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Address, GRAPHIC, Newberg, Oregon.



CHAPTER I.

Below, a great broad stretch of ocean, calm as death, slumbering placidly beneath the sun's hot rays; above, a sky of palest azure, decked here and there by dainty masses of soft, fleecy clouds; and far inland, a background of high hills, clothed with a tender foliage, a very baby leafhood, just bursting into the fuller life.

Toward the west the trees give way a little, letting a road be seen, that like a straight pale ribbon runs between the greenery for the space of quite a mile or so, and then reaches the small fishing village where the simple folk of Glowing Destley tell from one year's end to the other, some in careless joy, some in ceaseless later, some, alas! in cruel weeping, because of those "who will never come back to the town."

Along the white road, that gleams thirstily in the burning sunshine of this hot midday in June, a carriage is crawling with quite an aggravating slowness—an antiquated vehicle of a type now almost unknown, but which once beyond doubt "cost money." The carriage, being an open one, enables the people as it passes through the village to see without undue trouble that the occupants of it are two girls; both very young, both singularly alike, though in distinctly different styles.

"It is charming," says the younger girl with a little "cock motion" of the hand toward the sweeping bay, and the awakening trees, and the other glories of the landscape. "All charming, far better than I ever dared hope for; and yet my mind misgives me, in that I am not sure that I shall not see without undue trouble that the occupants of it are two girls; both very young, both singularly alike, though in distinctly different styles."

"Which means?" "That either he won't, or can't, life with his father. Can't, Nell rather led me to believe."

"Can't it be, you may be sure," says the younger girl, restlessly. "Fancy a father whose son can't live with him! And yet, after all, virtuous astonishment on that score is rather out of place with us. I can imagine just such a father."

"Well, never mind that," says Miss Dysart, hastily. "Yes, very good; and I see then go from sire to uncle," says her sister with a little shrug. "Do you think we shall gain much by the change? This old relative of ours is, perhaps, as delightful as we could wish him, and yet I wish father had not left us to his tender mercies."

"Do not dwell on that," says Vera, with nervous haste; "do not seek for faults in the inevitable. He is all that is left us. You know the sudden decision arose out of a letter received by father from Uncle Gregory about a year ago. When father was—was—dying—"

"She pauses abruptly, and a tremor shakes her last words. The younger girl turns quickly to look at her. There is infinite love and compassion in her glance, but perhaps a little contempt, and certainly a little impatience."

"Do you know," she says, "it may seem heartless—positively coarse, if you will—but I do not think our father was a man to excite respect, much less love or regret, or—"

"Oh! it is better not to speak like that," interrupts Miss Dysart, in a low, shocked tone. "Don't do it, darling. I know what you mean, but—"

"And I know that I shall never forgive or forget the life he led you," says Griselda, with a certain angry excitement. "Well, that is over," says Miss Dysart, with a quick sigh, heavily indrawn.

"What was this vendetta, this terrible lifelong quarrel that was kept up between him and father with such monotonous persistence?" "That had to do with our grandfather's will. Papa was the eldest son, yet the property was left to Uncle Gregory; and that for no reason at all. Naturally, papa was very angry about it, and accused Gregory of using undue influence."

"Just so, and of course there is a good deal behind that you don't know. There always is; nobody ever tells quite everything. And besides—Oh! Oh, Vera! Oh! what has happened?" Griselda clutches in an agonized fashion at the leather side of the crazy old chariot, which has toppled over to the left side and stands in a decidedly unbalanced position. The ancient driver, presumably asleep, had let the horses wander at their own sweet will, and they being old and sleepy, too, the result was that they had dragged two of the wheels up on a steep bank and nearly capsized the carriage.

EXTEND THE ROAD

COLUMBIA SOUTHERN WILL BUILD 100 MILES THIS YEAR.

Additional Capital Stock for One Million Dollars For Branches to Ashwood and Prineville Also Extension of Main Line From Shanko to Bend in Southern Oregon—Engineers Now in the Field.

Portland, Jan. 15.—E. E. Lytle, May Enright and E. R. Deyoe have filed articles of incorporation of the Columbia Southern Railway Extension Company. The object is to build an extension of the Columbia Southern Railway from Shanko to

President E. E. Lytle says the filing of these incorporation articles means the building of the extension at once. Construction will be begun as soon as the weather in that region is suitable, and the line will be put through to completion this year unless some unexpected obstacle shall be found. It is said not to be a difficult country to build in.

Great Resources of Territory. For a year or two work has been in progress toward opening the agricultural, timber and mineral resources of the region to be penetrated by the proposed extension of the Columbia Southern. Irrigation companies have been in the field and have extensive reclamation projects under way. Lumbermen from Wisconsin, Minnesota, Michigan and Iowa have acquired large tracts of pine timber along the Deschutes in Crook County, and are ready to erect saw mills the min-

imum. The Columbia Southern will build an extension of the Columbia Southern Railway from Shanko to Bend, a distance of about 100 miles, with branches to Ashwood and Prineville. The amount of the capital stock authorized is \$1,000,000. The extension will consist of, first, a line from the present terminus of the Columbia Southern at Shanko to Trout Creek, via the Oregon King mine, to a point at or near Ashwood postoffice; second, a branch up Trout Creek, via the Oregon King mine, to a point at or near Ashwood postoffice; third, a branch up the valley of Crook River to Prineville.

Engineers Now in Field. The incorporators are officers of the Columbia Southern Company. Mr. Lytle being president, Miss Enright secretary, and Mr. Deyoe auditor of the old corporation. The whole property will be practically one line from Bligg to Bend. The route has been reconnoitered, but the definite location has not yet been made. This work is now in progress, engineers having been in the field for some days.

LOCOMOTIVE BLEW UP. Caused the Derailment of a Passenger Train on the Rock Island. Victor, Iowa, Jan. 21.—As the Denver limited passenger train No. 5, of the Rock Island, was passing through this town this morning at 5:55, the boiler of engine No. 503 exploded, resulting in the death of the engineer and fireman and slightly injuring two porters and a brakeman.

No Hope of Saving Austrian Miners. Breux, Austria, Jan. 17.—The water in the Jupiter mine, which was suddenly flooded January 14, when the escape of 43 men, including the manager of the mine and two superintendents, was cut off, does not subside, and hope of saving the men has been abandoned. The disaster was due to the overflowing of the River Billa near the mine. Precautions to prevent the flooding of the mine were taken too late. One engineer was saved. Subsequently nine men courageously went into the mine a second time, and never returned. Thirty-one of the victims were married.

Recoinage of Hawaiian Silver. Washington, Jan. 18.—The bill for the recoinage of the silver coinage of Hawaii, introduced by Representative Hill, of Connecticut, was today favorably acted upon by the House committee on coinage, weights and measures. There is about \$75,000 of silver circulating in Hawaii, most of it in silver dollars.

Federal Building at Evanston. Washington, Jan. 20.—The Senate committee on public buildings and grounds has authorized a favorable report on the bill for \$100,000 for a Government building at Evanston, Wyo.

Government Ownership of Telegraph. Washington, Jan. 18.—Senator Harris today introduced a favorable report on the bill for the Government ownership of the telegraph lines of the United States.

Soldiers Must Shoot Better. Washington, Jan. 21.—American soldiers in the Philippines must shoot with more accuracy. This is the burden of an order recently issued by a General Chaffee, copies of which have been received at war department. The general points out that as the result of lack of regular target practice, both officers and men in the division of the Philippines have fallen far below the desirable proficiency in this most important of the soldier's qualifications.

Senator Mark Hanna wears a watch charm a gold nugget which is worth several hundred dollars. It was presented to him by a number of Methodist friends who reside in Cleveland, Ohio.

NEWS OF THE STATE

ITEMS OF INTEREST FROM ALL PARTS OF OREGON.

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The farmers of Eastern Oregon are fearful that the present fair weather will make a wheat shortage next year. Miners also would like to see snow. The voters of Albany school district have ordered the erection of another school building in that city to accommodate the increased number of children.

Philomath is to have an opera house. Total tax levy for Josephine county has been fixed at 32 mills. Hop growers around Salem refuse to sell their crops for less than 12 cents per pound.

A local company has been organized for the purpose of boring for oil near Monmouth. The 1901 assessment roll of the state shows an increase in property valuations of \$4,000,000.

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The new Catholic church at Hillsboro, with a seating capacity of 1,000, has been formally dedicated. The Uncle Sam Mining and Milling Company, of Blue river, is making extensive repairs to its property.

Calapoua school district is considering means for raising money with which to erect a new school building. The public schools and churches of Coquille City have been closed on account of the number of cases of small-pox in the city.

The Badger Mining Company, of Susanville, expects to install a reduction plant on its property in the near future. The plant will involve an outlay of \$100,000.

Portland Markets. Wheat—Walla Walla, 59@60c; bluestem, 61c; valley, 59 1/2@60c. Barley—Feed, \$17@17.50; brewing, \$17.50@18 per ton. Oats—No. 1 white, \$1@1.10; gray, 95c@1. Flour—Best grades, \$2.70@3.30 per barrel; graham, \$2.50.

Millstuffs—Bran, \$17 per ton; middlings, \$20; shorts, \$18; chopp, \$17. Hay—Timothy, \$11@12; clover, \$7@7.50; Oregon wild hay, \$5@6 per ton. Mutton—Lamb, 3/4@3 1/2c, gross; dressed, 6 1/2c per pound; sheep, withers, 3 1/2@3 3/4c, gross; dressed, 6@6 1/2c per pound; ewes, 3 1/4@3 3/4c, gross; dressed, 6@6 1/2c per pound.

Veal—8@9c per pound. Beef—Gross, cows, 3 1/4c; steers, 3 1/4@4c; dressed, 3@7c per pound. Butter—Creamery, 25@27c per pound; dairy, 18@20c; store, 12 1/2@15c. Eggs—20@22 1/4c for cold storage; 22@25c for Eastern; 28@30c for fresh Oregon. Poultry—Chickens, mixed, \$2.50@3; hens, \$3.50@4; 8 1/4@9c per pound; springs, 9@10c per pound, \$2.50@3 per dozen; ducks, \$5@6 for young; geese, \$4.50@7.50 per dozen; turkeys, live, 11@12 1/2c; dressed, 13@14c per pound.

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E. E. LYTLE.

President Lytle, of the Columbia Southern railroad, which is about to extend its line 100 miles further south into central Oregon, was born in Pennsylvania in 1891. He learned the railroad business with the Pennsylvania railroad, and came to Oregon in 1889. He was agent for the O. R. & N. Co. at Touchet, Hood River and The Dalles until 1897, when he took a leading part in organization of the Columbia Southern railroad company, and he has been at the head of that corporation ever since. Seventy miles of road are now under operation, and it is the most profitable line in Oregon, considering the mileage.

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BY PRIVATE VESSEL.

Pacific Transport Service May Be Discontinued—Root Favors the Plan.

Washington, Jan. 21.—Although the Pacific transport service is not to be discontinued immediately, it is quite certain that within a reasonable time the government ships will be disposed of to private persons, and thereafter the carrying of men and supplies to and from the Philippines will be done under contract. The quartermaster's