

Esther Boulds Book Corner

"THE LONDON VENTURE"

by Michael Arlen
Geo. H. Doran

And then—there is Michael Arlen. One speaks of Mr. Arlen as being rather than becoming for unexplainable reasons. Perhaps he drops so casually in on one's consciousness and once there makes himself so indispensable that it is difficult to imagine the state of being without him. Then, too, no one would admit the first time he heard of him that he had not heard of him before. One felt, instinctively, that it would be a social error, like admitting that one did not know what kind of neckties the Prince of Wales was wearing.

And so one smiled and hemmed and made mental note of all that was said to use on the next person one met, and this is the way things become the mode.

Except one friend of mine who, endowed with extraordinary frankness said "Who is this Michael Arlen? Never heard of him before, but he certainly can make words sit up and dance." And there was nothing to reply for he had covered the subject, reviewed Mr. Arlen's work in much less time than most of us take to review it.

Of course you know the sparkling foibles of "These Charming People," and probably you have trembled before Iris of "The Green Hat," because one cannot help but tremble when he finds immortality made as moral as Iris made it.

Perhaps you can, however, be introduced to "The London Venture," which has lately been reissued, in which Mr. Arlen speaks of Shelmerdine and many things, of the Club for Good Mannered People which he and one other organized, and of which "There were no members because we unanimously black balled everyone whom, in a moment of weakness one or another of us might propose."

And through two hundred beautifully mapped colored pages, Mr. Arlen makes you smile and wonder, or sometimes for a moment even look away from the page to think, and somehow, too, he makes you homesick for a London you never knew, that London of before the War which "was still careless then. Of an evening a couple of young men in dress suits with top hats balanced over their eyebrows and eyes full of blasé vacancy were not as remarkable as they now are."

"GYPSY FIRES IN AMERICA"

by Irving Brown

As different from Michael Arlen as anything could well be and still be charming is this "Gypsy Fires in America" by Irving Brown. It is a story and a study of that strange phenomenon which is as unrelated to our civilization and as little understood by it, and therefore as fascinating, as, let us say, the Northern Lights.

That there are one hundred thousand Gypsies or Romanies as they are more musically called, in the United States and Canada, is a fact to make most mothers bus their children, and fathers their pocketbooks and hasten away. Yet Romanies do not kidnap children. Mr. Brown tells just how this foolish myth was started and why it has grown. Nor do the Gypsies rob on a large scale. They sometimes find things that haven't been lost, but only if their owners are Gajos, never if they are Gypsies. As one of the cruder of them put it "Make a living off the chumps, but don't steal too much." They have not learned, Mr. Brown observes, to steal in large enough quantities to make it legal.

Irving Brown, a professor by profession and a Gypsy at heart, though not strictly speaking, by blood, knows the Romany language and has been accepted by Gypsies as one of themselves. He has found his greatest friends among them, meeting them in cities when a zero blast or the need for revenue by fortune telling or otherwise sends them near, in tropical countries whither they have wandered in search of summer, in the open spaces of the country where only a bit of canvas protects them from the wildest storm. He has attended their weddings, and been in the thick of their family feuds, and from it he has gained a knowledge which we could not possibly gain unless he had done this and passed it on to us in his very charming way.

We who complain that Chicago is uninteresting and dingy may know that out on Halsted street groups of Romanies are living as gaily and as picturesquely as they did in India three thousand years ago, that on Madison street Gypsy girls are foretelling impossible futures, and that a short time ago on the corner of Canal

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and Monroe two Gypsy lovers, kept apart by as dramatic a family feud as separated Romeo and Juliet, met and journeying to the City Hall were married, afterward taking an Archer avenue car to their camp.

DEPT. OF INTERIOR MAPS RIVER BASIN

2000 MILES ARE SURVEYED

Geological Survey of Department Undertakes Hazardous Task in Mapping Colorado River

One of the largest and most hazardous projects undertaken by the department of the interior, through the geological survey, has been that of mapping Colorado river and its tributaries. From time to time since 1869, when Maj. J. W. Powell, afterward director of the geological survey, first explored the Grand Canyon of the Colorado, topographers, engineers, and geologists of the survey have been making surveys in parts of the 244,000 square miles drained by the river. Systematic surveys for a series of large-scale maps of the river and the adjacent areas were begun in 1909, and the field work required for these maps is now practically completed. Much of this field work was hazardous and the surveying parties at times suffered great hardships.

When Major Powell made his first historic trip vast stretches of the basin of the Colorado were still unexplored; and the grand canyon itself was practically unknown except as a theme for fantastic tales by the Indians. Today the maps prepared and the information collected by the geological survey furnish an accurate knowledge of nearly 2,000 miles of the watercourses in this basin, showing every turn of every stream, the location and the fall of the rapids, the topography and geology of the canyon walls, and the location and cross sections of the more feasible dam sites.

Many Maps Published
Some of these maps have been included in books; others are published separately, in sets. The geological survey's water-supply paper 396, "Profile Surveys in the Colorado River Basin in Wyoming, Utah, Colorado, and New Mexico," contains 43 maps showing plans and profiles of the Colorado above Green river, of Green river and its tributaries, and of a part of Gila river. The more recent maps are, printed in three colors, black, blue, and brown, used respectively for the geographic names, the rivers, and the levels in the region, and represent the highest type of river survey maps. The following maps have already been published: Green river from Green River, Utah, to Green River, Wyo., comprising 16 sheets; Colorado river from Lees Ferry, Ariz., to mouth of Green river, Utah and San Juan river to Chinle Creek, Utah, comprising 22 sheets. Other maps now in press or in course of preparation are: Yampa river from Green River to Morgan Gulch, Colo., 5 sheets; Colorado river from Lees Ferry, Ariz., to Black Canyon, Ariz.—Nev., and Virgin river, 21 sheets; Colorado river from Black Canyon to the Mexican boundary. These maps are sold for 10 cents each.

The preparation of these maps constitutes one part of the work done by the geological survey in determining the water resources of the United States and in classifying the public lands. It is part of a systematic program for obtaining the basic data to a comprehensive national scheme for the development of rivers for power, irrigation, and other uses.

Stations Maintained
Another part of the work is that of gaging the streams to determine their flow. On Colorado river such stream gaging has been in progress since 1895, and 77 gaging stations are now regularly maintained in its basin. The measurements thus made are published annually in the geological survey's series of reports on surface water supply. The maps and the records of stream flow are from time to time supplemented by other publications. A paper entitled "Colorado and its Utilization," published some time ago as water supply paper 395, can still be obtained, and three other reports are now in preparation that will show how much water is available in the basin and will contain suggestions as to its best use.

NEW LOCOMOTIVES FOR ILL. TRACTION

Eighty-Ton Monsters Being Constructed for McKinley Lines Largest

New 80-ton electric locomotives, by far the largest and longest ever used in Illinois, are nearing completion in the Illinois Traction System shops here and will soon start expediting the movement of freight on the company's lines.

These electric locomotives are more than 64 feet long, nine feet wide and almost fifteen feet high and are constructed entirely of steel. Although one-third heavier than the largest locomotives previously used, they bear less weight on the track due to the length and distribution of weight on sixteen wheels. Eight motors of 125 horsepower each will drive this modern engine. They will have a draw bar pull of 38,200 pounds and are capable of drawing the equivalent of a train of 50 forty-ton cars on a level track.

FARMERS TO MEET AT ILL. UNIVERSITY

Lay Stress on Business Methods in Farming at Agricultural School Meeting

In line with the tendency of farmers to give more and more attention to the business side of farming, this subject has been given a prominent place on the program which is being prepared for the annual Farmer's week at the college of Agriculture, University of Illinois, January 12 to 16. Discussions bearing on this subject have been scheduled for the whole of the first afternoon of the meeting and among the speakers will be H. C. M. Case, head of the farm organization and management department of the college; M. L. Mosher, a member of that department; C. L. Stewart, in charge of farm economics work at the university, and L. J. Norton, a member of the university economics department.

The four talks to be given by these speakers will deal in particular with the costs and prices of farm products. Mosher will speak on "Finding the Leaks in the Farm Profits"; Case will tell "What Farm Cost Studies Show"; Norton will discuss "Changes in Prices of Farm Products"; and Stewart will speak on "Factors Affecting Prices of Farm Products."

Practical information that has been worked out during the last 12 years by the farm organization and management of the college in its farm accounting work and in cost of production studies which it has made over the state will form the basis for the first two of the four talks. Among other things, the farm accounting work in 11 counties last year showed that the best third of the farmers were making around \$2,000 more apiece than being pocketed by the farmers on the least profitable third of the farms. The factors that are responsible for this difference will be explained and discussed during the meeting. The cost of production studies show quite definitely what factors are responsible for the leaks in farm earnings, and these factors also will be discussed. The price that the farmer gets for his products will be analyzed from the standpoint of price trends and the relationship of prices of farm products to each other.

The program for the night session on January 12 has not yet been worked out, but it is planned to have either H. M. Gore, secretary of agriculture, or Eugene Davenport, dean emeritus of the agricultural college, deliver the principal address.

Among the added features of this Farmers' week will be the annual meeting of the Illinois Agricultural

association, an extension school for farm advisers and other extension workers of the agricultural college, a meeting of the members of executive committees of the county farm bureaus in the state and the Illinois Seed Grain show, including the annual Utility Corn show. Reduced railroad rates for the meeting have been granted by the Western Passenger association and on practically all steam roads of the state it will be possible to make the round trip for a fare and a half.

FLORIDA ROAD IS SAFE FOR TOURISTS

Route By Way of Indianapolis Is Repaired And Ready For Traffic

Practically all the trouble in going to Florida by way of Indianapolis, Cincinnati, Lexington, Corbin, Knoxville, Chattanooga, Atlanta, Macon and Lake City has been eliminated, according to reports received by the highway department of the Chicago Motor club.

This road was all but useless after a three day's rain. Since then, how-

ever, the three mile detour north of Corbin has been raised. Between Corbin and Barboursville a bad detour of seventeen miles was necessary. Now the main road is open, with nine miles of new concrete and five miles kept in shape by the state highway authorities, and when dry forms a good road. If wet the state crews stand by to aid in case the going is too heavy.

This, with the exception of these five miles, the road to Florida may be considered perfectly safe at any time of the year.

TEACH DRUG EFFECT

The Nevada state board of education urges "that clear, earnest, and intelligent instruction" as to the effects of drugs be made a definite part of the instruction in the public schools and state university.

Said to be 7,000,000 aliens who have not taken-out their first naturalization papers and do not intend to, but many of them may be prominent in making a noise on July 4.

DRINK MORE MILK!

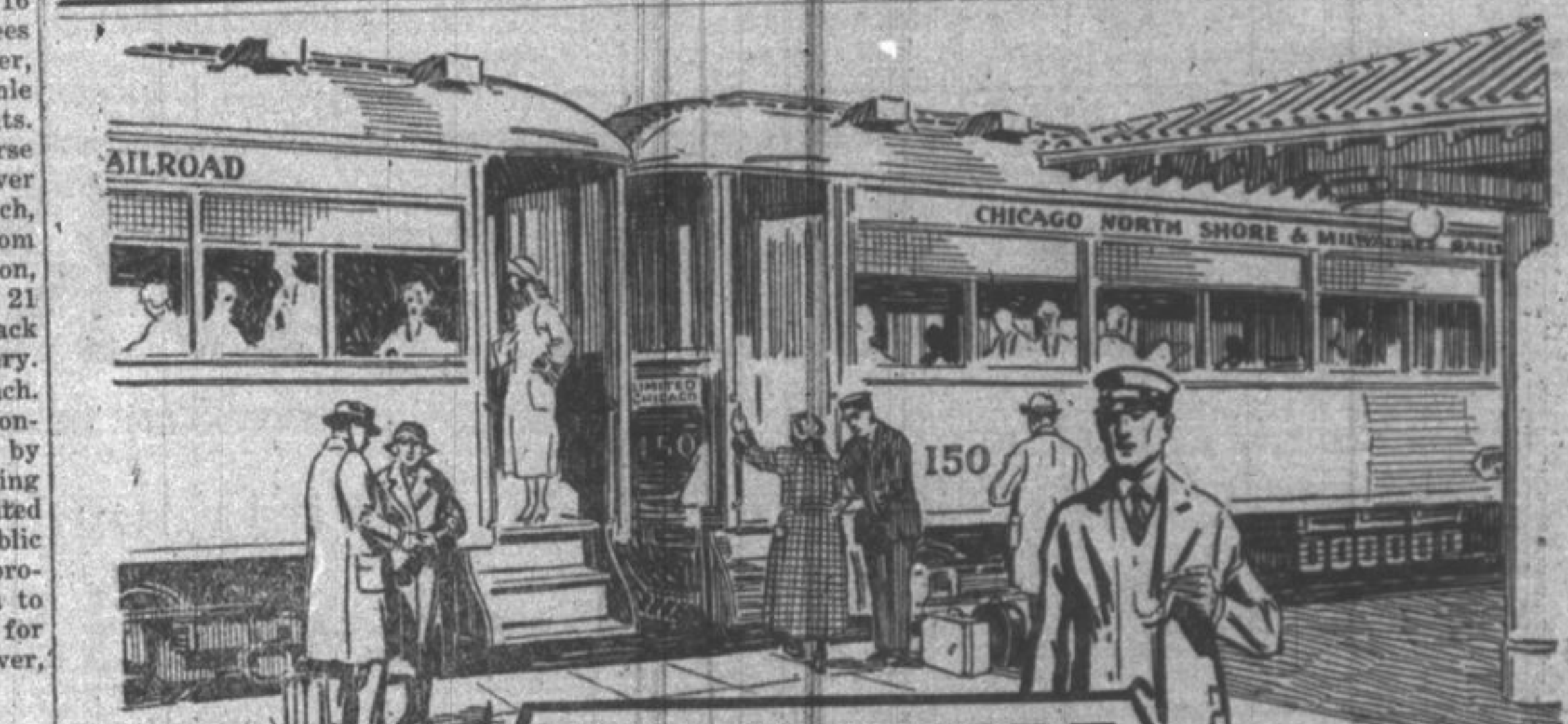
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