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The Great Need of the Navy

By William H. MOODY, Secretary of the Navy



THE MOST IMPERATIVE NEED OF THE NAVY TODAY IS OF ADDITIONAL OFFICERS. I CANNOT OVERSTATE THIS NEED. IT DEMANDS THE INSTANT ATTENTION OF CONGRESS.

There should not be even a year's delay. IT TAKES LONGER TO MAKE AN OFFICER OF JUNIOR RANK THAN IT DOES TO BUILD A BATTLESHIP, and conditions will not permit us to dally with the question. Much as I wish to continue the building of ships, I do not wish them unless at the same time provision is made for officers and men to man them. The requirements called on Jan. 1, 1901, for 1,031 officers. There were on the date named 1,023 officers, including midshipmen, or 608 less than needed.

We have between sixty and seventy ships authorized and in process of construction, many of them of the most important and powerful types.

IN FOUR YEARS IN ORDER TO OFFICER OUR FLEET AS IT THEN WILL EXIST THERE WILL BE REQUIRED 1,390 OFFICERS, MORE OFFICERS THAN WE HAVE TODAY.

I am informed that in those four years we can expect under existing conditions about 355 graduates of the Naval academy. This still leaves us more than a thousand officers less than the proper complement.

New Rule Needed In Vaccination

By Sir JAMES CRICHTON BROWNE, Eminent English Physician

THE AVOIDANCE OF VACCINATION SHOULD BE MADE APPRECIABLY MORE TROUBLESOME AND EXPENSIVE THAN COMPLIANCE WITH IT, since for one child unvaccinated owing to conscientious objection there are at least a hundred or so disabled by the ignorance, indolence or carelessness of their parents.

MAY BE A BIG FIGHT Venezuela Preparing for Strong Resistance

VOLUNTEERS CALLED FOR ROADS AND WIRES SEIZED

United States to Let England and Germany Have Their Own Way For The Present

Caracas, Dec. 12—A rumor is current here that United States Minister Bowen has been asked by President Castro to arbitrate the controversy between Great Britain, Germany and Venezuela. Notwithstanding this report, preparations for resistance are being made with feverish energy, work on the defenses of all strategic points surrounding La Guayra is being pushed, and coal is being sent from La Guayra to Caracas. All railway cars on the British line have been sent out of La Guayra so that transportation of troops by rail will be impossible.

Washington, Dec. 12—A dispatch from Minister Bowen to the State Department this morning says Castro has requested him to ask Germany and Great Britain that the difficulties arising over the claims for alleged damages and injuries to German and British subjects during the civil wars of Venezuela be submitted to arbitration.

In obedience to orders from the Navy Department the gunboat Mariette called from Caracas for La Guayra this morning to protect American interests.

La Guayra, Dec. 12—Castro's decree calling all Venezuelans between the ages of 18 and 50 to arms carries with it a order for the arrest of all who refuse to volunteer, as traitors.

Great patriotic demonstrations continue at Caracas.

Berlin, Dec. 12—It is officially stated that Castro's decision to fight in no wise

changes Germany's attitude regarding the occupation of Venezuelan territory. Germany will not advance into the interior, neither will they attempt to capture Castro, but will merely maintain a blockade.

La Guayra, Dec. 12—The government has seized the German and English railways and telephones.

Washington, Dec. 12—Castro's proposition to Minister Bowen is puzzling the State Department, as they are unable to decide whether it means surrender or merely playing for time to secure armament.

It is presumed that Bowen in the capacity of temporary representative of Great Britain and Germany, will communicate Castro's proposition directly to the foreign offices of those countries.

Secretary Hay wired Bowen permission to grant Castro's request submitting the proposition to Great Britain and Germany, however, not in any sense acting as representative of the United States.

At the Cabinet meeting this morning it was decided there will be no change in the policy of the United States at present and there will be no increase in naval representatives on the Venezuelan coast.

London, Dec. 12—The Lagunera Harbor Company received a cablegram this afternoon reading: "Embargo taken off property, Castro weakening."

called off, showing an inclination to keep strike officials out of employment.

MINERS ROBBED DAILY Systematically Docked on Weight

Scranton, Dec. 12—Former Docking Boss Ridgway, of the Temple Coal Co. was a witness this morning before the Anthracite commission. He said he was required to make an average deduction of 5 to 7 percent continually even in cases where coal was perfectly clean only carrying the necessary amount of clogging.

He denied the company's claim that clogging was only one percent.

Other witnesses testified regarding the operators' attitude since the strike was

TRADE TREATY SIGNED Supposed to Give 20 Per cent off

Washington, Dec. 12—The Commercial treaty between Cuba and the United States has been signed. News came from C. V. Bliss this morning saying the draft of the commercial treaty had been signed by himself, the Cuban secretary of state and treasurer at 11 o'clock last night. The terms of the treaty are not divulged, but it is understood it provides 20 per cent reduction on goods passing either way between the United States and Cuba.

STARTED LAYING CABLE

San Francisco, Dec. 12—The Cable ship Silverton commenced laying the Honolulu cable today.

BARRETT DECLINES POSITION

Has Better Thing Than is Offered

Special to the Mail.

Washington, Dec. 12—The department today received a dispatch from John Barrett, declining the appointment of minister to Japan for the reason that he has employment as Oriental representative at the St. Louis exposition.

It is generally believed that Lloyd Driscoll now minister to Persia will be chosen minister to Japan.

HIGHWAY BUILDING.

IMPROVING EARTH ROADS WITH CLAY AND SAND.

How to Mix and Apply Them to Secure the Best Results—The Use of Road Machines in Building These Highways.

In an interesting address delivered at the Greenville (Mich.) good roads convention Frank F. Rogers, C. E., had the following to say regarding the improvement of earth roads:

If you must always have an earth road and cannot get gravel or stone at a reasonable cost, put clay on the sand and sand on the clay. When these become suitably mixed, they will form a sort of hardpan, making a very good road surface at most seasons of the year. Of course, the clay is good when hard and dry and the sand quite passable when the weather is so wet that nobody wants to travel, but to secure a medium earth road, good the greatest number of days in the year, that it is possible to make it, this is the best method that we can prescribe.

It should be borne in mind that neither improvement is very good until suitably mixed, and clay should be applied to sand in a manner to secure that mixture as speedily as possible and vice versa.

Decide on the width of a given road between ditches—say twenty to twenty-four feet, not much narrower and not much wider. These are economical widths, and the lack of uniformity in this particular is one of the greatest evils of our lack of system in road building all over this country. Bring the road to a suitable crown from twelve to eighteen inches above the side gutters. This, however, will have to be varied to meet the special needs of drainage for the locality, and should a large ditch be required on a narrow road it should be entirely outside the regular gutter, which will protect the vehicles from the danger of tipping over.

To prepare the bed it may have to be plowed toward the center, but, if so, do not disturb the old roadbed unless absolutely necessary. After plowing, harrow thoroughly, take a road machine and shape the whole bed to a perfectly rounded shape and roll till no more compacting is possible with a roller weighing four tons or more. A farm roller is of little use for this purpose.

After the bed is properly shaped and rolled as described take a road machine and crowd enough earth to each side of a central strip of such width as it may be desirable to cover with clay or gravel. This being done, clay should be applied on sand to the depth of five or six inches where no gravel is used and to the depth of three or four inches where a dressing of as much gravel can be placed upon the clay. After the clay is applied, it may be leveled with a road machine if well pulverized, or, if lumpy, it may be leveled by first rolling to crush the lumps, then harrowing till smooth, but in each case it must be rolled till hard after a smooth surface has been secured.

Where no gravel is used the clay must be covered with from one to two inches of sand by reversing the road machine and crowding a little of the surplus sand from the sides to the center. This will prevent the road

from becoming muddy at the first wet spell. If a top dressing of gravel is used, it should be applied to the top cost of clay immediately after rolling, then be brought to a true surface by the use of a road machine and roller till it is thoroughly compacted. If the weather is dry, the gravel should be kept sprinkled during the final rolling.

When sand is used on clay, we usually secure as good results as by putting clay in sand, for it does not always prevent mud when the ground is extremely soft. A clay road should always be well piked with good side ditches, which must quickly take the water to its nearest natural outlet, which in turn must always be well kept as to take the water at once away from the road allowance. Sand should be applied to clay after the piking is done, without forming any depression for its reception, as has been recommended for gravel. Sand should never be applied at a season of the year when a long dry spell is expected, but rather immediately before wet fall weather and winter sets in, so that by the next season it may become sufficiently mixed with clay to produce the condition already referred to. The same practice should be employed when any considerable depth of loose gravel is applied to a clay soil with the expectation that travel will make it hard.

The application of sand and gravel to clay, as above described, can be done in layers, giving time for the first layer to pack before the second is applied. It is often advisable to wait till the next fall before the second layer is applied, thus giving time to watch results and use just the depth required to secure the best effect, as well as to economize material. After all this is done, we have not secured a permanent road suited to heavy traffic, and we shall be obliged to look to the better grades of gravel and broken stone to produce any roads that may really be called permanent.

Poultry "Stepmothers."

We used to think that we could raise young turkeys better when we hatched them under good old motherly hens than when we put them under the hen turkey. Now the Maine Farmer comes out with the opinion of a poultry expert who says better and larger chickens can be raised by letting the turkey hen hatch them out and care for them. Perhaps both were right, for we think the old turkey often gives the young ones too much travel, and perhaps the hen does not give the chickens enough when they are forced to get their living on an open range. Domestication and breeding have reduced the propensity, if not the ability of the hen for travel and catching insects, especially if she and her parents were reared in limited yards, while the turkey is many generations nearer the wild conditions and likes to roam over many acres or, in fact, will not endure confinement at all only for a short time while fattening, and then not in close quarters. It thus may be that chickens with the turkey would range farther and forage more than with the hen, thus growing more rapidly. But we still adhere to our old position, that we can grow chickens better and faster in yards that are kept under proper sanitary conditions than they will grow if allowed to run at large with either their mother or the turkey hen.—American Cultivator.

Government Whitewash.

The government recipe for whitewash, which is used on lighthouses and other government buildings where whitewash is required, is said to be the best formula there is. It is as follows: Put two pailfuls of boiling water in a barrel and add one-half bushel of well burned fresh quicklime. Put in quickly one peck of common salt dissolved in hot water and cover the barrel tightly to keep in the steam while the lime is slacking. When the violent bubbling is over, stir until well mixed together, and if necessary add more boiling water, so as to have the mass like thick cream. Strain through a sieve or coarse cloth. Make a thin starch of three pounds of rice flour and one pound of strong glue, having first soaked the glue in cold water, and to the latter mixture add two pounds of whiting. Add this to the lime wash and also sufficient hot water to dilute to the proper consistency. Keep hot while applying. It will require about six quarts of the mixture to 100 square feet of surface, and it may be made any color desired.

Christmas Suggestions.

An appropriate gift for a man who travels is a silver flask with a cup. For the theater goer a pair of very small pocket opera glasses or strong fieldglasses is a handsome holiday remembrance.

For a young man who is not already thus equipped a handsome dress suit case or a strong traveling bag, holding enough for two weeks' holiday, is a useful Christmas gift.

Sleeve links are always acceptable to men if small, strong and of good quality.

Men do not like women to give them ties or cigars as Christmas gifts.

The dandy who wears a silk hat will like a strong leather hatbox to keep it in. This is a suitable gift at any season, but makes a particularly good one for Christmas.