

St. Johns is Calling You

Is second in number of industries. Is seventh in population. Cars to Portland every 16 min. Has navigable water on 3 sides. Has finest gas and electricity. Has two strong banks. Has five large school houses. Has abundance of purest water. Has hard surface streets. Has extensive sewerage system. Has five modern brick city halls. Has payroll of \$95,000 monthly. Ships monthly 2,000 cars freight. All railroads have access to it. Is gateway to Portland harbor. Climate ideal and healthful.

ST. JOHNS REVIEW

Devoted to the interests of the Peninsula, the Manufacturing Center of the Northwest

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St. Johns is Calling You

Has seven churches. Has a most promising future. Distinctively a manufacturing city. Adjoins the city of Portland. Has nearly 6,000 population. Has a public library. Taxable property, \$4,500,000. Has large dry docks, saw mills. Woollen mills, iron works, Stove works, asbestos factory, Ship building plant, Veneer and excelsior plant, Flour mill, planing mill, Box factory, and others. More industries coming. St. Johns is the place for YOU.

THE FAR NORTH

Rev. Patton Tells About His Trip to Alaska

The following letter was written by Rev. J. J. Patton, formerly pastor of the Methodist church of this city, to his brother, and because of its interesting and entertaining nature, we have secured it for publication. On board the Casca, Sept. 23, 1913—Mr. and Mrs. D. W. Patton, St. Johns, Oregon, U. S. A.: We are now on the Casca steaming down the Yukon from White Horse. The trip of 110 miles Monday on the Alaska-Yukon R. R. was full of interest. The train ascended the White Pass, along dizzy looking canyons. Sometimes we could look almost straight down to the river in the canyon many hundreds of feet. In order to make the grade the road is very crooked. The train was made up of both freight and passenger cars. As we reached the summit we passed for about one hour at full speed along a most beautiful lake. This lake is the real source of the Yukon. Sometimes vessels passed out of the lake and thus really go from the very source of the river to its mouth at Nome. White Horse, the terminal of the railway, is a great shipping town. The docks compare very favorably with those at the large shipping points in Oregon. Everything is on the rush, as there are but few days left before the Yukon freezes solid against navigation until next June. However, the atmosphere is only chilly at present. The snow line is but a short distance up the mountain side. I was much surprised to find the Yukon really a large stream so far toward its source. Although the water has fallen a great deal because of ice forming in the upper mountains, yet I would say that there is one-half as much water flowing in it here now as in the Willamette at Portland in the summer time. Both the freight on board and the passengers are remarkably made up in variety. I will try to let you have somewhat of an idea of our surroundings. The vessel has a capacity of a little over one thousand tons. She is about 150 feet in length, and I would suppose about 36 feet in breadth. They have the lower part of the vessel stacked full of all sorts of freight excepting four small pens where there are 38 fine beef cattle standing. They had a difficult time to get space for my trunk of books and the sewing machine. We arrived barely in time to get our freight on. It cost \$22.45 to ship these two pieces from Skagway to Dawson, our next port. If you should stand on the front deck you would see an interesting sight in the way of a large scow filled with hogs and beef cattle. The scow securely lashed on in head of the boat. There are 160 of these large cattle from Calgary carried by this steamer on this trip. It is estimated that they will dress 1100 pounds each. This meat to retail at about 37 1/2 cents per pound. Thus you can see that each critter will cost the consumer about \$412.50, making the cattle carried with this boat worth \$66,000. It costs about \$75 each day to feed them in transit. The swine, like the cattle, are fattened ready to slaughter. They will need no cold storage to cure all this meat from now until next June. As to the passengers—they are yet more interesting. The wealthy miners of the interior are no doubt much interested in the welfare of the passenger department. We have become quite well acquainted with both the men and women on board. None of them seem to regret they are going to Alaska. One woman is from Missouri. She is on her way to Dawson, Canada, where she will, upon her arrival, become the wife of a miner. Another is a bright, witty, handsome English girl of twenty summers, who will, upon her arrival in Dawson, marry a prominent placer miner, to make her home about six miles from Dawson. These women are not of the frivolous sort, as one might suppose, but would compare favorably with our own mothers and sisters. We are now steaming through Lake Lebarge, a beautiful body of water of a deep blue, surrounded by gray hills and moun-

tains dotted with clumps of evergreen trees, with an occasional growth with autumn leaves. Snow covers the upper altitudes. Ducks are plentiful all along the river. Frequently they will not fly or rise until the boat is almost upon them. Yesterday, as we were crossing the divide, a number of hunters got on the train after their sport had ended. One bunch of men had six mountain sheep. Two women were loaded down with ducks, grouse and ptarmigans. The women had shot the birds with a 22 special rifle. We could see the rabbits running about in the brown grass and weeds from the car window. I probably should have said a little more about this boat. The passenger department is beautifully arranged. Carpets good enough for a dwelling; the latest electric bulbs and lighting system. There is much discussion as to whether we can reach Fairbanks this Fall. Some say yes, while other say we cannot. There were a number of old timers in Skagway who warned us not to make the attempt, but wait until June. But I believe we will be able to get through. The next four days will settle the question definitely. I asked the captain of this boat if one could find anything to do in Dawson if we got shut out from further navigation. He said it would all depend upon what a man would work at. Said there were no weakings in this part. If men would not do what was offered them that the citizens did not wait for them to starve, but simply made up a purse and shipped them out to save feeding time. I asked him what winter laborers received, and he said that wood choppers were paid \$4 per day; so I guess I am physically safe, whether ice bound or not. I admire the healthful appearance of the people. Both men and women look strong. I really believe if the doctors here were as plentiful as in the States in proportion to population that they would need to hunt another vocation. I got up this morning at four o'clock and found it not dark, but rather a queer twilight, by which the crew could see perfectly to work about the vessel. We are now within a few miles of the north end of Lake Lebarge. The waves are running as high as we saw them at any time up the coast. However, as the scow load of cattle and swine is ahead of the boat, we experience only a queer trembling sensation interspersed by a rocking motion from side to side. 2 p. m.—I believe I said before noon that we were nearing the northern extremity of Lake Lebarge. It proved to be a bend and at the same time a point of the mountain extending into the water; for we are now steaming once more on the Yukon, having just sent ashore a number of fishermen in a life boat, and in turn took on a large box of white fish for the market at Dawson. This fishing station is situated at the northern end of the lake. The fishermen live in log houses. The logs are thoroughly cemented so that they are very comfortable. The lake will soon freeze over and those who have seen it in winter say it is a curious sight. The ice heaves in windrow like appearances. This is somehow caused by the peculiar expansion in freezing. As the ice thus rises, there are fissures formed through which the water rushes, and then at once freezes and thus presses more and on the original ice. This only serves to force more water through new fissures until the lake has much the appearance of a hay field newly windrowed. This breaking of the ice, they say, sounds much like sharp explosions, and will even jar the immediate vicinity as a heavy blast or slight earthquake. You will notice that I call this the Yukon river, yet geographically it is called the Lewis river until much farther north. 5 p. m.—Just passed Hootalinqua, pronounced Hootalink. There are about a half dozen log cabins. A more lonesome looking place I never saw. There was no place for the boat to land, so they lowered life boat and put six or eight cases of condensed milk, a sack of mail, a passenger and a gun in it, and rowed ashore, while the vessel was held in the middle of the river by the wheel reversed. The river runs very swift here and the whole affair looked haz-

ardous. The box of fish put aboard at Lake Lebarge proved not to be for the Dawson market, but rather for the crew and passengers on the boat. Most of them were white fish, but part were lake trout. I had seen some fine specimens of trout along the Oregon coast, but Lake Lebarge yields the largest I have yet seen. One measured almost 28 inches in length and its body was nicely proportioned to its length. One of the boat crew said that they sometimes caught them weighing as much as 14 pounds. The white fish appear to be from one-half to three pounds each. It is getting cloudy. Should it become extremely cloudy at night they cannot run the boat at this time of year, but must drop anchor until morning. As the cold strikes the mountains it naturally cuts off the water supply by freezing. This at once causes shallows that make navigation dangerous at night. 7 p. m.—It is yet light enough to run the boat very easily. We had baked white fish on the bill of fare for supper. To be sure we all gave our order for this famous food of the north. They are first class. The only thing against them is, they have so many small bones. We just met a vessel, the Dawson, on her way up stream. There were a lot of passengers on board. Guess I will lay this epistle to one side until morning. 5 a. m., Wednesday, Sept. 24.—For an hour there has been a beautiful, almost flaming horizon, which makes it almost as light as day. If I did not know differently, I would suppose that the sun was about to rise. I was out early walking on the deck. It is not at all cold this morning, as there is very little breeze. The clouds cleared away early in the night, so the vessel did not anchor. They stopped for about two hours for wood. They burn a little over a cord an hour. There is plenty of spruce trees about eight inches in diameter along the flats which people cut for the boats. There is an occasional tree twelve or fourteen inches in diameter. I will try and remember to write down the time when the sun rises today. 6 a. m.—The sun's rays are now striking the tops of the hills about 2000 feet above the river to the west and northwest. 6:30 a. m.—As the boat passed by a broad flat, or level tract, I got my first view of the sun for today. So you see even in the latter part of September we are not so far behind Oregon for broad daylight. 8:30 a. m.—We just passed through a very narrow place called the Fingers. The mountains evidently once joined here. There are a number of high rocks of immense size in a row across the river. The Canadian government has blasted out a safe channel between two of these rocks. However, the officer on duty must see that the boat is well in line to pass through or a disaster would be inevitable. The water flows very swiftly at this point. The captain says that there is an average of two feet fall per mile from White Horse to Dawson. Thursday, 10 a. m.—The captain had the boat tied up at dark last evening. There were quite heavy clouds, so there was not sufficient light to be safe to run as the water is getting very shallow in the broad places. The fog was so dense this morning that they could not move the boat until 9:45. The boat stopped for wood at 7 p. m. yesterday evening for a little while, and I took my rifle and went ashore. It only took a few minutes to kill five jack rabbits. They are so numerous that they soon chew the bark from a willow tree when cut down. We can see many of them this morning skipping about among the shrubbery. 11 a. m.—We will soon be to White river. This is the stream which the miners ascend to reach the new strike on the Shushanna. There is a real stampede to this district. One man from Mt. Vernon, Wash., got on board the boat last evening at Coffee Creek, who had just come from Shushanna. He is calm, and little given to boasting, as many of the miners are. It is very interesting to talk with him. One would need both much grit and money to make the trip. He said that all foodstuffs, excepting fresh meat, were \$1 a pound anywhere near the mine. He went to the mines in August. 1:30 p. m.—The captain says that the boat will reach here. Concluded on last page.

THE LIBRARY

Interesting Notes for the Library Patrons

Watch the library bulletin board for notices of free lectures and interesting meetings in Portland of St. Johns, also for lists of the new books and various items and notices of especial interest. The library is now open for your use from 2:30 to 5:30 on Sunday afternoons. New Books: Bradford—The Brook Trout and the Determined Angler. A little pocket volume containing several descriptions of a fly fisher's paradise and a few practical suggestions for the young angler. Collins—The Wireless Man, his work and adventures on land and sea. A juvenile book which will without doubt find its way into many an adult library card, for once glanced into, it is as hard to get out of as is the latest popular novel. Mr. Collins, thanks to whose courtesy he has been permitted to "listen in" on many wireless conversations, is enabled to tell us that he has made himself familiar with the wireless game from start to finish. In his first chapter he takes us across the Atlantic in a wireless cabin—a privilege few of us will be granted in real life. In the second chapter he introduces us to the wireless boy or amateur operator. "An audience of a hundred thousand boys," so he says, may be addressed almost every evening by wireless telegraph. Beyond doubt this is the largest audience in the world. No foot ball or base ball crowd, no convention or conference, compares with it in size, nor gives closer attention to the business in hand. The skylines of every city in the country are festooned with the delicate antennae of the amateur wireless operators. They will be found skilfully adjusted to thousands of barns or haystacks in the most remote parts of the country. Let a message be flashed from some high powered station anywhere between the two oceans and it will be skilfully picked up and read by thousands. On every fair night after dinner time and when, let us hope, the lessons for the next day have been prepared, the entire country becomes a vast whispering gallery. Other chapters of particular interest deal with some stirring wireless rescues, novel uses of the wireless and the Wireless Detective. Hodgson—Carpenters and Joiners' Pocket Companion. A handy reference book and guide to practical carpentry containing useful rules, tables, data and memoranda together with the solutions of various problems, to which is prefixed a thorough treatise on carpenters' geometry. Designed particularly for use as a handbook by the workman that has not had time or opportunity to thoroughly commit to memory the principles it contains. O'Kane—Injurious Insects, how to recognize and control them. The best observers agree that, in the average, insect deprivations equal at least ten per cent of the value of all farm crops. Our agricultural products in this country have now reached an annual worth of \$10,000,000,000. The total damage wrought by insects, therefore, may fairly be placed at \$1,000,000,000 each season! This is nearly five times as great as the combined appropriations for the U. S. army and navy; is equal to the entire bonded debt of the U. S.; is more than four times the annual property loss by fire; more than fourteen times the annual income of all colleges in this country; is sixty times greater than the funds allotted annually to the U. S. Dept. of agriculture. The author of this treatise thinks this immense loss may be reduced materially by the adoption of proper methods of prevention and control, and his book aims at giving the knowledge necessary for an intelligent campaign against these serious enemies of the nation's wealth. When you buy here you must be satisfied or we cheerfully refund your money on anything you may buy.—Currins for Drugs.

Childhood Memories

Though dear to my heart are the scenes of my childhood When fond recollection presents them to view, I'd not care to live there again in the wildwood. Amid those remembered surroundings, should you? My health was superb and my appetite splendid, I ate my sowlily and greens with a zest. But I'm glad that comestible ordeal is ended. Such food nowadays I could never digest! My hickory shirt and shoes of rough leather, My jeans pantaloons that could stand up alone, My 10 cent straw hat—all my wardrobe together, Perhaps cost my father a round silver bone. Ah, those trusty jeans breeches! Those stiff, scratchy breeches that stood up alone! You had to undress if you'd get to your itches— Those unyielding breeches hard as a stone! The drafty old farm house, the windows that rattled, The fireplace to which, after dark we'd draw near, All facing the fire like troopers embattled, While roasted in front, frozen stiff in the rear! And the cold of the bedroom; The feather bed bulging! The bliss of sweet sleep—then 4 o'clock call! Dear memories! You'll pardon the tears I'm including? I'm weeping for joy to be rid of it all! —Ex.

Tariff Reductions

Now that the new tariff is law, it is time for Oregon to consider the changes in the position of its leading industries wrought by the new duties. We must adjust our business to new conditions, which open the markets of our chief industries to the competition of the world. We had a duty on raw wool equal to five to seven cents a pound on the scoured fleece; now we have free wool. We had a duty on lumber ranging from \$1.25 to \$2.75 per thousand feet; now we have free lumber. We had a duty of twenty-five cents a bushel on wheat; now wheat comes in free. The duty on flour was forty-five cents a barrel; now it is wiped out. There were duties on milk of two cents a gallon; cream, five cents a gallon; eggs, five cents a dozen; now all are free. Butter and cheese formerly paid a duty of six cents a pound; this is reduced to two and one-half cents. Oats will now come in at six cents instead of fifteen cents a bushel, and oatmeal will pay only one-third cent instead of one cent a pound. Cattle formerly paid \$2 and \$3.75 a head; sheep, seventy-five cents and \$1.50 a head; hogs, \$1.50 a head; now all come in free, as does fresh meat of all kinds, which was subject to a duty of one and one-half cents a pound. Apples, peaches, cherries, plums, pears and quinces paid a duty of twenty-five cents a bushel; now they only pay ten cents. We had a duty of 30 per cent on canned fish; now it is 15 per cent. Fresh, dried, smoked, salted or frozen salmon paid three-fourths cents to one cent per pound; now all are free. On jute bags we paid seven-eighths cent a pound plus 15 per cent; now we pay 10 per cent. Wheat comes in free; the bags in which we ship our wheat are still taxed. These are a few examples of the bearing of the new tariff on Oregon's leading industries. Watch how it works.—Oregonian. Six per cent loans on farms, orchard lands, city resident or business property, to buy, build, improve, extend or refund mortgages or other securities; terms reasonable; special privileges; correspondence invited. Dep't. L. 618 Commonwealth Bldg., Denver, Colo., or Dept. I, 749 Henry Bldg., Seattle, Wash. Adv.

COUNCIL MEETS

Matters of Importance Receive Attention

All members were present at the regular meeting of the city council Tuesday evening with Mayor Bredeson presiding. A petition signed by 341 voters asked that the Caples tract on Dawson street be included in the system of parks to be placed on the ballot. Alderman Wright moved that this tract be one of the tracts that should be placed on the ballot, which was carried without a dissenting vote. Later in the evening when the question was raised as to how the park tracts should be placed on the ballot, the Caples tract was further discussed, and upon representation by Attorney Gatzmyer that Tyler street, adjoining the tract on the north, was in litigation, although the title to the property offered was clear enough, and that the city might experience some difficulty in securing this street, which the attorney seemed to deem essential for the tract was secured for park purposes, the motion was reconsidered and made to read that the council would consider the Caples tract when the question of parks was acted upon. No definite action was decided upon as to the manner of placing tracts on the ballot. A petition from property owners in the northern part of the city asked that additional ground be included in the Catlin tract for park purposes when it is placed upon the ballot. It was finally decided that all park matters be left on the table for further consideration. The Portland Woolen Mills Co. asked that Crawford street between Burlington and Pittsburg be placed in a more passable condition. The matter was referred to the city engineer, although the contract for the improvement of this street by hard surfacing has been let. A communication from the Commercial club asked that council take steps toward hard surfacing Columbia boulevard between Dawson and Jersey streets, and the engineer was directed to ascertain if the property would stand for such improvement. The Portland Railway, Light and Power Company voluntarily offered to reduce the price on arc lights in the city after January first from \$4.66 per light per month to \$4.30, the same price which Portland will enjoy after the first of the year. While the lighting contract of the company with the city requires a reduction whenever Portland receives a lowering in rates, yet the willingness of the company to reduce the rates without their attention being called to the provision in the contract, was appreciated and the offer readily accepted. The company also notified the council that an arc light had been installed at the corner of East Richmond and Seneca streets, as requested. A committee from the fire department asked that a chemical engine be purchased by the city. Matter was referred to the fire commission for recommendation as to the fire equipment that might be needed and it was the sense of the council that same be placed on ballot at a special election. A report of Chief of Police Allen for the months of August and September showed 25 arrests made and \$123 in fines collected. A notice of appeal from the viewers' report on the opening and extending of St. Johns avenue by Morris G. Urban was served upon council and the matter referred to the city attorney. Mrs. Smith requested and was granted permission to lay a cement sidewalk in front of her three lots on North Jersey street. The city recorder was authorized to procure one of Polk's directories for the current year. The Star Sand Company was granted permission to hard surface half of Richmond street between Bradford and the river, and also construct a dock over half of the street. An ordinance amending the dog muzzling ordinance in which provision was made to keep dogs muzzled the year around was passed, as was also an ordinance directing the Mayor to sell the house on the Smith property on Burlington street to the highest bidder. The city attorney was directed

HIGH SCHOOL

Items of Interest Regarding School Doings

In a hard fought foot ball game last Saturday, James John High tied Ridgefield High, the score being 0 to 0. Both teams played a clean, open game. Our team made a splendid showing in its first game. This year's team is the first foot ball team James John has had for five years. Jower starred at right end. Following is the line-up: Ridgefield—Potter C., Zahn, R. G. L., H. Weber, R. T. L., Murray R. E. L., Keith, Perry, L. G. R., Roseman, L. T. R., L. Weber L. E. R., Brunkow Q., Brice, Morris, R. H. L., Perry, Horst, L. H. R., Capt. Shober, F. James John High—Hufford C., Plasket, Lundstrom, R. G. L., Lear, Bellinger, R. T. L., H. Smith, Kreuger, R. E. L., Thayer, Cook, L. G. R., McGregor, L. T. R., Jower, L. E. R., West, Q., Capt. Hiatt, R. H. L., Thurmond, L. H. R., E. Smith, F. Referee—Supt. Jones of Ridgefield. Umpire—L. Cochran of Washington High. Head Linesman—(Khufu) Anderson. Line of quarters—15-15-15. The prospects of as strong a debating team as that which won the Columbia River championship last year are bright. Those who have decided to enter the High School tryouts for making the state league teams are: Eugene Thurmond, Hazel Hall, Maggie Dickie, Frank Bugbee, Louise Sterling, Homer Plasket, Florence Wass, Lulu Day, Catherine Gensman and Drott Larson. They have begun their preparation with enthusiasm and this bids fair to make a close contest for places. The new bulletin of the State league is out, with its record of last year's work and the rules which are to govern this year. The pictures of James John's teams, champions of the Columbia River district, are given a page in the pamphlet. Last Friday afternoon an assembly of the student body was called to awake enthusiasm in foot ball. John McGregor was elected yell leader for the present semester, and Florence Wass, assistant. Veda Resing has returned from Eastern Oregon and taken up her school work. There has been some rumor of a school annual this year among upper classes. Let us hope this will be carried out with success.—Reporter. ed to prepare an ordinance changing the grade on Williamette boulevard between Burlington street and St. Johns avenue to the new grade outlined by the city engineer. The chief of police was instructed to notify Bickner Bros. to construct eaves on their building at the corner of Jersey and Burlington street to take care of the excess water during rainy season. The following bills were allowed and ordered paid: J. E. Tanch, coupon No. 11, city dock bonds, \$1,800; George Skaar, 5 days work on street, \$12.50; George Skaar, one day street inspecting, \$3; Bert Olin, street work and inspecting, \$17; George H. Lemon, five days work on street, \$15; total, \$1,847.50. V. V. Wilson, representing the National Rating League of Chicago, was here this week getting the co-operation of the merchants of this city in compiling their Red Guide Book, which is issued twice a year. A number of the merchants of St. Johns have joined the League and will furnish names for this credit report, which will be issued by the League in the near future. No matter where one may move, the merchants in the town selected for the future home may get a line on your reputation for paying your debts by simply referring to the "Rating Guide" published by the League. Each merchant sends all debtors' notice before allowing their names to be published, giving all a chance to escape being published as poor pay. Subscribe for the St. Johns Review and keep posted on the doings of the city.

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