

COMMUNITY PLAN OF SERVICE BASED ON PEOPLES' NEED

Program Adopted Covers Wide Field of Human Activities Designed to Better All Classes.

"That subtle agency which knitted the millions of soldiers of the United States into one band of men and brothers, actuated by a single purpose—devotion to their country and its transcendent cause—is to be perpetuated," said William F. Woodward, president of the newly organized Portland Community Service Association.

"The thrill of common cause of undivided purpose is not to die, it is to become a force to preserve for the future the one-man spirit of the people of this country. Community Service is just what the name implies, its purpose is not to thrust upon the city and its people any set program, but rather to help create a desire for wholesome recreation and education and then stand ready to supply the needs in the way of suggestive programs and trained leadership.

PEOPLES IDEAS WANTED

"To this end we want to know what the people want, what the boys want, what the girls want, what the adults want, what the teacher wants for the school, and so on. We have some ideas, but we know there are many others and we want them. I will be glad to get them and so will our workers."

Following is a tentative program of activities which has been accepted by the executive board and by the council of Community Service.

Music—Mass singing at all gatherings, group singing, part singing, etc., special singing at all national holidays, special music for rose festival, music study clubs, community bands and orchestras, training classes for volunteer leaders for singing and for bands and orchestras.

Hospitality and entertainment—Neighborhood and block parties, social opportunities for strangers in the city, game evenings for the younger set, parties, social, folk and ethnic dancing, cooperation with churches in developing social resources of the church.

DRAMATICS GIVEN PLACE

Dramatics—Development of dramatic instinct through the medium of playlets, plays, etc.; writing of plays by interested, literary minded individuals, neighborhood pageantry, classes for study of drama and opera.

Information and Service Bureau—Signs at stations and docks directing strangers to uptown information service station, uptown bureau where every conceivable need shall be served, the provision of a rooming and housing bureau, legal aid, registration of local talent for all community activities.

Athletics and Physical Training—Hiking, swimming, tennis, twilight baseball, basketball, volleyball, football, etc., utilization of playgrounds and vacant lots and spaces for a variety of outdoor activities.

Educational Activities—Citizenship classes for foreign groups combining entertainment and study, study clubs for the purpose of stimulating interest in municipal problems, "junior chamber of commerce," junior police, etc.; current events classes, public forum.

Hot Lake Arrivals—Hot Lake, Jan. 31.—Arrivals at Hot Lake sanitarium Thursday were: Chris Johnson, North Powder; H. H. Harton, Welser, Idaho; N. B. Wheatstone, Heppner; Arthur Hoffman, Portland; Mrs. J. A. Detamdar, Baker; D. R. Glasgow, Enterprise; Mrs. J. A. Gyllenberg, Baker; W. H. Anderson, Dayton; Dennis Driscoll and G. W. Picard, Wasco.

THE JOURNAL HAS NEW ADVERTISING MANAGER



Harry Marcus

Harry Marcus, former senior advertising man of The Journal, assumed his new position of advertising manager on Saturday. Marcus has been employed on the business staff of The Journal for 14 years. He was born in Portland and before coming to The Journal he was city manager of the firm of B. B. B'oh, cigar-dealers. E. J. Mullin, his predecessor, will be associated on the Salt Lake Herald with Arthur L. Fish, former business manager of The Journal.

Mystery Man Twice Identified; Once As G. E. Raymond

Spokane, Wash., Jan. 31.—(U. P.)—The curtain of uncertainty surrounding the identity of Spokane's "mystery man" was cleared up today.

It was cleared up twice, in fact. In both cases the man has been "positively identified."

It was dispelled first today through receipt by the sheriff's office of a letter from Seattle, identification by the landlady of the Milwaukee hotel here and the uncovering of a suitcase containing letters identifying him as George E. Raymond of Portland.

Equally positive identification came from a group of citizens at Endicott, Wash. The Endicott people positively identified the man as George Flick, who has been missing a year, and for whom a country-wide search has been in progress.

Raymond was employed by J. Cohn at 548 Front street as a barnman until a few weeks ago when he quit, saying he was going to a place where he could earn more money. Since then nothing has been heard of him. It was said at the barn that he once spoke of a wife and three children, but did not say where they were.

Dow V. Walker Goes For Wood Conference

Dow V. Walker, manager for Oregon of the campaign of General Leonard Wood for the Republican nomination for the presidency, left last night for Chicago to attend a conference of Wood supporters. It is understood that Walker will carry back a favorable report of Wood prospects in Oregon. A busy headquarters in Portland is alive with activity in behalf of the general's candidacy, supplemental to the personal work of Walker and his lieutenants in their visits to various parts of the state. Walker expects to be absent 10 days.

BIG INTERSTATE HYDRO-ELECTRIC PLANT ADVOCATED

Vancouver Engineer Details Saving That Would Result in Domestic and Industrial Arts.

Establishment of an interstate hydro-electric system by Portland and Vancouver as a means of building up these cities and adjoining communities is proposed by A. L. Hately, an engineer retained by the Port of Vancouver, after a careful study of power development in the Middle Western and Eastern states.

Mr. Hately was formerly connected with the United States shipping board and the Emergency Fleet corporation. His study in the East covered a period of six weeks. While made primarily for his employers it is in a broader sense, for the benefit of the entire district.

Within a radius of 100 miles from Portland, Mr. Hately said, 500,000 horsepower of electric energy could be developed, and this would mean a saving in the way of generating and building up industrial life of the two cities.

By A. L. Hately, Of the Port of Vancouver. The present outlook fosters the belief that electric heating will soon consume more of the nation's electric energy than will light and power combined. We have all heard of the wonderful electrical plants that have been located at Niagara Falls to utilize the mighty force there furnished by nature. It will perhaps be news to many to learn that 90 per cent of the energy generated in the power plants at Niagara is consumed for industrial heating purposes.

At the present rate of growth the half million kilowatts now used to generate heat in this country will soon be increased to several million kilowatts. The chief reason why electric heating is winning out so rapidly in many of our industries is the fact that the high temperatures of the electric oven are not easily attainable through the medium of the direct use of such fuels as gas, coal and oil. The higher the temperature required the less becomes the competition of the latter fuels. In the automotive industry, where the industrial development is not hampered by tradition, we find the greatest advances in the art of electric heating. In this single industry 100,000 kilowatts are at work drying the enamel on more than 3000 motor cars each day. Other fields for the electric oven are in the melting of pitch for impregnating roofing paper. The heating of metals, particularly shell forging and gun forging, the heating of rivets in shipbuilding, and the substituting of this method for crucibles in the melting of brass.

Another great opportunity for the development of electric heating methods is in the drying of food products. The drying of vegetables, fruits and so on leads to large economies in transportation lost. In every ton of fresh vegetables that is shipped, the owner pays freight on approximately 1800 pounds of water. A large part of this loss can be eliminated if the product were properly dried before being sent to distant markets.

USE WOULD EXPAND The greatest opportunities for the drying of foods lie in our Western states, where the big farms and other sources of production are so located that the owners suffer a great handicap from high transportation charges in their competition for eastern markets. For some time in the book manufacturing business the glue pots have been successfully heated by electric current. What we are all aiming to accomplish is the maximum of work with a minimum of labor. In this day, when the human element is the most uncertain thing in industry, any process that cuts down on labor attendance is worthy the most careful attention.

Best of all, this rapid introduction of electric heating into our industrial life will soon be followed by greater application of a similar development in our homes and offices. The cost of coal and oil is certain to go higher as the year progresses. The electricity will undoubtedly continue to show a decreasing tendency in the decades to come. The more uses we find for the electricity, the bigger we can build our central stations.

The new motors used on the Milwaukee system will handle more than twice the tonnage over the mountains that a steam engine can handle. They regenerate at any speed. That the Milwaukee electrified system can handle tonnage at an enormous saving compared with steam road methods is well attested by the following overhead expense—roundhouses, coal stations, water tanks, turntables, boiler inspectors, transportation of fuel to the shops, etc. Portland and Vancouver will be compelled to compete with Puget Sound districts they should lend all their energies to put forward a scheme of electric heating development sufficient to enable the cooperation with railroads to the extent that both roads paralleling the Columbia would join in their efforts to develop in order that those roads may electrify their systems at an early date.

With a development scheme sufficient to handle the electrifying of the entire state, the impetus for industrial activity would be settled.

IMPORTANCE EVER-GROWING In 1890 the total horsepower produced by electric motors in the manufacturing industries in the United States amounted to 15,569. Nine years later this aggregate horsepower had been increased to 492,936. Five years later the total had reached the astonishing figure of 1,622,475 horsepower, and in another five years the total had become 4,112,140. Today, without definite figures available, a conservative estimate would place the horsepower produced by electric motors at about 9,000,000. Nothing else were needed, this surely is an indication of the ever-growing importance of the increased production resulting from the substitution of machinery for hand labor.

Every improvement in machinery makes the labor of man more productive, and production means prosperity for all. The greatest demand in the United States today in the way of machinery is for small motors to drive devices that take the place of domestic servants. These domestic workers are being replaced by electric power, and hydro-electric power over humanity eventually broken by scientific hydro-electric engineering skill, but for the moment all nations are at the mercy of the present fuel industries.

Regarding the losses of fuel in domestic operations, we can arrive at some interesting conclusions. We find that on a conservative basis the coal consumed per month in the average coal range totals from a minimum standpoint 800 pounds. Compared with this, the electrical energy consumed per month in an average electric range—based on 25,000 ranges—is 125 kilowatt hours. Dividing 800 by 125, therefore, we find that a little more than six pounds of coal are replaced by each kilowatt hour. This same investigation discovered that five hours' ironing with an electric iron requires 2.5 kilowatt hours, or a total of five pounds of coal for the five hours.

SAVING IN HOUSEHOLD In making comparison it was brought out that this five pounds of coal used electrically for ironing was equivalent to 2 1/2 pounds of coal in the form of gas, and to 25 pounds of coal used directly in the kitchen range for the same purpose. Upward of 5,000,000 electric heating appliances are now in use in this country, and it is safe to say over 2,000,000,000 pounds of coal are saved each year.

\$12,000 in Cash and Prizes For Local Organizations

Announcement Is Made of Prize-Giving Campaign of Universal Interest—Liberal Awards Await Successful Contestants.

Announcement is made on pages 4 and 5 of section 4 of today's Sunday Journal, in a two page display advertisement of the inauguration of a prize awarding campaign, to be conducted in Portland by the National Promotion company, in which is offered to the various organizations of Multnomah county more than \$12,000 in cash prizes.

This is one of the most pretentious prize giving campaigns ever attempted in Oregon, as the prizes, the publicity and exhibit exposition make a total propaganda of \$25,000.

This campaign offers to the various religious, charitable, fraternal and school organizations, etc., a most pleasant method of getting large sums of money, with only the usual routine duties of every household simple done the campaign way, the method through which these great prizes can be won. No one has to do anything he doesn't do anyway—just do it the "campaign way."

A storefront at 487 Washington street has been obtained for the term of the campaign, with only the usual routine duties of every household simple done the campaign way, the method through which these great prizes can be won. No one has to do anything he doesn't do anyway—just do it the "campaign way."

By the Port of Vancouver. The present outlook fosters the belief that electric heating will soon consume more of the nation's electric energy than will light and power combined. We have all heard of the wonderful electrical plants that have been located at Niagara Falls to utilize the mighty force there furnished by nature. It will perhaps be news to many to learn that 90 per cent of the energy generated in the power plants at Niagara is consumed for industrial heating purposes.

At the present rate of growth the half million kilowatts now used to generate heat in this country will soon be increased to several million kilowatts. The chief reason why electric heating is winning out so rapidly in many of our industries is the fact that the high temperatures of the electric oven are not easily attainable through the medium of the direct use of such fuels as gas, coal and oil. The higher the temperature required the less becomes the competition of the latter fuels. In the automotive industry, where the industrial development is not hampered by tradition, we find the greatest advances in the art of electric heating. In this single industry 100,000 kilowatts are at work drying the enamel on more than 3000 motor cars each day. Other fields for the electric oven are in the melting of pitch for impregnating roofing paper. The heating of metals, particularly shell forging and gun forging, the heating of rivets in shipbuilding, and the substituting of this method for crucibles in the melting of brass.

Another great opportunity for the development of electric heating methods is in the drying of food products. The drying of vegetables, fruits and so on leads to large economies in transportation lost. In every ton of fresh vegetables that is shipped, the owner pays freight on approximately 1800 pounds of water. A large part of this loss can be eliminated if the product were properly dried before being sent to distant markets.

USE WOULD EXPAND The greatest opportunities for the drying of foods lie in our Western states, where the big farms and other sources of production are so located that the owners suffer a great handicap from high transportation charges in their competition for eastern markets. For some time in the book manufacturing business the glue pots have been successfully heated by electric current. What we are all aiming to accomplish is the maximum of work with a minimum of labor. In this day, when the human element is the most uncertain thing in industry, any process that cuts down on labor attendance is worthy the most careful attention.

Best of all, this rapid introduction of electric heating into our industrial life will soon be followed by greater application of a similar development in our homes and offices. The cost of coal and oil is certain to go higher as the year progresses. The electricity will undoubtedly continue to show a decreasing tendency in the decades to come. The more uses we find for the electricity, the bigger we can build our central stations.

The new motors used on the Milwaukee system will handle more than twice the tonnage over the mountains that a steam engine can handle. They regenerate at any speed. That the Milwaukee electrified system can handle tonnage at an enormous saving compared with steam road methods is well attested by the following overhead expense—roundhouses, coal stations, water tanks, turntables, boiler inspectors, transportation of fuel to the shops, etc. Portland and Vancouver will be compelled to compete with Puget Sound districts they should lend all their energies to put forward a scheme of electric heating development sufficient to enable the cooperation with railroads to the extent that both roads paralleling the Columbia would join in their efforts to develop in order that those roads may electrify their systems at an early date.

With a development scheme sufficient to handle the electrifying of the entire state, the impetus for industrial activity would be settled.

IMPORTANCE EVER-GROWING In 1890 the total horsepower produced by electric motors in the manufacturing industries in the United States amounted to 15,569. Nine years later this aggregate horsepower had been increased to 492,936. Five years later the total had reached the astonishing figure of 1,622,475 horsepower, and in another five years the total had become 4,112,140. Today, without definite figures available, a conservative estimate would place the horsepower produced by electric motors at about 9,000,000. Nothing else were needed, this surely is an indication of the ever-growing importance of the increased production resulting from the substitution of machinery for hand labor.

Every improvement in machinery makes the labor of man more productive, and production means prosperity for all. The greatest demand in the United States today in the way of machinery is for small motors to drive devices that take the place of domestic servants. These domestic workers are being replaced by electric power, and hydro-electric power over humanity eventually broken by scientific hydro-electric engineering skill, but for the moment all nations are at the mercy of the present fuel industries.

Regarding the losses of fuel in domestic operations, we can arrive at some interesting conclusions. We find that on a conservative basis the coal consumed per month in the average coal range totals from a minimum standpoint 800 pounds. Compared with this, the electrical energy consumed per month in an average electric range—based on 25,000 ranges—is 125 kilowatt hours. Dividing 800 by 125, therefore, we find that a little more than six pounds of coal are replaced by each kilowatt hour. This same investigation discovered that five hours' ironing with an electric iron requires 2.5 kilowatt hours, or a total of five pounds of coal for the five hours.

SAVING IN HOUSEHOLD In making comparison it was brought out that this five pounds of coal used electrically for ironing was equivalent to 2 1/2 pounds of coal in the form of gas, and to 25 pounds of coal used directly in the kitchen range for the same purpose. Upward of 5,000,000 electric heating appliances are now in use in this country, and it is safe to say over 2,000,000,000 pounds of coal are saved each year.

doing it in the campaign way and with the particular firms and manufacturers therein. There are to be no "strings" to this offer. No money for you to spend except what you spend anyway in the ordinary course of events, nothing for you to do except save the sales slips, wrappers, cans, cartons, coupons, etc., on your cash purchases for a short time, doing this yourself and inducing your friends to do so and voting them for your favorite organization. The first prize is \$1500 in cash. The smallest prize is \$100 in cash.

This campaign offers to the various religious, charitable, fraternal and school organizations, etc., a most pleasant method of getting large sums of money, with only the usual routine duties of every household simple done the campaign way, the method through which these great prizes can be won. No one has to do anything he doesn't do anyway—just do it the "campaign way."

A storefront at 487 Washington street has been obtained for the term of the campaign, with only the usual routine duties of every household simple done the campaign way, the method through which these great prizes can be won. No one has to do anything he doesn't do anyway—just do it the "campaign way."

By the Port of Vancouver. The present outlook fosters the belief that electric heating will soon consume more of the nation's electric energy than will light and power combined. We have all heard of the wonderful electrical plants that have been located at Niagara Falls to utilize the mighty force there furnished by nature. It will perhaps be news to many to learn that 90 per cent of the energy generated in the power plants at Niagara is consumed for industrial heating purposes.

At the present rate of growth the half million kilowatts now used to generate heat in this country will soon be increased to several million kilowatts. The chief reason why electric heating is winning out so rapidly in many of our industries is the fact that the high temperatures of the electric oven are not easily attainable through the medium of the direct use of such fuels as gas, coal and oil. The higher the temperature required the less becomes the competition of the latter fuels. In the automotive industry, where the industrial development is not hampered by tradition, we find the greatest advances in the art of electric heating. In this single industry 100,000 kilowatts are at work drying the enamel on more than 3000 motor cars each day. Other fields for the electric oven are in the melting of pitch for impregnating roofing paper. The heating of metals, particularly shell forging and gun forging, the heating of rivets in shipbuilding, and the substituting of this method for crucibles in the melting of brass.

Another great opportunity for the development of electric heating methods is in the drying of food products. The drying of vegetables, fruits and so on leads to large economies in transportation lost. In every ton of fresh vegetables that is shipped, the owner pays freight on approximately 1800 pounds of water. A large part of this loss can be eliminated if the product were properly dried before being sent to distant markets.

USE WOULD EXPAND The greatest opportunities for the drying of foods lie in our Western states, where the big farms and other sources of production are so located that the owners suffer a great handicap from high transportation charges in their competition for eastern markets. For some time in the book manufacturing business the glue pots have been successfully heated by electric current. What we are all aiming to accomplish is the maximum of work with a minimum of labor. In this day, when the human element is the most uncertain thing in industry, any process that cuts down on labor attendance is worthy the most careful attention.

Best of all, this rapid introduction of electric heating into our industrial life will soon be followed by greater application of a similar development in our homes and offices. The cost of coal and oil is certain to go higher as the year progresses. The electricity will undoubtedly continue to show a decreasing tendency in the decades to come. The more uses we find for the electricity, the bigger we can build our central stations.

The new motors used on the Milwaukee system will handle more than twice the tonnage over the mountains that a steam engine can handle. They regenerate at any speed. That the Milwaukee electrified system can handle tonnage at an enormous saving compared with steam road methods is well attested by the following overhead expense—roundhouses, coal stations, water tanks, turntables, boiler inspectors, transportation of fuel to the shops, etc. Portland and Vancouver will be compelled to compete with Puget Sound districts they should lend all their energies to put forward a scheme of electric heating development sufficient to enable the cooperation with railroads to the extent that both roads paralleling the Columbia would join in their efforts to develop in order that those roads may electrify their systems at an early date.

With a development scheme sufficient to handle the electrifying of the entire state, the impetus for industrial activity would be settled.

IMPORTANCE EVER-GROWING In 1890 the total horsepower produced by electric motors in the manufacturing industries in the United States amounted to 15,569. Nine years later this aggregate horsepower had been increased to 492,936. Five years later the total had reached the astonishing figure of 1,622,475 horsepower, and in another five years the total had become 4,112,140. Today, without definite figures available, a conservative estimate would place the horsepower produced by electric motors at about 9,000,000. Nothing else were needed, this surely is an indication of the ever-growing importance of the increased production resulting from the substitution of machinery for hand labor.

Every improvement in machinery makes the labor of man more productive, and production means prosperity for all. The greatest demand in the United States today in the way of machinery is for small motors to drive devices that take the place of domestic servants. These domestic workers are being replaced by electric power, and hydro-electric power over humanity eventually broken by scientific hydro-electric engineering skill, but for the moment all nations are at the mercy of the present fuel industries.

Regarding the losses of fuel in domestic operations, we can arrive at some interesting conclusions. We find that on a conservative basis the coal consumed per month in the average coal range totals from a minimum standpoint 800 pounds. Compared with this, the electrical energy consumed per month in an average electric range—based on 25,000 ranges—is 125 kilowatt hours. Dividing 800 by 125, therefore, we find that a little more than six pounds of coal are replaced by each kilowatt hour. This same investigation discovered that five hours' ironing with an electric iron requires 2.5 kilowatt hours, or a total of five pounds of coal for the five hours.

SAVING IN HOUSEHOLD In making comparison it was brought out that this five pounds of coal used electrically for ironing was equivalent to 2 1/2 pounds of coal in the form of gas, and to 25 pounds of coal used directly in the kitchen range for the same purpose. Upward of 5,000,000 electric heating appliances are now in use in this country, and it is safe to say over 2,000,000,000 pounds of coal are saved each year.

Oregon and Washington are noted for their abundance of possibilities regarding hydro-electric development. Can we afford not to develop our natural resources?

We are living in an age where world power depends upon the relatively cheap production of hydro-electric development; a community that deliberately throws away or diminishes its advantages in this respect is, economically speaking, digging its own grave.

To get down to the real situation, the two companies in Portland have developed 111,000 horse power. There is at this time, according to figures, a demand for 200,000 horsepower. Now there is an increasing supply of power in the water falls tributary to Portland and Vancouver, and this energy will not decrease or falter in its services once it is brought into subjection.

COOPERATION IS SUGGESTED There is in the Cowits 150,000 horse power, only 80 miles distant, and 300,000 horse power in the Dechutes, less than 100 miles away. In addition there are valuable falls on the Santiam, not to speak of the enormous stores of water in the falls of the Columbia at Celilo, where government figures show a mean annual average of 300,000 horse power available. If it could properly be brought before the people of Portland and Vancouver so they would understand the benefits they would receive from utilization of the waterfalls there would be no trouble in getting a bond issue of \$12,000,000 a day for its fuel and electric current, or \$4,980,000 per annum. Much of this could be saved by supplying ourselves with electricity for all purposes. Water power developed on public grounds by private individuals or private corporations must pay a government tax for the use of the water, gauged at 18 cents per horse power year at the beginning and increased to \$1 per horse power per year in 10 years.

Water power developed by municipalities pays no tax at all, so if Portland and Vancouver districts should issue bonds and develop say 500,000 horse power, the city would be saving \$500,000 a year in government taxes, in addition to its citizens getting its electricity at cost, precisely as you do your water from Bull Run, and all kinds of factories would seek locations here. You would establish a mighty payroll which would continually increase and always force prosperity upon your communities. You have but to utilize them. There is almost everything in its raw state, and nature has made provision for easy and cheap conversion of these gifts into the finished article.

I suggest that Portland people unite with the citizens of Vancouver and build an interstate power plant of sufficient magnitude to serve the requirements of both cities. Vancouver, as Portland must know, has an extremely friendly feeling toward Portland, and I feel sure no difficulty would be experienced in making a connection of this kind. The brotherly feeling was cemented by the union of the interest of the two municipalities in the construction of the inter-city bridge, which has been of tremendous benefit to both.

More than 4000 electric stations throughout the United States have published cooking rates of 5 cents per kilowatt or better and quite a few have fixed 3-cent rates. At these figures electric cooking, in addition to its better control, may be successfully employed in competition with artificial gas, in all communities where hydro-electric development has assumed a reasonable trend toward developing its natural waterfall.

As officers and Executive Secretary of the National Advisory Committee of Ireland, I am glad to see that the National Advisory Committee of Ireland has elected a new president, Mr. Ernest Blythe, M. P., Ireland. The new president is a member of the National Advisory Committee of Ireland. The new president is a member of the National Advisory Committee of Ireland.

As officers and Executive Secretary of the National Advisory Committee of Ireland, I am glad to see that the National Advisory Committee of Ireland has elected a new president, Mr. Ernest Blythe, M. P., Ireland. The new president is a member of the National Advisory Committee of Ireland. The new president is a member of the National Advisory Committee of Ireland.

As officers and Executive Secretary of the National Advisory Committee of Ireland, I am glad to see that the National Advisory Committee of Ireland has elected a new president, Mr. Ernest Blythe, M. P., Ireland. The new president is a member of the National Advisory Committee of Ireland. The new president is a member of the National Advisory Committee of Ireland.

As officers and Executive Secretary of the National Advisory Committee of Ireland, I am glad to see that the National Advisory Committee of Ireland has elected a new president, Mr. Ernest Blythe, M. P., Ireland. The new president is a member of the National Advisory Committee of Ireland. The new president is a member of the National Advisory Committee of Ireland.

As officers and Executive Secretary of the National Advisory Committee of Ireland, I am glad to see that the National Advisory Committee of Ireland has elected a new president, Mr. Ernest Blythe, M. P., Ireland. The new president is a member of the National Advisory Committee of Ireland. The new president is a member of the National Advisory Committee of Ireland.

As officers and Executive Secretary of the National Advisory Committee of Ireland, I am glad to see that the National Advisory Committee of Ireland has elected a new president, Mr. Ernest Blythe, M. P., Ireland. The new president is a member of the National Advisory Committee of Ireland. The new president is a member of the National Advisory Committee of Ireland.

As officers and Executive Secretary of the National Advisory Committee of Ireland, I am glad to see that the National Advisory Committee of Ireland has elected a new president, Mr. Ernest Blythe, M. P., Ireland. The new president is a member of the National Advisory Committee of Ireland. The new president is a member of the National Advisory Committee of Ireland.

As officers and Executive Secretary of the National Advisory Committee of Ireland, I am glad to see that the National Advisory Committee of Ireland has elected a new president, Mr. Ernest Blythe, M. P., Ireland. The new president is a member of the National Advisory Committee of Ireland. The new president is a member of the National Advisory Committee of Ireland.

As officers and Executive Secretary of the National Advisory Committee of Ireland, I am glad to see that the National Advisory Committee of Ireland has elected a new president, Mr. Ernest Blythe, M. P., Ireland. The new president is a member of the National Advisory Committee of Ireland. The new president is a member of the National Advisory Committee of Ireland.

As officers and Executive Secretary of the National Advisory Committee of Ireland, I am glad to see that the National Advisory Committee of Ireland has elected a new president, Mr. Ernest Blythe, M. P., Ireland. The new president is a member of the National Advisory Committee of Ireland. The new president is a member of the National Advisory Committee of Ireland.

PROPOSED ZONING ORDINANCE WILL BE DEBATED ON MONDAY

Merits of Scheme to Be Discussed at Members' Forum of Local Chamber.

The merits of the proposed city zoning ordinance will be debated before the members' forum of the Chamber of Commerce Monday noon. Arguments in favor of the measure will be presented by Mayor Baker and J. B. Kerr, and the opponents of the scheme will be represented in the debate by R. B. Sinnott and Herbert Gordon.

The proposed ordinance was framed by the city planning commission, assisted by Charles Cheney of San Francisco. Members of the commission claim for the measure that it will "make Portland a more orderly, convenient and attractive place in which to live and work."

Sinnott and Gordon are members of the Health board and among other arguments against the measure they point out that "zoning as proposed has cost the taxpayers of the city \$16,000 for about 16 months' preparatory work. "What," they ask, "will be the operating cost?" They say, "for three and one-half years' preparation and the measure was finally abandoned in that city in December last."

Following the debate at the Chamber of Commerce, ballots will be distributed among the members of the organization. Voting on the measure will continue until Saturday noon, only members in good standing being allowed to vote. Ballots will be received by mail or may be delivered in person to room 609 Oregon building.

Harrison Hotel Sold To William Daniels

The Harrison hotel, a five story brick building occupying the quarter block at the southwest corner of Front and Harrison streets, was purchased Friday by William N. Daniels from J. H. Johnson for approximately \$70,000. As part consideration Johnson received the Leonce apartments, located on Twenty-second street between Johnson and Kearney. The Leonce is a modern structure and contains 18 apartments.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of the property of the Union Pacific system.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of the property of the Union Pacific system.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of the property of the Union Pacific system.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of the property of the Union Pacific system.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of the property of the Union Pacific system.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of the property of the Union Pacific system.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of the property of the Union Pacific system.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of the property of the Union Pacific system.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of the property of the Union Pacific system.

PROPOSED ZONING ORDINANCE WILL BE DEBATED ON MONDAY

Merits of Scheme to Be Discussed at Members' Forum of Local Chamber.

The merits of the proposed city zoning ordinance will be debated before the members' forum of the Chamber of Commerce Monday noon. Arguments in favor of the measure will be presented by Mayor Baker and J. B. Kerr, and the opponents of the scheme will be represented in the debate by R. B. Sinnott and Herbert Gordon.

The proposed ordinance was framed by the city planning commission, assisted by Charles Cheney of San Francisco. Members of the commission claim for the measure that it will "make Portland a more orderly, convenient and attractive place in which to live and work."

Sinnott and Gordon are members of the Health board and among other arguments against the measure they point out that "zoning as proposed has cost the taxpayers of the city \$16,000 for about 16 months' preparatory work. "What," they ask, "will be the operating cost?" They say, "for three and one-half years' preparation and the measure was finally abandoned in that city in December last."

Following the debate at the Chamber of Commerce, ballots will be distributed among the members of the organization. Voting on the measure will continue until Saturday noon, only members in good standing being allowed to vote. Ballots will be received by mail or may be delivered in person to room 609 Oregon building.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of the property of the Union Pacific system.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of the property of the Union Pacific system.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of the property of the Union Pacific system.

Gray will leave Portland Tuesday night for San Francisco, will go from that city to Los Angeles, and then back to Omaha via Salt Lake. During this trip he will have inspected all of