

# Esther Good's Book Corner

### JUST PARAGRAPHS

"The Ordeal of Richard Feverel," the first and probably the most popular of all George Meredith's fine succession of novels, is the latest to be added to the Modern Library series. Another addition to that series is "In the Midst of Life," by Ambrose Bierce, that little known but highly praised writer of a recent day. Emil Ludwig, most popular biographer of the present day, when asked who was the greatest living man today, answered, "Masaryk," the Czech. For twenty years this man dreamed of a people — his people — finally created it. He was the first to see the vision, the first to construct the theory, the first to prepare for putting it into practice. This man's latest publication, "The Making of a State," will be published in America this month.

### THROUGH THE GRANDSON'S EYES

#### "THE GRANDMOTHERS"

By Glenway Wescott  
Harper & Brothers

Two months or more ago when "The Grandmothers," by Glenway Wescott, was chosen as the Harper Prize novel for 1927 the critics, waiving their usual privilege of landing with unkind force on a prize novel, climbed into high places and began to sing veritable paeans of praise. The first chorus has not yet subsided and with the addition of new voices the harmonies have become constantly more complicated and more full. "It is small wonder for "The Grandmothers" is a work of art. It is written in a style which is compressed, restrained, almost classic in its simplicity, certainly startling in its vivid originality. It has no plot. It is the memories of the boy "Alwyn" of his family, some of whom he knew, some he only heard about, all of whom clustered around the family homestead in Wisconsin. It has no more plot than life has plot, and no less. For as each of the characters is led across the pages we see into his life more clearly than we alone would dare to see. His weaknesses, his failing, his secret hope, his hidden fineness, are brought out before us dispassionately, deftly, until we feel that these people lived only for this, to have their lives summed up in such inevitable form. There is more, too, in the book than just stories of individuals, there is the sweep of history in America, from pioneer days, through those of the Civil War down to our own time.

### A RECORD OF ACHIEVEMENT

#### "JOURNAL OF KATHERINE MANSFIELD"

Alfred A. Knopf

Katherine Mansfield's Journal is, I think, the saddest book I have ever read. A study in courage, achievement, merciless austerity with one's self, unflagging endurance under great odds, unhesitating control. Truth was the passionate preoccu-

pation of Katherine Mansfield's life. We knew this by her works, the result was there. Here we see behind those works a little more intimately, into the makings of the mind which fashioned them. We see her young and hopeful and amused at life, yet always out of patience with the mere appearance of things. And as time goes on we see her drawing more and more away from the world, living more fully in a world which was more congenial, the one she made for herself which was clear and uncompromising as a glass globe. This was conditioned partly by the beginning of her illness, yet she says very plainly, "Even if I were not ill I should have drawn away from the world." So she lived, a spectator in a high place, like a watchman in a glass tower, who because of his isolation sees so much more than those who are on the ground. Living there she played a drama, the drama of suffering and the need of work, to do fine work, always far better than she had done. The struggle between these two was so intense that, exhausted, she sometimes asked, "Shall one ever be at peace with oneself? Ever quiet and uninterrupted—without pain—with the one whom one loves under the same roof? Is it too much to ask?" Yes, it was for her. After long months of uninterrupted suffering she died at the beginning of 1923, and the world was left immeasurably poorer both through the loss of her spirit and her genius, those things in her so closely intertwined.

### A Book to Give to Boys and Girls

#### Adventures in Reading

By May Lambertson Becker

Mrs. Becker, who has made a fine art of reading herself, passes on her knowledge to boys and girls, giving them a real sense of responsibility and interest in the training of their minds through reading.

Frederick A. Stokes Co. \$2.00

"One of the most beautiful books I have ever read, and the truest."  
—Louis Bromfield

### The GRAND-MOTHERS

BY GLENWAY WESCOTT

An absorbing novel of American life

Harpers \$2.50

### DANGEROUS BUSINESS

By EDWIN BALMER

A fast-moving novel of men and women caught in the craze of entertaining for business—with a tremendous climax.

\$2.00 DODD, MEAD

### MAKES SIX-ACRE MAP OF THE U. S.

#### ALABAMA TEACHER'S IDEA

Instructor in Mountain School Is Not Defeated by Lack of Books; Story Told In Magazine

Making a six acre map of the United States in an unfertile field is the expedient adopted by Willas A. Sutton in an Alabama mountain school when he found no books available from which to teach his pupils geography. As a result his pupils learned more about that branch of study than any others he has had since have learned from the most complete school equipment.

The educational experiment is related in the American Magazine in an article about Mr. Sutton, who is now head of the Atlanta, Ga., schools, in which there are enrolled more than 60,000 pupils. His resourcefulness was demonstrated when he was obliged to give up preaching because of an affected voice and took charge of a school in Clay county, Alabama, where but few of the children of the hills had ever had educational advantages.

Having no maps nor globes he took his boys to an untilled, six-acre field, dug a channel for the mighty rivers and built ranges of mountains to scale with ricks. When the "United States" was completed, every pupil who had had a hand in making it was delighted. "I'll bet you could never lose me in that country," said one boy proudly.

Applying the same methods, botany was studied from the wild flowers and from the forests, while the boys learned something of geology from

the rocks and minerals. So ingenious was the plan that Mr. Sutton ultimately became head of the Atlanta schools. One of his successful plans now is to have all business and professional men and industrialists cooperate closely with the schools, throwing open courts, factories, doctors' offices and other places to the students so that they may make intelligent choices of professions before they have completed their courses.

### SCANDINAVIAN WORKERS GIVE PRINCE NASH CAR

When Prince William of Sweden visited Kenosha, Wis. on his tour of the country, His Royal Highness was presented with a Nash Ambassador by Scandinavian employees of the Nash Motors company. The gift, a complete surprise to the Prince, apparently touched him deeply.

"I why, really, I don't know what to say," said Prince William when he had been informed that the new car which silently glided up in front of him was to be his. The formal presentation was made by W. H. Alford, vice-president of the Nash Motors company in behalf of the Scandinavian employees, and the royal guests, recovering his composure, addressed the men who had played an important role in the building of the car and had participated in the presentation.

"Nothing that I can remember has ever touched me more deeply than the gift of this fine automobile from you Americans of the Scandinavian race," he said. "It is not often that a man receives so fine a present as a splendid automobile and every time I 'step on the gas,' as you express it over here, I will recall this happy occasion. I cannot help but feel proud of the Scandinavians in America; everywhere I go on my tour of this country I find they have given a good account of themselves and that in America as at home they are splendid citizens."

### BUILDING ACTIVITY CONTINUES DOWNWARD

#### MATERIAL PRICES LOWER

### Tranquil Labor Conditions Are Noted In Survey of Conditions In U. S. by S. W. Straus & Co.

Continuation of the downward swing of the curve of activity, lower prices generally for materials, and a tranquil labor situation are the outstanding current features of the building industry throughout the United States.

Official reports from the building departments of 576 cities made to S. W. Straus & Co., revealed the issuance of permits or the filing of plans of \$291,675,134 in September compared with \$326,599,119 in September last year, a loss of a little less than 11 per cent. For the first nine months of the year the decline was equally pronounced, the 1927 total being \$2,947,884,859 compared with \$3,308,894,986 in 1926.

The exact meaning of these figures should not be overlooked. They reflect only prospective conditions in the construction of buildings within incorporated cities. They represent substantially 80 per cent of this type of activity throughout the country but they do not include general engineering projects, road building, utility plants outside of corporate limits and only in a limited number of cases do they include public buildings.

#### Accurate Index

They do, however, as time has shown, constitute the most accurate index obtainable of the trend of American urban building so that the general business interests of the country can with certainty now plan on less support from the building industry during the ensuing four or five months than was the case last winter.

While these conditions apply to the country as a whole, signs of increasing construction are in evidence here and there. Among the large cities of the country, Chicago, Philadelphia, Los Angeles, Birmingham, Pittsburgh, New Orleans, Denver and Louisville are sustaining or exceeding last year's range of activities. Similar conditions prevail in the states of New Jersey, California, Connecticut, Georgia, Illinois, Texas, Washington and in much of the suburban areas of New York and Chicago.

#### Twenty-five Leading Cities

The twenty-five cities where conditions are most active reported \$178,242,472 in permits issued and plans filed in September compared with

\$190,058,694 last year, a loss of 7 per cent. For nine months the grand total was \$1,758,301,456. During the first three quarters of 1926, official authority was granted for the construction of \$1,893,439,310 in buildings and for the first nine months of 1925, \$1,963,634,853. These figures present a graphic picture of the declining conditions in the great centers of the country where most of the building is done. New York is exhibiting the greatest losses, the decline between September 1926 and 1927 being 20 per cent, while the total for the first nine months of 1927 was 9 per cent behind the first three-quarters of 1926 and 7 per cent less than the same period in 1925.

### SOME FACTS ABOUT AUTOMOBILE TRADE

#### Most Cars In Sweden are Made In America; Russia Has Few Autos

According to information received by the Chicago Motor club, Sweden, in 1926, had about 96,000 automobiles, of which approximately 75 per cent were made in America. America manufacturers supplied 86 per cent of the total automobiles imported into New Zealand during 1926.

Although Russia has over three hundred million population, it has only 28,772 motor vehicles, consisting of 9,403 trucks, 9,610 passenger cars, 2,090 busses and 7,660 motorcycles. During the period of 1922 to 1926, 5,549 automobiles were imported into Russia, while the home production amounted to only 475 vehicles.

Texas farmers own 285,000 automobiles.

On September 5 a new speed law in Michigan went into effect. The new law says: "No person shall drive a vehicle on a highway at a speed greater than will permit him to stop at an assured clear distance ahead."

Many prize fight fans seem awfully pleased when a bruised gets thoroughly pummeled, but few of them wish to go down in the ring and show what he should have done.

It is often said that people will not set the river afire, but in view of all we have heard during Fire Prevention week, it would be unfortunate if they did.

While the poets are writing their emotional verses about the falling of the leaves, the householder becomes melancholy because someone has to rake them up.

C. R. I. & P. Ad No. 299X—1 col. x 125 lb. Evanston, Lake Forest, Highland Park, Oak Park, Wilmette, Winnetka, Glencoe, Illinois—November, 1927

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# Railroad Taxes

The Railroads in the United States pay over One Million Dollars a day as taxes. The Railroads now pay each year in taxes more than twice as much as it cost to operate the Government fifty years ago. Taxes paid by the North Western Railway in 1927 will approximate Ten Million Dollars. This is double the taxes paid in 1916 and eight times the taxes paid in 1900. The "North Western" System comprising 10,064 miles, paid more taxes in 1926 than were paid by all of the railroads in the Dominion of Canada consisting of 39,148 miles. In many localities the North Western Railway taxes comprise more than one-half of the funds used to support the schools. For the past five years the North Western's taxes have exceeded its cash dividends by one and one-half million dollars per year.

Frederic W. Sargent  
PRESIDENT

