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SATURDAY - JULY 16, 1898

MEN BEHIND THE ENGINES.

In summing up the results of the naval victories at Santiago it is well to remember that the men behind the guns and the men who look after the machinery in our great warships contribute much to the fighting power of our navy. If we excel in any department it is that of engineers. In this country it is not a disgrace for a man to soil his hands or his clothes in work about machinery. There is no reluctance on the part of the best trained and ablest experts to come to close quarters with engines and machinery.

The chief engineer of a vessel ranks with the captain. He and his assistants often play as important a part in the efficiency of a vessel as the captain and the men behind the guns. If the Oregon had not been well officered in its engineer department that battleship never could have made the extraordinary journey around the continent. If the engineers of all our battleships in front of Santiago had not been of the very best, if they had not had control of the machinery that contributes to the speed of war vessels, and if they had not been moved by enthusiasm as ardent and by courage as high as the men who were doing the fighting, the Brooklyn and Oregon would not have overtaken the fast cruisers of the Spanish fleet.

The truth is that the work in the engineer department is up to the very highest standard in American warships. Engineers take as much pride in their work as the captains and their subordinates. As many inducements are offered to high class young men to enter the engineer department as to enter any other. It is not so in the Spanish navy. The Spaniards of the military or naval class do not take kindly to what they describe as the dirty work about the ship. On many of the Spanish vessels the engineers have been educated abroad and have less interest in their work than if they were Spaniards. In our navy the engineers are full of the American spirit and are as proficient as the seecools and experience can make them.

In every engagement in which the American fleet has participated there has been enthusiasm from the lowest man to the highest. Correspondents on board the great battleships say that every man seems to be in love not only with the ship itself, but with every foot of space that is associated with his duty. With the finest of modern guns, with the best gunners, with the latest improvements in propelling machinery, and with engineers as fond of machinery as a horseman is fond of a horse, our navy has not only great fighting power, but great seaworthiness. The ships are handled well because they are manned and officered as are few other ships in the world.

TWO PHASES OF WAR.
 War as waged by the Americans in Cuba has two hands. While one is striking at the Spaniards, the other is feeding the hungry Cuban soldiers and their families, and may be called upon to feed the Spaniards themselves.

The European and other correspondents with General Shafter's army say that no more touching spectacle was ever witnessed than when General Garcia's half-starved Cubans received a plentiful supply of food from the army that had come to their relief. It does not matter that the Cubans, in their response to the American movement for their relief, have disappointed the expectations of the people; it does not matter that when the test has come there are 5,000 Cubans in the army of

Eastern Cuba instead of 20,000. The main point is that the United States government has, without question or quibble, reached out well-filled hands to the starving people. The main point is that while the government is pushing an army to the front, it is not forgetting the people who have been persecuted.

The United States navy is constructed principally of iron wills and throbbing hearts of steel.

Buckley's Arnica Salve.
 The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns, and all skin eruptions, and positively cures piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by Blakeley and Houghton, druggists.

Real Estate Sale.
 The Laughlin estate offers for sale all their land property in and near The Dalles, consisting of city lots, blocks and acreage. Terms reasonable. Apply to the undersigned at the office of the Wasco Warehouse Co.
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 Portland Electrolysis Company.

Superfluous hair, warts, moles and all facial blemishes removed permanently. Chiropractic work skillfully done. Headquarters over land office in the Chapman block.
 july15

Notice.
 All bills against Company G., O. N. G., must be presented to me for payment immediately.
 By order of
 G. E. BARTELL.

Cash in Your Checks.
 All county warrants registered prior to July 12, 1894, will be paid at my office. Interest ceases after July 7, 1898.
 O. L. PHILLIPS,
 County Treasurer.

Look Out.
 All persons using the city water for irrigating purposes are warned that any infringement of the rules will be strictly enforced.
 J. B. CROSSES, Supt.

Ice Cream wholesale and retail at the Columbia Candy Factory. Orders to furnish lodge socials and ice cream festivals solicited. Don't forget that our ice cream sodas are the best in the city.
 Use Clarke & Falk's Rosofoam for the teeth.

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 For further information apply to
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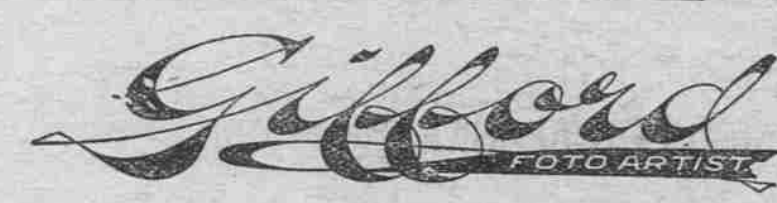
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The Chronicle

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Sandwiches
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 OF THE
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*8:00 P. M.	Roseburg and way stations	P. M.
*8:30 A. M.	Via Woodburn, Mt. Angel, Silverton, West Slo, Brownsville, Springfield and Natron	Daily except Sundays
17:30 A. M.	Corvallis and way stations	:50 P. M.
INDEPENDENCE PASSENGER. Express train Daily (except Sunday).		
4:50 p. m.	(Lv. Portland... Ar. Astoria)	8:25 a. m.
7:30 p. m.	(Lv. McMinnville... Ar. Astoria)	8:50 a. m.
7:30 p. m.	(Lv. Independence... Ar. Astoria)	4:50 a. m.
*Daily, except Sunday.		
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Rates and tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA, can be obtained and Irving streets.		
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J. B. KIRKLAND, Ticket Agent.		
All above trains arrive at and depart from Grand Central Station, Fifth and Irving streets.		
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Passenger Depot, foot of Jefferson street.		
Leave for OSWEGO, daily, except Sunday, at 7:20 a. m.; 12:30, 1:55, 5:15, 6:25, *8:05 p. m. (and 11:30 p. m. on Saturday only, and 9:00 a. m. and 9:30 p. m. on Sundays only). Arrive at Portland daily at *6:40 and 8:30 a. m.; and 1:05, *4:15, 6:20 and 7:35 p. m. (and 10:05 a. m.; 8:15 5:10 p. m. on Sundays only).		
Leave for Sheridan, week days, at 4:30 p. m. Arrive at Portland, 9:30 a. m.		
Leave for AIRIE on Monday, Wednesday and Friday at 9:40 a. m. Arrive at Portland, Tuesday, Thursday and Saturday at 8:05 p. m.		
*Except Sunday. **Except Saturday.		
R. KUEHLER, Manager. G. H. MARKHAM, Asst. G. P. & Pass. Agt.		

O. R. & N. CO

DEPART FOR	TIME SCHEDULE FROM DALLES.	ARRIVE FROM.
Fast Mail 11:50 p. m.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	Fast Mail. 3:10 a. m.
Spokane Flyer 5:30 p. m.	Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	Spokane Flyer. 6:50 a. m.
8 p. m.	FROM PORTLAND. Ocean Steamships. All Sailing dates subject to change. For San Francisco—Sail July 5, 9, 13, 17, 21, 25 and 29.	4 p. m.
7 p. m.	TO ALASKA—Sail June 7, 25.	6 p. m.
8 p. m. Ex. Sunday Saturday 10 p. m.	Columbia Ry. Steamers. To ASTORIA and Way Landings.	4 p. m. Ex. Sunday
6 a. m. Ex. Sunday	WILLAMETTE RIVER. Oregon City, Newberg, Salem & Way Landings.	4:30 p. m. Ex. Sunday
7 a. m. Tues, Thurs. and Sat.	WILLAMETTE AND YAMHILL RIVERS. Oregon City, Dayton, and Way-Landings.	3:30 p. m. Mon, Wed., and Fri.
6 a. m. Tue., Thurs. and Sat.	WILLAMETTE RIVER. Portland to Corvallis, and Way-Landings.	4:30 p. m. Tue., Thurs. and Sat.
LEAVE RIPARIA. 1:45 a. m. Mon., Wed. and Friday	SNAKE RIVER. Riparia to Lewiston.	LEAVE LEWISTON. 5:45 a. m. Sun., Tues. and Thurs.

 For full particulars call on O. R. & N. Co.'s agent The Dalles, or address
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