

The Weekly Chronicle.

UNSOLVED PROBLEM OF SEA SAFETY.

The Bourgogne disaster illustrates anew the fact that collision in fog, either between ships or with icebergs, is the only danger of the sea which the ingenuity of man has not practically conquered.

So far as the Atlantic liners are concerned, skill in naval architecture has rendered them proof against any storm that can blow and any sea that a storm can stir up. Even the failure of their engines means nothing more than inconvenience, for so scientifically are they constructed that even when adrift upon an angry sea they are safe.

But in fog they cannot see when other ships approach, and owing to natural laws, wrestled with by no less eminent scientists than Joseph Henry and Prof. Tyndall, they cannot even hear without danger of being lured to destruction by echoes and by what the scientists have named fog's "opacity" to sound.

Collision in fog is always a possibility, and when it comes its results depend upon circumstances that can neither be controlled nor foreseen.

A great English ship builder has said that ships might be built which even collision would not endanger. But this cannot be so long as ships must carry freight. If any company could afford to dispense with the use of the hold for freight and cut it up into air and water-tight cells, not even the worst collision could endanger the lives of its passengers.

But such ships are a dream of the future. The first-class liners have abolished one species of dangerous or obnoxious freight after another, but none has yet been able to abandon freight-carrying altogether in behalf of safety to passengers. For without freight receipts no ship can afford the enormous expense of the ocean passage.

Sooner or later this will come, with greatly increased passenger fares, of course; but until it comes it will not be possible to make ships as proof against collision as they now are against the other dangers of the sea.—World.

AN OPEN SECRET.

It does not take a profound student of the science of warfare to point out the determining factor in the American successes before Santiago on July 1st and 2d. It was the absolutely unconquerable courage of our soldiers. Nothing could stop them—that is the whole story.

Every charge was made against an enemy numerous, desperately brave, well armed and entrenched. More than once, perhaps, the Americans should, according to the rules of those who write books on war, have abandoned the attempt. But the printed authorities deal with the awful game of war as if it were a game of chess. There is a quantity that determined many glorious results at Santiago which they disregard—the indomitable, unflinching resolve controlling each individual which makes a mass of such men as compose our army at Santiago irresistible.

Regulars and volunteers alike, fighting side by side, stood like a rock or rushed forward like the sea as the orders or the exigency required. There will be no more sneers in Europe about our "skeleton army" or our "raw recruits."

THE TEXAS IN BATTLE.

No vessel was more conspicuous in the naval battle at Santiago than the battleship Texas, under Captain John W. Philip. Before her experience in this war the Texas had met with so many accidents that she was playfully spoken of in the navy as a hoodoo. There was really no test of her serviceableness until the war opened, and from the beginning she has made a good record.

Captain Philip, a veteran of twenty years' service, has taken great pride in his ship, and when Admiral Cervera's fleet made an attempt to break out of Santiago harbor the Texas was among the very first ships

to get in action. Under direction of Captain Philip the vessel was from the first in the very center of battle. She fired heavy shot at nearly every one of the escaping Spanish vessels, and while she had not as much speed as the Brooklyn or the Oregon, she probably did as much hard work as any of them, and was in the fight to the very last.

The temper of Captain Philip was shown when, at the close of the battle, he asked his men to stand with uncovered heads in recognition of their thankfulness to God for so great a victory. This was an extraordinary scene to take place on a battleship, but it seems to have been in keeping with the character of the captain. After this the Texas will not be counted as an unfortunate ship, but as one of the most efficient in the navy. It often happens that when the test comes the verdict that has been made up on insufficient evidence is changed. The verdict as to the Texas now stands on the most indisputable evidence, that of experience in battle.

OUR NEW ISLAND TERRITORY.

When President McKinley signed the Newlands resolution a week ago last evening the Hawaiian islands became a part of the United States. The formalities of annexation will not change this fact. The president's action in signing the resolutions was notification to the world that the islands had been annexed.

There are fifteen islands in the Hawaiian group, having, all told, an area of 7,629 square miles and a population of about 80,000. The largest island of the group, Hawaii, has an area of 4,875 square miles and a population of 17,000. The island next in size is Maui. This has a population of about 12,000. The third island in size is Oahu. This is about forty miles long by twenty miles broad and has a population of about 21,000, including Honolulu, the capital. The fourth island, Atauai or Kauai has an area of 780 square miles and a population of 4,961. The next in size is Molokai. This is about forty miles long and from seven to nine miles broad and has a population of 2,349. Nihau, or Oneow, is about eighteen miles long and eight miles broad and has a population of 233. Ranai is twenty miles long and ten miles broad and has a population of 348. Kahoolawe is eleven miles long and eight miles wide.

In addition to these eight islands, which extend in line, covering a distance of about 450 miles, there is the island of Palmyra, about 800 miles south of the main group. This has an area of about sixty square miles and is claimed by the Hawaiian government. The islands have been practically occupied by the United States as a coaling station and a resting point for vessels on the way to the Philippines. The government is self supporting and there will be no special burden to the United States as an incident of annexation.

There seems to be little doubt that Cuban insurgents along the shore fired upon and killed a number of Spanish sailors who were struggling in the surf and across the beach in their efforts to escape from Cervera's shattered fleet. At first thought this will strike the average American as an exhibition of wanton barbarity. But the average American cannot put himself in the place of the Cuban insurgent, nor feel as the Cuban father, husband or brother feels who has experienced nothing save evidences of Spanish cruelty during the past three years. There are thousands of men in the Cuban army whose aged fathers and mothers, whose wives and sisters and children have been subjected to unspeakable atrocities at the hands of the Spaniards. These men cannot think of the nice points involved in the treatment of a disabled foe. They have been taught by bitter experience to think only of vengeance. No quarter has been shown them or their families, and they are prepared to give none. Barbarous the attack upon the unfortunate Spanish sailors certainly was, but the history of Cuba for the past three years is a chapter of barbarities, and if the insurgents are brutes they have been

brutalized by the representatives of a nation that lays claim to advanced civilization.

The conjecture at Madrid that Camara's squadron will neither go to the Philippines nor return to Spain may turn out to be correct. The first part of it will undoubtedly be correct. Camara will not go to the Philippines. It is safe to assume that he never had any intention of going there. He will keep several thousand miles between himself and Dewey's fleet. The guess that Camara will not return to Spain is, of course, based on the belief that he fears Watson's fleet will sink him or bottle him up if he gets into any port in Spain. Hence the policy of wisdom suggests that Camara pass his days in neutral waters until the war ends. Thus, for the time, Camara will be a man without a country. This is an ignoble role, but, on the whole, Camara may think it has advantages over that played by Montojo or Cervera.

The scenes which mark the return of our wounded to Key West are, of course, pathetic in the extreme; but it is God's providence to the poor fellows that their country has been within such easy reach. One of the horrible possibilities of the present war was the danger that our wounded might be left to swelter and die by inches in a Cuban camp, far away from even the crudest comforts. The medical arm of the government has acted with admirable promptness in bringing the wounded, the sick and the convalescent to our own shores, where everything that love and science may suggest will be done to relieve their sufferings.

It is hinted in telegrams from Washington that Admiral Cervera is likely to be released on parole from even nominal imprisonment. Action of this character on the part of our government would meet with universal commendation. If there is a Spaniard alive whom the United States can afford to treat with generosity, to say nothing of distinction, it is Admiral Cervera. Aside from the fact that his rank entitles him to respect, his bravery merits our admiration, and his conduct toward the crew of the Merrimac entitles him to our gratitude.

The Spaniards are very dexterously playing into the hands of the Americans at Santiago. The heavy reinforcements which have arrived for Linares at that point merely swell the list of prisoners whom the United States will get when the inevitable fall of the city takes place. All the men of Cervera's fleet who were not killed are prisoners in hands. The United States has no cause to grumble at the tactics of the Spanish army in Cuba, and it is not grumbling.

A SERIOUS CONFLAGRATION.

Almost the Entire City of Antelope Goes Up in Smoke—The Loss Is Considerable.

Word reached the city yesterday morning that the greater part of Antelope was laid in ashes by a conflagration which occurred there early Monday morning. The fire was discovered at about 2 o'clock in the bowling alley in the Masonic building, and it was but a short time until the entire structure was in flames. The residents were aroused, but as there was no fire protection, nothing could be done except to carry goods to a place of security. It was but a short time until the Antelope hotel and the buildings near by were in flames.

The fire then crossed the street to Silvertooth's saloon, and in a short space of time Patterson's notion store and W. Bolton & Co.'s immense warehouse and store were one mass of flames. By hard work the Antelope Herald building was saved. From Jones' barn the fire continued its way east and consumed Kirchheimer's blacksmith shop, Dr. Pillington's drug store, the postoffice and notion store conducted by Mrs. John Bennett, and the furniture store of Gilsan & Brown.

Then the large Occidental hotel caught and in a few minutes ignited a small building adjoining and the immense Antelope livery stable in the extreme lower end of town, where it went out as there were no other buildings in its path.

At present an estimate of the losses and the amounts of insurance cannot be given.

One Minute Cough Cure, cures. That is what it was made for.

Bills Allowed.

The following are the bills allowed at the July term of the county commissioners court:

J M Fillion, fees in sundry cases	\$ 114 25	
R B Sinnott, canvassing election returns	6 00	
A A Jayne, atty fees in sundry cases	100 00	
F N Hill, fees, sundry cases	46 30	
F C Connolly, fees, special constable	10 10	
C F Lane, fees, special constable	7 20	
WITNESS FEES.		
Jacob Whitaker	\$ 4 60	
S Babcock	4 00	
J Sheril	3 40	
James Taylor	3 80	
Chas Obriest	3 80	
Thos Gray	3 20	
C F Lauer	2 00	
Peter Gotfrey	3 00	
W L Adams	7 00	
Mrs M S Adams	7 00	
Martin Clancy	17 00	
R A Hanell	17 00	
C D Brown	17 00	
Martin Spillman	4 50	
Hattie Gardner	2 00	
Martin Spillman	4 00	
C F Lauer	4 00	
Hattie Gardner	8 00	
A S Blowers, sundry items	33 00	
E Christman	1 50	
Joel Blenel	1 50	
H Brash	1 50	
James Sperrill	4 40	
Wm Cates	2 70	
J S Taylor	4 80	
T F Gray	2 70	
Chas Obriest	4 80	
R F Wickham	5 40	
Joe Crate	3 00	
W H Wilson	1 50	
Bert Conklin	1 50	
Geo E Landis	3 00	
J H Jackson	3 00	
L P Ostlund	3 00	
Joe Parodi	1 50	
R M Jordan	1 50	
C Hostetler	1 50	
Jno Palmer	1 50	
J H Taffe	3 90	
Charlie (Indian)	3 90	
Mrs E Egan	1 50	
L C McCafferty	1 50	
John Williamson	1 50	
GRAND JURORS.		
B F Laughlin	4 00	
L Rondeau	10 00	
L J Klinger	7 00	
H H Learned	4 00	
G W Miller	4 00	
W A Cates	5 20	
D S Fisher	7 00	
JURORS FEES.		
J M Murchie	1 00	
Jess Grandall	1 00	
Wm Vogt	2 00	
H Nagle	2 00	
Chas Johnson	1 00	
F H Wakefield	2 00	
Alex McLeod	2 00	
C V Champlin	6 00	
M Waterman	7 60	
Grant Bolton	8 40	
J D Whitten	10 00	
W A Hunter	12 00	
G W Fligg	8 20	
R J Butts	13 60	
W H Davis	15 00	
O L Paquet	15 40	
G A Stagedill	13 00	
A A Stewart	15 00	
Chas Adams	12 00	
C W Dietzel	2 00	
R A Laughlin	13 50	
Dalles Commission Co, supplies for paupers		4 45
J T Peters & Co, lumber	50 98	
Mays & Crowe, sundry items	21 75	
Prinz & Nitschke, linoenum	22 20	
Oregrn T and T Co, rent and messages	5 85	
Lane Bros, blacksmithing	8 55	
O R & N Co, fare for pauper	7 15	
Woodworth & Hanna, supplies county roads	25 21	
Umatilla Horse, board and lodging for pauper	3 00	
W H Clark, deputy sheriff	2 00	
C L Schmidt, clerical services	53 00	
John Cates, election booths	4 00	
C F Wagner, deputy sheriff	2 00	
W H Tomlinson, messenger and clerk of election	11 00	
H H Tomlinson, coffin for pauper, not allowed	5 00	
ELECTION JUDGES.		
S M Baldwin	\$ 3 00	
Harry Reece	3 00	
David Wishart	3 00	
R B Gilbert, judge and mileage	5 00	
R I Young, judge and fixing of booths	4 00	
C J Brown	3 00	
J W Thomas	6 00	
J M Marden	6 00	
Geo Snipes	6 00	
A Stewart	3 00	
E Husbands	3 00	
L J Davenport	3 00	
W J Davidson, judge and messenger	6 40	
J C Wingfield	3 00	
G W Coorret	3 00	
J W Moore, judge and messenger	7 00	
Fritz Clausen	3 00	
H Farrier	3 00	
J D Whitten, judge and messenger	8 00	
Thomas Glavey	3 00	
J W Russell	3 00	
B F Laughlin	6 00	
Wm Floyd	6 00	
R E Williams	6 00	
J F Markham, judge and messenger	7 00	
John Nolan	3 00	
C O Woodford	3 00	
G W Rice, judge and messenger	3 00	
S A Havely	3 00	
Wm Hastings	3 00	
Ed Costilo, judge and messenger	13 00	
H O Rooper	3 00	
Frank Fleming	3 00	
W B Mensoe, judge and messenger	7 50	
J A Gulliford	4 50	
J D Douglas	4 50	
J B Rand, judge and messenger	8 90	
J Turner	4 50	
E Winans	4 50	
W L Campbell	6 00	
Wm Haynes	6 00	
N J Casdwell	6 00	
James Gordon, judge and messenger	13 50	
H A Leavens	4 50	
Wm Frizel	4 50	
H T Crum, judge and messenger	12 00	
W H Davis	3 00	
Harry Kelly	3 00	
Martin Wing, judge and messenger	11 00	

B Savage	4 50
EN Chandler	4 50
ELECTION CLERKS.	
O Feldberg	3 00
M M Watterman	3 00
G F Johnston	3 00
J W Fanser	6 00
J Dougherty	6 00
John Welbeag	3 00
W T McClure, clerk and messenger	6 40
Louis Sears	3 00
Newt Patterson	3 00
H P Moore	3 00
John Murray	3 00
Jas Keller	3 00
Jas Ward	3 00
James Taylor	6 00
John Merritt	6 00
Frank Hill	3 00
Robt O'Brien	3 00
A S Roberts	3 00
Summer Smith	3 00
T Meeker	3 00
Fred Young	3 00
Aaron Frazier	4 50
F H Watts	4 50
G M Walford	4 50
O P McCall	4 50
J B Castner	10 40
Wm Isenberg	6 00
A S Blythe	6 00
D L Cates	4 50
M McKinnon	4 50
W Ward	3 00
O L Paquet	3 00
Jas Zumwalt	4 50
W H Walker	4 50

Advertised Letters.

Following is the list of letters remaining in the postoffice at The Dalles un-called for July 15, 1898. Persons calling for the same will give date on which they were advertised:

Adams, Leola	Jones, Julia
Allen, Lucy	Johnson, Martha
Andrews, Irving	Beninger, Martha
Ackly, Eugene	Kilpatrick, Frank
Bibby, A J	Kirk, C E
Bolton, Jennie	Keyser, Jeff
Bonner, C	Martin, G F
Bain, Frank	Morgan, Lucy
Brown, S S	Mason, G S
Brown, Polly	Mallreese, Eliza
Brown, Monroe	Mathews, F C
Conway, James 3	Mills, Tib
Cody, Thos	Morgan, Nattr 2
Cooker, John	Menlock, W F
Cecil, Elsie 2	Nygoist, M
Cobbs, Ralph	Olsen, John
Clark, Ollie	Palsenberg, R E
Corrett, Albert	Rellaford, R M
Dennis, C F	Robinson & Co
Evins, Robt	Smith, James
Everson, Emma	Smith, J H
Ellmaker, L A	Smith, Mabel
Foster, W H	Smith, Mrs
Furkey, Fred	Simonson, Lizzie
Ferris, Geo	Schneider, Melane
Griffith, W	Spring, H M
Gimore, Martha	Turn, Eddie
Hunkel, L	Trowbridge, Hattie
Hudgins, Mrs H	Thomas, I D
Hanschel, Julius	Tonber, John
Hays, May	Vannartan, T C
Hainstead, S S	Waller, O L
Hanna, Lorella	Welf, Amy
Haery, J F	Wilson, H
Honey, Josh	Wynman, C A
Johnson, W L 2	Williams, Fred
Johnson, Frank	Waterbury, Maybell
Zumwoolt, B F	
J. A. Crossen.	

Cleveland wheels are selling in spite of all the cheap wheels that are offering. Call and see our '98 models. Maier & Benton.

THREE INDIANS DROWNED.

Two Squaws and an Indian Boy Are Drowned Near Seufert's—A Faulty Boat Probably Caused the Accident—Two Others Saved.

Thursday afternoon the names of three more unfortunate victims were enrolled on the already long list of those who have lost their lives by drowning in the treacherous Columbia. They were two squaws and an Indian boy, who were crossing the river from the Washington side at the time the accident occurred.

It seems that an Indian and the boy who was drowned borrowed a boat from Jake Andrews to bring the two squaws and another Indian across the river. The boat was a new one, and it is supposed was faulty in its construction, which caused it to upset when they were rowing near the mouth of 5-Mile, below what is known as the big eddy and quite close to Seufert Bros' cannery. It evidently was caught in a whirlpool, and before the oarsman could do anything the boat was swamped.

The two men held on to the side of the boat, but the boy and the two Indian women were thrown into the foaming water. The two latter embraced each other as they were thrown from the boat and raised to the surface twice in the same position, then sinking to rise no more. The little boy drifted down the stream further and further away from the upturned boat, and at last sunk and nothing more was seen of him. The two men held on to the boat with the energy of despair until Jake Andrews rowed out and rescued them from the fate which their companions had already met.

As the Indians were strangers around Seufert's, we could not learn the names of the three unfortunate victims, but judge from what we could learn that they were Yakima Indians who were coming over to fish or work for the fishermen along the river.

DISSOLUTION OF PARTNERSHIP.

Notice is hereby given that the partnership heretofore existing between D. S. Dufur and Geo. H. Dufur, under the firm name and style of Dufur & Dufur, is this day dissolved. Geo. H. Dufur retires from said firm and D. S. Dufur will hereafter conduct said business, collect all debts and credits due said firm and pay all bills and liabilities outstanding against said firm. Dated this 27th day of June, 1898. Geo. H. Dufur. D. S. Dufur.

Bob Moore, of La Fayette, Ind., says that for constipation he has found DeWitt's Little Early Risers to be perfect. They never gripe. Try them for liver and stomach troubles. For sale by the Snipes-Kinersly Drug Co.

Leather Belting

...FOR AGRICULTURAL USE...

Endless Rubber Belts

...FOR THRESHING MACHINES...

We have lately taken the agency for the Gutta Percha and Rubber Manufacturing Co.'s high-grade Leather Belting. We also have "The Monarch," "The Monarch" and the "Red Strip" Rubber Belting on hand. These are all standard brands of Belting, and we solicit a share of the Belting Trade.

Send us you mail orders and oblige,

MAIER & BENTON,

Hardware and Grocery Merchants..... The Dalles, Or.

Money Saved is Money Earned.



WM. MICHELL

Wishes to inform the public that he is still in the

OVERTAKING AND PICTURE-FRAME BUSINESS,

And persons needing anything in these lines can save money by calling on him before dealing elsewhere.

Satisfaction Guaranteed. Third and Washington Sts.