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les conséquences immédiates de ces changements. Un défi de taille, relevé avec succès.

Après la lecture de cet ouvrage, on reste avec l'impression d'un travail non achevé. Le découpage de la matière à traiter et son organisation à l'intérieur de chaque chapitre offrent un excellent cadre et facilitent le repérage et la consultation. Mais on réserve à chaque thème un traitement inégal, tantôt en se limitant aux textes législatifs et gouvernementaux, tantôt en proposant des approches qu'on n'exploite qu'à moitié, tantôt encore en utilisant comme base d'exposé les résultats de recherches qui datent quelque peu (comme c'est le cas pour la partie du chapitre concernant les employés salariés).

Si l'auteur a voulu surtout faire un recueil de textes «officiels», il s'est lui-même laissé emporter, à certains endroits, à déborder des limites de ce genre de source. On se prend du reste à regretter qu'il n'ait pas succombé entièrement à cette tendance; peut-être aurions-nous pu alors retrouver, dans les conclusions de chaque chapitre par exemple, un survol des principaux débats relatifs à chaque thème et un aperçu de l'impact concret des textes qui nous ont été présentés — le tout accompagné d'une bibliographie des plus récents travaux de recherche pertinents. Cela aurait peut-être mieux contribué à nous faire éprouver, comme le dit si bien la préface, la satisfaction de ceux qui ont «le goût de comprendre la raison d'être des structures politiques les plus proches du citoyen» (p. 5).

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Larsen, Lawrence H. *The Rise of the Urban South*. Lexington: The University Press of Kentucky, 1985. Pp. xi, 220. Tables, index. \$22.00 (U.S.).

*The Rise of the Urban South* is the second of four volumes by Lawrence H. Larsen designed to analyze the sectional variations of urban growth in the United States. The first volume, *The Urban West at the End of the Frontier*, appeared in 1978, and studies of the Midwest and Northeast are planned to complete the series. This book contains some references to the first half of the nineteenth century but primarily as prologue; the focus is on the Gilded Age, especially the 1880s and 1890s. The author attempts not only to describe the efforts at urban development undertaken during these critical years but also to assess the growth of southern cities in comparison with their counterparts elsewhere in the nation. Conceding that southern urban growth paled in relation to the successes achieved in other regions, particularly in the West, Larsen yet maintains that the South

created an urban system perfectly suited to its unique needs. Furthermore, if the overblown rhetoric of New South boosters created unrealistic and unrealizable expectations, the groundwork was sufficiently laid for the undeniable achievements of the post-World War Two "sunbelt" era.

In seeking to create a comprehensive study of southern urbanization during a particular period, the author has relied heavily on secondary sources. Absent are frequent references to manuscript collections, state and municipal records, and local newspapers. Instead, national magazine articles, monographs, city biographies, and published federal records constitute the bulk of the sources cited in the notes. In particular, Larsen has made extensive use of a relatively unmined source, *Report on the Social Statistics of Cities, Tenth Census of the United States, 1880*, Volumes 9 and 10. Compiled by noted sanitation engineer George E. Waring, Jr., this exhaustive report on 222 of the nation's 228 largest cities includes information on a wealth of topics ranging from cemeteries to brothels, from garbage removal to policemen's uniforms. With this source Larsen is able, in one of the book's best chapters, to sketch an amazingly thorough portrait of the quality of urban services in the nineteenth century South.

General readers and southern historians will find much of value in Larsen's fact-filled monograph. Yet specialists in southern urban history may find the book somewhat dissatisfying for one basic reason — the author's apparent ambivalence about the exceptionalism of Dixie's cities. On the one hand, he notes several factors contributing to their distinctiveness, including the preponderance of Blacks, the paucity of the foreign-born, the agriculture-related industrial base, and the dependence on northern capital. On the other hand, he concludes that "the cities differed only in degree from those elsewhere in America" (p. x). Elsewhere, he suggests that "in short, except as interpreted by rabid racists, the social statistics suggested that southern cities were not much different from their counterparts above the Mason and Dixon line" (p. 59). Judging from the notes, Larsen is aware of David Goldfield's argument that southern cities have historically been closer to the plantation than to the skyscraper, but he fails to address the issue directly in the text. To what degree was the rise of the urban South in the postbellum years determined by the ineluctable impact of region? The author's failure to tackle explicitly this question makes the book more descriptive than analytical.

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Hodges, Graham Russell. *New York City Cartmen, 1667 - 1850*. New York and London: New York University Press,