ROESSLER RECOMMENDS CONTINUOUS CONTRACT

In Annual Report Government Engineer Speaks for River Dredging From Portland to Sea---Federal Control Oregon City---Speedy Completion of Celilo

Proposed expenditures for two years ending June 30, 1910:	
Improvement of—	Amount.
Coos river	$ 1,500
Tillamook bay	15,000
Snake river	10,000
Columbia above Celilo.	75,000
The Dalles-Celilo canal	1,000,000
Columbia river at Cascades	108,500
Columbia river below Vancouver	10,000
Upper Willamette	40,000
Columbia river below Portland	200,000
Mouth of the Columbia river	450,000
Clatskanie river	500
Cowlitz river	5,000
Lewis river	2,500
Total	$1,917,500

Most salient features in Colonel S. W. Roessler's annual report, which was completed yesterday afternoon, are recommendations to place the deep sea dredge Chinook at work at the mouth of the Columbia river, to place the Celilo canal project on a continuous contract basis, an annual appropriation of $200,000 for the improvement of the channel between Portland and the sea, and the appropriation of amounts aggregating $1,917,500 for carrying on work within the jurisdiction of the district upon which the transfer of Colonel Roessler to Newport, R. I., is placed in charge of Major James McIndoe, United States engineer corps.

Colonel Roessler also favors government control of the locks at Oregon City or building of new ones there, but this matter was not mentioned in the report since it was taken up as a separate proposition some weeks ago. He reiterated yesterday, however, that by all means should the government have control of the locks at Willamette Falls.

Jetty Appropriation Small.

Only a small amount, $400,000, is asked for the jetty at the mouth of Columbia river, this being due to the fact that the project is rapidly nearing completion, it being expected to have the immense undertaking finished by this time next year.

Colonel Roessler feels very much encouraged over the showing made at the mouth of the Columbia this year, because not only has the jetty had the effect of deepening the channel but it has widened it to more than tenfold its former area. He believes the dredge Chinook could bring about 28 feet or more of water at extreme low tide in short time at the entrance to the river. But with this he recognizes also the desirability of having an equally or deeper channel all the way to Portland and therefore recommends that at least $200,000 be appropriated each year for the improvement and maintenance of the channel which now easily permits the unobstructed passage of vessels drawing close to 27 feet.

Two Years Covered.

Appropriations to cover two years are asked for because the matter has to come before congress and with funds available for one year only the work would very likely be interrupted with disastrous results to many of the projects. Some of them provide for the improvement of the bays and rivers along the Oregon coast, south of the Columbia river.

During the fiscal year ending June 30, 1908, the United States engineers in charge of Colonel Roessler expended $1,100,791.29 for the improvement and maintenance of improvements and the operation of the Yamhill and Cascade locks.

The following table gives the amounts in detail:

Willamette river above Portland, and Yamhill river	$ 39,648.82
Columbia and lower Willamette rivers below Portland	61,095.14
Mouth of Columbia river, "general improvement"	653,700.73
Clatskanie river	588.00
Cowlitz river	11,470.08
Lewis river	1,284.51
Grays river	1,113.30
Gauging waters of Columbia river	143.34
For lock and dam in Yamhill river	1,687.10
Coquille river	$2,210.33
Coos bay	1,444.94
Coos river	1,970.00
Tillamook bay and bar	6,285.83
Dredging plant for coast work	34,460.27
Snake river (Oregon, Washington and Idaho), federal funds, $5,923.35; Washington, state funds, $47,377.31	53,300.66
Columbia river and tributaries above Celilo Falls to the mouth of the Snake (federal funds), $33,096.75; Washington state funds, $13,159.66	46,256.41
Columbia river, between foot of The Dalles rapids and head of Celilo Falls	131,941.25
Columbia river at Cascades,	770.10
Columbia river, Washington,	540.14
Examinations and surveys along coast	6,300.00
Operating and care of Cascades locks	14,569.34
Grand total	$1,100,791.29

An Open Willamette.

Under improvements heretofore made and annually maintained the Willamette is navigable at medium stages to Corvallis, 119 miles from Portland, and during low water to Independence, 83 miles from Portland, while the Yamhill is kept open to Dayton, eight miles above its mouth.

The total traffic through the Yamhill locks during the year was 2,020.75 tons freight and 80 passengers. The freight was largely log rafts and some paper pulp on barges.

The work on the Columbia and lower Willamette rivers below Portland the past fiscal year consisted in removing an obstructing pile and stone dike near the mouth of the Willamette, repairing the stone revetment of Coon island and dredging by the United States dredge W. S. Ladd in the lower reaches of the estuary and by dredges of the Port of Portland in the upper reaches of the ship channel. The W. S. Ladd removed during the year a total of 472,998 cubic yards and the two dredges of the Port of Portland 2,012,000 cubic yards. The expense of operation of the Port of Portland dredges was borne by that organization, there being no United States fund available.

Open Passage on West Side.

Recommendation is made to remove the dike across the west channel of Swan island and dredge to a sufficient depth to permit the passage of log raft tows.

The present fiscal year's work at the mouth of the Columbia consisted in reerecting a trestle over former year's extension so as to get in more rock, and as a stepping stone to further extension contemplated. At the end of the year the trestle had been extended over old enrockment to a point 29,416 feet from the root of the jetty at Fort Stevens and the enrockment brought up to a level of an average of four feet above low tide to the same point. Before the end of July the end of the old enrockment will be reached and the further extension begun. It is expected to place from 3,500 to 4,000 tons of stone per day from the latter part of July to the end of the working season.

One Deep Channel.

The usual midsummer survey of the bar was made in June. It shows that where several narrow, poorly defined channels existed a year ago, there is now a broad channel, 6,000 feet wide and 25½ feet deep, excepting at several points where isolated soundings of 24½ and 25 feet were obtained. Another encouraging exhibit is the continuing accretion of sand on both the north and south sides of the jetty.

The report in this connection recommends that the deep sea dredge Chinook be repaired and placed at work at the mouth of the river. It states that the dredge can be used at almost any stage of the tide in fair summer weather.

Coos Bay Improvements.

A new project proposes the deepening of the bay at Coos Bay to 18 feet at low water to the town of Marshfield. A pipe suction dredge is now under construction for this purpose. It is recommended that the available balance on the Coos Bay jetty appropriation be expended in operating this dredge.

As to Tillamook the report says that coasting vessels drawing from 14 to 15 feet can reach Hobsonville, on the north channel, a short distance inside the channel.

The most important work done on the Snake river consisted of dredging and blasting, for which three drill scows were especially constructed. Some raking was done on the bars with good effect. The year's work has resulted in providing a 40-inch channel between Riparia and Lewiston susceptible for use throughout the entire season.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive.

City of Panama, Coos Bay	July 12
Nicomedia, orient	July 12
Rose City, San Francisco	July 14
Roanoke, San Pedro and way	July 14
Alliance, Coos Bay	July 16
Eureka, Eureka and Coos	July 21
G. W. Elder, San Pedro, way	July 21
State, San Francisco	July 21
Arabia, orient	Aug. 1
Alesia, orient	Sept. 1
Numantia, orient	Sept. 15

Regular Liners to Depart.

Eureka, Eureka and Coos	July 12
City of Panama, Coos Bay	July 15
Roanoke, San Pedro and way	July 16
Rose City, San Francisco	July 18
Alliance, Coos Bay	July 18
G. W. Elder, San Pedro	July 23
Nicomedia, orient	July 25
State, San Francisco	July 25
Arabia, orient	Aug. 15
Alesia, orient	Sept. 15
Numantia, orient	Oct. 1

Vessels in Port.

Broderick Castle, Br. ship	Drydock
Largiemore, Br. sh	O. W. P. dock
Crown of India, Br. bk	Drydock
Leyland Bros., Br. sh	O. W. P.
Donna Francesca, Br. bk	Astoria
Ancalos, Br. ship	Tongue Point
Churchill, Am. sch	Astoria
Echo, Am. bktn	Astoria
Kelburn, Br. bk	Linnton
Minnie Kelton, Am. ss	Astoria
Emmanuel Accame, It. bk	Montgomery 2
Asgard, Nor. sh	Sand dock
Alvena, Am. sch	Astoria
Albert Rickmers, Ger. bk	Greenwich
Ascot, Br. ss	St. Johns
Tabor, Nor. ss	E. W. Mills
Virginia, Am. sch	Knappton
Johan Poulsen, Am. ss	Prescott
Dulwich, Br. ss	North Pac. Lbr Co.
Eureka, Am. ss	Martins

En Route to Load Lumber.

Alumna, Am. sch	Kahului
Sehome, Am. sch	La Boca
Yellowstone, Am. ss	San Francisco
James J. Garfield, Am. ss	San Francisco
Cascade, Am. ss	San Francisco
Wrestler, Am. bktn	Guaymas
Mabel Gale, Am. sch	San Francisco
Thos. L. Wand, Am. ss	San Francisco

En Route With Cement and General.

Aberfoyle, Br. sh	Antwerp
Bidart, Fr. bk	Antwerp
Clan Graham, Br. sh	Cardiff
Eugenie Fautrel, Fr. bk	Antwerp
Vincennes, Br. sh	Antwerp
Gael, Fr. bk	London
Neatsfields, Br. sh	Hamburg
David de Anjers, Fr. sh	Antwerp
Brabloch, Br. bk	Antwerp
Killoran, Br. sh	Antwerp
Joinville, Fr. bk	Antwerp
Carmanian, Br. bk	Hamburg
Rochambeau, Fr. bk	Leith
Gulf Stream, Br. bk	Antwerp
Alice, Fr. bk	London
Eugene Schneider, Fr. bk	Antwerp

Coal Ships En Route.

La Roche Jacquelin, Fr. bk	Newcastle, A.
Fifeshire, Br. bk	Newcastle, A.
Bossuet, Fr. bk	Newcastle, A.
Torrisdale, Br. sh	Newcastle, A.

Tramp Steamers En Route.

Taunton, Br. ss	Guaymas
Strathfillan, Br. ss	Batavia
Craighall, Br. ss	San Francisco
Dulwich, Br. ss	Guaymas
Knight Templar, Br. ss	Valparaiso
Radames, Ger. ss	Puget Sound
Sark, Nor. ss	San Francisco
Bucrania, Br. ss	Orient
Ilford, Br. ss	Newcastle

En Route in Ballast to Load Grain.

Port Crawford, Br. sh	Callao
Agnes Oswald, Br. sh	Callao
River Falloch, Br. bk	Callao
Nordsee, Ger. sh	Callao
Oregon, Ger. sh	Yokohama
Gen. Faidherbe, Fr. bk	Yokohama
Henrietta, Ger. sh	West coast
Aster, Ger. bk	Valparaiso
Marechal de Noailles, Fr. bk	West coast
Homeward Bound, Am. bk	Vanc'v'r, B. C.
Le Peller, Fr. bk	Hobart
Sainte Anne, Fr. bk	Newcastle, N. S. W.
Andorinha, Br. bk	Iquique
Lydgate, Br. bk	Santa Rosalia
Vigo, Nor. sh	Mejillones
Desdamona, Br. sh	Callao
Cornil Bart, Fr. bk	Newcastle, N. S. W.
Sully, Fr. bk	Antwerp
Crillon, Fr. bk	Antwerp
Genevieve Molinos, Fr. bk	Hobart
Daghild, Nor. bk	Caldera
Nuielly, Fr. bk	Hobart
Leon Blum, Fr. bk	San Francisco
Michelet, Fr. bk	Hilo
Finland, Rus. sh	Guayaquil

Oil Carriers En Route.

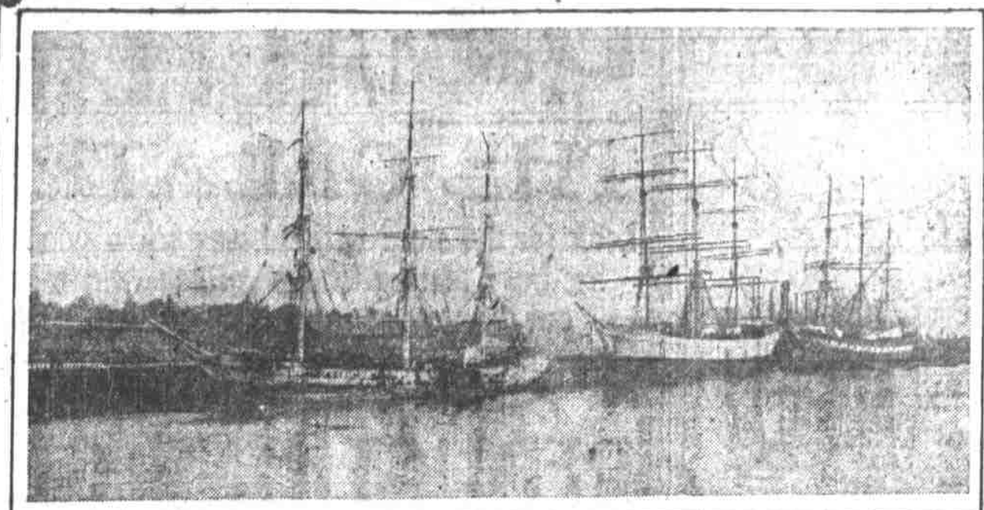
Asuncion, Am. ss	San Francisco
Col. E. Drake, Am. ss	San Francisco

W. O. W. Install Officers.

(Special Dispatch to The Journal.)

Pendleton, Or., July 11.—The following officers have been installed in the local circle, Women of Woodcraft, for the ensuing term: Guardian neighbor, Mrs. Hale; adviser, Mrs. Morgan; attendant, Mrs. John Baker; musician, Miss Webber; magician, Mrs. Stangler; outer sentinel, Ed Stanberry; inner sentinel, Miss T. Baker; manager, William Hale; captain of guards, A. O. Carden.

SHIPS IN HARBOR AWAIT THE NEW WHEAT



The Norwegian ship Asgerd and the British ships Largiemore and Leyland Brothers at the O. W. P. dock near the east approach of the Madison bridge. The Asgerd brought a cargo of cement and iron from Antwerp and the other two came in ballast to wait for the new crop wheat which will soon begin pouring into the warehouses along the waterfront. The Asgerd shifted yesterday to the sand dock to discharge a portion of her cargo. She will shift to the Jefferson street dock next Tuesday.

TO LOAD WHEAT IN SEPTEMBER

British Ship Brodick Castle Gets Charter After Long Wait.

FIVE OTHERS ARE READY AT HAND

Vessel Came Here Several Months Ago With a Cargo of Coal and Then Went to the Drydock to Take Summer Vacation.

The British ship Brodick Castle was chartered yesterday afternoon to load new crop wheat in September for Europe. The ship has been lying idle at anchor near the drydock for several months waiting for something to turn up.

Several grain carriers have been chartered for the new crop but most of the charters were consummated during the early part of the year. During the past few days there has been very little done in the way of fixing tonnage for wheat loading, probably largely because of the uncertainty of how the crops would turn out. Late reports indicate a fair crop and now it appears there is again a demand for bottoms.

The Brodick Castle is one of an even half dozen large windjammers that have been in port for some time without a charter for outward business. The others are the Norwegian ship Asgerd, the German ship Albert Rickmers and the British ships Largiemore, Leyland Brothers and Donna Francesco. All of these have been in the river quite a while. The Donna Francesco is still at Astoria. She came up from the west coast in ballast seeking old crop business but was tardy in reaching port so that when she finally arrived nearly all of it had been set afloat.

The Brodick Castle came here with a cargo of coal from Newcastle, Australia, and did not begin discharging it until a few days ago when it was loaded on barges.

DEPARTS FOR SHANGHAI.

Norwegian Steamer Guernsey Leaves With Big Lumber Cargo.

The Norwegian turret steamer Guernsey, Captain Joergensen, left down yesterday afternoon bound for Shanghai, with 3,440,000 feet of lumber on board. Several thousand feet of the cargo were carried on the turret decks, securely lashed with heavy chains.

The Guernsey took part of her cargo at the mills of the Tongue Point Lumber company near Astoria and finished loading at the mills of the Portland Lumber company. She presented a magnificent picture going through the bridge draws. The cargo was dispatched by the L. P. Lee Lumber company.

The Norwegian steamer Sark is due to arrive at Astoria this morning from San Francisco. She was expected last night but failing to show up it is supposed that she encountered contrary weather coming up the coast. She is under charter to carry lumber to Australia, the Pacific Export Lumber company to dispatch the cargo. A portion of the cargo will be taken on at the mills at Linnton.

The British steamer Dulwich began loading lumber yesterday at the mills of the North Pacific Lumber company. She arrived here Friday night from Guaymas, Mexico, under charter to load for New Zealand.

CANOE TURNS TURTLE.

John Klee and Companion Have Sudden Bath in River.

John Klee and a companion went out for a little canoe trip on the river yesterday afternoon intending to spend a nice, cool hour or two. It was cool, cooler than they had anticipated.

Hardly 100 feet from the boathouse at the foot of Morrison street, the frail craft turned turtle, throwing the occupants into the water. Both could swim and they managed to gain a hold on the craft. They shouted for help and were heard.

Henry Pettitt, an employ at Merrill's boathouse, got into a boat and hurried to the rescue. He picked up Klee. The companion was picked up by the tug Star which happened to come along.

HAS SECURED TUGS.

Benson Logging Company Will Send Off Three More Rafts.

The Benson Logging company has completed arrangements to have its four log rafts towed to San Diego. One will be towed by the steam schooner Yosemite, another will be towed by the Red Stack tug Hercules and the third will be towed by the Spreckels tug Dauntless, which is now nearing San Diego with the first one.

The Dauntless is making good time this year, having been favored by northerly winds most of the way after leaving the Columbia. The rafts contain about 5,000,000 feet of logs each.

MARINE NOTES.

Astoria, July 11.—Condition at the mouth of the river at 5 p. m., smooth; wind, north 20 miles; weather, cloudy. Arrived down at 3:20 and sailed at 6:15, steamer State of California, for San Francisco. Sailed at 1:20 p. m., United States steamer Heather.

San Francisco, July 11.—Arrived, schooner Lottita, from Columbia river. Sailed at 9 a. m., steamer Colonel E. L. Drake; at noon, steamer Rose City; at 1:30 p. m., steamer Roanoke, for Portland. Sailed at 7 last night, steamer Thomas L. Wand, for Columbia river.

Falmouth, July 11.—Arrived, British bark Alexander Black, from Portland.

Tides at Astoria Sunday—High water: 12:20 a. m., 7.0 feet; 11:38 p. m., 9.3 feet. Low water: 5:53 a. m., 1.1 feet; 5:46 p. m., 3.4 feet.

ALONG THE WATERFRONT.

The Harriman liner State of California, Captain Nopander, left yesterday morning for San Francisco with a full list of passengers and all the freight she could carry.

The steamer Alliance, Captain Olson, sailed for Coos bay last night after having been given a thorough overhauling. She has on board some heavy machinery for the Coos bay Gas & Electric company.

The dredge Columbia is deepening the harbor along the east bank of the river, near the Portland Flouring mills.

The steam schooner Nome City, Captain Hansen, left yesterday morning for Everett to load lumber for San Pedro.

HER ONLY ASSET A BIG MERRY WIDOW

An enormous merry widow hat was all the the Associated Creditors' Adjustment company got on a judgment from Miss Winnifred Britton when they attached her trunks and other belongings supposed to be at the Union depot.

The judgment against Miss Britton was obtained in the justice court and Constable Lou Wagner was sent down to the depot to secure the property. When he got there he found the sole baggage checked by Miss Britton was a hat about five feet in diameter and saucily decorated with "roses rare and fragrant." Everybody around the court room is now humming, "Lou, won't you pin a rose on me."

RAILWAY COMMISSION LOOKS INTO RATES

Oregon Express Rates Are Far Above Those in Other States.

(Salem Bureau of The Journal.)

Salem, Or., July 11.—It was decided yesterday by the Oregon railway commission that circumstances warranted a further investigation into express rates now in force in Oregon and a hearing will be held some time in the near future. The date has not yet been set but will be probably in a few days. Other matters are now requiring the attention of the commission.

Tables prepared by the clerks in the railroad commission's offices show that express rates in Oregon are far above those in other states: From Baker City to Portland or Portland to Baker City the general merchandise rate charged by the Pacific Express company is $3.75 for 100 pounds. The distance is 358 miles. For the same distance in Oregon the Wells-Fargo rate is $2.75; in Texas it is $2.05 and in Missouri it is $2.

The Pacific Express compsny operates over the O. R. & N. while the Wells-Fargo operates over the Southern Pacific. From Portland to Pendleton or from Pendleton to Portland, a distance of 230 miles, the general merchandise rate per 100 pounds is $3. The Wells-Fargo charges from Portland south for the same distance are only $2, while in Texas and Missouri the rate is $1.40.

In view of these findings the commission has determined that an investigation should be held and a date will be set for that purpose soon. The investigation has so far been conducted on the commission's own motion. No formal complaints have been made.

Along the line of these same investigations the commission has also taken up the grain rates in Oregon as compared with other states in the union. While the differences are not so great it is likely that conditions may warrant a hearing on grain rates to determine if the shippers in Oregon are being over-charged. Conditions in the different states are of course, different and the expense of hauling in Oregon is probably greater than in Texas and Missouri. At the same time it is believed the difference should not be so great as the figures illustrate.

COLONEL ROESSLER TURNS OVER OFFICE

Col. S. W. Roessler, United States engineer corps, yesterday turned over the affairs of his department, with headquarters in this city, to his successor, Major James F. McIndoe, who up till a short time ago had charge of the government engineering on the Mississippi and the gulf, with headquarters at New Orleans. Col. Roessler goes to Newport, R. I., one of the most important posts in the department.

NEW HOTEL IN SIGHT FOR KLAMATH FALLS

(Special Dispatch to The Journal.)

Klamath Falls, Or., July 11.—L. Jacobs, a prominent merchant of this city, has advertised in Portland papers for bids on a three-story hotel building with store rooms on the ground floor. He says that it is his intention to build a modern hotel on the site he recently purchased at Main and Sixth streets.

COLLECT MAIL IN AUTO AND RUSH TO TRAIN

Postmaster John W. Minto has a scheme on foot to secure the services of an immense automobile to collect mail from the suburban and branch stations and the letter boxes in Portland. Recommendation to this effect has been made to the department officials at Washington.

Mr. Minto estimates that such a machine as would be required would cost Uncle Sam about $20 a day. The plan is to have the automobile large enough to allow pigeon holes along the sides and an arrangement of mail sacks in one end in order that one or two clerks could distribute mail while the collections were being made.

Save Much Time.

Two or three collections a day, or more if necessary, could be made, with the machine of this sort and the outgoing mail assorted in much less time in case the department sees fit to allow Mr. Minto's request.

The department announced several days ago that in the near future mail in all of the larger cities of the country would be collected by means of automobiles.

In the announcement made in Washington and which has been received in Portland, First Assistant Postmaster General Grandfield said that the department had under consideration a proposition from a Detroit, Mich., company to furnish automobiles of the $600 package cart pattern to collect the mails instead of the wagons and foot collectors now used.

Cost Must Be Low.

Mr. Grandfield also said that the department would hardly accept the new proposition unless the officials were assured that the present cost of collections would not be increased to any great extent.

The original proposition of the Detroit company was considered too high by the department officials and the figures are now being revised by the contracting company. The company's plans provide for furnishing 10 automobiles or more for eight hours a day, with chauffeurs, and emergency machines to take the place of those which may become disabled.

From Box to Depot.

The machines which the company is figuring on selling to the department are hardly as large as Mr. Minto had hoped to secure for Portland.

Mr. Minto has done his part and if the contract is let for the machine for collections and the officials consider Portland one of the larger cities of the country, a horseless carriage or two will soon be spinning about the streets and gathering mail for the awaiting mail cars at the passenger stations.

THOUSANDS OF COPIES OF FOOD LAW GOING OUT

The task of sending out copies of the rules and regulations for the enforcement of the pure food and drug acts to every druggist, grocer and other dealers in articles that might be included in the list will begin in the office of United States District Attorney John McCourt this week.

Several weeks ago boxes arrived at the Federal building containing thousands of copies of these regulations as were approved by congress, June 30, 1906. They were sent to Mr. McCourt by Attorney-General Bonaparte.

But since the arrival of these booklets Mr. McCourt and his assistant, Walter H. Evans, have been so busy with the land fraud and other cases that they haven't been able to get at the work until now. About 6,000 of these pamphlets are to be distributed.

BLINDFOLDED AND TIED BY TWO THUGS

John Rose of Hanford, Cal., a Prisoner for Hours in His Own Wagon.

(United Press Leased Wire.)

Hanford, Cal., July 11.—Sheriff Buckner today is investigating a strange case of highway robbery and kidnaping which was reported by John Rose, 30 years old, this morning.

Rose says he was going home last night when two men, who had been walking behind his wagon, stopped him and demanded money.

"I told them I had no money," said Rose, "and then they seized me and blindfolded me and put me into the wagon, tying my feet and hands so I could not get out. At 3 o'clock this morning the wagon stopped. I worked myself free and removed the blindfold. The men had disappeared. I then hurried back to town."

Sheriff Buckner is at a loss to explain Rose's experience. He has no clue to the identity of the men.

The Paper in Rolls.

Believing that flies are more readily attracted by raised or curved surfaces than by flat ones, a Chicagoan has patented a device for holding fly paper in rolls.

Hardware

If you are a builder, the necessity of good tools is apparent to you every day you are at work. What ever you handle—whether it be saw, hammer or plane—you want it worthy of your efforts and energy. Good implements are imperative to good work and the class of your work regulates your compensation. Our line of builders' hardware embraces the products of the most reliable manufacturers, and when we sell you from our stock, there's not a shadow of doubt of the supreme satisfaction you will derive from the use of the article. In building, the importance of buying good hardware is many times overlooked. The locks, hinges, sash-locks, door hinges, etc., are a very small part of a building but will repay many times for the cost and trouble of proper selection. We are prepared to furnish good building hardware at prices you will find entirely satisfactory, and will be glad to furnish estimates of cost from your own plans.

LAWN MOWERS

Careful care of your lawn will beautify your home 50 per cent. Get a lawn mower and spend a portion of your evening surrounding your home with a velvety green carpet of well-trimmed grass. Our lawn mowers are easy running, ball bearing, adjustable, steel blades, dirt-proof bearings, as well as of the finest wearing qualities. They leave a ridgeless swath in their wake. Prices from

$2.75 to $10

All reliable makes.

Screens and Screen Doors

The medical profession is agreed that flies and mosquitoes are carriers of filth and disease. Protect your home from these pests. We have screens and screen doors to fit your house from cellar to attic.

Doors $1.10 to $2 Complete
Screens 20c to 45c

TOOLS

In cutlery, kitchen utensils and garden tools our stock is large and complete, even to the smallest item. There's nothing you need that we haven't got, and our prices please completely in every instance.

Garden Hose

A good sprinkling hose is necessary to the proper care of a lawn or garden. We give you a wide choice, and you will find the selecting a pleasure. We'll sell you a five-ply article at 8 cents per foot in 25 to 50-foot lengths; made of lasting material to give good serivce and to wear long.

GIVE US YOUR ORDER FOR SASHES AND DOORS, WALL AND BUILDING PAPER

Strowbridge Hardware & Paint Co.

124-126 Grand Ave., Bet. East Morrison and East Alder