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SATURDAY - FEBRUARY 26, 1898

OUR NAVY PREPARED.

The war talk in the East is of a considerably less conservative nature than it is in the West. The eastern journals are inclined to the view that war is more than a possibility, and are giving a good deal of attention to the fighting condition of this country. The Inter Ocean sizes up our naval force as follows:

"One of our battleships is lost. We have three others at Tortugas, just below the Havana horizon. There are 1,500 sailors, fighting mad, on them, ready to fire fifty large-sized guns from the decks. The Indiana has sixteen of these guns, the Iowa 18, the Massachusetts 16, and the Texas, now at Galveston, 8. Each of these ships has a crew of about 450 men. With these battleships, in Admiral Sicard's squadron, is the armored cruiser New York, with eighteen guns and nearly 500 men. Within call at Hampton Roads is the Brooklyn, an improved New York, foremost in that grade of warships in all the world, with twenty guns and 500 men.

"In commission at Norfolk is that queen of fighters, the monitor Puritan, with her ten guns, and at her side is the monitor Terror, with her four guns. At Port Royal is the monitor Amphitrite, with six guns. These three monitors muster close to 500 men in their crews. The world has not improved on these ships in fighting type. Others may steam faster, may go farther, but none can fight better than the monitors, and the Puritan leads them all.

"Then at Tortugas is the cruiser Marblehead, and at Mobile the cruiser Detroit, unarmored but strong and sinewy, each with ten guns and each with 250 men. These vessels might be shot through, and, although their thin sides would be as so much paper to the modern projectile, their guns would make havoc in a bombardment or on vessels of their own class. Their engines, the heart of the warships anatomy, are protected, and only a torpedo's blow would stop the firing of their guns.

"At Tortugas or Havana we have the torpedo boats Cushing and Ericsson; at Mobile we have the new torpedo boats Dupont and Porter; at Norfolk we have the torpedo boat Foote, and at New York is the torpedo boat Stiletto. On these vessels are about 150 men. They deal with the most deadly of modern weapons of war.

"In the West Indies, within immediate reach, we have the Montgomery, with ten guns and 250 men, now at Port Antonio, Jamaica, having left Santiago de Cuba, perhaps fortunately, on Feb. 10th. The Nashville is at Galveston. She has eight guns and 150 men. The Newport, six guns and 135 men, is at Colon; the Vicksburg, six guns and 135 men, is at St. Kitts; the Wheeling, six guns and 135 men is at La Guayra.

"So much for the warships in commission and within immediate striking distance. They represent twenty-three vessels, with nearly 200 high-power guns in the main batteries, to say nothing of the secondary batteries and the hundred or more torpedoes with which the vessels are supplied, and they carry fully 5,000

men, the bravest, sturdiest fighters in any navy.

"Our ships have powder and projectiles. Our plans of fighting have been made; week after week, and far into the nights, the naval authorities at Washington have been making arrangements to meet any attack from Spain. If trouble comes it will find the administration prepared."

GOOD ROADS AGAIN.

Whether or not the proposed railroad is built from The Dalles to Sherman county, our business men must not lose sight of the necessity of having a good system of roads leading into the interior. During the past winter the condition of the highways leading to this city has been horrible, and trade has been quiet because farmers could not draw produce to town to sell or exchange for merchandise. Especially bad have been the roads near The Dalles, and this season has demonstrated that the main thoroughfares need some scientific treatment.

The Commercial Club has this matter in hand, and we may expect good results to follow. Even should a railroad be built from here to Sherman county, there will always be considerable travel by wagon routes, provided the road is kept in good condition.

Whatever plan the committee of the Commercial Club has in view, we trust it will have the hearty indorsement of our citizens—and if it needs be that money be spent, it should be done willingly, as the returns will exceed many times the investment.

J. M. Thirswend, of Grosbeck, Texas, says that when he has a spell of indigestion, and feels bad and sluggish, he takes two of DeWitt's Little Early Risers at night, and he is all right the next morning. Many thousands of others do the same thing. Do you? Snipes-Kinersly Drug Co.

Americans Dance Well.

Americans are the best dancers in the world, says Carl Marwig. The Russians come second and the Spaniards third. The French and Germans do not count. When Americans dance abroad everyone else stops dancing to watch them. A leader of cotillions, Mr. Marwig believes, is born, not made. He must have a certain mental cleverness and quickness. His figures must be developed as the dance progresses. They must be simple, as well as attractive, and the man who is not a born cotillion leader will not make the dance a success.

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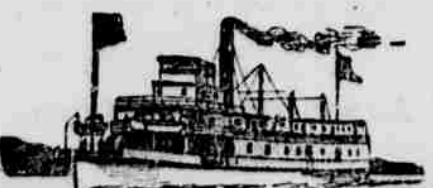


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NOTICE FOR PUBLICATION.

LAND OFFICE, THE DALLES, OR., February 9, 1898. Notice is hereby given that the following named settler has filed notice of his intention to claim and make final proof in support of his claim and that said proof will be made before Register and Receiver at The Dalles, Oregon, on Tuesday, March 23, 1898, viz: Oliver Bowers, of The Dalles, H. E. No. 5897, for the SE 1/4 NE 1/4 and NE 1/4 SE 1/4 Sec 24, T. 2 N., R. 12 E., W. 4. He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: William Kuffner, Perry VanCamp, Harry Learned, H. H. Learned, all of The Dalles, Oregon. JAS. F. MOORE, Register.

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TIME CARD.

No. 4, to Spokane and Great Northern arrives at 5:25 p. m., leaves at 5:30 p. m. No. 2, to Pendleton, Baker City and Union Pacific, arrives at 11:45 p. m., departs at 11:50 p. m.
No. 3, from Spokane and Great Northern, arrives at 6:30 a. m., departs at 6:35 a. m. No. 1, from Baker City and Union Pacific, arrives at 8:20 a. m., departs at 8:30 a. m.
Nos. 23 and 24, moving east of The Dalles, will carry passengers. No. 23 arrives at 5 p. m., No. 24 departs at 1:45 p. m.
Passengers for Heppner take No. 2, leaving here at 11:45 p. m.
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