

Esther Gould's Book Corner

JUST PARAGRAPHS

"I will give \$25,000 to anyone who will kill him" screamed one of the delegates to the Baltimore convention, leveling his arm toward Bryan. But although there was always someone wanting him assassinated and always someone defeating him, yet Bryan always bobbed up again to fight another day. The ridiculous elements in the life of the Great Commoner, give spice to J. C. Long's book of his life.

That was a new one, when S. S. Van Dine, much advertised mystery or detective story writer, made a distinction between the two. Instead of comfortably classing them together it seems that those who know analyze them, and if the appeal is to the emotions the story is a mystery, if to the pure intellect it is a detective. That explains why so many high brows have of late been broadcasting the fact that they enjoyed detective—or was it mystery stories?

GOOD VERSE

"SUNSET GUN"

By Dorothy Parker, and "Poems in Praise of Practically Nothing"
By Samuel Hoffenstein
Bonni & Liveright

Dorothy Parker is, as usual, delightful. Wit, a clean edged sharp wit, cutting here and sparing there but doing all with perfect neatness, sarcasm, satire, and here and there an unsuspected tenderness, are here in her second volume, "Sunset Gun," as they were in her first.

It is not easy to make short verses and make them neither dawdling or too clipped. One is ineffective, the other forced. Miss Parker is neither. Her verses step along in a sprightly way, like an old lady going to market, but the old lady never gets rattled in the midst of traffic.

Here is one of the kind at which she is brightest, "Thought for a Sunshiny Morning."

"It costs me never a stab nor squirm To tread by chance upon a worm.
'Aha my little dear,' I say
'Your clan will pay me back one day.'"

Quite a different mood is the one on "Bric-a-brac," beginning, "Little things that no one needs" and ending, "These are made by lonely folk."

Dorothy Parker gives high praise to Samuel Hoffenstein whose "Poems in Praise of Practically Nothing" are somewhat more solid fare than her own. Mr. Hoffenstein essays into more than questions of mood, his subjects are social as well as personal. His also sharp wit is turned on roadside signs, noise, Fords, radios, in fact there is little obnoxious in this great America of ours that doesn't come in for its share of drubbing. Then he can turn from purposeful satire to that sublime silliness which we maintain is the best antidote for nerves.

"From coast to coast the railroads roam
Yet every inch of rail stays home."

He can speak in much the same terms as Miss Parker herself, yet his tone is one of more maturity, a trifle more studied. They both make good reading, the kind it is very hard to put down.

THE BOY AND THE RIVER

"TREY THE RIVER"

By Leslie Reid
E. P. Dutton & Co.

"Trey the River" is a strange book. Its author, Leslie Reid, is a competent one, "Saltacres" and "The

Rector of Malisect" were both of them good books, books which deserved more attention than they received. "Trey the River" is a book likely to be less understood than those because instead of dealing with a large and more or less normal group of English people, it deals with a character who is far from normal.

Trey, born on a night of storm in a little mill beside the river of that name is christened thus by his mother. She had almost identified his father with the river which had finally taken his life. So Trey grows up in his turn identifying himself with the river, finding peace and joy there when he is little understood by any human companions.

After his mother's death, a breaking of the only bond which held him, Trey goes away and tries to find a place for himself somewhere else in the world. But he cannot, and one day in his wanderings he finds himself at the source of his beloved river. He wanders down its course, finding the greatest happiness he has ever known, and realizes at last that being almost one with his river he, too, must find his end in the sea.

The book is not morbid as a mere outline of the plot might seem, but it is sad. It is simply and quietly written, in the first person, if it lacks anything, and it does to some extent, it is force, immediacy, feeling.

LIGHT AND HEAT

In these bright spring and summer days, few people stop to think what wonderful values are for us in the warmth and light of the sun-rays. Science has it that, possibly Radium makes up a part of the Sun's luminous body. Were it not for this great solar dynamo, humanity would fade from the earth, like flowers cut from their stems. The value of heat and light is unquestioned.

Various "rays" have been isolated, resulting from an analysis of light in nature. The ultra-violet, an element of sunlight, is concentrated in apparatus used by the specialist. Perhaps the "infra-red" is the most valuable of the re-produced heat-rays, and it is within reach of the ordinary family rays,—valuable in treating all deep, inflammatory conditions.

Light heat is more beneficial in most conditions, than dark heat, such as hot-packs, poultices, and hot-water bags. Light and heat together, set the microscopic particles of tissue into rapid vibration; this serves to "scatter" violently congested areas, which may be painful to the point of agony. The infra-red ray is in my office, used almost daily—and with satisfactory results.

Then—there is a difference in dry heat, as in lamp treatments—and in moist heat, as in hot wet packs applied to the body. Light reaches deeper, and with more lasting effects. There is very little even temporary relief in hot wet packs. But, all these methods are worth study by the family. They afford a means of relief outside of the realm of drugs.

INTERESTING FACTS ABOUT THIS STATE

Illinois has 58 landing fields which are rated as airports.

The University of Illinois, in 1906, established the first railway engineering department in America.

Illinois' only woman representative in Congress was Winifred Mason Huck elected in 1922.

Building permits in Illinois for the first quarter of 1928 totaled \$104,417,996.

Illinois ranks first of the states in number of freight cars purchased by electric railways during 1927.

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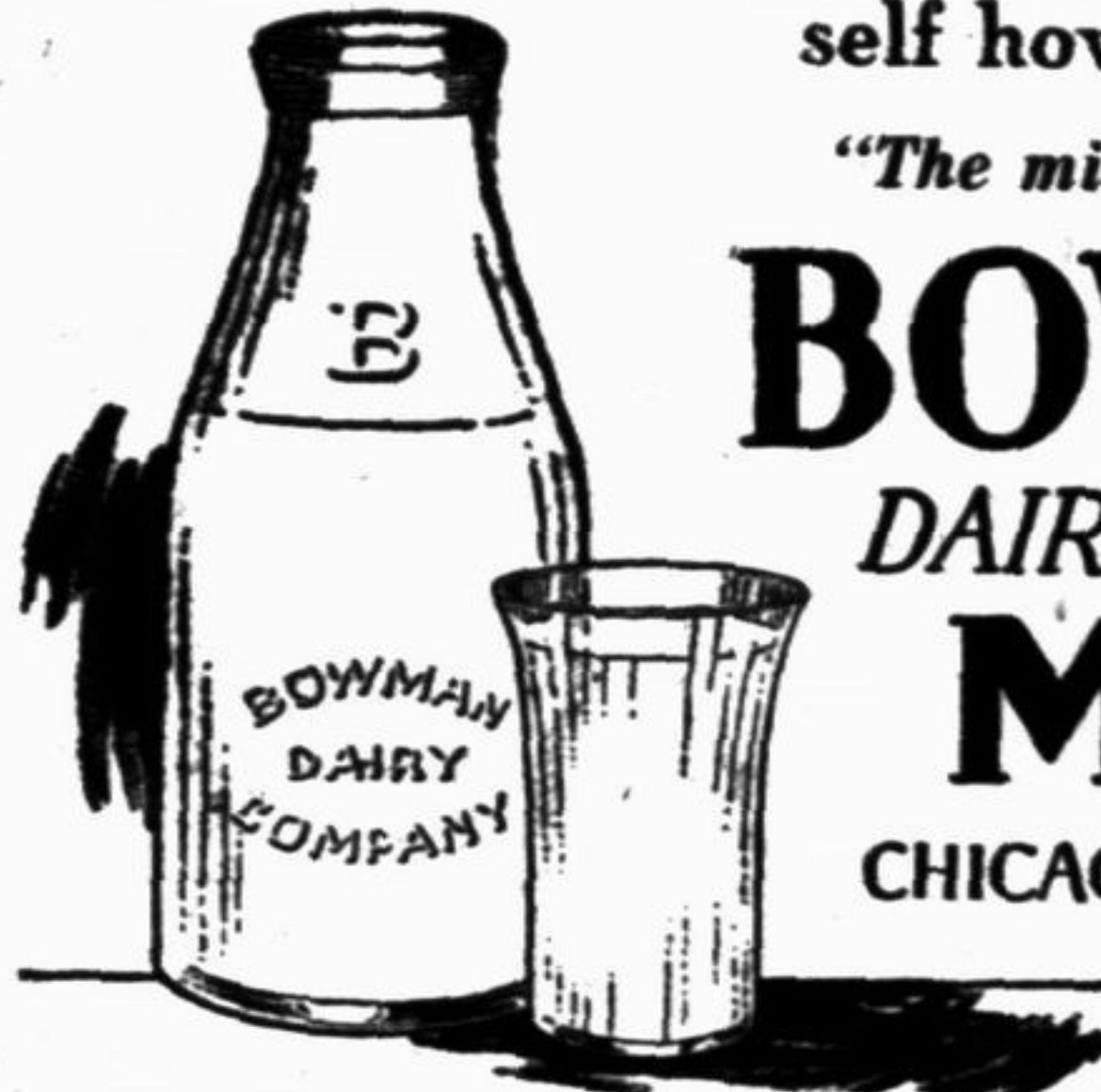
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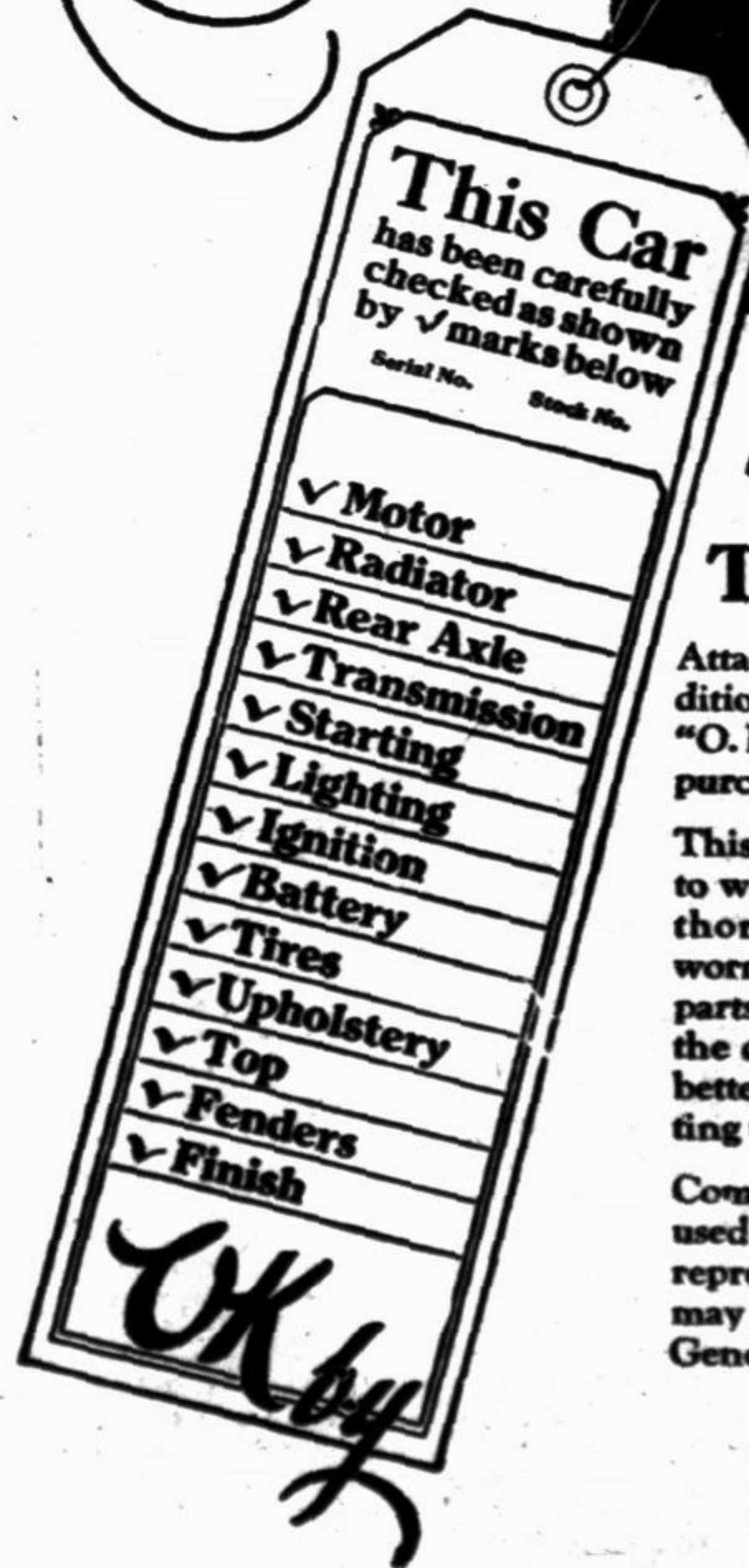
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