

CURRENT EVENTS OF THE WEEK

Doings of the World at Large Told in Brief.

General Resume of Important Events Presented in Condensed Form for Our Busy Readers.

Mexican rebels are preparing to invade the state of Sonora.

Nine Caronists who have been on trial two years in Italy for murder, have been convicted.

Elks by thousands arrive in the city of Portland and the official session of the Grand Lodge is opened.

Hot weather continues in the East and many deaths result. New York had the hottest July 8 since 1876.

A move is on foot in Washington to induce both Taft and Roosevelt to withdraw from the presidential race.

Severe earthquake shocks have been felt in Alaska, wireless communication was interrupted and another eruption of Mt. Katmai is feared.

A young Socialist in Switzerland has inherited \$130,000, and his friends are now waiting to see if he will distribute it according to his belief.

The Pacific Mail steamer City of Panama was disabled off the California coast and signaled for aid by wireless. The steamer Rose City answered and took her in tow.

While digging for a spring on a farm two miles south of Brownsville, Oregon, the owners of the farm discovered an abandoned tunnel four feet wide and twelve feet high.

The huge street clock in front of a Portland jewelry store stopped at 11 o'clock Monday night as the Elks' Grand Lodge was singing "Auld Lang Syne" in memory of absent ones, and the proprietors of the store decided to let it remain in that position during the rest of the week in honor of the Elks' festivities in the city.

Two Elks' grand lodge committees met in Portland and the city is full of Elks ready for the national convention.

Aviator Christofferson was unable to fly at Tillamook on July 4, owing to dangerous cross currents of air which prevented him rising above 50 feet.

Grand Army men refused to participate in Fourth of July exercises at Honolulu because the Declaration of Independence was read by a Japanese girl.

Chicago celebrated the Fourth without an accident, the first on record.

On account of Canadian fuel oil tariff laws it is likely all ships plying between Canadian and United States ports will obtain their fuel in this country.

A trio of Pennsylvania men have written to Gov. Hay of Washington, offering to come West and exterminate the "herds of seal and walrus which they understand infest the Columbia river and kill the deer and elk and endanger the settlers along the river."

One man was killed and a woman probably fatally injured when their automobile was crowded off the road and over an embankment by "road hogs" in a larger and faster machine, near Portland.

Mexican rebels evacuated Chihuahua upon the approach of the federals, and have begun a guerrilla warfare.

The first train over the Oregon Electric into Albany, Oregon, was greeted on July 4 by about 30,000 people assembled there for that purpose and for a general celebration.

PORTLAND MARKETS.

Wheat—Track prices: Bluestem, 87¢@90¢; club, 84¢; red Russian, 84¢; valley, 84¢; 40-fold, 84¢.

Hay—Timothy, \$16@16.50; alfalfa, \$12.50; clover, \$10; oats and vetch, \$12; grain hay, \$9.

Millstuffs—Bran, \$12.50 per ton; shorts, \$28; middlings, \$32.

Corn—Whole, \$39; cracked, \$40 ton.

Oats—No. 1 white, \$36@37 per ton.

Eggs—Fresh Oregon ranch, candled, 27¢ per dozen.

Butter—Oregon creamery butter, cubes or solid pack, 28¢ per pound; prints, 3¢.

Pork—Fancy, 10¢@10½¢ per pound.

Veal—Fancy, 13¢@13½¢ per pound.

Poultry—Hens, 12¢@12½¢; broilers, 17¢@18¢; ducks, young, 10¢; geese, 10¢@11¢; turkeys, live, 17¢@18¢; dressed, 24¢@25¢.

Berries—Strawberries, \$1.75@2 per crate; raspberries, \$1.75; loganberries, 75¢@1.25; black caps, \$1.50@1.75; blackberries, \$1.25@1.50.

Fresh Fruits—Cherries, 4¢@10¢ per pound; apples, old, \$1.50@3 per box; new, \$1.75@2; peaches, 75¢@90¢; currants, \$1.75@2; plums, \$1@1.40; pears, \$1.35; prunes, \$1.40; apricots, \$1.25.

Vegetables—Artichokes, 65¢@75¢ per dozen; asparagus, \$1; beans, 8¢@9¢ per pound; cabbage, 16¢@18¢; cucumbers, \$1 per box; head lettuce, 12¢ per pound; radishes, 15¢@20¢ per dozen; spinach, 4¢@5¢ per pound; tomatoes, \$1@1.50 per box; garlic, 8¢@10¢ per pound; carrots, \$1.75 per sack; turnips, \$1.25.

Potatoes—Jobbing prices: Burbanks, old, \$1@1.25 per hundred; new, per pound, 1¢@1½¢.

Onions—California, red, \$1.25 sack.

Hops—1912 contracts, 20¢; 1911 crop, 25¢@28¢.

Wool—Eastern Oregon, 14¢@19¢ per pound; valley, 21¢@23¢; mohair, choice, 32¢.

Cattle—Choice steers, \$6.75@7; good, \$6.50 medium, \$5.75@6; choice cows, \$5.75@6.25; good, \$5.50@5.75; medium, \$5@5.50; choice calves, \$7@8; good heavy calves, \$6@6.50; bulls, \$3.50@5; stags, \$4.75@6.

Hogs—Light, \$8@8.25 heavy, \$6.25@7.

Sheep—Yearlings, \$3@4.50; wethers, \$2.50@4; ewes, \$3@3.75; lambs, \$4.50@6.

DETAIN AMERICAN CONSUL.

Armed Rebel Guard Posted at Conference in Juarez.

Juarez—Twenty-five Americans, including American Consul Edwards, were held in the office of the Mexican Northwestern railway here for nearly two hours while an armed guard of rebels prevented them from leaving the building.

Rebel officials had become angered at the officers of the Mexican Northwestern over a \$5000 check payable to the rebels as export duty on a consignment of gold ore by the American Smelting & Refining company in Chihuahua. The shipment had arrived in El Paso, but when the rebels attempted to cash the \$5000 check, the banks in El Paso refused payment. After the check was given, the Federals had entered Chihuahua City and it is believed that the American Smelting & Refining company stopped payment on it, knowing that the rebels, because of their retreat, would be unable to trouble them further.

Consul Edwards went to the Northwestern offices to confer with H. C. Ferris, general manager of the road, Thomas Ryan, traffic manager, and C. T. Carson, general auditor. The officials were in conference at 5 o'clock when they suddenly found the doors of the building surrounded by armed men.

Consul Edwards telephoned for Colonel Pascual Orozco, Sr., head of the garrison, who arrived in a few minutes and ordered the guards to release all minor employes. The officers of the road were held. After a brief conference with the American consul left, but the railroad officials were closeted with Orozco until 7 o'clock, when they were released and crossed to the American side. It was said they had agreed to make the check good.

ELKS HAVE GRAND PARADE.

Illuminated Floats, Autos and Bands Cover Five-Mile Course.

Portland—Pronounced by 250,000 people, the great majority of whom were visitors, as the most imposing and elaborate electrical pageant they had ever witnessed, the Elks' electrical parade Tuesday night moved over its five-mile course accompanied by the unstinted applause of an enraptured multitude.

The streets covered in the parade were congested for their entire length with a solid mass of bustling, good-natured humanity that entered fully into the festive spirit of the occasion. It was an occasion on which Portland people in their role of hosts made way for their guests who, being unable to secure seats in any of the spacious grandstands, were permitted to occupy all of the desirable vantage points from which to enjoy the magnificence of the pageant which was designed exclusively for their entertainment.

Included in the parade, which was headed by Police Captain Moore and a squad of mounted patrolmen, were 18 gorgeously decorated floats and nine bands, automobiles carrying the grand lodge officers and the commissioners of Portland Lodge No. 142. The parade moved shortly before 9 o'clock and completed its second circuit of Fifth and Washington to Morrison streets an hour and a half later.

OUTRAGES PROBED.

United States Sends Investigators into Rubber Country.

Washington, D. C.—A repetition of the horrors of the Congo rubber industry among the native rubber gatherers of Peru is the cause of a dangerous mission which the State department sent up the Amazon river in the interest of humanity.

Acting Secretary Wilson has received information that Captain Stuart Fuller, one of the department's most trusted agents, had arrived at Iquitos, 2000 miles up the Amazon, on his way to the wild stretch of country to learn the facts.

Reports indicate the existence of conditions below the equator that parallel the outrages in the Congo country, where natives were forced by tortures and mutilations to collect certain quantities of rubber for Belgian and other concessions.

The concessionaire in Peru is asserted to be a British corporation, British representatives and the British government disclosed the charges against this corporation. The State department, although no American citizens are involved, consulted with British officials and others interested in the welfare of those natives, and made strong representations to the Peruvian government, securing pledges that the obnoxious conditions would be terminated.

Postal Bonds in Demand.

Washington, D. C.—Information made public by Postmaster General Hitchcock shows that postal savings deposits in Oregon applied on July 1 for \$5460 of the third issue of postal savings bonds. More than \$3000 of the total amount applied for are registered, indicating that they are being purchased as permanent investments.

With respect to the amount of the bonds applied for Portland leads other cities of the state with \$4560, and following in order are Astoria, \$900, and Roseburg and Sumpter \$500 each.

Great Damage is Likely.

Fort Stevens, Or.—Over 200 employes of the United States engineering department, at work on the jetty at Fort Stevens, have been indefinitely laid off. The rock barges are tied up, the machine shops closed, all outside work is at a standstill, and where once was a scene of bustling activity is now quiet enough to suggest the inspiration of a poem like Grey's Elegy. Not enough men are at work to keep the numerous engines and machinery free from rust. Large numbers are accepting positions elsewhere.

Warship Repairs Cost \$15,000.

Washington, D. C.—Naval Constructor Baxter, who went from Boston navy yard to Newport to investigate the accident to the battleship New Hampshire, which collided with the liner Commonwealth, reported that temporary repairs on the warship would put her in condition to proceed under her own steam to the New York navy yard, where permanent repairs can be made at an estimated cost of \$15,000 in about two weeks.

INDUSTRIAL DEVELOPMENT AND PROGRESS OF OUR HOME STATE

MILL WASTE TO BE USED.

Coos Bay Wood Pulp Plant Will Be Completed Within Year.

Portland—Robert Nordrum and Hyalte Nordrum, young Norwegians who are interested in the Coos Bay Pulp & Paper company, of Marshfield, have been at the Multnomah hotel for several days awaiting the arrival of their wives from Norway.

Hyalte Nordrum, in speaking of this new industry at Coos Bay, said: "It will be a year before we begin the manufacture of wood pulp, as it takes that long to complete the buildings of reinforced concrete, and install the machinery. The machinery will largely be manufactured in this country but some parts will come from Europe.

"The process of separating the wood fiber in this country is known as the soda process, while we are to use the sulphate of soda process. "We are jointly interested in the enterprise with the C. A. Smith Lumber company and our raw material will consist of the refuse from the mill of that company, which is now destroyed.

"Our ultimate plan is to operate a paper mill at Coos Bay, but this will not be attempted at present."

NEW CHERRY GROWN.

Max Pracht, Jackson County, Develops Luscious Variety.

Ashland—Since retiring from the government service at Washington, Max Pracht, has developed into a practical horticulturist. He resides near Ashland, Jackson county, where he first came into prominence as a successful peach culturist. More recently he has produced a new variety of cherry, which is pronounced by experts to be one of the best commercial varieties that is grown in the Pacific Northwest. This cherry in many respects resembles the Bing, being large, firm and of exceptional flavor.

Mr. Pracht sent a sample box of the fruit, which he has christened the Pracht Imperial, to his friend, Phil Metachan, proprietor of the Imperial hotel at Portland. The demand for "just a taste" of the cherries was so great that the supply proved insufficient to go the rounds.

MILL AIDS EMPLOYES.

Willamette Pulp & Paper Company to Build Model City.

Oregon City—In order to aid its employes and make them better satisfied with conditions the Willamette Pulp & Paper company will found a little city for them on the West Side near the schoolhouse. The concern has about 750 employes, and at least half of them will be benefited within a year. A tract of 56 acres has been purchased which will be cleared immediately and platted this summer. It is the company's plan as outlined by Mr. McBain, mill manager, to divide the land into quarter-acre tracts, lots 100 by 100 feet or 50 by 200 feet, as desired, and to reserve one block for park purposes.

Modern dwellings will be erected by the company for the employes, to be paid for on monthly payments equal to rent. No interest will be charged. This method of home-building and buying, Mr. McBain declares, will make it possible for every employe to own his own home within a few years.

Hood River Has Record Hay Yield.

Hood River—The Hood River valley will have one of the largest hay crops this year in its history. The acreage is unusually large and the continuous rains have produced heavier crops than in former years. The first produce baled ever used in the valley was delivered here last week. In Odell district, where a great deal of hay is raised, nearly every rancher will have quantities of feedstuffs to sell, whereas in former years nearly every one is a purchaser of the product to tide over the winter months.

Rain Ruins Big Hay Crop.

Forest Grove—Heavy rains have destroyed thousands of dollars' worth of hay in this section, besides the late strawberry yield and the early cherries. Clover hay for the most part has been ruined, as the greater portion of the crop was cut at the beginning of the rainy weather. Much timothy hay also has been destroyed. One farmer on 100 acres during a period of fair weather but with the heavy rains he will suffer a total loss. The rains, however, were of special benefit to potatoes.

Jews Take to Agriculture.

The Hebrew Agricultural association of Oregon came into corporate existence recently in the vestry rooms of the Hall street synagogue, Portland, with the appointment of a committee on constitution and by-laws, and the securing of a charter from the State of Oregon and the election of officers. The object of this organization is to encourage agriculture among the Jews. This organization will lend money without interest and otherwise assist Jewish farmers in their vocation.

Road Builders at Ontario.

Ontario—Forty-nine cars loaded with railroad construction material have arrived here. In the lot were 17 cars of steel. Nearly every train arriving brings laborers contracted for the grade work. Bridge carpenters also have arrived. A track foreman, who has been laying track on the Idaho Northern branch, is here and it is understood the construction train will follow in a few days, when the work of laying the steel will begin.

Tillamook Factory Site Sought.

Tillamook—A site is being selected here for the location of a factory to manufacture milk products, including condensed whipped cream, cream of rice, ready-prepared cocoa and chocolate and other products requiring the use of large quantities of milk. It is proposed to expend \$100,000 on a plant, which will be opened some time in the fall.

SHOWS BIG FARM.

Moro Experiment Station Host to Visiting Boosters.

Moro—Moro state and Federal experiment farm was host to visitors from all parts of Sherman county, from Portland, and from neighboring counties. The O. W. R. & N. reduced fares for farmers' day, and this helped swell the attendance.

The day's program opened with the arrival of a passenger train from the southern part of the county. Visitors were conducted over the experiment farm by Superintendent Stephens and his corps of assistants. Visitors were divided into groups, each in charge of an assistant. In the afternoon a meeting was held in the opera house.

The experiment farm now has 500 varieties of growing crops, and the same amount of land under preparation for experiments next year. It has 34 varieties of wheat, the seed being imported from foreign countries, including Germany, France, Austria and Algeria. Eleven varieties of alfalfa, growing without irrigation, were shown. The experiment farm today has 97 varieties of domestic wheat, besides the foreign varieties; 16 of oats, 47 of barley, 10 of corn, 14 of field peas, 12 of grain sorghum, 4 of emmer, 15 of alfalfa, 6 of grass, 2 each of kale and rape, and 22 varieties of potatoes. There are 160 plots devoted to tillage and crop rotation, demonstrating the benefits of good, bad and indifferent farming.

ROGUE RIVER SEES RECORD.

Fruit and Grain Crops Are Unusual and Danger is Past.

Gold Hill—So assured are fruit-growers of a record crop in the Rogue River Valley this year that the cry of the growers for more thinners is frequent. Old-timers declare the trees never have been more heavily laden, and now that the danger of frost is practically past, it seems almost certain that a bumper crop will be harvested.

"The growth, both of old and young trees, has been phenomenal, every eccentricity of an unusual season apparently being beneficial. This is true not only of fruit trees, but of all growing things. An unusually heavy first crop of alfalfa is harvested, with the second crop coming rapidly. Hay, oats and barley will yield better than in years, but so rank has been the growth that scarcely a field is seen which is not lodged to some extent.

COOS BAY WORK PLANNED.

Porter Brothers Make Arrangements Preliminary to Construction.

Marshfield—R. E. Porter and Grant Smith, of the firm of Porter Brothers, railroad contractors, arrived in the city to make arrangements in this locality preliminary to the starting of construction on the Eugene-Coos Bay line of the Southern Pacific. Porter Brothers hold the contract for building 80 miles of the line extending from the end of the 28 miles now being built by Twohy Brothers out of Eugene, to a point this side of Gardiner.

Work on the big tunnel on this side of Gardiner will be carried on during the winter. The Siuslaw country may be the headquarters for the firm during the railroad construction.

Power at Cascade Locks.

Hood River—"Our company will develop 1500 horsepower by the completion of the big new flume that has been begun from the rapids of Hermand creek," says G. A. Young, president of the Columbia River Power & Light company, who was here on business. "We have been serving the citizens of Cascade Locks, near which our plant is located, with electric lights since last Thanksgiving by means of a temporary system we constructed.

It is probable that within a short time some business enterprise will come to Cascade Locks and make use of the surplus power we are developing. Several companies are now considering our offers."

Storage Company Host.

Brownsville—An entertainment was given recently by the Brownsville Warehouse company, under the management of Charles Stirling, to the farmers and business men of the surrounding country and their families, as a mark of appreciation of the growing patronage the company is enjoying. The social was held in one of the company's large warehouses, converted into a dining room for the occasion. The program consisted of vocal and instrumental music, readings and addresses.

Rogue River Salmon Run.

Gold Hill—The Rogue River run of Chinook salmon is at its height. Fighting upward from the ocean to reach the spawning beds, thousands of fish are reported blocked below the Ament dam. The fly rod now temporarily gives place to the cane pole and the big spinner baits, which lure 30 pounds or more of fighting fish to battle and occasional capture.

According to local authorities, the salmon answer the primal urge to procreate only at the mature age of 3 years.

Lumber Plant is Busy.

Falls City—The Falls City Lumber company is operating its planing mill and sawmill full time and two hours overtime daily. The logging railroad will be extended soon into new territory preparatory to a year's steady logging. By the end of that time the outcome of the Siletz railroad project will be determined.

Roseburg Electric Line Hinted.

Salem—In a complaint filed by the Oregon Electric in condemnation proceedings against E. M. Croisan and wife, plaintiff states that it intends to construct its line from Salem to Roseburg, which indicates that the Eugene extension will be by no means the final southern invasion of that road.



STANTON WINS

Author of "The Game and the Candle" "The Flying Mercury" etc. Illustrations by FREDERIC THORNBURGH

SYNOPSIS.

At the beginning of great automobile races the mechanic of the Mercury, Stanton, drops dead. Strange youth, named Floyd, volunteers, and is accepted.

CHAPTER I. (Continued.) "Go! to throw away the race and wreck your machine, for foolishness!" he inquired. "That's just like you, Ralph Stanton. You'll risk a blow-out on a smash to save five minutes in a twenty-four hour race. You can drive, but you won't use common sense."

Something snapped under Stanton's mask. Raging with silent fury, he slowed down his car and swung into the paddock gate as they came opposite it, thundering through to his own camp.

"Fix that tire," he commanded, as the swarm of mechanics surrounded them, and descended from his seat to confront the assistant manager. "Have you got me another mechanician, yet? This one won't do."

"Why, no," Mr. Green deprecated. "The driver who alternates with you wants to keep his mechanician; besides, the man isn't exactly ready to go with you, and he couldn't do both shifts, anyhow. I've telephoned to the company to find a man and rush him here. What," he looked toward Floyd's bronze head shone in the electric light as he directed proceedings, "what's the matter with this one?"

"No," conceded Stanton, grudgingly just. "Insolent and interfering."

"Well, if that is all—"

Stanton turned his back upon the speaker, recklessly and blindly angry, past all reasoning.

When the brief operation completed, Floyd sprang up beside his driver for the start, Stanton surveyed him through his goggles.

"If you are nervous about my driving and my sense, you had better get off now," was the grim warning. "For I drive as I see fit, and I'm going to make up these laps."

"Why are you wasting time here, then?" countered the mechanician, practically.

The Mercury hurtled viciously down the line of training camps and burst out on the track like a blazing meteor. Stanton shifted into high gear on the curve, and began to drive—as he saw fit.

The close-packed witnesses stood during most of the next hour, alternately applauding and shouting dismay, climbing on seats and benches to see. The other racers gave the Mercury room on the turns, after the Alan car tried to steal an inside sweep, and skidding, missed destruction through and with Stanton by the narrow margin of a foot.

There was neither opportunity nor wish for speech between the two who rode the verge of death on the Mercury. Floyd stood steadily to his duties; pumping oil, brushing the yellow trackdust from the pilot's goggles to clear his vision for each turn, watching the tires and the other machines. But he made no protest at the deadly methods of his companion.

Near the end of the second hour, the scream of the klaxon sounded its significant warning of trouble.

"It's us—lamps out," called the mechanician, after a comprehensive review of their machine.

Stanton shook his head impatiently, and kept on; deliberately turning the paddock gate instead of turning in. As they shot by the grandstand for the second time, the klaxon sounded again, long and imperiously.

"Go! to fight the Judges?" hissed Floyd, with careful politeness.

The driver did not speak or glance from the funnel-effect of light and dark into which they were boring, but the catch of his breath was not gentle. However, he swung into the paddock, on the next circuit, and halted a brief instant to have the lamp re-lighted. Familiar with his usual waters, a man ran bringing a pitcher of water to Stanton; who swallowed a little, then pushed the vessel so roughly toward his mechanician that some of the liquid splashed over the recipient and trickled down upon them both.

"Here," he offered curtly. "Thanks," Floyd accepted, and drank as they bounded forward, tossing the tin pitcher back over his shoulder, where a reporter gathered it up and sat upon a keg of oil to write a pretty account of the volunteer mechanician who had made the Mercury's entry possible and of the consequent regard of Stanton for him.

The next hour passed a trifle more quietly. Perhaps even Stanton was sufficiently tired by the strain to drive with some conservatism; perhaps he acknowledged mentally that no car built would stand such viciously grueling work for twenty-four consecutive hours. But he kept the lead gained, for all that, and a pace like the long swoop of a swallow.

"Car coming out of the paddock. Hundred and eightieth lap. Car stopped around the bend," Floyd reported, at intervals. Otherwise there was mute attention to business on the part of both men.

"Signal," Stanton abruptly ordered, at last, as they rushed across the stretch of track between the grandstand and the training-camps.

Floyd obediently rose in his place, raising his arms above his head in the accepted signal to their men to stand ready for the car's entrance. On the next circuit Stanton turned into the paddock and came to a stop before the Mercury's tent.

"Get out," he directed, and himself left his seat.

The two men who alternated were waiting to relieve the two who descended from the machine. The work-

follow. He was going to the restaurant in the interior of the stand.

But as he passed a big white touring car at the end of the row, a woman leaned from the shadow of the top. "I beg your pardon," she summoned, her tone composed and rather imperious.

The apology veiled a command. Stanton halted.

"Madam?" he responded, astonished and scarcely pleased.

She deliberately stepped down beside him, accompanied by the crisp sound of shaken silk and a drift of faint, rich fragrance. She wore a dark motor-veil, and in the mingling of dense shadows and glaring lights it was not possible to distinguish more than her general effect of youth and well-poised grace.

"I fancied by your costume that you were one of the racers," she explained. "And as I only arrived an hour ago, I wished to beg some information."

"I am one of the men driving," he corroborated.

She turned to glance at the cars rushing by, struggling for the lead.

"Thank you. Can you tell me whether Ralph Stanton is now driving the Mercury?"

"No," he answered, interested for the first time. "But he will take the wheel again in half an hour."

"Ah? I have heard so much of his spectacular feats, I," she gave a careless, rippling laugh. "I confess I should like to see some of them."

"Yes! Well, half the people here come to see whether some of the men won't take a chance once too often. They say there is a pleasant thrill in watching some one else get killed."

"Hardly that," she demurred. "Still, if one comes to an automobile race, one wants to see something more exciting than a drive in the park; something more exciting than—that." She waved a fragile hand toward the track, shrugging her shoulders with an airy amusement and scorn.

Stanton surveyed the scene, the darkness hiding his expression.

"The Mercury is marking time with a substitute driver, the Duplex is off with a choked feed-pipe, and the Stern went through the fence," he summed up. "The others are driving to win by endurance, playing for accidents to the faster cars. It is a dull period, just now. Yet every car there is going fast enough to face destruction if anything goes wrong."

She turned to him again, and he knew her gaze swept him interrogatively, searchingly. But his close-fitting linen costume offered no means of identification, since he purposely kept from the light the silver letters running across his Jersey.

(TO BE CONTINUED.)

Banana Disease Threatens Market.

Because of the fact that the much dreaded "Panama banana disease," which has devastated the banana plan-



"I Am One of the Men Driving," He Corroborated.

I'll keep Floyd. Now, I'd like to get some rest.

The assistant manager stepped aside from the entrance, confounded.

CHAPTER II.

The Risk and the Lady.

Two hours later, Stanton emerged from his camp and strolled toward the paddock exit. It was after two o'clock in the morning; the dark arch of star-set sky overhead, the black emptiness of the central field except for the line of tents, contrasted oddly with the glistening white track where the meteor-bright cars circled tirelessly to the accompanying monotone of many voices, varied by the occasional wail of the official kl