

PUBLISHED EVERY THURSDAY BY B. A. PATTON, Editor and Proprietor.

SUBSCRIPTION RATES: One Year in Advance \$1.00, Six Months .60, Three Months .35, Single Copies 10c.

VOL. XI.

Oregon Historical Society

HAS THREE TIMES THE CIRCULATION OF ANY PAPER IN THE COUNTY.

ADVERTISING RATES: Professional cards, 10c per month; One square, 1.00 per month; One-quarter column, 1.50 per month; One-half column, 2.00 per month; One column, 2.50 per month.



CHAPTER I.

Below, a great broad stretch of ocean, calm as death, shimmering placidly beneath the sun's rays; above, a sky of palest azure, flecked here and there by faint 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 full life.

Along the white road, that gleams thirstily in the burning sunshine of this hot holiday in June, a carriage is crawling with quiet an aggravating slowness— an antiquated vehicle of the type now almost unknown, but which once would doubt cost money.

Such a beautiful face! Very like the riant one beside it, yet unlike, too. There is a touch of sadness round the lovely lips, a mournful curve, indeed, a thoughtfulness too great for her years is stamped on every feature.

"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 expect respect, much less love or regard."

"Oh! it is better not to speak like that," interrupts Miss Dyrart, 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," says Griselda, with a certain angry excitement, eyes like fire, and a certain angry excitement, eyes like fire, and a certain angry excitement, eyes like fire.

"Oh, thank you," says Miss Dyrart, leaning forward and addressing with the earnest glance and heightened color the young man who had risen—descended, perhaps, sounds pleasant and more orthodox—like a good angel from somewhere—the wood on their right, no doubt. A fishing rod, lying on the road where he had hung it when preparing for his ignoble battle with those poor old horses, proclaims the fact that he has been whipping the stream that gleams here and there brilliantly through the interstices of the trees.

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 Bend, a distance of about 100 miles.

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.

Both young and Miss Dyrart; sorry if it ain't big enough, with a derisive glance round the huge, bare chamber. "You mean, we are to have but one room between us?"

CHAPTER III. A few days later the girls are sitting in the garden. It is a beautiful day. Even through the eternal shadows that encompass the garden, and past the thick ivy hedge, the hot beams of the sun are stealing.

"A day for gods and goddesses," cries Griselda, springing suddenly to her feet, and flinging far from her on the greenward the misty volume she had perused from the musty library about an hour ago.

CHAPTER IV. Vera, going quickly forward, moves toward the door at the upper end of the room in which a figure is seated. She sees an old man, shrunken, enfeebled, with a face that is positively ghastly, because of its excessive pallor; a living corpse, save for two eyes that burn and glitter with an almost devilish brilliancy.

NEWS OF THE STATE

ITEMS OF INTEREST FROM ALL PARTS OF OREGON. Commercial and Financial Happenings of Importance—A Brief Review of the Growth and Improvements of the Many Industries Throughout Our Thriving Commonwealth—Latest Market Report.

The total indebtedness of Albany is \$11,731.17. A syndicate has commenced boring for oil near Vale. Interest in Josephine county mines continues unabated.

The Concord mine, one of the richest in Eastern Oregon, has been sold for \$300,000. The expenses for 1901 of Clackamas county, not including roads, were nearly \$70,000.

Articles of incorporation have been filed for the erection and operation of a new sawmill at Astoria. Baker City chamber of commerce has adopted resolutions favoring the opening of the Upper Columbia.

At the end of the last quarter there were 10 more convicts in the state penitentiary than at the beginning. Buyers are offering to contract the 1902 hop crop at 11 cents. This is slightly higher than the first offers for the 1901 crop.

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. Pendleton's city council has dismissed the chief of police and city recorder for corruption.

NEWS OF THE STATE

Active operations will be commenced at Baker City in the near future of the beautifying of the city parks. 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. Calapooia 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 smallpox 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.

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

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

Hogs—Gross, 5 1/2¢; dressed, 6@6 1/2¢ per pound. Veal—3@9¢ per pound. Beef—Gross, cows, 3 1/2¢; steers, 3 1/2@4¢; dressed, 2¢@2 1/2¢ per pound. Butter—Creamery, 25¢@27¢ per pound; dairy, 18¢@20¢; store, 12¢@15¢.

Eggs—20@22 1/2¢ for cold storage; 22@25¢ for Eastern; 28@30¢ for fresh Oregon. Poultry—Chickens, mixed, \$2.50@3; hens, \$3.50@4; 8 1/2@9¢ per pound; springs, 9¢@10¢ per pound, \$2.50@3 per dozen; ducks, \$5@6 for young; geese, \$5.50@7.50 per dozen; turkeys, live, 11¢@12¢; dressed, 13¢@14¢ per pound. Cheese—Full cream, twins, 13¢@13 1/2¢; Young America, 14¢@15¢.

Potatoes—Best Burbanks, 85¢@1.10 per cental; ordinary, 70¢@80¢. Hops—\$10¢ per pound. Wool—Valley, 11¢@14¢; Eastern Oregon, 8¢@12 1/2¢; mohair, 21¢@21 1/2¢ per pound. Senator Clark bought 66 paintings in Vienna for \$320,000.

NEWS OF THE STATE

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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.

Recognition of Hawaiian Silver. Washington, Jan. 18.—The bill for the recognition 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 \$975,000 of silver circulating in Hawaii, most of it in silver dollars.

Legislative Indorsement. Jackson, Miss., Jan. 17.—Both houses of the legislature today unanimously adopted a resolution declaring Rear Admiral Schley to be the rightful hero of the battle of Santiago, and "entitled to the unflinching gratitude of his country." The resolution indorses the report of Admiral Dewey in the Schley court of inquiry and condemns the majority report of the members constituting the court. Schley is also cordially invited to visit Jackson.



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 1881. He learned the railroad business with the Pennsylvania railroad, and came to Oregon in 1893. He was agent for 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 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.

Portland Will Be Benefited. Portland trade field will be greatly extended by the construction of the proposed extension. A considerable part of Lake and Klamath Counties which now have their commercial relations with San Francisco will find it easier to reach Portland after the road to Bend shall have been completed. A wider extent of country will be drained this way, and its rapid development will amount to opening a new empire at our door. Further extensions of this railroad are contemplated, one prong to go to Lakeview and another to Burns. Those may come next year. Then interior Oregon will be fairly supplied with transportation lines, that will tend to bind Oregon together rather than tear it in parts.

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