

The Daily Astorian.

ASTORIA, OREGON: SATURDAY, MARCH 5, 1887.

The damp weather is still prevalent. The State is due from San Francisco this morning.

Can making is in progress at Mr. John A. Devlin's cannery.

A little daughter arrived in the family of O. P. Graham last Wednesday.

B. A. Seaborg is building a cannery at the mouth of the Stieken river. He will begin canning salmon July 1st.

Phil Bower has our thanks for late copies of Honolulu papers with interesting accounts of the great lava overflow.

The upper Astoria public school will open on Monday, the 7th inst., with Mr. M. H. Parker as principal and Mrs. Kate B. Lake as assistant.

Chas. Heilborn has four carloads of furniture on the way and will have an extensive stock for intending purchasers to select from when it arrives.

There will be school meetings in school districts No. 1, 9, and 18, next Monday evening, at 7.30. In each district a school clerk and school director will be elected.

Seaside Lodge No. 12, A. O. U. W., held their first meeting in their new hall to-night. Grand master J. T. Brown and grand recorder D. T. Wheeler are expected to be present.

The British bark Nicholas Thayer, 556, Sorman master, arrived yesterday from San Francisco, powder laden; she will load lumber for San Francisco and from there take cannery supplies to Alaska.

The Portland council of the reformed church have fired off "Rev. A. J. Olinger, for alleged misdoings, "deceitful tergiversations" and "ill-sounding presentations," whatever they may be, are among the things the council couldn't stand.

There are 139 children of school age in school district No. 9, upper Astoria, 71 boys and 68 girls; of this number, 112 attend school, 57 boys and 55 girls, or 80 per cent of the whole number—considerably above the average.

Among the items in the civil appropriation bill passed by both houses of congress is an appropriation of \$10,000 for the establishment of a salmon hatchery on the Columbia, its tributaries or branches, and \$500 for the repair of the cable between the cape and Fort Stevens.

News items from city and county are always acceptable at this office. Our readers can aid in making this paper the mirror of the place by sending in items of local happenings. The only reason no mention is made of a good many occurrences is that nothing was known of them.

The new militia law changes things considerably in the state organization, and till it is interpreted by competent authority, the boys are in the same fix as the railroad presidents with the interstate commerce law. If the gentlemen who drafted house bill No. 30 will kindly rise in his seat and explain the explanation he will confer a favor on a large circle of admiring friends.

Considerable east bound freight is on the way here, several merchants and business men forestalling the effects of a rise in freights by ordering largely at the present low rates—65 cents a hundred. As soon as the railroad companies begin to tighten the cinch it will not be of so much advantage to reside at a terminal point as it has been, in the matter of overland freights.

Railroad agents and freight clerks in this and every other point on the coast have received a circular relative to the workings of the interstate commerce law, for their instruction and guidance in case the act should jump the way it is supposed it will. The same law is the biggest puzzle now before the American people. The smartest railroad men in the country don't know how it will work and can only suppose and try to fix things so they won't get left when the 6th of next month comes round.

Seldom has anything been started in Astoria that has had such favorable and general consideration as the building and loan association. There are now 1,463 shares taken, representing \$212,900. The intention is to organize about Thursday next. A corporation of this nature can form permanent incorporation and start an actual business as soon as fifty per cent of the capital stock is taken. It is thought that when 1,200 shares have been subscribed a board of directors will be elected and work begun. It is now thought probable that the shares will be at a premium.

A dispatch was received in this city yesterday announcing the death of Judge Samuel B. McKee, of San Francisco. Judge McKee had only recently retired from the supreme court bench and was greatly respected as a jurist and as a cultured gentleman. Deceased leaves two sons in this city—Ed. D. McKee, manager for Meyer, Wilson & Co., and Robert L. McKee, the well known and popular attorney. There are also two sons and daughters who reside in Oakland, Cal.—News, 4.

Thompson & Ross have just received in stock the justly celebrated Gordon & Dillworth preserved fruits of all kinds. Jellies in glasses, Queen Olives, etc. Also Chocolate and Milk and Cocoa and Milk in cans, a delicious article all ready for use. The new French Macaroni and vermicelli in one pound packages. New York Cream Cheese, etc. Fresh vegetables by steamer today.

THE "RAILROAD CONFERENCE."

Statements and Observations Made at the Meeting.

The Interstate Commerce Law a Good Thing—For the Canadian Pacific Railroad.

The lateness of the hour at which the conference with General Anderson closed last Thursday evening delayed the appearance of a full report of the proceedings.

In addition to the report which was published in yesterday morning's Astorian, the following is transcribed from the notes of the shorthand reporter who took down the conversation: "After Mr. Holden gave General Anderson statistics regarding the number of vessels entering and clearing for foreign ports, also coastwise, the freight and passenger business between here and Portland, Dr. A. C. Kinney observed that these statistics did not include grain brought from beyond Portland; if we could get down on this road grain that was started on lines east of the mountains, such business would be in addition to the estimates given; also the lumber business that would originate here and go east on cars.

J. Q. A. Bowly asked if ocean steamers would not put off express and quick freight goods here to be shipped by rail from this place to the east and to the Sound. General Anderson thought that some such business might be done if steamers would take time to stop here long enough.

J. Q. A. Bowly remarked that goods would go through much faster by taking train here. General Anderson—"Yes, that would depend upon the hours the trains left, and upon the way business was transacted. I believe some of you gentlemen had correspondence with President Harris upon the subject." E. C. Holden—"Yes, the chamber of commerce, and President Harris replied that if the conditions were favorable the N. P. R. Co. would take it up." If General Anderson would like to see the correspondence, he had it. General Anderson said he had seen the letters in New York and continued: "It is best to look this business in the face. This reminds me of a story they tell of Abraham Lincoln, who, on one occasion, was out with a young man connected with the road they were surveying; a kind of follower; and some one asked the young man if he had made up his mind when he was going back. He said he was waiting for some one to make up his mind for him. Now in this case Mr. Harris had made up his mind, but the interstate commerce bill upsets all his calculations, and it is only fair to say at the beginning that the N. P. R. Co. will not take up any proposal to build any projected road as long as the interstate commerce bill is in force; unless it is given a different interpretation from that which appears in the text.

E. C. Holden inquired if he thought the bill would work especially against those places situated in the far west. Gen. A.—"Very much, I think you are in the worst position of anybody. The only way we can judge of the merits of legislation is from the way it literally states its provisions." "We know what the men meant that introduced the bill. Whether the congress that passed it as a whole meant the same thing, remains to be seen. There is a very large discretionary power vested in the president and the commissioners, and they may not give it the strict construction as it reads." "As correspondence had been held upon the subject between the chamber of commerce and the head of the company, I thought it only fair and right to come down and meet the chamber of commerce and other business men of Astoria. Now upon being here, I am very much surprised at some things. I had no idea you had so much business in this town." Dr. Kinney observed that no estimate had been made for the carrying of the rails nor for carrying fresh fish and oysters. He would like to hear from Mr. Devlin.

Mr. Devlin said he had nothing to say, as General Anderson had put the question upon present propositions. General Anderson said in this regard he only wished it understood that while the interstate commerce bill was in force they could do nothing. He was asked would it make any difference with their building the road from Walla Walla. Gen. A.—"No, because that is in Washington territory and the bill does not apply to territories."

Mr. Parker observed that it seemed that the less railroad a company had the better off they were. Gen. Anderson—"Yes; I think you are."

PRETTY WELL FIXED IN ASTORIA. Because you have the river and the ocean and the Canadian Pacific R. R., which are not affected by the bill. W. W. Parker said there seemed to be one elastic clause which might be interpreted not unfavorably; that the bill might be construed by the commissioners in a way not to hear too hardly on terminal points. Yet the effect of the bill probably would be to cut off a large part of freights from terminal points or compel it to come by water or other ways. "We flatter ourselves that we could show that the gross receipts of this road would be in addition to what is now received, somewhere from 75,000 to 125,000 tons without making any great allowance for developments."

Gen. Anderson said he would like someone well posted to tell him the proportion of freight the railroad would likely receive as against the river. Mr. Parker said no account had been taken of the increase of business that would be done in grain starting about Walla Walla and coming through to Astoria without stopping at Portland. The statistics only showed the actual amount the O. R. & N. Co. had been compelled to lighter down. If it could be brought here cheaper, there would be a great deal more brought here direct and shipped from here.

C. W. Fulton said it would seem reasonable that as a great deal of grain must be shipped into Portland by rail as well as a great deal of merchandise now beginning to be shipped directly from the east; that all such would come on to Astoria without transshipment. Gen. Anderson—"I think there is no doubt that any goods shipped to Portland in carload lots would come right through. But my question was what proportion of the traffic would a railroad get?"

"YOU HAVE A PRETTY GOOD RIVER. Here, and the ocean, and another favorable point is the Canadian Pacific R. R. They can get here as well as anybody. There would not be more than one or two days difference in time and they are competitors we have to meet everywhere. If congress had in view the exclusive interests of the Canadian Pacific R. R. and the Pacific Mail Steamship company, it could have done nothing better than to pass the interstate commerce bill. It will increase the income of the Canadian Pacific R. R. Co. three millions of dollars this year."

J. Q. A. Bowly thought the Canadian Pacific railroad could not get grain. Gen. A.—"Why, they say they are coming here to get it." "But they would not bring grain to this place." Gen. A.—"No; they would take it to ports on the Sound and ship it to Liverpool."

J. H. D. Gray remarked that the tonnage, pilotage and lighterage between here and Portland amounted to 50 cents a ton, which would be a fair freight for a railroad if the cars could take salmon and other freight back again. Someone remarked that often the larger vessels did not want to go up to Portland at all. If they had proper convenience they would load there. Gen. Anderson thought the vessels would take grain at Astoria if it cost \$1 per ton more, in preference to going to Portland, because they would save so much time, if Astoria had facilities for loading vessels, and the grain to load them with. Dr. Kinney observed that if all the vessels stopped here and loaded, the transportation business would be \$500,000 rather than the estimate has made. He asked how the interstate commerce bill would affect the great portion of freight on this road. Gen. A.—"Between here and Portland it would not affect it at all, being all in the same state. But between here and Walla Walla and other places outside the state it would affect it in this way: that the rate must be greater between such places and here than between them and Portland because the distance is greater." Judge Page asked if it was considered a disadvantage to have to build a railroad along a river. Gen. A.—"Yes."

Judge Page said the lumber business would grow in size. The logs sawed in Portland and vicinity mostly came from this part of the state and of course if there were better facilities for shipping lumber a great deal more lumber would be exported here. It is a fact beyond dispute that nearly all the raw material comes from this portion of the Columbia river. Dr. Kinney thought that there were far more imports from Astoria than into Seattle or Tacoma, and that vessels coming here loaded could afford to carry grain away cheaper than a ship in ballast could do. Gen. Anderson was surprised to hear that.

ASTORIA IMPORTS MORE THAN SEATTLE. The latter town being much the larger. Dr. Kinney said he believed our imports were twice as great as we had nearly as much discharged here from Liverpool ships as Portland. Gen. Anderson thought that vessels coming loaded with lumber and merchandise for the Canadian Pacific railroad would take cargoes from the Sound. Someone asked if grain from eastern Washington and Oregon could not be brought cheaper to Astoria than transported over the N. P. R. to Tacoma. Gen. A. said there would not be much difference and the N. P. R. running through a country where cheap coal was obtainable had the advantage over the O. R. & N., and instanced the B. & O., and the N. W. W. Parker—"We have coal fields near by that only need developing."

"Speaking of dividing the freight between railroad and river the railroad would get three-fourths of what passes between here and Portland. It would get all the lumber, all the salmon, all the grain coming this way, and these three products means three-fourths of the tonnage moved up or down the river." Gen. A. said there would not be much difference and the N. P. R. running through a country where cheap coal was obtainable had the advantage over the O. R. & N., and instanced the B. & O., and the N. W. W. Parker—"We have coal fields near by that only need developing."

"Suppose the O. R. & N. cared to load and transfer grain and lumber at the same rates, what then?" Dr. Kinney said that the extra cost of handling lumber would be very heavy. It would cost 60 cents per M feet at the lowest estimate. Gen. Anderson thought that was not serious, so far as right the road on cars, but with regard to salmon, they might, for the sake of opposition, carry it to Portland for nothing. Capt. Gray said that in regard to lumber it must be remembered that the reason most of it was taken from here was because of the extra good quality of the fir. The mills in Portland and here.

PREFER IT FOR BUILDING AND FINISHING. "After you get up the country to the Cowitz you get a red fir, and I think I am correct in saying that three-fourths of the extra fir comes from within 30 or 40 miles of the mouth of the Columbia river." "The tonnage on lumber to Portland is very considerable, and the handling of lumber on barges about \$125 per M, while the low rate from lumber camps to our Astoria mill is only about 15 cents; so that lumber could be manufactured here proportionately cheaper."

Judge Page asked if he understood Gen. Anderson to say his company would not seriously entertain any proposal for building a road here. Gen. A.—"I do not think they will under present circumstances."

"Do you think they would receive, favorably, information sent them from time to time, if the interstate commerce bill is construed favorably." Gen. A.—"Yes, if it does not sweep a whirlwind over all the railroads of the country; then I think our people will take the matter up."

Judge Page—"There is another matter we have frequently talked over in our meetings here as to the welfare of the place; that is the policy of your company in receiving subsidies. Whether your company would desire any financial subsidy and terminal rights. Whether it is the policy of your company to accept such or not?"

Gen. Anderson—"That depends upon circumstances. The general policy of the company is not to receive such, but here is a road which, when constructed, will, I think, cost a great deal more than our average branch lines and although I have not talked the matter over with the president or directors, I think they would want the people of Astoria to give them some substantial aid, and certainly to furnish them with good facilities for doing business with the city."

Dr. Kinney—"Do you doubt that this road would pay?" Gen. Anderson—"I doubt it for the present. It would take, I think, little short of one and one-quarter million dollars to build; six per cent, on that, or suppose the company issued bonds, to pay fixed charges alone outside of cost of building it would require about \$75,000. This road, if built, would have to be run pretty cheaply to pay for the river, and I do not think it could be operated for less than half its receipts, that is taking into account the low rates we would have to charge."

Judge Page—"The summer travel is very considerable, say 10,000 per month. I think it is estimated that 25,000 people visited the coast last summer. The Olympia made three trips weekly with from 150 to 200 passengers aboard." Gen. Anderson said that part of the traffic would be very important for the railroad, running down in half the time, would be sure to get it. W. E. Dement said that a railroad from here would be sure to carry a great many passengers to and from Portland to the ocean steamers. Mr. Holden asked if the commissioners would be expected to express their construction of the interstate commerce bill before it was put in operation. Gen. Anderson—"No; they were supposed to judge upon points only as they were brought before them. The commissioners are not supposed to revise schedules unless complaint is made

regarding it when they can investigate and act accordingly. Mr. Parker asked whether we could do anything to induce the N. P. R. Co. to look over this route and make a preliminary survey. Gen. Anderson—"Not now. I don't think they would take any steps about it."

Mr. Crosby inquired if Gen. Anderson knew what action the railroad companies intended to take when the bill went into effect. Gen. Anderson—"Withdraw all special rates and fix rates. Rates must be put up in every station where everybody can see them."

Mr. Crosby asked if the R. R. Co. could let the rates between here and the east stand—say if it were 1 cent, must they withdraw it? Gen. Anderson—"Yes, unless they were content to lower all rates between here and the east proportionately lower than the one cent rate. This they will not do. They will raise rates to extreme western points and let existing rates to near points stand."

If the interstate commerce bill had a different title it would be more in keeping with its effects and practical result. It will give the C. P. R. Co. \$3,000,000 more business here in the next three months. I believe the C. P. R. Co. will take nearly all the business from here and Portland."

Judge Taylor—"If the volume of through freight should be increased, which is probable, how would the working of the interstate commerce bill prove detrimental to your company?" Gen. Anderson—"In any event, the fact that the Canadian Pacific, a competing line, by reason of its territory is exempt from interstate law, the need for rearranging the entire schedule, and the evident difficulty of making any move under an obscurely worded and ambiguous law, which may be interpreted different ways, and make a company liable to penalty, even when honestly trying to comply with its ambiguous provisions."

J. F. Halloran—"In your judgment, under existing conditions, is the interstate commerce bill a bar to the building of the N. P. R. R. extension from Hunter's Point to Astoria?" Gen. A.—"Yes, I think it is. That bill upsets all our calculations, and till the commissioners interpret the meaning of some of the sections we don't want to make any move towards construction."

After some few additional desultory remarks and the expressing of their appreciation of the courteous and direct answers they had received from General Anderson to their questions, those present took their leave.

Real Estate Transfers. J. Q. A. Bowly and wife and A. P. Anderson to Ocean Canning Company, lots 3 and 4, sec. 19, T. 9, R. 6 W., and lot 1, sec. 24, T. 9, R. 7 W., 112 acres, more or less, and tide island; \$2,500. Fred Sherman to Mrs. Sarah C. Sherman, lot 5, blk. 30, McClure's Astoria; \$1. Lucy A. Dodd to Jno S. Campbell, quit claim deed lot 2, blk. 2, Ocean Grove; \$100. Warren Olney and wife to N. O. Hardy, lots 2, 7 and 8, blk. 161; lots 2, 4, 7, 8 and 10, blk. 162; lot 4, blk. 194; lot 6, blk. 51; lot 6, blk. 97; lot 4, blk. 142; lot 5, blk. 152; blk. 168, and lot 1, blk. 139, and other property; \$540. N. Wisner to J. C. Trullinger, S. 1/2 NE 1/4 and S. 1/2 NW 1/4 sec. 31, T. 8 N., R. 8 W.; \$1,700. Emily C. French to Warren Olney, quit claim deed, blks. 13, 23, 30 and 31, H. & A. addition to Astoria; \$133.33. N. O. Hardy and wife to Geo. O. Moen, blk. 23, Olney's Astoria; \$950. R. L. Jeffrey and wife to H. Fleckenstein, 1/2 interest tract, sec. 15, T. 6, R. 10 W.; \$126.66. Matthew Ryan to J. C. Trullinger, lot 3, NE 1/4 SW 1/4 N. 1/2 SE 1/4 sec. 31, T. 8 N., R. 8 W.; \$1,700. I. A. Young to Jno. Casey, lots 2, 4 and 5, sec. 22, and SW 1/4 NW 1/4 and NW 1/4 SW 1/4 sec. 23, T. 7 N., R. 9 W.; \$688.

THE FACE. The cure of the complexion has become an accomplishment that no lady of refined tastes can afford to ignore, and in leading society circles it claims as much thought as do the fashions. It is an acknowledged fact that the variations of our climate are very severe on the complexion, noticeable by a roughness and dryness of the skin, and to counteract this effect it becomes necessary to call in the aid of art. In the selection of this agent too much care cannot be exercised. It is well known to the chemist that many of the so-called "blooms," "balms," "creams," etc., contain lead and other poisonous substances, the long continued use of which is dangerous. Wisdom's Rubeline is guaranteed under a forfeiture of \$1,000, to be absolutely free from poisonous substances. If you have not yet tried it, do so at once, and be one of the hundreds who pronounce it the most delightful toilet article ever produced. Wisdom's Rubeline is sold at fifty cents per bottle.

Memorial Exercises. In memory of the late Father J. J. Epschur, founder of the A. O. U. W., under the auspices of Seaside Lodge No. 12, A. O. U. W., Sunday Evening, March 6th, 1887, at Ross' Opera House. Prayer—Rev. E. W. Garner, L. L. D. Opening Ode—Lodge, Audience and Choir. Instrumental Quartette, "Waiting at the Golden Gate"—Band. Short Address—Bro. District Deputy C. J. Frechler, Grand Master. Selection—Choir. Memorial Address—Rev. O. B. Whitmore. Selection—Choir. Address—Grand Master Workman J. T. Brown. Selection—Choir. Address—Grand Recorder D. T. Wheeler. Instrumental Music, "Just Beyond the Golden Gate"—Band. Closing Ode—Lodge, Audience and Choir. Benediction—Rev. J. McCormac. C. Brown Master of Ceremonies. Miss Hattie Bites, Accompanist. The general public are cordially invited to attend. L. E. SELIG. G. W. RUCKER, Memorial S. T. MCKEAN, Committee.

Thompson & Ross have a number one article of Mackerel, Holland Herring, etc. Try Fabre's celebrated pan roast.

VITIATED BLOOD. Scrofulous, Inherited and Contagious Humors Cured by Cuticura.

THROUGH the medium of one of your books received through Mr. Frank T. Wray, Druggist, Apollo, Pa., I became acquainted with your CUTICURA REMEDIES, and take this opportunity to testify to you that their use has permanently cured me of one of the worst cases of blood poisoning, in connection with erysipelas, that I have ever seen, and this after having been pronounced incurable by some of the best physicians in our county. I take great pleasure in forwarding you this testimonial, unolicited as it is by you, in order that others suffering from similar maladies may be encouraged to give your CUTICURA REMEDIES a trial. P. S. WHITTINGER, Leeburg, Pa. Reference: FRANK T. WRAY, Druggist, Apollo, Pa.

SCROFULOUS ULCERS. James E. Richardson, Custom House, New Orleans, La., writes: "In 1870 Scrofulous Ulcers broke out on my body until I was a mass of corruption. Everything known to the medical faculty was tried in vain. I became a mere wreck. At times could not keep my hands to my head, could not turn in bed; was in constant pain, and looked upon life as a curse. No relief or cure in ten years. In 1880 I heard of the CUTICURA REMEDIES, used them, and was perfectly cured." Write to before U. S. Com. J. D. CHAFFRON.

ONE OF THE WORST CASES. We have been selling your CUTICURA REMEDIES for years, and have the first complaint sent to receive from a purchaser. One of the worst cases of Scrofula I ever saw was cured by the use of five bottles of CUTICURA. Respectfully, CUTICURA and CUTICURA SOAP are sold by TAYLOR & TAYLOR, Druggists, Frankfort, Kan.

SCROFULOUS, INHERITED, AND CONTAGIOUS HUMORS, with Loss of Hair, and Eruptions of the Skin, are positively cured by CUTICURA and CUTICURA SOAP externally, and CUTICURA RESOLVENT internally, and all other medicines fail. Send for Pamphlet.

DRUGGISTS USE THEM. We have obtained satisfactory results from the use of the Cuticura Remedies in our own family, and recommend them beyond any other remedies for diseases of the skin and blood. Write for them from our agents; their merits become known. MACMILLAN & CO., Druggists, Latrobe, Pa.

CUTICURA REMEDIES are sold everywhere. Price: CUTICURA, the Great Skin Cure, 50 cts.; CUTICURA SOAP, 25 cts.; CUTICURA RESOLVENT, 50 cts.; CUTICURA OINTMENT, 25 cts.; CUTICURA CREAM, 25 cts.; CUTICURA PILLS, 25 cts.; CUTICURA BATH, 25 cts.; CUTICURA LOTION, 25 cts.; CUTICURA POWDER, 25 cts.; CUTICURA PASTE, 25 cts.; CUTICURA OIL, 25 cts.; CUTICURA ESSENCE, 25 cts.; CUTICURA EXTRACT, 25 cts.; CUTICURA TINCTURE, 25 cts.; CUTICURA SOLUTION, 25 cts.; CUTICURA INFUSION, 25 cts.; CUTICURA DECOCTION, 25 cts.; CUTICURA SYRUP, 25 cts.; CUTICURA EMULSION, 25 cts.; CUTICURA GELATIN, 25 cts.; CUTICURA MUCILAGE, 25 cts.; CUTICURA LIQUOR, 25 cts.; CUTICURA AROMATIZED, 25 cts.; CUTICURA FLAVORED, 25 cts.; CUTICURA SWEETENED, 25 cts.; CUTICURA SALTED, 25 cts.; CUTICURA SPICED, 25 cts.; CUTICURA PEPPERCORN, 25 cts.; CUTICURA MUSTARD, 25 cts.; CUTICURA GARLIC, 25 cts.; CUTICURA ONION, 25 cts.; CUTICURA RUE, 25 cts.; CUTICURA SAGE, 25 cts.; CUTICURA THYME, 25 cts.; CUTICURA MARJAMINE, 25 cts.; CUTICURA ANISE, 25 cts.; CUTICURA FENNEL, 25 cts.; CUTICURA CARAWAY, 25 cts.; CUTICURA DILL, 25 cts.; CUTICURA CORIANDER, 25 cts.; CUTICURA CUMMIN, 25 cts.; CUTICURA MUSTARD SEED, 25 cts.; CUTICURA SESAME SEED, 25 cts.; CUTICURA POPPY SEED, 25 cts.; CUTICURA FLAX SEED, 25 cts.; CUTICURA RYE SEED, 25 cts.; CUTICURA WHEAT SEED, 25 cts.; CUTICURA BARLEY SEED, 25 cts.; CUTICURA OAT SEED, 25 cts.; CUTICURA RICE SEED, 25 cts.; CUTICURA CORN SEED, 25 cts.; CUTICURA BEAN SEED, 25 cts.; CUTICURA PEAS SEED, 25 cts.; CUTICURA LENTIL SEED, 25 cts.; CUTICURA PEA SEED, 25 cts.; CUTICURA MUNG BEAN SEED, 25 cts.; CUTICURA SOY BEAN SEED, 25 cts.; CUTICURA CASHU SEED, 25 cts.; CUTICURA COCONUT SEED, 25 cts.; CUTICURA PALM SEED, 25 cts.; CUTICURA CUSTARD APPLE SEED, 25 cts.; CUTICURA PEAR SEED, 25 cts.; CUTICURA APPLE SEED, 25 cts.; CUTICURA CHERRY SEED, 25 cts.; CUTICURA PLUM SEED, 25 cts.; CUTICURA PEACH SEED, 25 cts.; CUTICURA APRICOT SEED, 25 cts.; CUTICURA NECTARINE SEED, 25 cts.; CUTICURA ALMOND SEED, 25 cts.; CUTICURA WALNUT SEED, 25 cts.; CUTICURA HAZELNUT SEED, 25 cts.; CUTICURA PISTACHIO SEED, 25 cts.; CUTICURA CASHEW SEED, 25 cts.; CUTICURA COCOA SEED, 25 cts.; CUTICURA CACAO SEED, 25 cts.; CUTICURA CHOCOLATE SEED, 25 cts.; CUTICURA VANILLA SEED, 25 cts.; CUTICURA CINNAMON SEED, 25 cts.; CUTICURA CLOVE SEED, 25 cts.; CUTICURA NUTMEG SEED, 25 cts.; CUTICURA ALLSPICE SEED, 25 cts.; CUTICURA PEPPER SEED, 25 cts.; CUTICURA MUSTARD SEED, 25 cts.; CUTICURA SESAME SEED, 25 cts.; CUTICURA POPPY SEED, 25 cts.; CUTICURA FLAX SEED, 25 cts.; CUTICURA RYE SEED, 25 cts.; CUTICURA WHEAT SEED, 25 cts.; CUTICURA BARLEY SEED, 25 cts.; CUTICURA OAT SEED, 25 cts.; CUTICURA RICE SEED, 25 cts.; CUTICURA CORN SEED, 25 cts.; CUTICURA BEAN SEED, 25 cts.; CUTICURA PEAS SEED, 25 cts.; CUTICURA LENTIL SEED, 25 cts.; CUTICURA PEA SEED, 25 cts.; CUTICURA MUNG BEAN SEED, 25 cts.; CUTICURA SOY BEAN SEED, 25 cts.; CUTICURA CASHU SEED, 25 cts.; CUTICURA COCONUT SEED, 25 cts.; CUTICURA PALM SEED, 25 cts.; CUTICURA CUSTARD APPLE SEED, 25 cts.; CUTICURA PEAR SEED, 25 cts.; CUTICURA APPLE SEED, 25 cts.; 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