



CHAPTER I.

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

CHAPTER II.

Vera, going quickly toward the open end of the room in which a figure is seated. She sees an old man, shrunken, enfeebled, with a face that is positively ghastly, by present from some dark doorway, he waves to them to enter the room, and, shutting the door again behind them with a sharp hiss, leaves them alone with their new relative, Gregory Dysart.

"So you've come," he says, without making any attempt to rise from his seat. "I'm glad to see you. What time is it? And don't stand staring like that, it makes me nervous."

"What time is it?" she asks, without looking at her watch. "I don't know, but I'm sure it's late. I've been waiting for you since you left home."

"You've been waiting for me?" she asks, looking at him with a little smile. "I've been waiting for you since you left home. I've been waiting for you since you left home."

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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.

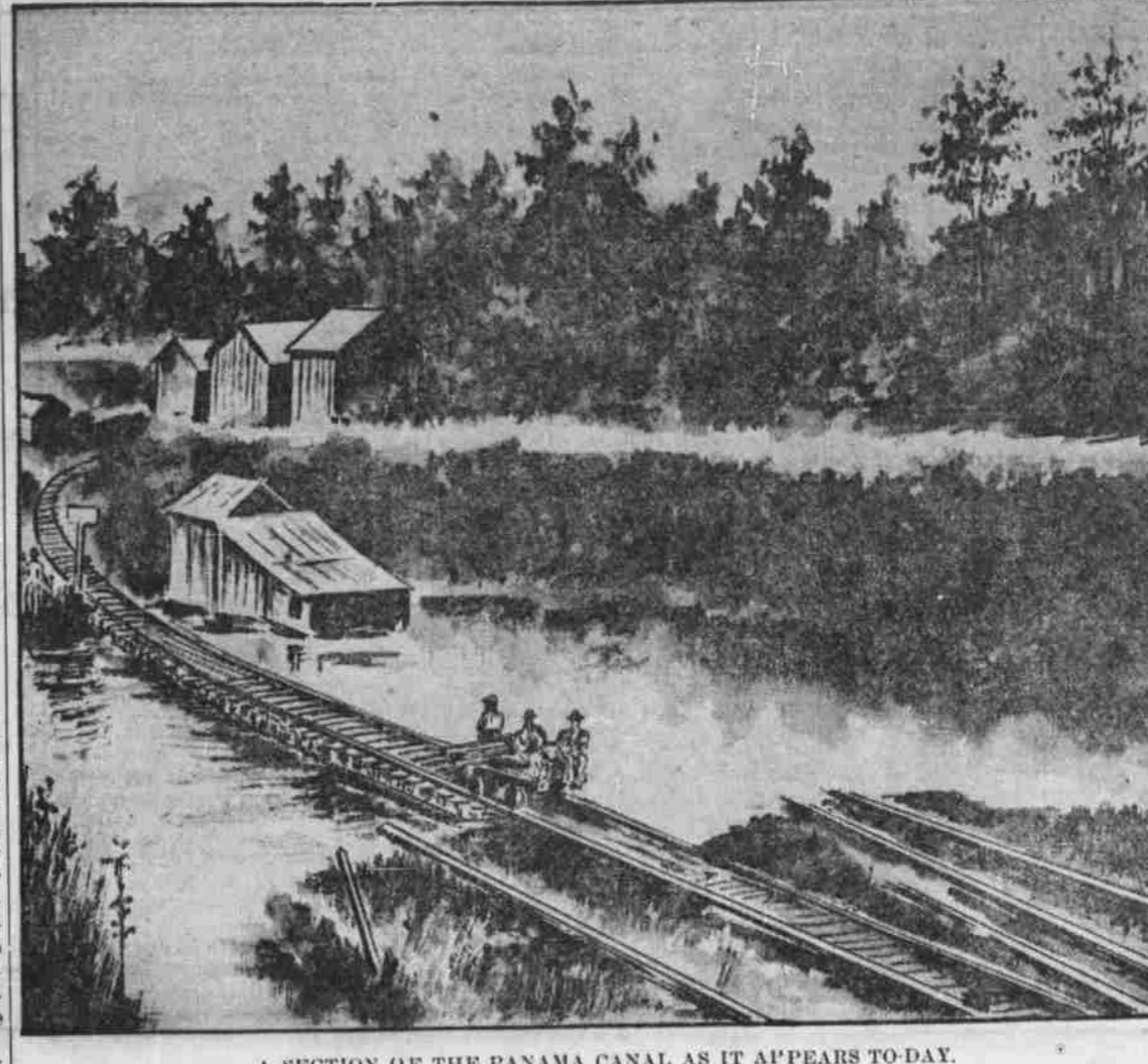
TRANS-SIBERIAN RAILROAD. It Runs Through a Fertile Valley and Beautiful Country. Somehow I had formed the idea that Siberia was in the main, a mountainous, broken, barren and even sterile country, covered with forests—by which opinion, I am inclined to think, is somewhat generally entertained in the west.

Along the whole line there is the most luxuriant growth of grass I have seen in any country. There are many varieties, some like the native blue stem of the West, and one variety that in appearance seemed closely allied to the Kentucky blue grass.

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.

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 20 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.

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



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

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.

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. The company, however, is not dead, though they have tried in vain to raise the \$100,000,000 necessary to complete the canal.

TRUE DAUGHTER OF CALIFORNIA. This One Wanted Recruits for the "Busted Lung Brigade." "Western girls are charming," said a young man who accompanied the Presidential party on the late President McKinley's Western trip.

What on earth is that? I asked. "Why, the 'Busted Lung Brigade.' Lots of the loveliest men belong to it. I'm so sorry you can't, but (and she brightened visibly) perhaps you will be consumptive after awhile."

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GEO. P. CROWELL, (Successor to E. L. Smith, Oldest Bootmaker in the Valley) DEALER IN Dry Goods, Groceries, Boots and Shoes, Hardware, Flour and Feed, etc.

Davenport Bros. Are running their two mills, planer and box factory, and can fill orders for

Lumber Boxes, Wood and Posts ON SHORT NOTICE

DAVIDSON FRUIT CO. HOOD RIVER'S FAMOUS FRUITS. PACKERS OF THE Hood River Brand of Canned Fruits.

THE REGULATOR LINE. Dalles, Portland & Astoria Navigation Co.

COMMENCING JAN. 1, 1902. And continuing until March 1, 1902, this company will have but one steamer running between The Dalles and Portland.

WHITE COLLAR LINE. The Dalles-Portland Route. Str. "Tahoma," Between Portland, The Dalles and Way Points

Str. "Bailey Gatzert," Daily Round Trip, except Sunday.

OREGON SHORT LINE AND UNION PACIFIC

Table with columns: DEPART, TIME SCHEDULES FROM HOOD RIVER, ARRIVE. Lists various routes and schedules for the Oregon Short Line and Union Pacific.