

Buy Your Doors and Windows From The Manufacturers

2-6x6-0	5 x Panel Fir 1 3-8	\$1.40
2-6x6-6	5 x Panel Fir 1 3-8	1.60
2-6x6-8	5 x Panel Fir 1 3-8	1.65
2-2x6-6	5 x Panel Fir 1 3-8	1.60
2-2x6-8	5 x Panel Fir 1 3-8	1.65
2-4x6-4	5 x Panel Fir 1 3-8	1.60
2-4x6-6	5 x Panel Fir 1 3-8	1.60
2-4x6-8	5 x Panel Fir 1 3-8	1.65
2-6x6-0	5 x Panel Fir 1 3-8	1.60
2-6x6-6	5 x Panel Fir 1 3-8	1.60
2-6x6-8	5 x Panel Fir 1 3-8	1.65
2-6x7-0	5 x Panel Fir 1 3-8	2.00
2-8x6-0	5 x Panel Fir 1 3-8	1.65
2-8x6-6	5 x Panel Fir 1 3-8	1.65
2-8x7-0	5 x Panel Fir 1 3-8	2.25
2-10x6-10	5 x Panel Fir 1 3-8	2.00
3-6x7-0	5 x Panel Fir 1 3-8	2.25

2-6x7-0	5 x Panel 1 3-4 Fir	\$3.00
2-8x7-0	5 x Panel 1 3-4 Fir	3.10
2-10x6-10	5 x Panel 1 3-4 Fir	3.15
3-6x7-0	5 x Panel 1 3-4 Fir	3.25

Fir Sash Doors No. 214		
2-6x6-6	1 3-8	3 x Panel 1 Lt 2.25
2-8x6-6	1 3-8	3 x Panel 1 Lt 2.50
2-10x6-10	1 3-8	3 x Panel 1 Lt 2.75
3-6x7-0	1 3-8	3 x Panel 1 Lt 3.00

Cedar Sash Doors, 4 or 6 Lts.		
2-6x6-6	1 3-8	- - - 2.40
2-8x6-6	1 3-8	- - - 2.50

Cedar—4 Panels		
2-6x6-6	1 3-8	- - - 1.40
2-8x6-6	1 3-8	- - - 1.60
2-6x6-6	1 3-8	- - - 1.60
2-8x6-6	1 3-8	- - - 1.65

One Panel Veneered Fir		
2-6x6-6	1 3-8	- - - 3.20
2-8x6-6	1 3-8	- - - 3.30
2-6x7-0	1 3-8	- - - 4.00
2-8x7-0	1 3-8	- - - 4.00

Oak Front Doors		
3-6x7-0	Bevel Plate	- 18.00
3-6x7-0	Bevel Plate	- 25.00

Cross Panel Cedar 30 cents Extra		
2-6x6-6	1 3-8 Cedar No. 214	\$2.40
2-8x6-6	1 3-8 Cedar No. 214	2.60

Fir or Cedar Front Doors		
2-8x6-8	1 3-8 Clear	3.00
2-8x6-8	1 3-8 Fancy	3.50
3-6x7-0	1 3-4 Clear	6.00
3-6x7-0	1 3-4 Bevel Plate	10.00

Send for cuts of front doors, China and kitchen closet, sash and panel doors, store doors and odd doors made to order. Door and window hardware, weights and cord, paints, oils, varnishes, window glass.

PORTLAND SASH AND DOOR COMPANY
230 Front Street, Portland, Oregon.

AN INTERESTING LETTER FROM AFAR

(Continued from last week)

Monday, Sept. 12, 1910.

Yesterday afternoon about 4:30 we started on our voyage from Hongkong to Calcutta. We will stop at Singapore and Penang. Before telling you about our new ship I want to tell a little more about Hongkong.

Two or three large buildings were in process of construction and the scaffolding was interesting. It was made of very long and very numerous poles, chiefly of bamboo. This scaffolding, like that in Japan was not nailed but was tied together. Supported on the scaffolding of a seven or eight storied structure was an inclined roadway running to the top. Up this roadway coolies carried the building materials. Another new feature was a sort of bamboo balustrade which so surrounded the top of the scaffolding that it was impossible for workmen to fall off. A resident told me that accidents were almost unknown.

A thing of constant interest to me is money and prices. Hongkong has a special coinage. Exchange fluctuates, but the day we got our money changed we got \$2.25 of local money for one dollar of United States money. The following prices are in Hongkong currency: Jinrikshas 20¢ per hour, 5¢ for ten minutes or less, sedan chairs 15¢ for half an hour, 25¢ an hour. Tiffin (noon lunch) \$1 each. Hotel, room and meals, \$4 each per day, \$4 for a topi (sun hat) and \$2 for a veil made up to go with it. My topi cost \$6 and a leather belt cost \$2.50. A coolie carried our suit case to the wharf, four blocks away, for 20¢ and a sampan man brought us to the ship from the wharf for 60¢. We should have paid about half what we did pay for these last two items, but we did not know it at the time and as foreigners are systematically fleeced we got off very well. The jinrikshas and chairs are owned by companies who employ the men by the month. When the city ordered the legal prices of fares to be placed on the chairs all the men went on a strike, but the city prevailed. The reason the carriers are so insistent on more than legal pay is either to stand well with their employers or to get a percentage of all above a minimum sum.

Tuesday, Sept. 13, 1910.

The steamer that we are now on is an opium boat. It is a mail steamer and it regularly carries passengers, but its chief use is to carry freight. The only first class passengers are Miss Jackson, of whom I wrote when describing Hongkong; a young telegrapher enroute to Singapore, Ina and myself. It is almost like traveling by a private conveyance. The deck is clean, the officers are attentive and agreeable, the motion of the ship gives us a good breeze, and thus we travel calmly on. There are a few first class Chinese passengers, but they never come on deck and they do not eat with us. There are 864 second class Chinese passengers, but as they cannot come where we are they do not bother us except as we get an occasional smell of them through the ventilator.

(To be continued)

Clarence Sage and wife spent Sunday at the home of his parents in this city, returning to their home in Portland, Monday, where Mr. Sage is employed as an electrician.

The Ladies of Forest Grove and Vicinity are very cordially invited to attend the Opening at

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Matinee—2:30 p. m. Saturday

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We invite you to make our store your headquarters while you are in town, and we feel confident that you will see many things you wish to buy.

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Law Office, M. B. Bump, Hillsboro.

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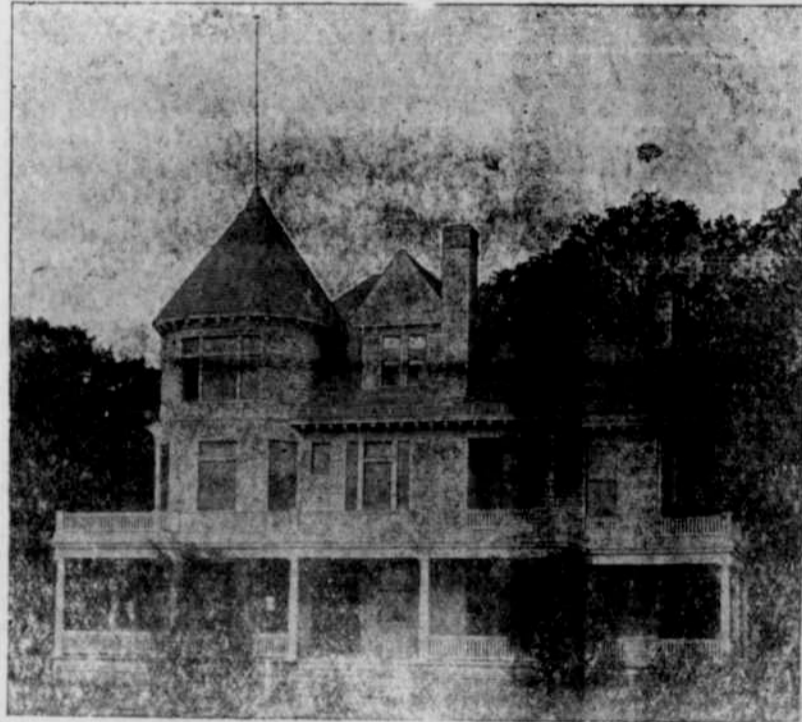


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