

Stiglich campaign workers. On the other hand, the film's celebration of house-to-house voter contacting and polling place electioneering is leavened by the parting words of one of Stiglich's campaign workers, who had not yet received her election-day stipend: "I want mine, from six to six. Add it up fellows."

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Hometown with Tom Roznowski. (Episodes available on the web at <http://www.wfiu.indiana.edu/hometown>.)

Each of Tom Roznowski's remarkable radio pieces (there are 373 three-and-a-half minute episodes available on-line) begins with the mournful moan of a steam train whistle that blends with lush Coplandesque orchestration, giving way to the introduction to *Hometown*. "This is a journey . . ." it begins. We are on our way to the American hometown, Terre Haute, Indiana, but we are also on our way back in time to the summer of 1926, the setting chosen for these aural postcards. Roznowski selected that summer, we are told, because it is the year that the rural and urban populations of America were equally distributed and that the population center of the country drifted into southwestern Indiana. The intersection of highways US 40 and 41 becomes for Roznowski the crosshairs of his sighting, the coordinates of his graph of place and past.

Much of *Hometown* attempts to recreate the potent nostalgia of lost sounds such as the whistle. Listeners are asked to imagine what the past was like; the brief essays attempt to breathe life into primary sources. Episode #67, for example, uses a letter to the editor written by Eugene Debs on the occasion of the demolition of philanthropist Chauncey Rose's mansion to introduce a three-minute reminiscence of the Rose name and legacy. Debs's letter, cited but never read, must have had passion and immediacy. *Hometown's* nostalgia, in contrast, has had the air let out of it. We are left to wonder about the past, to marvel at how different it was then, but this difference is not alive for us.

Are these radio pieces history? These meditative essays, especially through their cumulative impact, create a kind of history of everyday life, an antidote of anecdotes arrayed against the formal histories of great men and great events. Roznowski's pieces also resemble Garrison Keillor's Lake Wobegone tales in their tone and use of narrative. Attempting both history and story, *Hometown* is neither thing. Its folksy pitch often undermines its claim to historical authority, and what remains, because of the brevity of the format and the nature of the medium, is less enlightening than informative.

As I listened to this ambitious project, I found myself thinking not so much about the subject of these essays but about the project's original delivery device—the radio broadcast. Roznowski uses the radio unselfconsciously, as the invisible conduit of oral storytelling, rather than attempting to recreate the sound and style of the radio broadcasts of 1926. This seems like a missed opportunity—one to which I was made even more sensitive by the fact that I did not review *Hometown* by means of radio and a schedule of broadcasts. Instead, I downloaded the episodes in no particular order, and thus my experiences of this aural history were random, not seamless. I was quite conscious of the “journey” I was taking as I negotiated my way through screens of material. I began to wish that Roznowski and his engineers had constructed their web-based project in a manner that allowed for more simulation and less digestion. Had it been designed differently, I could have interacted more fully with this hometown. The computer and internet offer a real possibility of fruitful interaction in such a grand conceptual project, and *Hometown* only flirts with those possibilities in its present manifestation.

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Ohio on the Move. By H. Roger Grant. (Athens: Ohio University Press, 2000. Pp. xvii, 210. Illustrations, bibliography, notes, index. \$36.00.)

Ohio on the Move offers a short course in transportation from the eighteenth century's early roads to the air age. As the first book in a series to commemorate Ohio's bicentennial, it competently fulfills the author's goal “to highlight major events and trends . . . that explain the long-term importance of transport” (p. xix). H. Roger Grant, a history professor for twenty-six years and the author of more than a dozen books on transportation, is superbly qualified to write this volume.

Beginning with roads of the late 1790s, Grant develops the story of land transportation through the military roads of the War of 1812, the National Road, which crossed Ohio and extended into Indiana and beyond, and the often financially unsuccessful private turnpikes.

Fortunate to have navigable water on two boundaries, Ohioans floated varied craft on both Lake Erie and the Ohio River. Legislation passed in 1825 enabled the state to connect both waterways by building two major canals and several shorter ones. Canals moved farm, mine, and factory products, adding to Ohio's prosperity by opening new markets.

The railroads appeared in the 1830s and made the canal system obsolete. During the 1870s and 1880s, more than 1,000 miles of