

## Author's Book Series

### JUST PARAGRAPHS

The life of Mahlon Blaine, one of the best known illustrators in New York reads like a fairy tale and may partly explain the weird and vivid note which is seldom absent from his art. Running away to sea at fifteen he sailed into almost every port and on every ocean, taking part in mutinies and rebellions. His art he learned casually and as an aside, the first use he made of it having been to copy the old Italian masters so accurately that after they had been aged in the engine room they brought an excellent price.

Miss Mazo de la Roche's avowed ambition which is to spend the winters outside of Canada is by way of being fulfilled. The \$10,000 prize for novel "Jaina" has thus far brought her to Boston and is to carry her on to Florida.

### LIFE IN ITS FUNDAMENTALS

By Elizabeth Madox Roberts  
The Viking Press

Elizabeth Madox Roberts, author of the widely and justly praised "Time of Man," has written her second novel, "My Heart and My Flesh." This, unlike so many second novels, shows no diminution of power though it does have a far less happy coincidence of manner and plot. In her first book the freshness, the unusualness, of the style expressed quite perfectly the strange unusual character of the child—a sort of dialect of the child's spirit. In this book the main character, Theodosia, is more one of us, and the unusual character of the style seems less inevitable, even, alas, at times obscure and forced—an obscurity, it seems to me, coming from sentences weighted with words and having no definitely constructed framework behind them.

The story of Theodosia is that of a girl born on the hilltop of aristocracy in the south, descending slowly, step by step, into the valleys in which simplicity lies, close to the heart of primitive people. It is a pitiful story. The child, loving music, taught to play "the fiddle," brought up to believe that all of life lies before her fertile, and discovering little by little that decay has set in and each avenue of fulfillment is closed. First there is the discovery of her father's profligate life, then the fact that the fortunes of the family have dwindled

away, then the two men she has cared for or thought she cared for fall her.

At last, penniless and ill, she goes through the valley of despair. Then little by little she comes out on the other side and finds life in its fundamentals in a little community of farming people. With them and thru them she learns to live again.

### THE PRESS WE LIVE BY

#### "BALLYHOO, THE VOICE OF THE PRESS"

By Silas Bent  
Boni & Liveright

Silas Bent, a veteran newspaper man, has done a service to mankind in his book "Ballyhoo, The Voice of the Press." If we are to be led, bullied, ridden by a thing as colossal as the press of today, if we are to unfold every morning with our coffee, a record of the world's worst happenings, if our knowledge of the world is to be filtered through this strange medium, it is better that we should at least understand it.

Mr. Bent is freed from the bond of silence on many subjects commonly imposed by economic necessity on newspaper men since he has, after twenty years' experience been for the last few years been in free lance work. He is also given by this fact a perspective on the subject not possessed by those so close to it that they cannot see the forest for the trees. Thus unusually well equipped Mr. Bent reviews the whole subject of the press. It is a fascinating subject and he handles it with a spirit and a keenness which he learned in the press school.

The building up of interest in certain subjects, such as sports until the public completely won over to the prescribed diet thinks itself avid for more, the exploitation of personalities such as "Lindy," whose flight across the Atlantic was given bigger headlines and far more space than the signing of the Armistice, the "human interest" humbug which allows private individuals like the Irving Berlins to be martyred by news-mongers long after they have ceased to be legitimate news, the incredible phenomenon of the picture tabloids and the type of muck they thrive on, these are only a few of the subjects on which Mr. Bent writes vividly and well.

### CHICAGO TO PLAY ILLINOIS SATURDAY

#### Dads Day at Illinois Promises Great Battle; Huge Crowd Is Expected

Another great football battle will be fought in the Illinois stadium Saturday when Chicago, traditional foe of the Illini, comes for the last home game.

Saturday is Dad's day and elaborate arrangements have been made for the entertainment of the fathers of students who will visit the campus and watch the game. A crowd of 60,000 is expected. However, the Illini announce that tickets will surely be available at the gates Saturday.

Illinois students and alumni love to meet Chicago. Since 1892 the Maroons have been almost annual and always intense rivals of Illinois on the gridiron and the game will be the thirty-second meeting in a series in which Chicago has triumphed 16 times, Illinois winning 12 while three were ties. There has been some dispute concerning the first three games played, due to the eligibility rules or lack of rules at that early date, but according to the records, Stagg has a 16 to 12 margin over the Illini.

However, since Bob Zuppke has been in charge at Illinois, he has won eight and lost four with the Maroons, two being tie games.

The game will be the final home appearance for 16 players, ten of them lettermen. While all may not get a chance in the game, Zuppke's system of using waves of reserves gives all the right to hope for some chance against the Maroons. The seniors are: Captain Reitsch, French, D'Ambrosio, Grable, Marriner, Mitterwallner, Muegge, Perkins, Schultz, and Stewart, all lettermen, and the following reserves: Aldous, Edelman, Nelson, Ringquist, Simons and Lee.

The Chicago band of 80 pieces dressed after the eastern fashion in white pants and Maroon sweaters will accompany the Stagmen and a series of special trains will bring the Illini and Maroon contingents from Chicago. Those homecoming fans who missed the Michigan band will enjoy the spectacle of the Chicago and Illinois bands in their maneuvers and playing of college airs.

The usual traffic regulations will be in force, guaranteeing motorists freedom from traffic jams and worry over parking space as room for 10,000 cars is provided near the stadium.

### GOLF CLUBS OF NORTH SHORE PLAN ELECTIONS

#### Some of Them Down the Shore Already Have Held Theirs; Others Scheduled

With par thoroughly tackled for the year, members of the north shore golf clubs near Evanston are organizing for their next year's activities. Some have already had their annual meetings and election of officers, and others will hold theirs within a short time.

C. A. Lakey was elected president of Westmoreland for 1928 when the annual meeting was held October 22. Other officers are: vice-president, Robert G. Bear, 1035 Maple avenue; secretary, John A. Manley, 2512 Park place; treasurer, Hurd Comstock. New directors chosen are H. C. Lutkin, 2406 Pioneer road; C. A. Liddle, Harry Van Petten, 2819 Lincoln street. These men and the officers will compose the board with three of the old members: H. H. Jarvis, T. C. Moulding, and W. S. Hovey. One more director will be appointed. The next business meeting will be November 17. At the December meeting committees will be named for the year.

The annual meeting and election at Evanston will be November 19.

Recent elected officers at North Shore are: president, H. H. Wolf; vice president, Richard Wolfe; treasurer, Charles E. Driver (re-elected); secretary, Dr. L. W. Strong. Directors elected, for three-year terms are A. L. Woodbridge, William P. Fowler and A. Schulz. The officers and these will compose the board with those remaining from last year: C. E. Barrows, M. J. Hubeny, F. S. Kaulback, H. H. Kuhl, and C. A. Nash.

The Evanston Community Recreation association will have its annual meeting in the middle of November. The Wilmette Golf club will also elect its officers in November.

### CONTROL OF HIGHWAYS IN STATE OF ILLINOIS

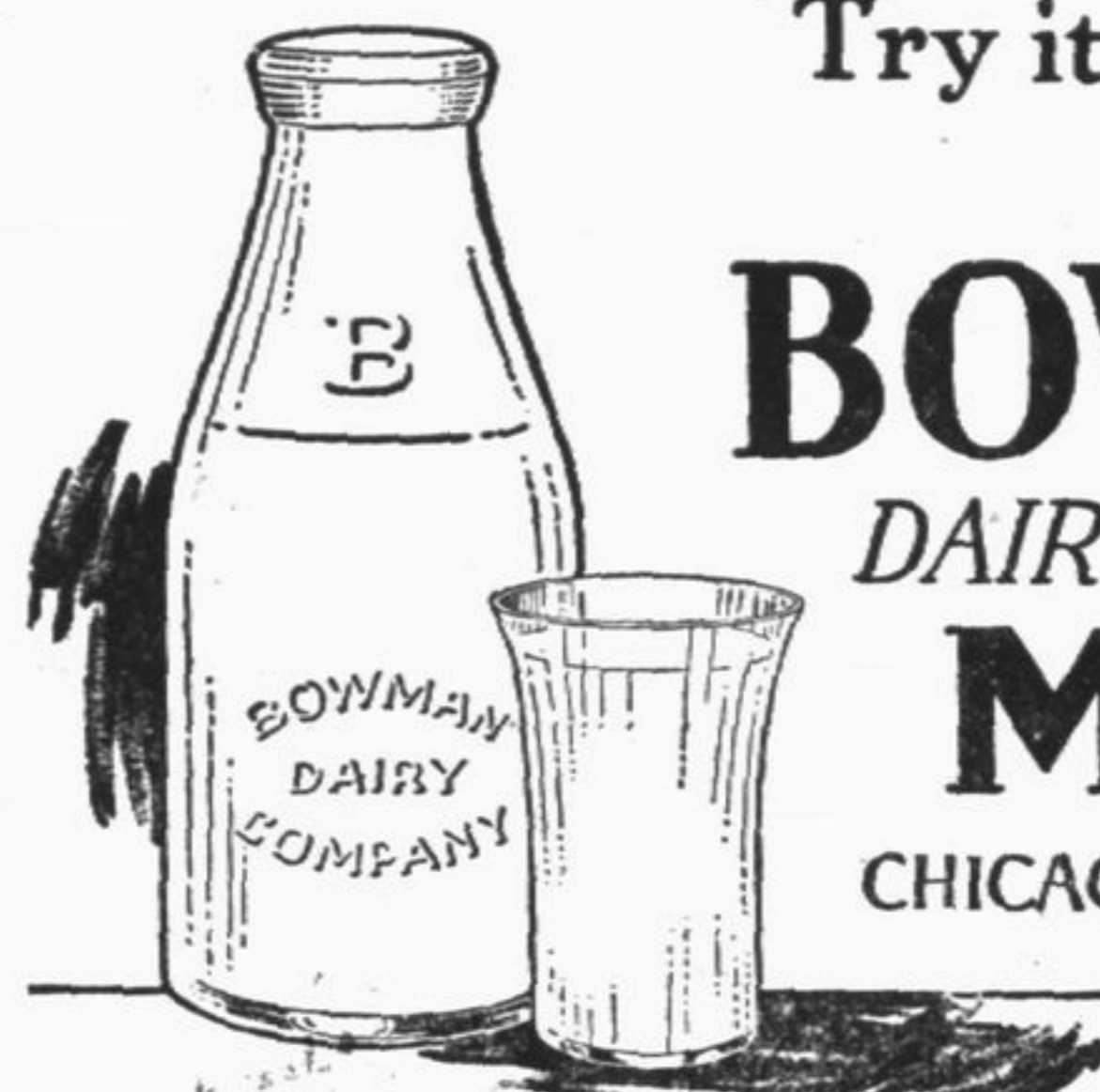
Control of state aid roads rests with the State Division of Highways, and county superintendents are without authority to change the location of such highways, or to abandon the same without orders of the county boards of supervisors and approval of the state.

This opinion has been handed down by Attorney General Oscar Carlstrom under an inquiry from Judson E. Harris, state's attorney of Perry county, who sets up the fact that several years ago one of the principal highways leading eastward from DuQuoin was made a state aid road, but that two years ago the county superintendent of highways directed the abandonment of this road and selected as a state aid road another route about two miles north.

If the two old political parties do not provide jobs for all office seekers, it looks as if we would have to start a third party.

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Over a million gain in Chicago's population during the past seven years! That is the estimate made recently by Frederick Rex, Municipal Librarian. Realizing this, is it difficult to understand why the streets and highways in and for great distances around Chicago are so often jammed with motor traffic, and why the parking situation has become particularly acute? If you are going somewhere, and wish to get there with speed, comfort and convenience, it's far more satisfactory to use North Shore Line service. Besides, you have no parking problem when you use the North Shore Line.



The **FASTEST** Electrically-Operated Railroad!

THE "Speed Trophy" pictured above has been awarded to the North Shore Line as the fastest electrically-operated railroad in North America! The award was made at the 46th Annual Convention of the American Electric Railway Association held during October in Cleveland, Ohio. Official records show that the North Shore Line operated its trains during the past year over 87.19 miles of track between Chicago and Milwaukee at an average speed of 53.9 miles per hour, not including stops, and 41.8 miles per hour, including 14 regular schedule stops.

### Speed With SAFETY

In accepting the Trophy, Bernard J. Fallon, Vice-President in Charge of Operation of the North Shore Line, said: "The endeavor of transportation men today is to give their customers the utmost in speed and comfort consistent with safety in operation. That is what we have always aimed to do on the North Shore Line. At no time under the present management, however, have we subordinated the question of safety to that of speed and we never shall. The safety and comfort of the passenger is the first consideration."

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By Lester Cohen

Author of "Sweepings"

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