endary Pullman porters are examined as they welcome women travelers aboard, initially sensing a strain on those nerves of steel but eventually coming to accept the domestication of their often rude preserve. As instruments of change, their lady passengers exert a cultural influence that extends far beyond the rail lines and whistle stops to the frontiers of public life.

A groundbreaking contribution to the history of women and the railroad, Richter's meticulous research and lucid prose illuminate the passage from Victorian America to modern times, the nuanced layers of private lives and separate spheres, and the public culture and corporate strategy that show the remaking of the life and landscape of nineteenth-century America—a terrain where the New Woman took her seat on the Twentieth Century Limited and began the journey anew.

ERROL LINCOLN UYS is the author of *Riding the Rails: Teenagers on the Move During the Great Depression* (1999).

The Shaping of America

A Geographical Perspective on 500 Years of History, Volume 4, *Global America, 1915-2000*

By D.W. Meinig

(New Haven, Conn.: Yale University Press, 2004. Pp. xvi, 467. Illustrations, maps, bibliography, index. $45.00.)

The publication of *Global America* brings to completion D. W. Meinig's four-volume, twenty-year writing project, "The Shaping of America." The series commenced with *Atlantic America 1492-1800* (1986), which described the colonial and early-national era as part of a broader Atlantic history. Meinig's second volume, *Continental America, 1800-1867* (1993), described the expansion of the nation westward to the Pacific Ocean, but with the greater West still detached from the eastern domain. That national domain was split over the slavery controversy, a tale that Meinig vividly portrayed in cultural geographic terms. Volume Three, *Transcontinental America, 1850-1915* (1999) traced the creation of western culture regions and their binding to the national domain in the railroad era; the book covered, as well, the geography of immigration and manufacturing during what Lewis Mumford once dubbed the Paleotechnic era: the nation's first industrial age.

Global America completes the task of telling our national history by describing the geography of mobilization in the automobile, electrical, and air age—the Neotechnic era, in Mumford's terms. The geography of a national system of federal highways,

enhanced with the introduction of the interstate system in the 1950s and 1960s, and the consequent migration of Americans to create new regions or improve older ones form major topics of discussion. Meinig considers the geography of airways to illustrate further the dynamism of twentieth-century America.

The concept of regionalism forms an important theme in this book. For Meinig, regionalism can be based upon any of a number of criteria: resentment (the South), rational management (the Tennessee Valley Authority), or simply sectionalism, a term Meinig employs to refer to the everyday fact of cultural differences based upon religion, language, and ethnicity. Of the author's various late-twentieth-century American regions, the most interesting is Megalopolis, the urban and suburban corridor stretching from Boston south to Washington, D.C. Megalopolis, a concept taken from the French geographer Jean Gottmann, forms the heart of the nation ("twenty percent of the population residing on only two percent of the national land" [p. 149]). This vital region itself lies within a larger Manufacturing Belt, which stretches westward to the Mississippi River. The Midwest, for Meinig, extends from western Pennsylvania all the way to the northern Great Plains, including the Corn and Wheat Belts that cross Indiana. The greater South is presented as a region still apart from the North, a place with its own subregions and subcultural peculiarities. Finally, Meinig defines the regions of the greater West and of isolated areas including Alaska, Hawaii, Puerto Rico, and the "internal empire" of Indian reservations.

The book's final hundred pages define the geography of the American empire abroad, paying particular attention to our Pacific reach to East and Southeast Asia, the Atlantic bridge to the European Union, and our involvement in the Islamic Heartland of the Middle East. This section ends emphatically with three photographs of critical institutions and symbols of our imperial ambitions: the United Nations building ("Paradox of Power"), the U.S.'s bid to end its historical isolationism; a panorama of lower Manhattan bookended by the World Trade Center and the Statue of Liberty ("Capital of Capitalism"); and the Pentagon ("Massive Seat of Militarism"). His discussion of the U.S.'s sense of betrayal by the U.N.—even as our power to control the global economy and to manipulate military information for political purposes raises anti-American resentment elsewhere—seems particularly apt during these troubling times.

Meinig presents American history in a fresh way by emphasizing cultural geography as a complement to, not a substitute for, traditional historical narratives. He stresses changing human geographies over any sort of determinism based upon physical geography. Another welcome feature of Meinig's work is his consideration of America's borderlands; Canada,

Mexico, and the Caribbean are presented throughout the series as organically involved with American national space.

Overall, the author has again succeeded brilliantly in writing a lively narrative interspersed with innovative maps (a great atlas could be created by collating the maps from the four volumes) and historical and contemporary photographs of cultural landscapes and symbolic sights. One can quibble with his regionalization: I was disappointed to see the Northeast coast presented simply as Megalopolis (see Wilbur Zelinsky's *The Cultural Geography of the United States* [1992] for an alternative regionalization), but I must admit that Gottman's concept fits perfectly the final volume's overall theme of mobility. The author rightfully claims that his is the first attempt by a historical geographer to capture the 500-year history of Europeanized North America in complex detail. I hope that historians and general readers of American history will read these wonderful books.

BRUCE BIGELOW is professor of geography at Butler University. His research interest focuses on the cultural and political geography of Indiana during the Civil War era.

The Changing Face of Public History
The Chicago Historical Society and the Transformation of an American Museum

By Catherine M. Lewis

(DeKalb: Northern Illinois University Press, 2005. Pp. xi, 172. Illustrations, notes, works cited, index. Paperbound, $22.00.)

As one of the few monographs to examine critically the institutional changes taking place in a major museum, Catherine Lewis's history of the Chicago Historical Society (CHS) represents a major contribution to the museum field. In contrast to most celebratory volumes commissioned for significant anniversaries, Lewis, associate professor of history and women's studies at Kennesaw State University and also special projects coordinator at the Atlanta History Center, presents a dispassionate but critical analysis of an organization in transition.

Through deep mining of the archives, and with extensive interviews of former and present CHS staff as well as other museum professionals, Lewis has assembled an intimate and eminently readable portrait of change in one of the country's most prominent urban historical institutions. She explores in depth the factors behind the CHS's transformation from an elitist institution celebrating the refinement of the city to a dynamic public forum welcoming diverse voices and engaging the community in meaningful dialogues. As CHS