



ESTHER GOULD'S BOOK REVIEW AND TRAVEL PAGE



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. "Samaris"—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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IT WAS SINGULAR

"Notwithstanding the great improvement of navigation within the last two centuries, a Voyage round the World is still considered as an enterprise of a very singular nature, and the Public have never failed to be extremely inquisitive about the various accidents and turns of fortune, with which this uncommon attempt is generally attended . . . and from these relations, if faithfully executed, the more important purposes of navigation, commerce, and national interest may be greatly promoted."

These words were written in 1748, and they are still true.

If you thrill to achievement, if you like to remember the days when the world was vast and uncharted yet men had the courage to go forth into it in tiny sailing vessels, without radios, without adequate knowledge, into seas where enemy fleets were lurking in wait for them, then read Richard Walter's account of "Anson's Voyage 'Round the World." It was an expedition which took five years from 1739 to 1744.

The fleet of five ships—of which only two were to return—set out from England with a favorable wind one June day, but it took them thirty days to reach Madeira—a dis-

tance which it would probably be hard to spend two days in crossing now. Then across the stormy Atlantic, where every danger in the execution of their "very singular naval achievement" awaited them. Arrived at South America, at last, there were hostile natives, illness and the dreaded Cape to be rounded in winter to pay them for their trouble.

There is human wisdom interspersed with the account of this singular achievement, and things we would consider remarkable told as commonplaces, and our commonplaces told as things remarkable. If you wish to appreciate the ease and safety of modern travel and yet at the same time to re-impress yourself with its essential romance read this account of the great and perilous voyage of Mr. Anson.

PAST AND PRESENT

"SHORT AS ANY DREAM"

By Elizabeth Shepley Sergeant
Harper & Brothers

Elizabeth Shepley Sergeant's "Short as Any Dream" is not as good as it should be. We are not carping when we say that, merely regretting that, given her material and her talent, she did not do with them quite

all that could have been done.

It is an "epic of a New England family" told in a sort of retrospect style as it comes to light through the old things left behind. Three pairs of spectacles, a white silk stocking, packages of faded letters, an old secretary, a trestle table—these and many more are the heritage of the modern young woman who has seen the War and who feels centuries removed from this burden of the past.

To work her way out from under the unwelcome burden, the girl writes a novel of her ancestors. Unfortunately, the author instills in her reader some of her own impatience with the past. It is hard to turn from the reality of the New York studio apartment, the boats on the East River whistling their reminders of the sea, dusk closing in over the city—hard to turn from these to the candlelit bedroom in New England, where Nancy discusses rather stiltedly her possible husband with the old ducky.

That perhaps is the weakness of the book. The past never quite asserts itself over the reality of that brief glimpse of present. However, the fact that the present does assert itself shows that Miss Sergeant has talent and that we can use for her that sickly, well-worn phrase, "a young novelist of promise."

Justified Falsehood Is Way this Deception Is Regarded Is Claim

An entire community in New Jersey, which has been aiding and abetting deception and falsehood for eleven years, voted itself entirely justified recently, following the death of a woman whose name is withheld because of her prominence.

Eleven years ago, according to the Woman's Home Companion, the woman, then advanced in age, had a son, Robert, in the American Expeditionary Forces in France. She had been dangerously ill on the day the news came that Robert had been killed in action. When the doctors said she could not survive the shock, the members of the family did not tell her. Instead they began to weave an elaborate fabric of deceit.

During the mother's convalescence, letters came from France and she accepted them as being from her son. Finally one letter said that he was staying in France to work in the devastated fields after the Armistice had been signed.

Once started, the deception was so successful that it could not be stopped. For eleven years the relatives of the mother continued writing letters signed "Robert," filled with information gathered from those who had returned. They were sent to France to be remailed to the mother who waited at home. She lived in happy ignorance for eleven years and died happily.

State Race Track Tax Totals Over \$600,000

Illinois collected \$638,628 in license fees and admission taxes from the six race tracks in operation during 1929, according to recent announcement by Clarence F. Buck, who as director of agriculture administers state racing regulations. The increase of \$24,459 over last year comes from more paid admission taxes of 20 cents each, for license fees fell \$3,500 below last year.

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