

Ravinia

Mrs. Livingston gave a reception last week.

Miss Eva Mitchell was kept indoors for a few days with a severe cold, but is able to be out again now.

Master Wright had a bad fall while climbing a few days ago, and cut his chin. Dr. Albert Sheldon was called and took a couple of stitches in the wound.

The funeral of Mrs. Emily Dobson, formerly of this city, took place Thursday at the residence of her daughter Mrs. O. G. Kellogg, at 442 Warren Ave., Chicago.

Miss Easter Holmes, the school teacher was ill for a few days this week.

Sunday School was held as usual in the church here, with Judge Hibbard and others from the Park as visitors.

Two arc lights now illuminate Roger Williams avenue.

The Connecting Link

WITH the beginning of the new year Chicago touches hands with the Orient in a new sense. She becomes at least a thousand miles nearer than before. What this means in the world competition may be imagined.

On January 21 the steamship "Minnesota" sails from Seattle, Washington, the western terminal of the Great Northern Railway, on her maiden voyage across the Pacific. This is the making of a new era with American commerce with the Orient. It is an era of progress and development. It is fitting that the originating of modern economical methods of transportation in our trade with the Orient should be the conception of purely American enterprise. The monster ships "Minnesota" and "Dakota" of the Great Northern Steamship Company are the forerunners of a new era which will bring about a vigorous campaign of education in Oriental affairs.

The great events which followed the war with Spain have opened the eyes of the American public to the vast importance of this new field of trade

and the consequent wonderful trade which grew up awakened the merchant, the manufacturers and those interested in transportation properties to see that in the countries of the Orient, as well as the Philippines, a great and mighty trade could be builded.

In this the reason for the formation of the Great Northern Steamship Company originated and it should be a source of satisfaction to every American citizen that American brains and energy had all to do with it. It was American capital which furnished the money; it was American brains which designed the greatest cargo carrying vessels ever built and it was the skilled American workman who wrought the completed whole, and furthermore, it now marks the fulfillment of a prophecy that in the Orient lay vast wealth that needed only American enterprise to divert toward the United States.

When we consider the population of the Oriental countries is 800,000,000, more than one-half of the population of the world—that we are thousands of miles nearer those people than any other nation—that we produce nearly all of the commodities that they import, and that they produce great quantities of commodities which we use, but do not produce, it makes us realize that our Oriental trade has been sadly neglected in the past.

The entire foreign commerce of Asia is only about \$2.50 per capita each year. If it is possible to increase our sales to cents per capita each year, our trade with the Orient would be doubled. These are facts which should not be lost sight of.

An important point to be considered is that the

track of the steamers of the Great Northern Steamship Company is the shortest route. The route of the vessels to the Orient is 1,200 miles shorter than by any other. That it takes the short cut is easily seen by investigation. On the average map, North America and Asia are placed as if they faced each other in almost parallel positions, whereas, in fact, the spherical contour of the globe makes the Asiatic shore line almost a continuation or projection of the American shore line to the other side of the globe. Thus the most direct route from San Francisco to Japan and China, instead of being westerly by way of the Sandwich Islands, is northerly past Puget Sound and the Bering Sea.

It is 1,250 miles further from San Francisco, westerly by way of Hawaii to Yokohama, Shanghai or Hong Kong, than from Puget Sound northerly to the same destination. To give the same thought another expression: The San Francisco round trip to the Orient by way of Hawaii is 2,500 miles longer than the Puget Sound trip by way of Bering Sea and the great circle track. This is equivalent to a week's voyage of a fifteen-knot vessel, or nearly nine days to twelve knots. As may readily be seen, this advantage in itself forms a logical basis for the faith of the Great Northern Steamship Company in the Puget Sound route to the Orient.

The Suez canal route to the Orient is about twice the length of that via Puget Sound. From New York to Hong Kong, through Suez canal, the distance is 11,575 miles, as compared with 5,830 miles from Seattle to Hong Kong. From New York to Yokohama via the canal route the distance is more than 13,000 miles, as compared with 4,240 miles from Puget Sound to that port.

The far-reaching influence of the establishment of this new Trans-Pacific service will certainly work marvelous reforms in our trade with the Orient. The immense freight carrying capacity of the "Minnesota" and "Dakota," the unexcelled passenger accommodations and the rail connections with the Great Northern and Northern Pacific railways practically puts the merchant, manufacturer and farmer of the Northwest a competitor for the trade with the Orient.

A Whist Romance

By A. D. D.

"I suppose it was really rather rash of me to double hearts that time," she said, reflectively.

It was at a small bridge party, and the two had ensconced themselves in a corner of the hostess's palmroom after supper.

"Not at all," he assured her. "The score was against us, and it was our only chance. You rose to the occasion splendidly."

"If we had lost I should have blamed myself very much."

"But we didn't. It gave us the score and the rubber."

"All because I took chances," she said, laughing.

"All because you took chances. I wish I were bold enough to take chances."

She looked at him in great surprise.

"You!" she exclaimed. "Why, you're one of the boldest of players."

"Sometimes. But not when the score is love," he said, meaningly.

She shot him a swift glance of suspicion.

"Well, of course," she admitted, "when the score is love one must play more carefully."

"And yet that ought to be the time, of any, to double hearts."

"I think most people prefer to double diamonds, when they can," she returned, smiling. "Don't you think so?"

"It's a mistake. They don't get nearly as much out of it, in the long run."

"Not even if there are lots of diamonds?"

"No, indeed. Hearts count more. How any one can think otherwise, I don't see—except, perhaps,

a—"

"Dummy?" she suggested.

"Exactly," he agreed, with a laugh. "Except dummy."

"Your lead really gave us the game," she went on.

"Why, that was very simple. I had only one heart. When you proposed to double I inferred that you wanted it."

"Yes, I did, of course."

He bent nearer.

"Does that rule always hold?" he asked.

She flushed a little. "I'm sure I don't know. Yes, I presume so, when—"

"When one proposes to double?"

"Why, yes. We ought to join the others," she added. "People will be leaving very soon."

"No; wait," he begged. "I want to know when one should propose to double."

"This isn't a bridge lesson," she said, evasively.

"No, but tell me."

"Why," she considered, "I suppose, when one thinks he can win."

"That is, when one has hopes of his suit?"

"If you put it that way," she returned, guardedly.

"Well, that can be in only one case, of course," he went on.

"When is that?"

"When one holds the hand he wants."

"Naturally," she rejoined.

He bent over and took her hand.

"Partner, shall we double hearts?" he asked.

—Century.

Kruger's Fatal Gem

WHEN Kruger went to Europe he took with him a famous diamond, which was said to have brought misfortune and death to all its possessors. It had a curious history.

The diamond originally belonged to Meshhesh, a Basuto chief, from whom it was extorted by T'Chaka, the Zulu king. T'Chaka's brother killed him and stole the stone. The brother came to grief, and the gem passed into the possession of a Zulu chief, who soon afterward was assassinated. The natives say that no less than sixteen of the successive possessors of the diamond either were killed or driven out of the country for the sake of the gem.

The diamond was then seen by white men, who sought to possess it. A party of whites attacked the natives who had the stone in their possession and a fierce fight ensued, in which 300 lives, mostly natives, were lost.

Memela, a native chief, took the gem and concealed it in a wound which he had received in the battle. Afterward Memela was caught by the Boers and set to work as a slave. Kruger, hearing his story, released him, and in gratitude Memela gave the stone to his liberator. Some years passed, and then Kruger met misfortune.

Where the fatal diamond is now is not certain, though it is certain that the ex-president of the Transvaal parted with it. Some say that it is in the coffers of the Vatican, and some that it was sold to the Emperor of Austria, and is now among the crown jewels of Vienna.

The stone is said to be 200 carats in weight, but is not perfect.

Sincerity

TO BE sincere. To look life in the eyes. With calm, undrooping gaze. Always to mean

The high and truthful thing. Never to screen Behind the unmeant word the sharp surprise Of cunning; never tell the little lies Of look or thought. Always to choose, between The true and small, the true and large, serene And high above Life's cheap dishonesties.

MAURICE SMILEY.