

FROM POORHOUSE TO PALACE

BY MARY J. HOLMES

CHAPTER XVI.

"Oh, mother, won't you take this pillow from my head and put another blanket on my feet, and fix the fire, and give me some water, or something. Oh, dear, dear!" groaned poor Rose Lincoln, as with aching head and lings she did penance for her imprudence in crossing the wet, slippery street in thin slippers and silk hose.

Mrs. Lincoln, who knew nothing of this exposure, loudly lamented the extreme delicacy of her daughter's constitution, imploring it wholly to Mount Holyoke discipline, and wishing, as she had often done before, that "she'd been wise and kept her at home." Jenny would have wished so, too, if by this means Rose's illness could have been avoided, for she was not a very desirable task to stay in that close sick-room, listening to the complaints of her fault-finding sister, who tossed and turned and fretted, from morning until night, sometimes wishing herself dead, and then crying because she "wanted something, and did not know what."

"Oh, dear," said she, one evening several days after the commencement of her illness, "how provoking it is obliged to lie here moping with the dullest of all dull company when there's Mrs. Russell's party next week, and I've such a lovely dress to wear. Why ain't I as strong and healthy as you?—though I wouldn't be so fat for anything. I'll go to that party sick and well. I wouldn't miss it for anything."

Jenny looked up in surprise, asking why her sister was so particularly anxious to attend the party.

"Because," returned Rose, "Mary Howard will be there, and you know as well as I how awkward she'll appear—never was in any kind of society in her life."

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ROOT OF OUR TREE OF COMMERCE.

How the Nicaragua Canal Would Nourish the Mississippi and Its Branches—Our Great System of Inland Waterways.

All this time Mary had not spoken, though the hand which William had taken in his trembled like an imprisoned bird; but when he came to speak of her mother, she involuntarily raised her hand to her lips, exclaiming, "It's Jenny, it's Jenny!"

"You have guessed rightly," returned William, smiling at the earnestness of her manner. "It is Jenny, though how such a state of things ever came about is more than I can tell you."

Fearing that they might be missed, they at last returned to the parlor, where they found Ella seated at the piano, playing a very spirited polka. Henry, who boasted he "could wind her around his little finger," had succeeded in coaxing her into good humor, but not at all dispelling her company for the earnestness of her manner. "It is Jenny, though how such a state of things ever came about is more than I can tell you."



So much has been said and written of the advantage of the Nicaragua Canal to the country in general that its direct value to certain portions of the United States has not perhaps been fully appreciated. A section of the country which might be said to be vitally interested in this undertaking is that adjacent to the Mississippi River and its tributaries. One of the strongest arguments which proves this assertion is the map. A child could detect the important relation which the artificial waterway bears to this great natural thoroughfare.

An examination of the map shows the remarkable likeness of the Mississippi, the Missouri, the Ohio and their branches to a tree, the main river forming the trunk and the others ramifying to the right and left, the larger branches in turn sending out shoots. On the face of the map this system of water ways stands out like a great oak, placed by nature to foster the commerce of a territory populated by millions of people and the site of thousands of industries. Some of the greatest cities in the country owe much of their progress and prosperity to the location on the banks of the Mississippi and its branches. The natural resources of the States traversed by these waterways have been largely developed by the facilities afforded to connect them with the centers of consumption. The settlement of what we now call the Middle West, but which is in reality the heart of the United States, has been in a great measure due to the same system. The pioneers of Indiana, Illinois, Kentucky and Ohio, as well as the States west of the Mississippi, and even part of the Gulf group, came to this region in boats at a time when the railroad and the locomotive were curiosities.

A few months ago a United States gunboat explored the upper Amazon and reports were made by the officers of the thousands of miles of navigation which this river afforded. Yet the Amazon, the Ganges and the Nile combined do not equal the Mississippi and its tributaries in the mileage of navigable water. Towns and cities in no less than twenty-eight States of the Union can be reached by steamboats from New Orleans. Fully one-third of the population of the United States to-day reside in the country adjacent to the Mississippi and its tributaries—fully 25,000,000 persons. A boat drawing five feet of water and starting from New Orleans can reach 1,000 communities varying in population from 700,000 to 500. Among the great cities which enjoy the advantages of water transportation by this system, and which the canal would connect by water with the Pacific are St. Louis, with its 700,000 population; New Orleans, with its 390,000; Pittsburgh, with its 250,000; Louisville, with its 225,000; and Wheeling, with its 50,000. On the trunk of the tree are Memphis, Vicksburg, Baton Rouge, Quincy, Burlington, Dayton, Dubuque and La Crosse, a chain of communities extending from the cotton and sugar plantations of the South to the timber lands of the far North.

In a study of this portion of the United States a surprising feature is the large number of streams which are navigable. It is doubtful if the Mississippi has a branch of fifty miles in length which is not deep enough for steamer traffic over at least a portion of its length. The same is true of the principal branches, with the exception of some of the tributaries of the upper Missouri in Dakota and Nebraska. The shoals formed by rock ledges are but few in number. This is owing to the fact that the majority of the streams flow through a region which offers few barriers to the natural deepening of the channel. Along the lower Mississippi in the vicinity of New Orleans a network of bays and other waterways forms a series of channels which extend far into both Louisiana and Mississippi. They reach the famous Yazoo Valley in the latter State, traverse the coast country and give most of the important towns in both States water communication with New Orleans. The same condition exists along the Red River, which is one of the most valuable branches of this trunk. Other streams connecting with the lower Mississippi and of great value to navigation are the Arkansas, the St. Francis, the White, the Yazoo, the Tallapoosa and the Ouchitoe. Steamers can ply on several of these streams a distance of over 200 miles from their

most round Cape Horn and traverse over 13,000 miles of ocean. By the canal route the distance is but 4,150 miles, or less than one-third of the present length. A vessel taking a cargo from St. Louis to San Francisco by way of Cape Horn would travel a distance of 14,000 miles, while by the canal route it would be reduced to less than 5,000 miles from San Francisco, while at present it is 11,882 by the water route. The manufacturers of Alabama could ship their products to a Gulf or a Mississippi River port and have them delivered at their destination in less than half the time now required. The effect which the canal would have in the expanding commerce of this part of the South is incalculable. No nation on the globe enjoys such a system of inland water communication as the American people possess in the Mississippi and its tributaries.—D. Allen Wiley, in Chicago Record-Herald.

WHEN SMOKING WAS A CRIME.

Colonial Legislature Was Severe on the Users of Tobacco.

It is one of the curiosities of old-time legislation that the use of tobacco was in early colonial days regarded by the magistrates and elders as far more injurious, degrading, and sinful than that of intoxicating liquors. Both the use and the planting of the weed were forbidden, the cultivation of it being permitted only in small quantities, "for mere necessity, for physic, for preservation of the health, and that the same be taken privately by ancient men." But the "creature called tobacco" seemed to have an indelible life.

Landlords were ordered not to "suffer any tobacco to be taken into their houses" on penalty of a fine to the "victualer" and another to "the party that takes it." The laws were constantly altered and enforced, and still tobacco was grown and was smoked. No one could take it "publicly" nor in his own house or anywhere else before strangers. Two men were forbidden to smoke together.

No one could smoke within two miles of the meeting-house on the Sabbath day. There were wicked backsliders who were caught smoking around the corner of the meeting-house and others on the street, and they were fined and set in the stocks and in cages.

Until within a few years there were New England towns where tobacco smoking in the streets was prohibited, and innocent cigar-loving travelers were astounded at being requested to cease smoking.

Mr. Drake wrote in 1886 that he knew men, then living, who had had to plead guilty or not guilty in a Boston police court for smoking in the streets of Boston.

In Connecticut in early days a great indulgence was permitted to travelers—a man could smoke once during a journey of ten miles.

"Plaza-Life in Summer."

In America are coming to understand the importance of outdoor life. The real poetry of summer is well-nigh lost unless one can come in contact with trees, grass and flowers. True country life bars none from this delight, but in villages and suburban towns its limit is fixed by the space devoted to the piazza.

The importance of this portion of the house should be fully recognized before the plans are out of the architect's hands, and the three essentials for the correct location—exposure, privacy and outlook—be as carefully considered as its construction and relation to the main building. In some instances even the conventional rule for attaching the piazza to that portion of the house that faces the street should not be followed, the interior plans being reversed in order to bring the living-rooms and porch at the rear.

There is one opportunity afforded by a broad piazza of which we are slow to take advantage. We might take more of our meals at fresco. One of the most fascinating things about living abroad is that in summer one may dine often out of doors. We should import the custom into this country, for it is a good one, and then to the delights of long evenings on our piazzas we should have added that greater pleasure of sitting down to tea or luncheon with nature herself.—Woman's Home Companion.

A Systematic Woman.

There is a woman in Kansas, 90 years of age, who spent exactly thirty years each as maid, wife, and widow.—Kansas City Journal.

A woman's idea of saying something mean about another woman is to say that she "copies" after some woman with more money.

HUNTING WITH THE CAMERA.

A Delightful and Profitable Way of Studying Bird Life.

Of the many delights of life, few are so good for the soul as the study of bird life. The greatest pleasure is afforded by the camera, and they place a degree of trust in one that was unusual as it was delightful. Being anxious to secure photographs of the bird, I paid frequent visits to the nest, and what a wonderfully concealed nest it was, tucked away in a small depression and hidden by the roots of an oak sapling. It would forever have remained undiscovered by me had I not, by lucky chance, observed one of the parent birds visiting it. Only at first did the owners object to my intruding, and by various methods did they try to coax me away from their home. First one and then the other would feign broken wings and half-rolling, half-scrambling, they would make their way down the steep hillside in the hope of luring me away. But little thought of that as I as with smiling lip and beaming eye she received the homage of the admiring throng.

What a Boy Should Know.

- Every boy and girl that is educated should be able to:
- Write a good hand.
- Spell all the words in ordinary use.
- Know how to use these words.
- Speak and write good English.
- Write a good social letter.
- Add a column of figures rapidly.
- Make out an ordinary receipt.
- Receipt it when paid.
- Write an advertisement for a local paper.
- Write a notice or report of a public meeting.
- Write an ordinary promissory note.
- Reckon the interest or discount on it for days, months and years.
- Draw an ordinary bank check.
- Take it to the proper place in a bank to get the cash.
- Make neat and correct entries in day-book and ledger.
- Tell the number of yards of carpet required for the parlor.
- Tell the largest number of bushels of wheat in the largest bin, and the value at current rates.
- Tell something about the laws of health and what to do in case of emergency.
- Know how to behave in public and society.
- Be able to give the great general principles of religion.
- Have sufficient common sense to get along in the world.—National Educator.

All Millionaires.

Grosvenor Square, in London, is said to contain the residences of more millionaires than any other area of similar extent in the world.

A hundred years ago the largest fortune in the United States was \$250,000. Now there are several fortunes of more than \$200,000,000.

"Strads" Bring High Prices.

A genuine Stradivarius violin is worth whatever the person owning it may ask. At \$1,000 it would not be deemed extravagant.

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Both of the above steamers have been rebuilt and are in excellent shape for the season of 1901. The Regulator Line will endeavor to give its patrons the best service possible. For comfort, economy and pleasure, travel by the steamers of the Regulator Line. Dalles City leaves The Dalles at 7 a.m., Tuesday, Thursday and Saturday. Regulator leaves at 7 a.m., Monday, Wednesday and Friday. Leave Portland at 7 a.m., arrive at The Dalles 8 p.m., arrive at Portland 10 p.m. Portland office, Oak Street dock. The Dalles office, Court Street.

WHITE COLLAR LINE.

Str. "Tahoma,"
Daily Round Trip, except Sunday.
Leave Portland 7 a.m., leave Astoria 7 a.m.

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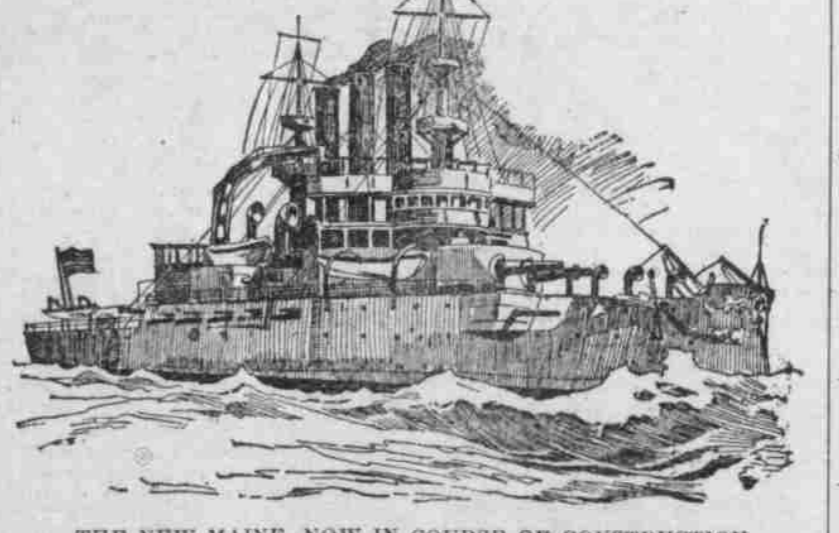
OREGON SHORT LINE
AND UNION PACIFIC

DEPART	TIME SCHEDULES From Hood River.	ARRIVE
Chicago Special 11:55 a. m.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	Portland Special 2:05 p. m.
Brookline Flyer 8:27 p. m.	Walla Walla, Lewiston, Spokane, Minnetonka, Duluth, Chicago and East.	Portland 4:30 a. m.
Mail and Express 11:42 p. m.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	Mail and Express 5:42 a. m.

OCEAN AND RIVER SCHEDULE FROM PORTLAND.

8:30 p. m.	All sailing dates subject to change.	4:00 p. m.
For San Francisco—Sail every 5 days.		
Daily	Columbia River Steamers.	4:00 p. m. Ex. Sunday
Daily Ex. Sunday 8:30 a. m. Saturdays 10:00 p. m.	To Astoria and Way Landings.	4:30 p. m. Ex. Sunday
6:45 a. m. Ex. Sunday	Willamette River, Oregon City, Newberg, Seaside, Indlewood and Way Landings.	4:30 p. m. Ex. Sunday
7:00 a. m. Ex. Sat. and Sun.	Willamette and Yamhill Rivers.	3:30 p. m. Mon., Wed. and Fri.
6:45 a. m. Tues., Thurs. and Sat.	Willamette River, Portland to Corralis and Way Landings.	4:30 p. m. Mon., Wed. and Fri.
6:45 a. m. Tues., Thurs. and Sat.	Willamette River, Portland to Corralis and Way Landings.	4:30 p. m. Mon., Wed. and Fri.
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THE NEW BATTLESHIP MAINE.



THE NEW MAINE, NOW IN COURSE OF CONSTRUCTION.

The principal dimensions of the new battleship are: Length between perpendiculars, 288 feet; length over all, 333 feet 10 1/2 inches; extreme breadth, 72 feet; mean draught, 23 feet 6 inches; displacement at normal draught, 12,300 tons; estimated displacement at full load draught, 15,500 tons. As to type, the new vessel is to be an improved Alabama, two knots faster than that fine battleship, equipped with a more powerful armament and hedged about with a greater "ra" of armor protection.

In the contract it is stipulated that she must on her official trial maintain a speed of 18 knots for four consecutive hours.

The armament designed for the vessel is a very powerful one. It will consist of four 12-inch breech loading rifles mounted in pairs in two elliptical balanced turrets, one forward and one aft. In addition there will be sixteen 6-inch rapid-fire guns mounted in broadside, six 14-pounders, eight 3-pounders, six 1-pounders, two Colt automatic and two 3-inch rapid-fire boat guns. In the Maine the 14-pounder type of rapid-fire gun will be installed for the first time on an American battleship. There are two submerged torpedo tubes on the ship, the Maine class being also the first in which these tubes have been placed below the water line.

General Passenger Agent, Portland, Or.
J. BAGLEY, Agent, Hood River.