

Many of the programs would become permanent departments of parishes and functions of diocesan charities—all made possible through the “substantial boost from below” provided by settlement workers (p. 178).

This book’s setting is Chicago, a common site for studies of American Catholicism of this era. More work remains to be done on other mid-western cities such as nearby Gary, Indiana, as well as on cities with less substantial immigration, such as Indianapolis. Future studies might also consider the aftermath of the inte-

gration of upwardly mobile Catholic women. The move of Catholics into non-sectarian charities was often an indication of their general acceptance into the macro-culture and a loss of their distinctive identity. It seems that acculturation was the result, regardless of who piloted the effort.

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Hull-House Maps and Papers

A Presentation of Nationalities and Wages in a Congested District of Chicago, Together with Comments and Essays on Problems Growing Out of the Social Conditions

By Residents of Hull-House, a Social Settlement. Introduction by Rima Lunin Schultz

(Champaign: University of Illinois Press, 2007. Pp. 178. Illustrations, notes, appendix, index. \$50.00.)

Citizen

Jane Addams and the Struggle for Democracy

By Louise W. Knight

(Chicago: University of Chicago Press, 2005. Pp. xvi, 582. Photographs, abbreviations, notes, bibliography, index. \$22.50)

Hull-House Maps and Papers was a groundbreaking text published in 1895 by the residents of Hull House and edited by Jane Addams. They described and measured group patterns associated with immigrants, working conditions, specific laborers, labor unions, social settlements, and art. Women’s moral agency was cen-

tral to their use of social science to improve democracy and the lives of the disenfranchised. This book is a towering statement by early sociologists, especially women, and an outstanding example of the application of knowledge in the community.

Hull-House residents continued to map cultural, social, political, and

demographic information in their neighborhood for the next forty years. As the neighborhood was increasingly studied (e.g. by occupations, family size, housing, milk quality, food use, and epidemiology), the findings were charted and hung on the walls of the settlement house for the neighbors to see and discuss.

The maps included in this reprint revealed to the people of the neighborhood the patterns of their lifestyles and the implications of these patterns for community issues and interests. Repeatedly, Hull-House residents and neighbors initiated campaigns for major social changes as a result of this information: e.g., establishing the eight-hour day, the minimum wage, and the elimination of child labor. They also worked in numerous social movements on behalf of labor unions, women's suffrage, and arts and crafts.

Rima Lunin Schultz writes a clear, concise, and powerful introduction to the text. She documents the significance of the book over the intervening years and shows why it continues to be important. The combination of the original text and Schultz's introduction make the book accessible to the general public, just as the residents intended. Book clubs and study groups could enjoy discussing this book and comparing its findings to contemporary patterns of immigration, urbanization, and social problems. Midwestern cities—for example, Indianapolis and South Bend—exhibit many patterns similar to those found in Chicago in the past.

I also recommend the book for levels of school ranging from high school civics and social science courses through graduate university training.

Louise W. Knight raises similar questions about citizenship and community in her biography of Jane Addams. Knight documents Addams's life from her birth in 1860 until the achievement of her "half life" in either 1898 (p. 1) or 1899 (p. 409), what Knight calls "the years of her becoming" (p. 1). *Citizen: Jane Addams and the Struggle for Democracy* is premised on the argument that Addams was raised in a Christian evangelical home with a moral absolutist perspective: "By 1898 she had rejected the individualistic, absolutist, benevolent ethics of her father and her own class in favor of what she perceived to be the working-class ethic of cooperative justice, which she found less selfish and self-righteous" (p. 4).

Knight takes almost two hundred pages to arrive at the opening of Hull House. Using archival information and extensive citations from Addams's classic text *Twenty Years at Hull-House* (1910), Knight labors to portray Addams and her family as rigid and emotionally cold. I find neither her evidence nor argument compelling. Addams's early life was filled with warm remembrances of the gentleness of her father, and this affection and close relationship are lacking in Knight's portrayal of them.

The vital Hull-House neighborhood and the whirl of activities surrounding Addams become muted and

boring in this text. Knight's book is tedious and labored, oriented to supporting her view of Addams as having been neither a true democrat nor citizen until 1899.

One need only read *Hull-House Maps and Papers* to find Knight's cursory analysis of the book (pp. 326-31) lacking in depth and insight. I recommend reading the lively and humane *Twenty Years at Hull-House* to begin to understand Addams, her

neighbors and friends, and the generous worldview that makes America a democracy.

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Looking Beyond the Dixie Highway Dixie Roads and Culture

Edited by Claudette Stager and Martha Carver

(Knoxville: University of Tennessee Press, 2006. Pp. xxi, 298. Maps, illustrations. \$48.00.)

This volume examines the history and roadside culture of the Dixie Highway, one of the nation's first comprehensive road systems, designed in the early twentieth century to provide better access from the Midwest to the emerging tourist industries of the South. This handsome and well-organized collection begins by exploring the local histories of the road's planning and development in the period between the two world wars. The subsequent ten chapters examine the roadside material culture that emerged in the following decades.

Indiana entrepreneur Carl Fisher spearheaded the development of the Dixie Highway in 1915. Fisher's contributions as businessman and Good Roads proponent are the subject of the first chapter by Suzanne Fischer, "The Best Road South: The

Failure of the Dixie Highway in Indiana." Fisher's insistence that the highway incorporate existing local roads and tourist attractions gave the road its character as a major tourist route, but also lead to its meandering structure and to its separate eastern and western divisions.

Martha Carver addresses the quandaries of managing money and mountains while constructing the Tennessee portion of the roadway. The material problems and marketing potential of the Florida Everglades are the topic of Carrie Scupholm's chapter. Jeffrey L. Durbin and Christie H. McLaren detail the conflicting priorities of locals and tourists in the development of better roads in Georgia and Arkansas, respectively. Sara Amy Leach explores the role of women in merging preservation with