

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 led 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

highway construction. The material of the highway itself is the focus of Walter S. Marder's "Pleasing the Eye: Brick Paving and the Dixie Highway in the Sunshine State."

Shifting to the cultural landscapes along the highway, R. Stephen Sennott's survey of urban hotels and Katherine Fuller's analysis of Populuxe motels in Myrtle Beach, South Carolina, explore differing classes of roadside accommodations. Blythe Semmer and co-authors Ruth Nichols Keenoy and Robbie D. Jones explore the regional shifts in lodging in the Great Smokey Mountains and Tennessee's disappearing recreational caves. Some of the strongest chapters in the collection address the idiosyncratic developments in roadside culture. Scupholm's study of drive-in churches and Carver's portrait of Harrison Mayes's religious roadside advertisements astutely explore the tensions derived from rampant commercialism and deep faith in the South. Karl Puljak develops a typology of the roadside fireworks shack, and Kimberly D. Hinder examines the cultural roots and development of Florida's tourist towers. Kevin J. Patrick details the effects of tourism on the natural landscape by tracing the shift from nature as wilderness cathedral to nature as recreation and diversion. The collection concludes with Robert M. Craig's "Pilgrimage

Route to Paradise: The Sacred and Profane Along the Dixie Highway," which shows the endurance of the Streamlined Moderne aesthetic of the road in today's commercial landscape.

This collection contributes to our understanding of early roadside development and culture, while it calls on us to appreciate and preserve these fading landscapes. The book grew out of the work of the Society for Commercial Archeology, which is "the oldest national organization that encourages the study of the unique historic significance of twentieth-century commercial landscape and culture." The contributors, most of whom are historians of architecture or historic preservation professionals, blend academic and professional concerns. While there is little in the way of analysis of the segregation and hostility to outsiders that occurred during this period in southern culture, this collection offers a call to remember a roadside suffused with history and character rather than homogeneity and monotony.

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