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BUILD UP THE NAVY.

The expanding life of the United States calls imperatively for a navy not only to insure national security but to advance commercial interests. The days of snarling opposition to increasing the navy are over. The one and only question now regarding our naval affairs is, To what extent shall we enlarge the fleets? Dewey and Sampson and Schley have settled forever the cry of log-rolling congressmen who have shouted, "No more battle-ships," while they have clamored for appropriations to deepen insignificant creeks and to erect palatial public buildings in obscure towns, leaving the navy to take any tag ends it could get.

How shall the navy be built up? What kind of a consort shall be given the spirit of national destiny that has awakened from its slumber and has reached out to the Orient with our flag? First of all, the government will call for more battle-ships. Let them be fast battle-ships also—ships that can overtake and destroy the fleets of an enemy, no matter what flag that enemy flies. Let congress make appropriations for five of these every year for the next five years. The government will request also more fleet armored cruisers, improved New Yorks and Brooklyns. At the same time let it continue to encourage inventions in naval construction. Let it secure more earthquake-matters like the Vesuvius, a vessel too long blacklisted by a certain set of naval officials. Let it build more Hollands, despite the fact that these perfected submarine craft have no quarter-decks and are pronounced "dangerous" by two or three naval officers who love uniforms more than the glories of war. In short, let it take advantage of every improvement to build up a powerful navy in the interests of national security and the protection and advancement of trade.

Five battle-ships of the highest grade a year would mean an annual appropriation of \$25,000,000 out of a total appropriation of about \$550,000,000 the sum that will probably be required for the expenses of the government, or about 4 1/2 per cent of our yearly expenditures. Less than 5 per cent of our national outlay for the next five years would, therefore, put this country in a position where it could command peace in defiance of any nation in the world. At the end of that time we should have fully forty line-of-battle ships and a total force that no country but England could match. The cost would be small; the benefit in national security would be incalculable. Our additional armored cruisers and small craft could be built for about \$25,000,000 more, on the assumption that four armored cruisers would be all that would be required. For a total cost of \$150,000,000 or \$30,000,000 a year for the next five years, then, this country could attain a position of absolute naval independence. What a gain to us, what a gain to the cause of peace, what a gain to civilization that would mean! The people want the ships, our future demands them, and the wealth of this country is ample to pay for maintaining them.

Happily there is little reason to believe that many men in our national legislature will venture to oppose the country's demand for such a navy. The prospect is bright for the return of the flag of the United States to the high seas. The people have awakened to the necessities of the hour, and those of our public men who have their ears to the ground, listening for popular movements, already are taking heed of the duties

and lessons brought home to this nation by Dewey at Manila and Sampson and Schley at Santiago.—Inter Ocean.

Admiral Dewey's figure in the war just closed towers above every other in the army or navy. It is not alone as a fighting commander that Dewey has earned his high distinction. For more than three months after destroying the fleet at Manila he faced a most difficult problem in diplomacy. From first to last he commanded the situation with the prudence of the statesman as well as the firmness and readiness of the military genius. He made no mistake. The jealousies excited in some of the nations of Europe by the entrance of the United States into a new field were ably met by this leader, whose gifts have just been revealed to his countrymen. When foreign meddlers crossed the proper limit he repelled them with just enough of decision. At the end he compelled the city to surrender upon his terms, and it is legitimately the prize of his operations. As for his great naval battle, it will be famous as long as time endures. It was splendidly intrepid and yet a carefully organized attack, combining at once the profoundest calculation and the most brilliantly aggressive courage. Admiral Dewey's work is too complete and conspicuous to cause envy. He stands unquestionably first on the roll of our heroes in the war with Spain.

NOTICE.

All freight for points east of The Dalles must be delivered at the O. R. & N. depot by 3:30 p. m. in order to go forward the same day. All freight for points west of The Dalles must be delivered at the depot before 5 p. m. to go forward on train No. 23, leaving at 7:45 next morning, except perishable freight which will be received from 7 a. m. until 7:15 a. m. on the date the train leaves.
 JAS. IRELAND, Agent.
 at 30d

Persons troubled with diarrhoea will be interested in the experience of W. M. Bush, clerk of the hotel Dorrance, Providence, R. I. He says: "For several years I have been almost a constant sufferer from diarrhoea, the frequent attacks completely prostrating me and rendering me unfit for my duty at this hotel. About two years ago a traveling salesman kindly gave me a small bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Much to my surprise and delight its effects were immediate. Whenever I felt symptoms of the disease I would fortify myself against the attack with a few doses of this valuable remedy. The result has been very satisfactory and almost complete relief from the affliction." For sale by Blakeley & Houghton.

Buckley's Arica 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.

The Best Remedy for Flux.

Mr. John Mathias, a well known stock dealer of Pulaski, Ky., says: "After suffering for over a week with flux, and my physician having failed to relieve me, I was advised to try Chamberlain's Colic, Cholera and Diarrhoea Remedy, and have the pleasure of stating that the half of one bottle cured me." For sale by Blakeley & Houghton.

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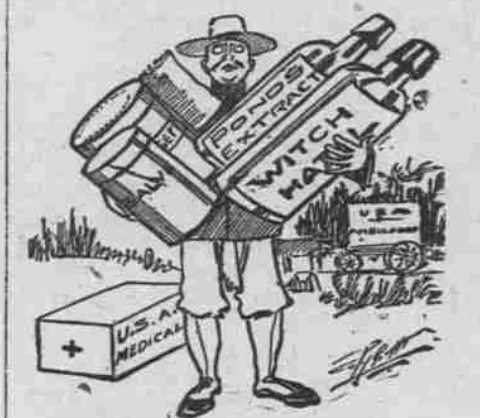
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