

GARDEN AND LAWN IN FEW WEEKS



Residence of R. C. Kinney.

A wonderful demonstration of what Oregon soil and water will do in mid-summer is seen on the lawn of the new home of R. C. Kinney, secretary and treasurer of the Alameda Consolidated Mines company, at East Third and Hasaalo streets. The lawn is one of the most beautiful in the city, although the grass and more than 100 roses and other

flowering plants were planted about the first of July. Mr. Kinney finished his home June 19, and then began moving the flowers from his former residence at Tenth and Ankeny streets. Roses, dahlias and many other plants, nearly all in bloom, were moved. About 140 rosebushes were transplanted, and only two died. The dahlias kept on blooming. In a week it was impossible to tell from appear-

ances that they had been moved. The ground was ordinary Oregon soil, with no fertilizing. Water was the only thing used. The grass was sown on the lawn after July 1, and well watered, and by August 1 it covered the ground with a heavy green mat. It is said residence grounds can be made in Portland any week in the year, and by application of water every kind of plant life common here may be started and made to grow.

BOATS FOR UPPER COLUMBIA

Plans Maturing for Stern Wheelers to Ply Between Portage Road and Lewiston.

WILL BE BUILT HERE AND SHIPPED TO CELILO

When War Is Over in Orient Many Flat-Bottomed Boats for Use in China Will Be Constructed in Portland.

Plans are maturing for the building up of a number of steamboats for service on the upper Columbia river between the portage road and Lewiston. Joseph Supple has been asked to quote prices for the building of light draft boats.

Mr. Supple said last evening: "Indications are that contracts will soon be let for the building of a number of boats to ply on the upper Columbia river. It will be possible to have them ready for service by early spring, which is in time to bring the major portion of the grain crop to the portage road from the territory of the upper Columbia and Snake river valleys. In fact the river will be at a better boating stage than at any other season of the year."

Mr. Supple says he will build any boats contracted for at Portland and ship them in knocked down form to Celilo. He has built and shipped a number of sternwheelers and propellers in this manner for service in Alaskan waters.

The fame of the Portland shipbuilders has spread to the orient, and had it not been for the opening of hostilities a contract would have been let for the building of several sternwheelers here for operation in the rivers of China. The vessels would have been shipped in knocked down form on the regular freighters plying from this port. When peace has been restored it is said that the matter of building river boats at Portland for that quarter of the globe will again be taken up.

WILL IMPROVE THE LEWIS.

Business Men and Steamboat People of La Center to Give Labor and Services.

Tomorrow the owners of the steamer Leona and the business men of La Center will begin improving the channel of the east fork of the Lewis river. At many points the boat channel is said to be not more than four inches deep—too shoal even for the small gasoline scow recently built here. Captain Graham of the Leona stated yesterday that the people of La Center were determined to improve the channel so that steamboats could navigate the river. The mill men have promised to contribute material and implements required to make the improvement in the channel and others will give their labor to aid in the work.

At all shoal places it is the intention to build small dikes of slabwood and heavy timbers and confining the water to a narrow channel.

NEW CROP CHARTERS.

Steam Cambronne and Invergarry Registered by Portland Flouring Mills. Through Taylor, Young & Co. the Portland Flouring mills chartered two grain ships, the French bark Cambronne and British bark Invergarry, to load wheat, flour or barley at this port for Queenstown or Palmouth for orders.

The cargoes will be delivered at a port in the United Kingdom, at Havre, Antwerp, Dunkirk or Hamburg. The vessels have an aggregate carrying capacity of approximately 5,000 tons and are expected to arrive in time to begin receiving their cargoes early in October.

These are the first grain ships chartered to carry new crop wheat to European ports this season. The rate paid in each case was 37s 6d, the price asked by the members of the shipowners' combination. The Portland Flouring-mills has also chartered the British ship Kilnpatrick to load new crop grain in Tacoma and Seattle for the United Kingdom at 28s 3d, the union rate for carrying a cargo from the sound.

The Cambronne is en route to San Francisco in ballast. Arriving at the Heads she will receive orders to proceed to Portland. It is supposed that the Invergarry is now on the west coast; she sailed for there two months ago with a cargo of coal from Newcastle, N. S. W. It will be the first trip of the Briton to the Columbia river, but the Frenchman was here a year ago.

REVEPMENT NEARLY DONE.

Work on Independence Project Will Be Completed Next Week.

David B. Ogden, assistant United States engineer, returned yesterday from a trip to Independence, where he inspected the new government work there. Next month the last stretch of the revetment, 800 feet in length, will be completed. Twelve hundred feet of the structure was completed a couple of weeks ago. The work was not continued last year on account of there being no money available for the improvement.

The revetment is being built for the purpose of preventing the river from breaching through the dam and from there cutting through the hills and forming two channels, neither of which would be of any use. Mr. Ogden reports that dredge No. 1 has finished the work of cutting a channel through the Canadian bar and from there she will go to the mouth of the Yamhill river, where she will be set to work. At that point the river shoals, during every winter freshet and has to be dredged out, as the river is at a low stage it is feared that the steamers Modoc and Ruth will soon be unable to ascend the Yamhill.

SHIPS SCARCE HERE.

Compared With Former Years, the Grain Carrying Fleet Is Very Small.

Compared with former years, a very small fleet of sailing vessels suitable for grain carriers is listed and an route for Portland—not more than 22 or 23. It is estimated that in the neighborhood of 125 grain cargoes will be exported from the Willamette river this season. Twenty-one ships are at San Francisco on the disengaged list, and in the event they are needed the exporters say can be chartered and brought up here on short notice. Two ships have been idle at the Bay City for three years, and six for more than two years, because there has not been anything for them to do. With a big part of the fleet at the California metropolis pressed into service it is believed that enough tramp steamers can be engaged to take care of the big export trade promised during the fall and winter months.

TELEGRAPH MAKES RECORD.

Runs From Astoria to Portland in Five and One-Half Hours and Don't Stop.

In her initial trip to Astoria and return on the same day the steamer Telegraph, heralded far and wide as the fastest stern-wheeler in the world, made a remarkable showing yesterday, reaching here at 7:30 o'clock in the evening, although she was not advertised to arrive until an hour later. One of those who made the passage on her said it was not the intention to have her get here before 5:30, but it was impossible to hold her back. The steamer reached Astoria from Portland at 12:30 in the afternoon and at 2 o'clock she

left on the return trip. The officers of the boat say they could easily have covered the distance to this city in five hours, but explain that no effort was put forth to get up speed. On the down trip in the morning they declare the Spencer was left far in the rear before the mouth of the Willamette was reached. The steamer will leave for Astoria again this morning at 7 o'clock.

ALONG THE WATERFRONT.

Steamer Harvest Queen left for Astoria Friday night in place of the Hasaalo, which broke her shaft and blew out her cylinder heads near Rainier. The Hasaalo is at the boyard where she will remain undergoing repairs for the next two weeks. During her idleness the Queen will ply on the Astoria route and the M. F. Henderson will be used in her place towing schooners up and down the river.

Captain James Shaver has returned from a two weeks' vacation, ash the beach. Laden with lumber the schooners Halcyon and Mabel Gale left down yesterday bound for California ports.

Carrying 750,000 feet of lumber and with a full passenger list the steamer Redondo sailed for San Francisco last night.

A dispatch states that the French ship Vauban sailed from Hobart, Tasmania, on Tuesday for Portland. The vessel has been listed for Puget sound. Schooner Churchill sailed yesterday from Halphong, China, for Portland.

L. W. Shaw, agent for the California & Oregon Steamship company at Marshfield, is in the city. Barkentine Amelia has been chartered to load lumber at Portland for a California port; she is at San Francisco, but will sail for the north in a day or two. The Amelia was at Portland in May, and took lumber at the Eastern & Western mill for San Pedro.

Anderson & Crows have sold the Stark street float and boat landing built before the fair to Captain C. J. McLean, owner and operator of the steamer Gaselle. Captain McLean will conduct the property in very much the same manner as did the former owners. It is his intention to make that the headquarters for a good part of the gasoline launchers in the harbor. He will also engage in the towing and general jobbing business, and will be assisted by P. Z. Davis.

The steamer Nellie, owned by Captain Boone, will practically be rebuilt at Supple's.

The steamer Stranger has been fitted with a new shaft. The British bark Thistle, under charter to J. J. Moore & Co., began taking Oregon fir for Port Pirie, Australia, yesterday.

Tomorrow afternoon the steamer Despatch will sail for San Francisco with 400,000 feet of lumber and 30,000 feet of piling.

MARINE NOTES.

Astoria, Aug. 19.—Arrived down at 5 and sailed at 9:30 a. m.—Steamer Alliance, for Coos Bay and Eureka.

Arrived at 2:15 p. m.—Schooner Alpha, from San Francisco.

Arrived at 5:30 p. m.—Steamer Elmore, from Tillamook.

Condition of the bar at 5 p. m.—Smooth; wind northwest; weather cloudy.

San Francisco, Aug. 19.—Arrived at 9 a. m.—Steamer F. A. Killburn, from Portland.

Halphong, Aug. 19.—Sailed—Schooner Churchill, for Portland.

Hobart, Aug. 19.—Sailed—French ship Vauban, for Portland or Puget Sound.

RED FIRE LIGHTS UP NEW EAST SIDE HALL.

Several hundred persons attended the opening of Voelker's new hall, 793-5 Mississippi avenue, Saturday night. A concert was given by Everette orchestra to entertain the crowd and at 8:15 o'clock the building was illuminated with red fire. A dance followed.

Special Excursion Rates.

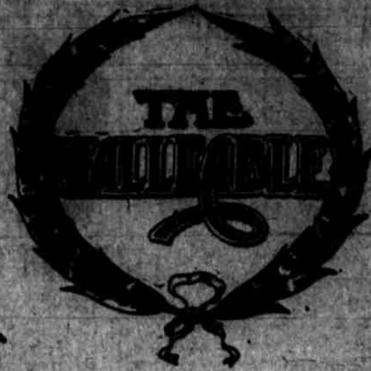
Very low 10-day tickets east offered by O. R. & N. August 24, 25, September 16, 17, the O. R. & N. sells 50-day special excursion tickets to eastern points; stopovers granted going and returning. Particulars of C. W. Stinger, city ticket agent, O. R. & N. Co., Third and Washington streets, Portland.

Reduced Rates to Shasta Springs.

The Southern Pacific company has placed on sale at its Portland office round trip tickets to Shasta Springs at a rate of \$20. Beautiful, illustrated pamphlet descriptive of this resort can be secured from any Southern Pacific agent.



A VALUABLE ADDITION TO OUR STOVE AND RANGE DEPARTMENT

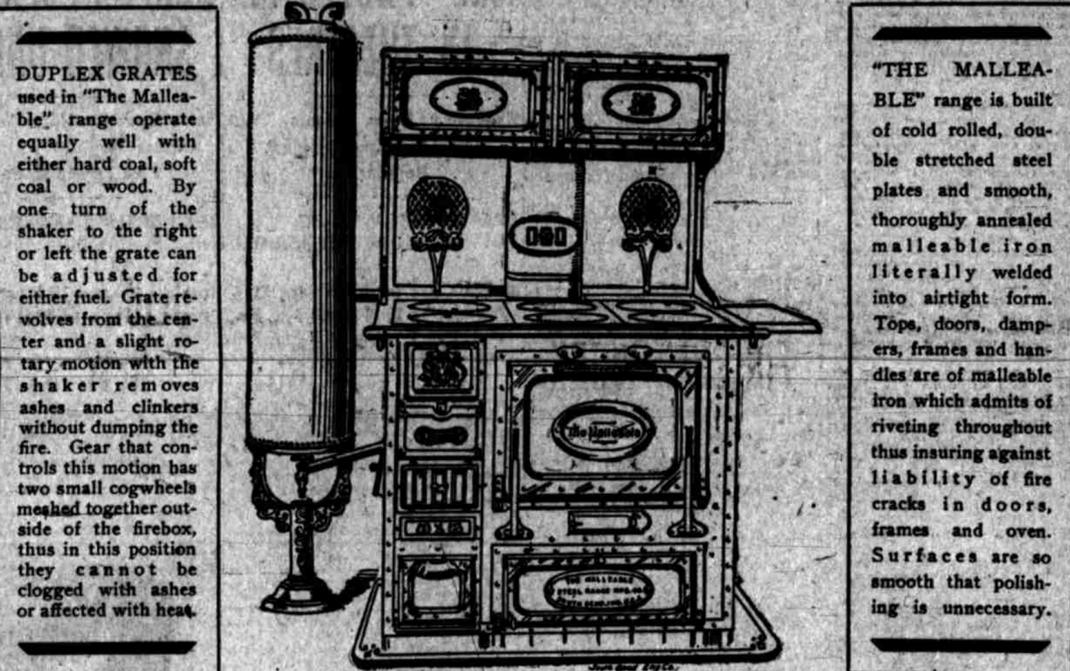


As an event of prime importance, we make the announcement that we have taken the agency of this modern and perfectly constructed range, "THE MALLEABLE." A range that combines great economy and satisfying results in baking and heating.

MALLEABLE IRON

Its Definition and Value in the Construction of a Range

Malleable iron is the very highest grade of gray iron submitted after casting to an annealing process. In this process the carbon is burned out and all impurities are eliminated, thus giving it great tensile strength. It is pure iron and can be stretched, doubled, hammered and twisted without breaking. To anneal these castings, they are placed in an immense sealed oven and are given heat for sixteen days. These castings when removed from the annealing process, are fashioned back into their original shape by huge drop hammers and by hand.



DUPLEX GRATES used in "The Malleable" range operate equally well with either hard coal, soft coal or wood. By one turn of the shaker to the right or left the grate can be adjusted for either fuel. Grate revolves from the center and a slight rotary motion with the shaker removes ashes and clinkers without dumping the fire. Gear that controls this motion has two small cogwheels meshed together outside of the firebox, thus in this position they cannot be clogged with ashes or affected with heat.

"THE MALLEABLE" range is built of cold rolled, double stretched steel plates and smooth, thoroughly annealed malleable iron literally welded into airtight form. Tops, doors, dampers, frames and handles are of malleable iron which admits of riveting throughout thus insuring against liability of fire cracks in doors, frames and oven. Surfaces are so smooth that polishing is unnecessary.

"THE MALLEABLE" OVEN

Flush Reservoir

An important feature not overlooked in "THE MALLEABLE." Constructed so as to hold as much water as an elevated reservoir, and at the same time can be heated efficiently. The reservoir is heated by means of a copper pocket which is in contact with a steel pocket located in the right hand end of range.

No matter how attractive a range may be, a defective oven will condemn it forever. As the most vital part of a range, to it is looked for nothing but satisfactory results. The first essential is that it should be absolutely airtight and in "The Malleable" this result is accomplished by riveting all oven plates to malleable iron frames. With these frames lining cannot warp and door cannot get out of plumb. Being rendered airtight all food during cooking retain their juices and flavor.

Fire Box

One of the strongest features of "THE MALLEABLE." One hundred pounds disposed around the firebox, composed of the very best gray iron. Behind the linings are air chambers which prevent excessive heating. Large end feed for wood, also pouch feed for coal.

OTHER CONSIDERATE FEATURES OF "THE MALLEABLE"

- Steel angle corners—strengthens construction.
- Asbestos linings—very heavy—a perfect non-conductor—prevents escape of heat through the walls. Shelves supported by open nicked brackets.
- Top closet—large and roomy. Has drop doors on which dishes may be placed.
- Oven door handle—has double catch—no springs to get out of order.
- Clean out door—hinged and closely fitted—will not work loose.
- Ash pan—made in one piece, riveted to the malleable front. Has open end. Do not have to turn it over to dump ashes.



THE MALLEABLE Will Last a Lifetime!



TULL & GIBBS
+ COMPLETE +
HOUSE FURNISHERS



THE MALLEABLE Riveted Like a Boiler!



Coupon—Free Hawaiian Trip
Honolulu, Hawaiian Islands

I vote for.....

This coupon must be voted on or before August 27, 1908.