good job of balancing interesting narrative and description with quality interpretation and explanation.

Jones begins his own account with an analysis of the work of others who have written about world-class cities and the characteristics his predecessors have used to measure greatness. He then provides an overview of the evolution of the metropolis from antiquity through to the industrial city. The scope of this coverage is remarkable. Cities from early civilizations include Ur in the Middle East, Ch'ang-an in China, Angkor in Cambodia, Athens, Rome, Constantinople, and cities in Pre-Columbus America. Examples of pre-industrial cities include Venice, Florence, Bruges, Genoa, Amsterdam, Isfahon, Delhi, London and Paris. Paris, London and Delhi are revisited in the industrial era, and Chicago, cities of the Rhine Ruhr, and Mexico City are added.

The effect of technology and economics on form and function, a theme that runs throughout the book, is particularly well developed in Jones' discussion of current super cities. He illustrates how society's current emphasis on business and the handling of financial transactions has created a transactional city with little of the direct production that was characteristic of the industrial city. The associated urban environment is epitomized by the American model representing both suburbanization and centralization with its extensive and low-density residential areas suddenly and dramatically peaking in a skyscraper core.

The transactional metropolis, which Jones describes as transcending national interests because it is part of an international network of activities, is the

stepping stone he uses to launch his analysis of the future metropolis. Here Jones appears to add little that is new or creative. His city of the future occupies vast expanses of the earth's surface, often ignoring national boundaries. It is the antithesis of the traditional city which was ordered and often contained within a wall. The scale is immense and Jones' term "amorphous sprawl" is appropriate, but adds little that has not already been discussed in Doxiades' idea of ecumenopolis.

Many previous books concentrate almost entirely on the spectacular and the splendid of the Metropolis. Jones, however, has the courage to confront the problems that come with size and greatness. The last two chapters highlight the congestion, poverty, inequality and squalor so common to parts of nearly all great cities. This provides a realistic but sobering contrast to the glamour usually associated with historical cities.

We should congratulate Jones for a book that is informative and analytical as well as interesting and literate. It adds considerably to our knowledge and understanding of the world's great cities. Professionals and academics alike with an interest in urban issues will find this useful reading.

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Smith, Doug. *Joe Zuken, Citizen and Socialist*. Toronto: Lorimer, 1990. Pp. vi, 276. Photographs. \$19.95 (paper).

Municipal politicians are rarely given the attention they merit; the arena does not seem important enough. The resurgence of political biographies, which recently

were passé, is not likely to change that situation, although people like to read about their name politicians. A left-wing politician is even less likely to gain recognition from the traditional parties or academics even if that politician had been on the political scene for more than four decades as Joe Zuken had. Smith has offered a sympathetic and sensitive picture of his subject, who after constantly battering against the establishment and its machinery, including the media, remained "a confirmed Canadian socialist."

One will not find here any information on the internecine strife in the Communist Party; it is almost as if Zuken was untouched by it or uninterested, which seems unlikely since his brother was as intimately involved as he was. This is hinted at by the author but little probing is done. Others, from Penner (Canadian Communism) to Angus (Canadian Bolsheviks) to White (A Hard Man to Beat) to Scott (A Communist Life), have documented it.

Zuken's evolution is chronicled from the time of the family's arrival in Canada from Russia in 1914 until his death in 1986. It is a biography of a socialist activist who "wove himself deep into the heart of the community." The early years of recessions, depressions, war, the Winnipeg General Strike, anti-socialism and socialist red-baiting were the crucible of Zuken's growth. His career was a series of successes: scholastically, as a lawyer, a municipal politician on the Winnipeg School Board, and then the Council during the Cold War. But the achievements take on greater significance as he travelled the untraditional route by fixing his future to the left rather than the mainstream.

Being poor may be subjective, but there are certain factors that should have

raised questions for Smith. Zuken's family lived in the working class district—but did that make them poor? They had an automobile, a luxury the poor could ill-afford in the 1920s and 1930s; indeed it was only in the 1950s or 60s that an automobile became possible for them. Attending university is another element. Very few of the working poor made their way there, even as late as the 1950s and 60s; secondary or technical schools seemed the highest level to which they could aspire and the counsellors reaffirmed that. Reading material came from local libraries, if they were aware of them, or discards in the garbage of the wealthy. His family was petit bourgeois—but that does not diminish his accomplishments.

Additional background is offered in a brief view of life during the 1930s depression and his involvement with the drama productions of the Progressive Arts Club and the Workers' Education Theatre. These were attempts to generate an awareness of what was happening and why. This work reinforced his beliefs in his activities.

The socialist traits are well documented although they are not offered as a coherent whole. He was a humanist, an involved activist, an egalitarian, a believer in workers' control, a supporter of the dialectic in education, and he recognized the blatant class distinctions that existed in Canada and approached issues from that perspective. A utopian optimist, he perceived a better world for the poor, the disadvantaged and those less able to defend themselves against the onslaught of the system, and he helped them in their battles. Those ideologies and beliefs characterized his career as a lawyer and politician.

Zuken and his brother gravitated towards the CP, a direction that seemed to be