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for Infants and Children.

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The Kind You Have Always Bought Bears the Signature of

Chas. H. Fletcher

In Use For Over 30 Years.

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The Pan-American Exposition is going to give the World's Fair a hard rub. Those New Yorkers are preparing a whole lot of surprises and wonderful things to dazzle the people who visit their Fair this year. Money is being lavishly expended in creating beautiful scenes, noble buildings, artistic effects, etc., and the low rates will draw crowds to the spot, where Niagara adds its wonders to the Pan-American attractions.

The point of this preachment is that the NORTHERN PACIFIC is the first link in the steel chain that reaches to Buffalo—or if you prefer to go by water from Duluth, well and good, it reaches Duluth, too.

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A. D. Charlton,

Assistant Gen'l Passenger Agent, Portland, Oregon

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SALEM, OREGON

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What \$100,000,000 For the Navy Really Means

By Secretary of the Navy JOHN D. LONG



HAVE been interested in the circular signed by many eminent citizens, my beloved friend E. E. Hale at the head, in which they regret the estimate of \$100,000,000 for the increase of the navy. Of course, it is rather a taking thing to say as a matter of theory, as this circular says, that \$100,000,000 for the navy means a tax of \$6 on every family in the United States. And yet, if that sum is spent there is probably not a family in the United States whose future income could be shown to be \$6 less, and there are a good many families whose income would be \$6 more and still more families whose income would be many times \$6 less if it were not spent. It is also rather a taking thing to say that \$100,000,000 could be better spent for education or charity. And yet, on the other hand, \$100,000,000 spent in the employment of labor is the very best use to which it can be put.

The great question of the day as to wealth is its distribution. While few would say that the community should be taxed for the sole purpose of distributing the proceeds of taxation, yet it is some comfort to know of a tax which, when it is laid on the community, all returns again to it. If \$100,000,000 shall be appropriated for the navy by the present congress, a small part will go for the purchase of raw material and something for salaries, but the great bulk of it for labor in every part of the Union.

NOR IS IT TRUE AS SUGGESTED IN THE CIRCULAR THAT A GREAT NAVY NECESSARILY INFLAMES THE FIGHTING SPIRIT AND LEADS TO WAR.

If my recollection serves me right, while Great Britain has had troubles in Egypt and Africa and elsewhere, she has had no conflict on sea for many years, and yet her navy has been twice as large as that of any other power. The recent increase in our navy did not induce the war with Spain, which, as things were, seems to have been inevitable. On the other hand, it is more than likely that if in the beginning of 1898 we had even as large a navy as we have now, certainly as large a one as now proposed, there would have been no war with Spain and that country would have come to terms, as she was very near coming, without battle. AT THAT TIME, HOWEVER, IT WAS THE GENERAL IMPRESSION AMONG FOREIGN POWERS, AND PROBABLY IN SPAIN, THAT HER NAVY WOULD BLOW US OUT OF THE WATER.

We are the richest nation of the world, with a larger income than any other. If, then, the size of our navy should correspond to our national and international size and if we have the cash on hand, it would seem the simplest good business sense to increase the navy. Whether this shall cost \$20,000,000 or \$75,000,000 or \$100,000,000, it is not extravagance to cut our garment according to our cloth.

IT IS LIKE HAVING POLICEMEN ENOUGH INSTEAD OF HAVING A NUMBER SO LIMITED THAT THE ROUGHS ARE TEMPTED TO RIOT.

There certainly is a heap of comfort in feeling that if millions are now spent for the navy the money is in the till to spend. It is a case where the people can have their cake and eat it, too; they can have their ships, and they can have in their pockets the money paid for building them.

A United States naval vessel carrying our flag into the ports and harbors of the world is something more than a fighting machine. It means relations with those ports; it means an awakening and lively respect there for our country; it means recognition of the outreach of our civilization, commerce and influence.

DANISH WEST INDIES

RECEIVE THE NEWS OF THE TREATY COOLLY AND QUIETLY

No Disturbances Are Feared—The Senate Will Have to Ratify the Agreement Before the Islands Will Be Called Upon to Vote on the Matter of the Transfer.

ST. THOMAS, D. W. I., Jan. 25.—The announcement of the signing of the treaty, by which Denmark sells the Danish West Indies to the United States, was received quietly. The Danish cruiser Valkyrie will remain here indefinitely, to guard against disturbances, which, it is believed, however, are not likely to occur.

Must Ratify First.

Washington, Jan. 25.—The Danish Government will not take a plebiscite of the Danish West Indian Islands, to determine whether they shall be ceded to the United States, until the United States Senate has ratified the



DR. C. GEE WO

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treaty of cession signed yesterday. This circumspection is supposed to be the outcome of the Senate's action in rejecting the former treaty of cession, after Denmark had accustomed the islanders to the idea of the transfer.

If You Were Scared

easyly you might suppose that the pain in the lower part of your back meant kidney trouble. But being a person of sense you know it is only muscular stiffness, from cold, and that prompt treatment with Perry Davis' Painkiller will prevent it from growing into lumbago. Act accordingly and you will be glad you saw this. There is but one Painkiller, Perry Davis.

PERSONAL AND GENERAL.

We may judge of the brand of weather we are likely to have during February by the following data, covering a period of thirty years, compiled from the weather records at Portland:

Mean or normal temperature, 45 degrees.

Warmest month, 1885, with average of 47. Coldest month, 1887, average 32.

Highest temperature, 63 degrees, on the 28th, 1901.

Lowest, 7 degrees, on the 5th, 1882.

Average precipitation for the month, 5.91 inches.

Average number of days with .01 of an inch or more, 17.

Greatest monthly precipitation, 13.26 inches, in 1881. Least, 1.01 inches, in 1895.

Greatest amount in any 24 consecutive hours, 8.5 inches, on the 24, 1895.

Average number of clear days, 2; partly cloudy, 8; cloudy 17.

The way to build a motor line to Silverton is to build it; and we can have it if we will only go to work in earnest and pull together everlastingly for it.

THE FEAR OF DARKNESS.

Ask yourself if it is a tangible danger you fear or if it is simply night itself. Sleep in either case with a low, shaded light in your room. Satisfy your mind that you have no reason to be afraid by that investigation of closets and the limbo under the bed at which the brave are inclined to laugh. Exert your will to conquer this bondage and also say your prayers and take comfort in knowing that God hears you. The darkness and the light are both alike to him.—Margaret S. Sangster.

Rev. Ronald McKillop spent Sunday in Portland and returned last evening.

ICE BOATS ON THE MISSISSIPPI

Winter Sport on the Upper River When Water Is Frozen

C. D. MINTON WRITES OF HIS TRIP ALONG THE BANKS OF THE GREAT FATHER OF WATERS.

The Streams Are Full of Logs Lying Fast in the Ice—Farming Country Produced a Good Crop Last Year.

CHICAGO, Jan. 20.—I arrived at Chicago tonight together with a snow storm. It however is not cold, nor is there likely to be a cold wave with this snow as it is melting nearly as fast as it falls.

We passed through Minneapolis at daybreak and in 30 minutes were in St. Paul. After a wait of 15 minutes we again boarded the train, having to change here, and started down the east side of the Mississippi for Chicago. At St. Paul the river is about as large as the Willamette is at Salem, and increases rapidly in width as it receives the LaCrosse and Chippawa and other numerous streams. Shortly after leaving St. Paul it widened into a lake, called Lake Pepin. Here I saw, for the first time, ice boats. They are rigged with sails exactly like the fisherman's boats on the Columbia. This rigging,

however, is attached to a triangular frame, which has a shaft about eight inches in length at each corner of the triangle. The shaft in front is used for steering. The sails are set before the wind and away you go with marvelous speed over the glassy surface of the frozen water.

In talking with a traveling man I ascertained that they make the marvellous speed of a mile a minute. When going against the wind they tack just the same as a sailor does his sail boat. In riding one of them it is necessary to lie flat and hold fast to keep from being upset. A place is fixed in which to put the feet, much the same as upon an operating chair. When going for an ice sail it is necessary to put on an extra amount of clothing as the cold wind created by the swift race of this strange craft over the ice chills to the marrow, without ample protection. A club is formed at St. Paul and much racing is indulged in by its members.

The river was frozen entirely over nearly all the way that we followed it, which was to Savannah, the first station in Illinois. Here we left it and started across the state for Chicago. While passing along the river we noticed several rafts loaded with shingles and lath headed down stream, but tied up for the winter. The Chippawa river was full of logs, frozen fast in the ice, as far as we could see up the stream as we crossed it.

The farming country through which we passed crossing the state of Illinois had the appearance of having produced a good crop of corn the past year. The corn was all gathered but considerable of the fodder still stood in shocks in the field. The farm homes did not look so handsome in Western Wisconsin as those in the eastern part of the state nor are they so well improved.

I have not yet gone up to the big poultry show but expect to in the morning. I will write you something about it later.

C. D. MINTON.

Judge L. R. Webster, of Portland, had a law case in the Supreme Court yesterday and departed for home on the belated overland last evening.

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HERE IS WHAT SOME OF OUR SUBSCRIBERS SAY:

Editor Homestead: Enclosed find order for \$1.25 for one year's subscription to the Homestead and the Oregon Poultry Journal. When your agent called in June I did not feel like taking your paper but he wished me to try it for three months, and said if I did not like it at the end of that time it would not cost me anything. But we like your paper very much and send order for one year's subscription from last June. Wishing success,

J. H. BELLYEA, Snohomish, Wash., Sept. 27, 1901. (Homestead and Poultry Journal is now \$1.40.)

Editor Homestead: Please find enclosed \$1 for my subscription to the Homestead. I am very much pleased with your paper. There is so much valuable information contained in it.

J. A. ROGERS, Freewater, Or., Sept. 29, 1901.

Editor Homestead: I like the Homestead very much—couldn't very well do without it. The articles written and reports from different sections or parts of the country, published every week, are knowledge which is to be gotten from no other source, if intelligently applied.

U. S. ALLEN, Ridgefield, Wash., Aug. 19, 1901.

Editor Homestead: Enclosed find postoffice order for one dollar for one year's subscription to your valuable paper. I would be lost without it. Yours truly,

E. J. BONTSHIRE, Thatcher, Or., Nov. 11, 1901.

Editor Homestead: I am much pleased with the Homestead and Statesman; believe them equal to any papers on this coast, if not better. I remain, yours respectfully,

L. CRAVEN, Galesville, Or., Nov. 12, 1901.

Editor Homestead: Please find enclosed \$1.75 for my subscription to the Homestead and Statesman. I am much pleased with the Homestead. There is much valuable information contained in it. Wishing you success,

MRS. C. M. BIXBY, Blakely, Or., Nov. 3, 1901.

Frank Strong, of Myrtle Point, Coos county, Oregon, sends two new subscriptions to the Homestead and says: "I like the Homestead very much; could not get along without it."

A renewal from H. C. Jackson, of Shedd, Oregon, has the following encouraging words added thereto: "I

The paper of all papers to send to your Eastern friends, for it gives a more thorough insight than any other publication into the farming and industrial conditions of the Northwest.