


# Esther Gould's Book Corner

**JUST PARAGRAPHS**  
Louis Bromfield seems to take it as an affront that devoted critics are pinning to him the banner of being "like Galsworthy." He says rather plaintively, "Especially as I've never read the whole Forsyte Saga and only one other book of Galsworthy's."  
There are reasons for staying in America after all, Louise Jordan Mill writes: "At the moment we are having nothing here but the coal strike weeks; counting tips and bribes I am paying \$30 a ton for coal or rather coal dust and having the greatest difficulty in getting it." That, when there is no possibility of our getting there is the kind of foreign news we like.

**BOHEMIA AT LAST**  
**"MORE MILES"**  
By Harry Kemp  
Bonni & Liveright  
Harry Kemp, author of "Tramping on Life" has written what might be termed a sequel since it is a further story of his life. It is a story of the years after he went to New York and in point of mileage covered, "settled down." His tramps were now from the rooms of "The Diminutive Club," select club of Radicals, over a famous saloon which faced Washington Arch, to the apartments of his Bohemian and Radical friends and back to his room somewhere in Bohemia. Those were the real days of "The Village" when you got it straight undiluted by tourists and sweet little home girls from Kansas. These people lived as Bohemians because they were Bohemians, and not because it was the thing to do.  
So in its genuineness "More Miles" is refreshing, it seems to record an era which has passed away. The genuineness of the tale extends to the author, too, he is able to tell the truth about himself as few men can. He doesn't rationalize in writing as he confesses he often did in life. He tells us how things said from jealousy, perhaps, he pretended to himself and others at the time, were from conviction. Many of his remarks sound like ourselves at our worst moments of self analysis.  
Harry Kemp is a poet. But we see him rather as an attractive foolish, proud and vain young vagabond who can tell an interesting yarn. His soul of a poet he keeps to himself.

**TIDES**  
By Ada & Julian Street  
A surging novel of Chicago in the days of the World's Fair.  
Doubleday, Page & Co. \$2.00



An Immediate Hit!  
**MISSISSIPPI STEAMBOATIN'**  
By Herbert and Edward Quick  
Here is the story of a great splashing splendid epoch in the building of America. Destined to become a classic.  
Fully Illustrated, \$3.00  
Henry Holt & Co. N. Y.

**BELLARION**  
Rafael Sabatini  
"The Modern Dumas" outdoes his master. A whale of a good story. Among the best, if not the best, of all stories that Sabatini has ever written.—Chicago Post.  
"A perfect Sabatini."  
Boston Transcript.  
Houghton Mifflin Co.

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**A GENTLE MAN**  
**"DARWIN"**  
By Gamaliel Bradford  
Houghton Mifflin Co.  
Charles Darwin has been for most of us at best a dim figure, a figure over-shadowed by his own great doctrine. And yet the I don't think it has ever occurred to me consciously to picture him, I was surprised by Gamaliel Bradford's characterization of him in the first paragraph of his book, "Darwin," as "One of the simplest, purest, noblest, most candid, most lovable, most Christian souls that ever lived." Somehow that description didn't fit with the warlike part Charles Darwin had to play, the reverberations of whose conflict are still echoing in many parts of the world even exclusive of Texas and Tennessee.  
But Mr. Bradford goes on to convince us of just those qualities. Darwin was gentle and lovable in all the contacts that he made with people, more than generous in his treatment of fellow scientists, and humble to the point of what would ordinarily be affectation concerning himself. Mr. Bradford has made an interesting and throwing light as it does on a great character, but it is mainly and very frankly assimilative, it is not a great creative biography.

**HARD-BOILED IS RIGHT**  
**"THE HARD-BOILED VIRGIN"**  
By Frances Newman  
Bonni & Liveright  
Frances Newman has written an amazing book, "The Hard-Boiled Virgin." It is amazing first because of the "hard-boiled" manner in which it is written, the manner in which things discussed usually in medical books are bandied about as loudly and in about the same spirit as that in which baseball is discussed. It is amazing in the second place for the involved satirical cleverness of the style.  
It is the story of Katharine Faraday of Atlanta, Georgia, born as Miss Newman says "under the sign of Virgo and in the earlier Beardsley period." Katharine Faraday grows up under the careful tutelage of her family and society to believe that a girl who is not married had better be dead. She tries to act on this persistent premise but finds in the end that she is an incurable virgin.  
The chief pleasure or profit in reading the book is in the attempt to figure out sentences like this: "Katharine Faraday's mother had lived most of her life before gardening succeeded charity as the social ladder with the smoothest rungs and before the conversation at lunchees became so horticultural that she thought it would probably have been unintelligible to Peter Henderson himself." And that is a mild one in every sense of the term!

**COMPLETED PAVING ON ILLINOIS ROADS**  
**WINTER SUSPENDS WORK**  
About Three Hundred Miles of Sixty-Millions' Bond Issue System to Be Built; Roads Finished.  
Illinois has ceased work on its 1926 state highway construction work or practically so. There still are some 390 miles of paving to complete, and owing to the sudden appearance of winter, it is unlikely that more work can be done.  
If the fall had been normal as to rain and temperature, the better part of these 390 miles of roads would have been completed and then work on the \$100,000,000 bond issue roads could have begun. A survey of present state highway conditions, made by the highway department of the Chicago Motor club, shows that it is now possible to reach almost every important place in the state over permanently paved roads. There are still short unfinished gaps on many roads, spots held open for railroad grade separations, because of unsettled rights of way, fills that must be allowed to settle and other obstacles, but these are short stretches and are kept in reasonable condition for travel by the state. In the survey made by the Chicago Motor club, which follows, these short unfinished spots have not been considered.  
Illinois Paved Roads  
No. 1—Chicago to Metropolis, 393.9 miles. Paved entire distance with the following exceptions: bridge run-around at Milford, short detour out of Lawrenceville, short unpaved stretch into Harrisburg, detour from Vienna to Metropolis, but road between these points is paved except for four stretches which are under contract.  
No. 2—South Beloit to Cairo, 439 miles. All paved except short detour at Sublette and an unfinished stretch south of Mounds, which is under contract.  
No. 3—Morrison to Chester, 379.9 miles. Paved except short distance

going into Beardstown and small detours at Virginia and out of Ashland.  
No. 4—Chicago to East St. Louis, 303 miles. All paved except short detours at Gardner and Pontiac and for paving in Staunton.  
No. 4A—Lyons to Joliet, 27.9 miles. Not state road but marked by state; all paved, but under repair between Willow Springs and Lemont.  
No. 5—Chicago to East Dubuque, 180 miles. All paved, but short unpaved stretches in Belvidere and Galena and short detour at Cherry Valley.  
No. 6—Chicago to Fulton, 144.6 miles. All paved.  
No. 7—Joliet to Rock Island, 150.5 miles. All paved except in Geneseo, which is being paved. New No. 7 from Ottawa to LaSalle on north side of Illinois river is under contract for paving.  
No. 8—Indiana line, near Sheldon, to East Burlington, 216.5 miles. Paved thru Peoria to Yates City, with spurs to Farmington and Elmwood; four unpaved gaps from Yates City to Galesburg, all under construction; paved from Galesburg to East Burlington.  
No. 9—Indiana line east of Hoopston to Mississippi river west of Hamilton, 234.2 miles. Paved to No. 24 near Pekin, except last few miles, which is under construction; paved balance of distance.  
No. 10—Indiana line east of Danville to Jacksonville, 167.8 miles. Paved entire distance.  
No. 11—Indiana line east of Marshall to East St. Louis, 160.8 miles. Paved with short detour at Highland. Short spur to Baden partly paved, balance under construction.  
No. 12—Indiana line, opposite Vincennes, to East St. Louis, 148.4 miles. Paved entire distance except short stretches entering Lawrenceville, at Richmond-Clay county line, at Clay-Marion county line, entering Odin, two between Carlyle and Breese and one between Lebanon and O'Fallon.  
No. 13—Shawneetown to East St. Louis, 176.6 miles. Paved to Carbondale (intersection No. 2) except short detours entering and leaving Harrisburg; paved Carbondale nearly to Vergennes except detour at Murphysboro; under construction Vergennes to Sparta; paved to Belleville except short stretch entering New Athens; grading contracts let, Belleville to East St. Louis.  
No. 14—Carmi (intersection No. 1) to DuQuoin, 69.0 miles. Under construction from Carmi to Enfield, paved remainder of distance.  
No. 15—Mt. Carmel to Belleville, 113.6 miles. All paved except short gaps west of Edwards-Wayne county line, at Wayne-Jefferson county line, entering Mt. Vernon and at Okaw river.  
No. 16—Paris (intersection No. 1) to Staunton (intersection No. 4) 136.2 miles. All paved except short gap either side Mt. Olive.  
No. 17—Indiana line east of Grant Park to Sparland (intersection No. 29), 116.5 miles. All paved except spot at Livingston, LaSalle county line and between Lacon and Sparland.  
No. 18—Chicago to Princeton, 121 miles. All paved except between Somonauk and Mendota, which is finally under construction. Spur to Yorkville closed for bridge construction.  
No. 19—Chicago to Harvard, 74.7 miles. All paved except gap west of Desplains and another where No. 22 turns south.  
No. 20—Waukegan to Woodstock, 35 miles. All paved except short stretch west of McHenry which is under construction.  
No. 21—Chicago to Wisconsin line north of Antioch, 55.1 miles. All paved.  
No. 22—Lake Forest to Indiana line west of Dyer, via Elgin, Aurora, and Joliet, 120 miles. All paved except short gap where it leaves No. 19 west of Cary.  
No. 22A—Barrington to Dundee, 11.2 miles. Gravel road.  
No. 23—Wisconsin line north of Harvard to Streator, 106.1 miles. Paved to No. 18 west of Somonauk except short gap out of Genoa; under construction with No. 18 to Earlville, under construction to Ottawa, paved to Streator.  
No. 24—Peoria to Pana, 125.2 miles. Paved to Springfield, under construction to Sangamon, Christian county line, paved to Pana.  
No. 25—Kankakee to Fairfield, 211.1 miles. All paved except detour out of Champaign; detour at Tuscola and short unpaved gap east of Flora.  
No. 26—Prospect to Dixon, 38.8 miles. Paved except short gap north of Forreston and detour into Polo.  
No. 27—Polo to Savanna, 35.2 miles. Paved except short gap at west edge of Galva.  
No. 29—Depeu to Peoria, 53.3 miles. All paved.  
No. 30—Peoria to Galva, 55.7 miles. Paved half way to Dunlap, under construction to Princeville, paved to Galva.  
No. 31—Canton to Quincy, 110.4 miles. Paved to Lewiston, paved to Summon except gaps north and south of Duncans Mills and entering Summon; detour at Astoria and two between Astoria and Rushville; paved to Quincy.  
No. 32—Cerro Gordo to Windsor, 35.8 miles. All paved except gap between Lake City and Lovington and another out of Sullivan.  
No. 33—No. 1 near Robinson to Effingham, 46.4 miles. Paved except three gaps at Crawford, Jasper county line, near Newton and east of Wheeler.  
No. 34—Harrisburg to Golconda, 37.1 miles. Paved to Rudement, under construction across corner of

Pope county, paved to Golconda and on branch to Elizabethtown except for two gaps.  
No. 35—Mounds to Mound City, 1 mile under contract for paving.  
No. 36—Carthage to Jacksonville via Quincy, 143.6 miles. Paved to Quincy except two short gaps; detour between Kinderhook and Barry unpaved gap east of Barry and detour at Florence.  
No. 37—Mt. Vernon to Marion, 41.3 miles. Paved except 1-mile gap.  
No. 38—Kampsville to Jerseyville, 47.4 miles. Two sections paved and two under construction between Kampsville and Hardin; under construction, with detour to Fieldon, paved to Jerseyville.  
No. 39—Bloomington to Champaign, 58.0 miles. Under construction with detour to Downs, paved to LeRoy except short gap, paved to Champaign except one long stretch southeast of LeRoy and a short gap near Mansfield.  
No. 40—Stockton to Sterling, 55.7 miles. Two sections paved, two under contract, to Mt. Carroll, paved to Brookville, detour Brookville thru Milledgeville to new pavement north of Sterling.  
No. 41—Galesburg to No. 9 south of Prairie City, 28.3 miles. Paved except detour at Abingdon and gap entering St. Augustine.  
No. 42—Indiana line at Indianapolis avenue to Wisconsin line north of Zion, 66.6 miles. All paved; detour in Highland Park and at Cook-Lake county line.  
No. 42A—Waukegan to Niles, 29.5 miles. All paved.  
No. 43—Mason City to Havana, 27.2 miles. Under construction, Mason City to Easton; paved to Havana.  
No. 43A—From No. 24 north of Athens to Petersburg, 7.3 miles. All paved.  
No. 44—Joliet to Kankakee, 36 miles. All paved.  
No. 45—Garfield to Dana, 9.5 miles. All paved.  
No. 46—Arlington Heights to No. 1 at 95th street and Western avenue, 45.3 miles. Paved except for gap south of No. 4 to Justice; detour is from LaGrange on No. 18 and No. 4A.

Whatever became of the old-fashioned girl who, at this time of year, had a dresser drawer full of dollies and fancy work prepared for Christmas giving?  
Now that Irving Berlin is a proud father we can expect some new lullabies. This is to remind him that the word "diabolic" is one that rhymes with "colic."  
Who remembers when a girl with an unattractive face had to let it go at that?  
College girls are taking up boxing. They wrestle, also, but it is called dancing.  
Mother kept that school-girl complexion by occasionally walking five or ten miles past a lot of drug stores.

Premier Baldwin says that the victory of the Greeks at Marathon saved Europe for the fair skinned races. Just think! If the Persians had won there wouldn't have been any blondes for gentlemen to prefer.  
A Pennsylvania man in a fit of despondency committed suicide in a taxi the other evening. That's what comes of watching the taximeter.  
Grand dad may have been a sod buster, but not on the golf links.  
That big hole in the family budget is where the turkey went through.

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## Gift Suggestions

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| BOUDOIR SLIPPERS | SPATS             | SLIPPERS            |
| ZIPPERS          | PAT DRESS OXFORDS | STORM               |
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