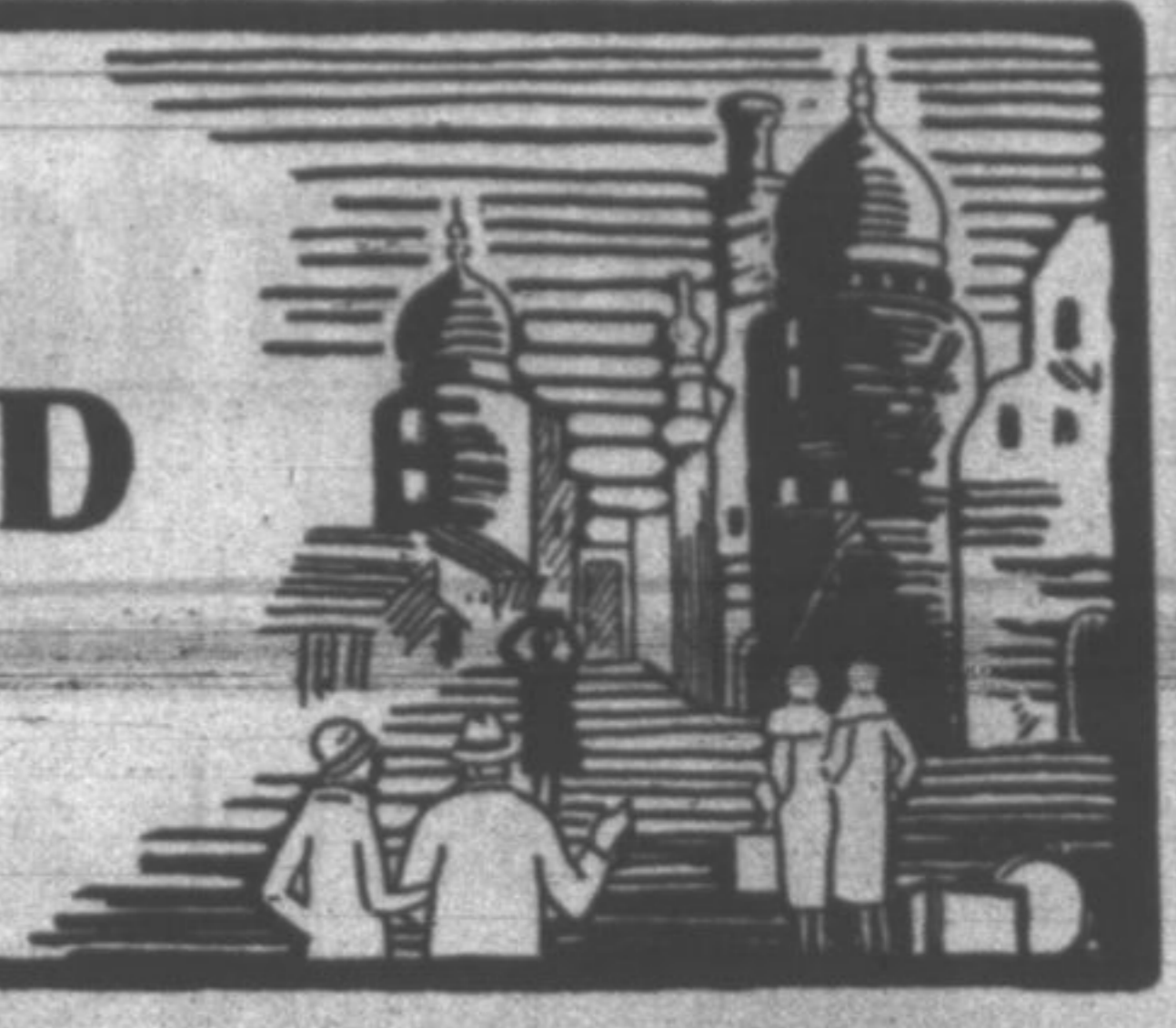




ESTHER GOULD'S BOOK REVIEW AND TRAVEL PAGE



SINCE THE PHAROAHS

"Modern Sons of the Pharaohs"—there are some! Yet it is hard for us to believe it. We have a feeling, haven't we, in countries of a great and overwhelming past, that nothing has happened to them since that past. That if we go to Egypt, for instance, Cleopatra will still be floating in her gilded barge, or the haughty Pharaohs will still be watching over the building of their imposing monuments. We forget that Cleopatra is but dust and the Pharaohs but mummies inside their monuments. Things have moved onward in Egypt even without our consent. Modernism has penetrated even there. We may be affected with the pained surprise of the Englishman who comes to Chicago hoping to find the population still chasing Indians, but it is true.

And being true, it will make our trip to Egypt more interesting if we learn something of these modern sons.

The story of the building of the Suez Canal reads like a gigantic farce worthy of international diplomacy and finance. The way in which the gullible Pasha was fleeced by clever European financiers—even paying in to the millions of francs for the value of fish in a canal that was never built—and then from an almost empty treasury spending twenty-one million dollars on the fetes celebrating the opening of the canal, shows that

the spirit of the Arabian nights is not yet dead.

The opera "Aida" was written for this great occasion and museums were ransacked for the precious stones and authentic costumes used for its splendid presentation. What matter if within a short time the Pasha himself was an exile in Europe?

The story of Great Britain's occupancy of Egypt, of the country's recovery from bankruptcy to prosperity, of the great projects carried out for regulating the waters of the Nile, are like modern fairytales. "Can one check the tears of Isis?" was an ancient saying about the Nile, which was thought to be the tears wept by Isis over the tomb of Osiris. Yes, modern engineers answer, and for the prayers and entreaties of a starving population have been substituted dams and locks and canals. Romance, though differently garbed, is still alive in Egypt.

A TALE OF THE INDIAN

"LAUGHING BOY"

By Oliver LaFarge
Houghton Mifflin Co.

Why is it that "introductory notes" usually stir a sort of hospitality between author and reader? H. G. Wells had only to loudly announce in one that not a single character

in his book was a real person to make it a sort of cross word puzzle to find how many of the people one could label. Oliver LaFarge in the introduction to his "Laughing Boy" has said the same thing, rather unnecessarily it would seem, when the chief characters are anonymous Indians. He has also said that the purpose of the book is to amuse. Isn't that something that the reader might be entrusted to discover?

However, introductions aside, the book is fairly amusing, not laughter-provoking, but amusing in the sense of being lightly attention-absorbing. It is the story, told in rather idyllic terms of the love of the young Navajo Indian, Laughing Boy, for Slim Girl, who becomes his wife. It has in it movement, poetry, the feeling of the wind at night, though none of these to a supreme degree. None of them sufficiently to make it great writing. Its interest lies principally in the strangeness of the Indian customs, the charm of a life which is so unlike our own.

Don't Gush

If you are real friends you tell each other so in a hundred ways and you never leave the matter in doubt. —Woman's Home Companion.

Mary made a little cake
To please her husband's palate;
Hubby put it on a stick,
And used it for a mallet.

RAYMOND-WHITCOMB

ROUND THE WORLD CRUISE

▲ THE TIME—106 days from New York to New York—weeks shorter than the ordinary world cruise, but with no sacrifice of time ashore. Sails Jan. 21, 1930.

▲ THE CRUISE-SHIP—S.S. "Columbus" (32,000 tons) recently North German Lloyd flagship. Her superior speed enables this magnificent liner to shorten appreciably the steaming time between ports.

▲ THE ITINERARY—Eleven days in India-Ceylon-Java-Siam-Peking-Korea-Japan—in all 29 Oriental points, besides Egypt and many other Mediterranean and Pacific ports.

▲ THE RATES—\$2000 and up, with accommodations for 230 members from the minimum rate up to \$3500.

OTHER CRUISES for 1929-1930

West Indies
New Holland-America Line S.S. "Statendam"
December 21 & January 9 (16 days)
January 29 & February 25 (25 days)

Round South America
Cunard S.S. "Samarra"—February 1

Mediterranean
Cunard S.S. "Carinthia"
Winter—Jan. 23 Spring—April 8

North Cape-Russia
S.S. "Carinthia"—June 24
S.S. "Franconia"—June 28

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Many Sunny Days in October, Says Weather Observer

The monthly weather report of John Laux, Lake county government weather observer, believes the impression created by the storms of last week by showing that the month of October this year contained 15 days of the proverbial bright blue weather, besides five more days when clouds only partially covered the sun. October of last year had only 10 clear days.

The temperature for the month was approximately the same this year as last. The 1.7 inches of snow on this year's record, however, cannot be matched by the 1928 weather sheet, despite the fact that the lowest temperature of the month just past was nine degrees higher than the low point last October.

Storm One of Worst

The storm which wrought on the twenty-second of this month was one of the worst in the history of lower Lake Michigan, according to records maintained by the government.

Following is the report of Observer Laux:

	1929	1928
Highest temperature	82	80
Lowest temperature	31	22
Mean temperature	50.7	50.1
Clear days	15	10
Cloudy days	11	13
Partly cloudy days	5	8
Rainfall	2.94	3.43
Prevailing winds	NE	NW

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