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- (1975), pp. 1-36.
- 42 *The Valley Visitor* (8 (August, 1979).
- 43 For an excellently pointed commentary on this idea, see Charles Klein "Who Needs the 'Folk'?" *Journal of the Folklore Institute* 15, No. 3 (1978), pp. 263-5.
- 44 Optimistic views on the potential for community action can be found in L. Burton and D. Morley, "Neighborhood Survival in Toronto," *Landscape* 23, No. 3 (1979), pp. 33-40; and J.T. Lemon "The Urban Community Movement: Moving Towards Public Households," in David Ley and Marwyn Samuels, eds., *Humanistic Geography: Prospects and Problems* (Chicago: Maaroufa 1978), pp. 319-37. Toronto's Annex communities might equally be seen as the conservative organization of middle-class property owners for preservation and exclusion at the same time: see "The Greening of Stanley Gardens," *Maclean's* (Dec. 1979), p. 38.
- 45 Hughes de Varnie-Bohan, "The 'Fragmented' Museum: The Museum of Man and Industry at Le Crusot-Monteau-les-Mines," (UNESCO) *Museum* 25, No. 4 (1973), pp. 242-49.
- 46 P. Berton, "A Pause that Preserves," *Maclean's* (March 24, 1980), p. 6.

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Block, Jean F. *Hyde Park Houses: An Informal History, 1856-1910*. Chicago: University of Chicago Press, 1978. Pp. xii, 156. Maps, illustrations, photographs, appendices, notes, bibliography, index. \$12.95.

Hyde Park is one of those

communities that belies the stereotype about the division between the suburb and city. It is a suburb *within* a city, having been annexed by Chicago in 1889. Over the years Hyde Park has grown from a commuter hamlet to a neighborhood within a metropolis, but it has still managed to maintain its own identity, much like Chestnut Hill in Philadelphia, which technically has been a city neighborhood since 1854. Jean Block has written an architectural history of the community in its formative years. She makes excellent use of photographs as evidence, and the book is a useful supplement to the survey of housing found in Harold M. Mayer and Richard C. Wade, *Chicago: Growth of a Metropolis* (1969). *Hyde Park Houses* includes biographical information on more than forty architects and an impressive check list of over nine hundred existing buildings that is organized by street and notes construction date, architect, owner, and owner's occupation.

The brief narrative of eighty-eight pages is divided into three chapters ("The Perfect Suburb, 1856-71," "Years of Growth, 1872-89," and "A City Neighborhood, 1890-1910"). The Hyde Park that Block discusses is only a small part (3 square miles) of the former township of Hyde Park (48 square miles), and it extends south from 47th Street to 59th Street and east from Cottage Grove Road to Lake Michigan. This is the northeast corner of the township which a real estate speculator, Paul Cornell, saw as an ideal place to plan a commuter village. In 1853 Cornell bought three-hundred acres between 51st and 55th Streets and promptly gave sixty to the Illinois Central Railroad in return for the promise of a passenger station and

commuter service to downtown Chicago, less than ten miles away. Three years later Hyde Park was an official suburb when the Illinois Central opened Chicago's first suburban passenger station at 53rd and Lake Park.

In the early years Hyde Park grew into three distinct neighborhoods: Kenwood, Hyde Park Center, and South Park. Kenwood was closest to Chicago and became the most fashionable, largely because it adjoined Chicago's wealthy Prairie Avenue district that extended south into Kenwood. Hyde Park Center and South Park were more modest, and many workingmen in fact lived there. The opening of the University of Chicago in Hyde Park Center in the early 1890s gave Hyde Park a major boost. The prestigious university was a "clean industry" that added status to the community and helped Hyde Park keep up with its northside rival, Evanston, which was the home of Northwestern University. By 1910 Cornell's dream of Hyde Park becoming a prosperous suburb had been realized although it remained a highly variegated community in terms of class.

What is surprisingly missing is any discussion of the growth of the black population on Chicago's South Side and its impact in Hyde Park. While granting that the black population in Hyde Park was less than five percent in 1910, the figure grew greatly in the next decade. Those years were also marked by incidents of racial violence as white residents attempted to block the movement of blacks into the community. The confrontations culminated in a savage race riot in July 1919 in which forty-eight persons died in Hyde Park and other neighborhoods

on the South Side. A brief epilogue would have been useful to summarize some of this history of Hyde Park after 1910, with some discussion also of the factors behind the community renaissance that *Hyde Park Houses* reflects. It would also have been useful to have included some information on the present use of the seventy-six houses that were photographed, especially since they were photographed recently and all seem to be in excellent condition.

Nonetheless *Hyde Park Houses* is a helpful addition to studies like Sam B. Warner Jr., *Streetcar Suburbs: The Process of Growth in Boston, 1870-1900* (1962); H.J. Dyos, *Victorian Suburb: A Study of the Growth of the Camberwell* (1961); and Gillian Tindall, *The Fields Beneath: The History of One London Village* (1977), on Kentish Town. Most of the literature about suburbs concentrates on the post-World War II era and is written by social scientists who tend to assume that the Levittowns and the New Towns mark the beginning of the suburban movement. So books like Block's, which add the historical dimension to the process of suburban growth, are especially welcome.

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Sutcliffe, Anthony. *A History of Modern Town Planning: A Bibliographic Guide*. Birmingham: Centre for Urban and Regional Studies, University of Birmingham, Research Memorandum No. 57. February, 1977. Pp. 112.

In 1974 a History of Planning Group was established in Great Britain "to encourage and