

MOTHERHOOD.

The night throbs on; but let me pray, dear Lord! Crush off his name a moment from my mouth...

What are my curses to Thee? Thou hast heard The curse of Abel's mother, and since then...

Ah, God, my child shall go Orphaned among the angels! All alone, So little and alone! He knows not Thee...

NOT TOO LATE

It was late when George Atwood arrived at Mrs. Halleck's party. There was quite a brilliant company present...

When his eyes rested on her an awful change came over his face, the rich, dark color fled, leaving it white and rigid...

For days past George Atwood watched Ida Challis, his intended wife. He knew that Ida loved him devotedly, and he tried not to watch her, he tried not to notice Alfred May's attention to her...

George Atwood turned away with an inward groan. He loved Ida passionately; her love seemed lost to him, yet he could not think of giving her up.

"Mr. Atwood is here," Alfred May said, looking down at Ida Challis. The radiant face grew pale, and Ida shivered as she looked around her. She had fallen from her world of bliss and she was once more in Mrs. Halleck's crowded salon.

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"Yes," he was here a moment ago. I saw him looking savagely in this direction, but he has disappeared; I do not see him anywhere now, and Mr. May laughed his musical laugh, changed the conversation, and in another minute Ida's face was upturned and rosy once more.

A quadrille was forming, and a gentleman came to claim Ida for the dance. Away from Alfred May and the glamour his presence cast over her partly vanished—she thought of her lover. Where was he? Did he notice anything wrong in her conduct toward Alfred May? If he was in the room why didn't he come to her?

These thoughts flashed through Ida's mind as she waited for the first figure to be called, and happening to turn her head, she saw her lover standing on the opposite side of the room, his eyes fastened upon her. One glance at his livid face and everything in the illuminated parlors seemed whirling round her.

The dance was over. Ida never could tell how she got through it. The heat of the room was suffocating her, and when her partner left her, after leading her back to her seat, she rose and staggered over to one of the windows that opened out upon the balcony.

As she stepped into the deep recess of the window she let the curtains fall behind her, shutting in the light and heat and whirl. How delightful and cool it was out here. The shining stars looked down at her from their deep blue setting through the open window. But Ida did not shut herself out in the darkness to gaze at the stars. She threw herself into a chair which occupied the recess and buried her face in her hands.

"Oh, what a wretch I am!" she moaned. "George suspects I think more of another man than I do of him. Heaven help me! How is this going to end?"

Little Ida dreamed that before many minutes she would know how it was going to end. As she asked herself that question voices came to her from the balcony without.

Ida's head was erect in an instant. A lady and gentleman were speaking on the balcony. Ida did not wish to sit and listen to what was not intended

ANCHORED TO A WHALE, GLOUCESTER FISHERMAN IS TOWED OUT TO SEA.



Startling was the experience of Charles Decker of Gloucester, Mass., on the last cruise of his fishing schooner, the Maxine Elliott. Decker, while fishing peacefully in the waters of Sheepscot bay, found himself anchored to a whale...

for her ears, but the man's voice held her spellbound, and she leaned forward to catch every word that fell from his lips.

"What absurd ideas, to be sure!" the man was saying, in his lightest tones. "Absurd! How can you say so?" said the lady's voice, hotly. "Anybody can see that you are trying to come between George Atwood and his intended wife."

"Trying to come between them?" and Alfred May laughed derisively. "Ah, you mean that you have already accomplished it! Yes, everybody says that you must have fascinated Miss Challis—that she loves you is no longer a secret."

"She loves me! Then more fool she for her pains, for, my dear, I have no affection to waste on anybody but your own sweet self."

Ida listened to no more. For days she had been under a spell, but it was shattered at last. She fell back in her chair, buried her head in her hands and moaned and groaned aloud.

"At that moment the heavy curtains parted and George Atwood stepped into the recess. "Ida, what ails you?" and he rested his hand lightly on her shoulder.

"Oh, don't touch me—don't speak to me!" she cried, drawing away from him with a shiver. "George, I'm not worthy a kind word from your lips."

"Heaven forbid, Ida, that a word should fall from my lips but in kindness to you. It is too late to censure, and the strong man's voice quivered—"It is too hard to give you up. If Alfred May was a good man—"

"Alfred May is a scoundrel! I hate him—I hate myself! Oh, George, if you knew how wretched I am!" and Ida burst into tears.

"Ida!" cried George, in joyful astonishment. "I thought you loved Alfred May!"

"George, I've acted foolishly—I've done wrong, but oh, I'm so sorry," said Ida, between her sobs.

"My darling!" and George clasped her in his strong arms. "Let us forget the past few weeks of our existence."—New York News.

HIS BETTING CLOTHES.

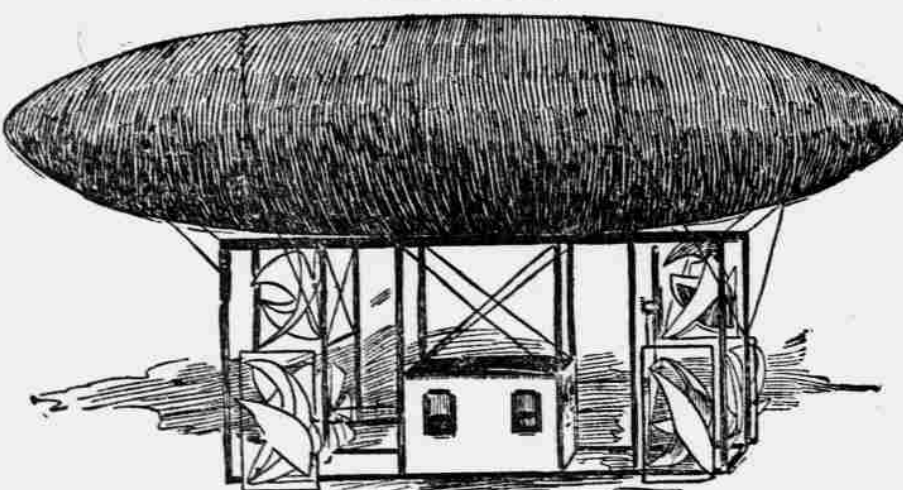
Superstitious Young Man Explains Cause of His Losses.

There is a new boarder at the boarding house. He wears a new pair of Scotch tweed trousers, a mile too wide across the beam, and an embryonic waxed moustache, which he loves to train into the form of a grapevine tendril.

"Do you know," said the newcomer, "that I am the most superstitious fellow you ever saw? Now, really, I am."

"I think that we are all superstitious," said the actress, who sat across from him at the table, and who was one of the ballet in "Beauty and the Beast."

NEW AIRSHIP FOR WHICH GREAT PROMISES ARE MADE.



A model of a new dirigible airship was recently on exhibition in Chicago. It represents the results of five years' work on the part of William Reiter, of St. Paul, Minn.

The owner of the machine claims it will do many evolutions unknown to the flying machine of Santos-Dumont. The St. Paul inventor declares his Eagle, for that is what he calls it, could be driven from Chicago to New York at the rate of 100 miles an hour, and that it could be sailed around a tower with its side touching the structure at all times.

CONTEST OF CANALS

Result Means Much to the Panama Company.

A WATERWAY FIGHT.

May End in Loss of Many Millions to the Old Ship-Canal Concern.

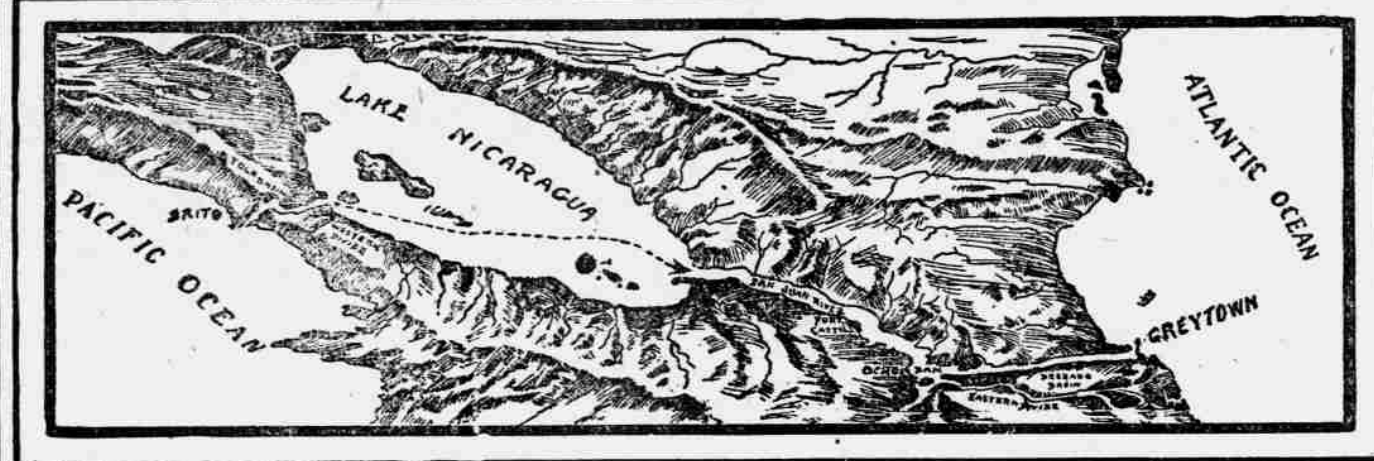
Nicaragua Project Most in Favor—There Is Not Much Difference in Cost and to the Ordinary Observer the Natural Advantages Seem to Be About Equal—Passage More Quickly Made by Panama Route—Great Inland Sea in Nicaragua.

The world is interested in a fight of canals, with the center of attention directed to Central America, that vexatious narrow strip of land connecting the great American continent. For the first time in eleven years the Congress of the United States is arranging for the construction of the isthmian water passage, with forces ranged in two factions—one holding out for the completion of the Panama canal, begun so long ago by the Frenchman, DeLesseps, and the other advocating the construction of an entirely new passage through Nicaragua.

With the new Hay-Panncote treaty with England ratified, it will be necessary to consummate negotiations with the Central American States, through which, or along the border of which, the chosen route extends. It has been maintained that a strip of land ten miles in width along the canal should be bought, but the constitutions of the Central American States forbidding such sale, the only way remaining is to acquire nominal control of the land by treaty.

While the proposed canal is to be neutral, the United States will have the right to close it against an enemy in time of war, the fact that we guarantee neutrality not operating against the establishment of fortifications if we see fit. By a principle of international law, all treaties are abrogated with the country with which we are at war.

The new treaty which replaces the Clayton-Bulwer treaty with England provides that the United States shall do all the work of building the canal, assume the responsibility of safeguarding it and regulate its use by all nations on terms of equality without the



PROPOSED NICARAGUA ROUTE OF THE CANAL.

guarantee of interference of any other country. It is this last clause which gives us the right to fortify the canal. Probably this will never be done, as the most effective way to control the canal in time of war is by means of the navy.

It is held that if we control both approaches of the canal, as we shall do, it will be all we need. The first effect of the canal will be to shorten the time from New York to San Francisco from sixty to sixteen days, thus bringing about a great increase in water freight, with a proportionate lessening of rates.

Further, it will bring the ocean shipping industry into close competition with the transcontinental railroads, thus reducing rates all around. Even now it is cheaper to ship perishable goods by water. Loads of freight daily come from New York from points west of the Alleghenies to go out in the coasting vessels around Cape Horn and up the other side to San Francisco.

Another result will be an increase in the volume of trade. There will be enough for both vessels and railroads. Still another and very important effect will be noted in the Central American States. The completion of the canal will draw American capital into these countries, which have hitherto been almost constantly at war among themselves.

A demand for protection will be created and the official presence of the United States would act as a wholesome restraint on our hot-blooded southern neighbors. It is possible that the canal will in time bring about a commercial union of Central America, under a protectorate of the United States, a result which would be of the greatest benefit to the whole western hemisphere.



DON LOUIS COREA, Nicaraguan Minister to the United States.

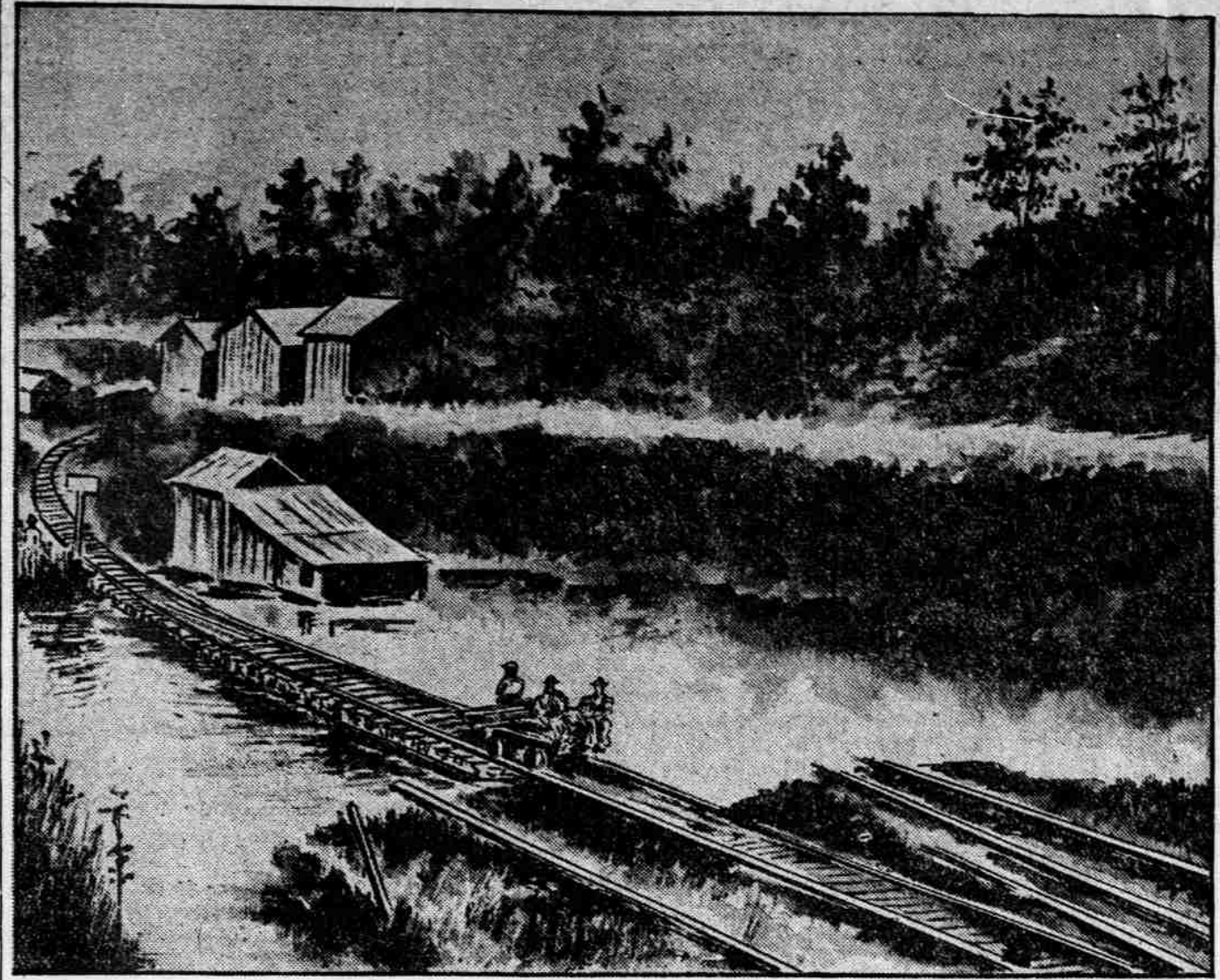
Construction Company was organized. In 1889 the original Panama company suspended and the same year the Nicaragua concession was transferred to the Maritime Canal Company.

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A SECTION OF THE PANAMA CANAL AS IT APPEARS TO-DAY.

Finally, the construction of the canal will give us an immense advantage in trade with South America. At present Germany and England each beats us in that direction. Altogether, it is believed that the isthmian canal will prove a greater stimulus to trade than any other one thing which could be accomplished, whether it be decided to finish the old Panama canal or establish an entirely new waterway by the Nicaragua route.

Fourteen Times Surveyed. Since the conception of the project of a canal across the Isthmus of Panama, no less than fourteen surveys have been proposed and surveyed across the narrow neck of land connecting the American continents. Only two survive.

It was in 1843 that a survey was made of the Panama route for the first time. A French engineer undertook this work, but with no important immediate results. He was followed not many years afterward by George M. Totten, chief engineer of the Panama Railroad, who estimated the cost of the construction of the great waterway at \$75,000,000 to \$100,000,000. Subsequently the United States government also made a

Great Britain to bring in 4,000 negroes from Jamaica. This number has dwindled, through death, desertion and other causes, to about half the original number.

Nearly Half Completed. According to the original designs and specifications, the Panama canal is now just 40 per cent completed. The Atlantic side is open to a distance of thirteen miles, the excavation varying in depth from 16 to 29 1/2 feet. This has been filled in to a certain extent by silt deposits from the Chagres river, in the bed of which the canal part way lies. On the Pacific side a length of about three miles is cut to a depth of 6 to 23 feet. In Panama bay a channel has been dredged to deep water and a cut through the Cordilleras has been accomplished to a depth of 160 feet.

It was in 1850-1852 that the Wausit company, which then controlled all transisthmian traffic, had the Nicaragua route surveyed and twenty years later a commission went over the line for the United States. When the Panama scandals began, Mr. A. G. Minto, who was a member of that commission, obtained a concession from Nicaragua and the Nicaragua Canal

Juan in its normal state has a flow of 20,000 cubic feet per second, but in the rainy season it sometimes mounts to 200,000. To hold back this flood with a dam 150 feet high, and thereby raise the waters of the San Juan to the level of the lake, is the project.

The line of the Nicaraguan canal begins at the Caribbean sea near Greytown. Taking a southeasterly direction, it passes to the north of a range of hills known as the Silicos and thence southerly to a point about a mile from the San Juan river. Following the river and at a safe distance from it, the course continues to the dam, where the canal enters the river—and follows it into the lake. Crossing the lake in a northwesterly direction, the mouth of the Rio Las Lagas is entered. This stream is followed but a short distance when the canal crosses the continental divide into the valley of the Rio Grande and thence to Brito, the Pacific terminus.

The summit level—from the continental divide across the lake and along the San Juan to the great dam—will be nearly 150 miles long. Besides the purpose of a long stretch for speed, this extended level so high above the sea is to control the lake's level. It now fluctuates some thirteen feet. Under control it will not vary six.

It has been the general opinion that there is quite a difference between the mean levels of the two oceans. This idea is an erroneous one, for they are about the same. There is a difference in tidal ranges, however, the Pacific rising eight feet and the Atlantic but one foot. Five locks—one of 39 1/2 feet and four of 18 1/2 feet each, will be required to raise the vessels from the Caribbean to the level of the lake, while four of 28 1/2 feet each will be necessary on the Pacific side.

Originally, the cost of the Nicaraguan canal was placed at \$50,000,000. The estimates have steadily risen—will be nearly \$100,000,000. The first was for a 16-foot canal of narrow gauge, whereas the latest plans call for a cut 35 feet in depth and extending in places to a width of 150 feet. In curves a width of 180 feet is called for and in the harbor at either terminus a channel of 500 feet wide is projected.

Tea Drinking in Russia. Enormous quantities of tea are consumed by the Russians, but they do not suffer from any effects owing to the way in which they concoct the beverage. With them it is not a cup of tea, but a glass of tea. A sprinkling of leaf is put into the pot, boiling water is poured on, and allowed to stand not more than thirty seconds. A small quantity of the brew—about two tablespoonfuls—is poured into a glass, which is then filled with boiling water. A slice of lemon and sugar are added, and here we have one of the most refreshing and piquant drinks imaginable. The color of the tea as drunk is a pale amber, and, of course, no milk is used.

New Cure for Consumptives. A doctor has written to the London Times suggesting the running of motor cars at a speed fully up to the legal limit as a means of administering the open-air treatment to consumptives.

Tenants' Rights in Holland. In Holland no landlord has the power of raising the rent or of evicting a tenant.

survey, locating a practicable line for an interoceanic ship canal twenty-six feet in depth from the Bay of Aspinwall, in the Caribbean sea to Panama on the Pacific.

In 1879 Count Ferdinand de Lesseps, the man best known in connection with the Panama project, appeared to the nations to send delegates to a proposed congress in Paris, to discuss the question of a canal across the Isthmus. On May 15 of that year, representatives of twenty-four countries assembled in the French capital and on their adjournment the Universal Interoceanic Canal Company was organized. The disasters attending this company, with its record of the greatest steals in the history of the world—and its attendant numerous suicides, are still fresh in the public mind and need no recapitulation here. The company, however, is not dead, though they have tried in vain to raise the \$150,000,000 necessary to complete the canal. The collapse of the company awoke the strongest public prejudice against the route and it is indeed remarkable that in the many projects to be considered and in an undertaking so gigantic the two routes are such close rivals.

It is not generally known that work on the Panama canal was resumed in 1895, and has been continued to this day. In order to save some of the \$200,000,000 De Lesseps' company spent, and to retain the valuable concessions granted it, the receivers organized a new company. The stock was purchased by members of the original company, who hoped by further subscribing to save a part of their original investments. Thirteen million dollars was all, however, they were willing to invest, and this only eleven days before the expiration of the original concession. An extension of the concession to 1910 was secured. The new company did not waste the thirteen millions in mere show on soft ground, but, in contrast to its predecessors, made every dollar tell, in the hope of retrieving lost confidence, or, failing to secure further investments, to make the partly built canal so much more valuable when the Clayton-Bulwer treaty should be abrogated, so that the attention of the United States could be secured.

There is little native labor to be had on the Isthmus. The climate is not conducive to activity and the natives are averse to labor constitutionally. The old Panama company imported thousands of Chinese, but they proved to be poor workmen, especially when considering the expense incurred in transporting them from China. The new company, placing a bond guaranteeing the safe return of those of her subjects who should desire it, was allowed by

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NICARAGUAN ENGINEERS FINDING RIVER LEVELS.