

# THREATENED RATE WAR IN OFFSHORE BUSINESS FADES

### British and Japanese Lines Which Had Withdrawn From Conference Return to Previous Rate.

Predictions of an early rate war in offshore shipping have simmered down and late reports announce that the Blue Funnel line steamers (British) and the Japanese steamships operated by the Mitsui company, have rejoined the conference and will stand on prevailing rates. The two companies mentioned are in the front rank with freight carrying companies on the Pacific. They withdrew from the conference three months ago and since that time a rate war has been feared.

The Blue Funnel line is a British concern and operates five of the 15,000-ton class of freighters. Mitsui operates a fleet of 60 steamships in the freight business.

A conference of the Pacific traffic agents was scheduled for last Thursday at Portland, but was postponed. Quiet conferences have been under way and the date of the conference meeting has been indefinitely postponed.

A new schedule of rates has been established to meet existing conditions, and rates will probably be adjusted within a short time.

## MOVEMENT OF NORTHWEST LUMBER BY WATER GROWS

Since the increase in transcontinental freight rates, effective September 26, Oregon and Washington mills have shipped 45,434,568 feet of lumber through the Panama canal to Baltimore, Philadelphia, New York and Boston. During the past three months this water movement has equaled approximately the entire Pacific-Atlantic coast shipments for 1919, according to the weekly bulletin of the West Coast Lumbermen's association.

The water movement is relatively unimportant compared with the immense production of Oregon and Washington mills, but is significant in connection with plans for immense lumber storage and distribution terminals at New York and other Atlantic ports. Lack of storage and distributing facilities on the Atlantic seaboard and loading terminals at Pacific ports is a serious handicap to shipment of lumber by water.

Production of the association mills in Oregon and Washington for the week ending November 13 was 63,385,533 feet, or 22 per cent below the corresponding week for the week total of 42,694,838 feet compared with shipments amounting to 55,827,000 feet. Over 29 per cent of the lumber sold during the week was in the form of cut lumber, which comprised the greater part of all business received from east of the Mississippi river.

The unshipped balance of orders on the books of the association for transcontinental rail delivery is 3944 cars; unshipped balance in domestic cargo trade is 109,460,748, and the unshipped export balance is 25,698,966 feet, according to the association bulletin.

## ONE BIG STORM WILL BREAK UP JOAN OF ARC, IS BELIEF

Marshallfield, Or., Nov. 20.—There is no hope of saving the steamer Joan of Arc, deserted by the crew and stranded on the beach at Port Orford. Today the vessel has turned around so that the bow is pointed toward the sea. The vessel is starting to break amidship on the starboard side, but it is otherwise intact. It is in the breakers and the sea is not heavy. With a little rough weather it is believed the steamer will break in two. Some of the lumber which was on the deck has washed ashore, but nothing else has come in from the vessel.

The tug Storm King is still outside Port Orford, but has had no chance of reaching the vessel. Captain Michelson, who was master of the vessel, is still at Port Orford with five of his crew, but has not been able to get aboard and take command of the vessel. It has been impossible to get through the breakers in a row boat. The captain had hoped to save some of the possessions of the crew. Those who are familiar with this particular part of the coast say the vessel is now as good as a total loss.

## INTERCOASTAL STEAMER INCLUDES PORTLAND PORT

Entry of another steamship company into intercoastal service, which includes Portland as a port of call, is announced by an advertisement appearing in a recent issue of "Speed-up," the official publication of the Submarine Boat corporation of Newark, N. J.

The company inaugurating the new service is known as the Transmarine corporation and has traffic headquarters at Port Newark, N. J. The advertisement announces that the steamer Suricho was scheduled to sail from Port Newark November 15 for San Pedro, San Francisco, Portland, Hoquiam and Aberdeen. The company also operates vessels to South America.

The advertisement announces that general merchandise will be carried at rates from 50 to 60 per cent cheaper than by rail.

## Fruit Cargo Taken

Yakima, Nov. 20.—Announcement is made that the Earl Fruit company of the Northwest has contracted all the space on the steamer Eemidijk of the Holland-American line, which is expected to arrive this week at coast ports. The steamer will carry 44,000 boxes of which 12,500 will be from Yakima, 9500 from Wenatchee and the remainder from Watsonville, Cal.

## Lightship Is Sought

Aberdeen, Nov. 20.—Negotiations are to be resumed through Congressman Albert Johnson and United States Senator Wesley Jones for the procurement of Grays Harbor of a lightship by the Aberdeen Chamber of Commerce. The present lightship is antiquated, the buoyage is inadequate and a lightship is required on account of low shore line.

## No Freshet Danger Feared

Albany, Or., Nov. 20.—With the river at 12 feet Friday evening it was not believed that the present freshet will

## OLE FASHEN DANSE

Columbia Beach To-nite  
-PRICE PIE EATING CONTEST  
All Refreshments and Gals Welcome

# OREGON JOURNAL CUPS TO LIVESTOCK BREEDERS AWARDED



Above—Herd of young Jerseys entered at livestock show by Frank Laughary & Son, Monmouth, winners of Oregon Journal cup shown in insert on left. Below—Holsteins exhibited by Carnation, Stock Farms, Seattle, winners of Oregon Journal cup shown in insert on right.

prove serious, for during the day the rise was less than a foot. The Willamette at Albany has once passed the 20 foot mark with no dire results.

## ALL ALONG THE WATERFRONT

The steamship City of Topoka, San Francisco for Portland, arrived Saturday afternoon. She brought passengers and freight.

The oil tank steamship Oleum of the Union Oil fleet arrived Saturday morning via Astoria. She has a full cargo of fuel oil.

The Associated tanker F. H. Buck arrived up this morning and is discharging fuel oil at Willbridge.

| STATIONS      | Mar. Temp. | Wind. | Direction.    | State of Weather. |
|---------------|------------|-------|---------------|-------------------|
| Baker         | 43         | SE    | Clear         |                   |
| Bowling       | 46         | N     | Cloudy        |                   |
| Chicago       | 54         | S     | Clear         |                   |
| Denver        | 64         | W     | Partly cloudy |                   |
| Des Moines    | 64         | W     | Cloudy        |                   |
| Eureka        | 64         | SE    | Cloudy        |                   |
| Galveston     | 70         | SE    | Clear         |                   |
| Havana        | 84         | SE    | Clear         |                   |
| Juneau        | 52         | SE    | Cloudy        |                   |
| Kansas City   | 64         | W     | Partly cloudy |                   |
| Los Angeles   | 73         | W     | Clear         |                   |
| Madison       | 62         | SE    | Cloudy        |                   |
| Marquette     | 62         | SE    | Cloudy        |                   |
| Minneapolis   | 60         | SE    | Cloudy        |                   |
| New Orleans   | 68         | SE    | Clear         |                   |
| New York      | 52         | E     | Partly cloudy |                   |
| North Head    | 54         | SE    | Clear         |                   |
| Portland      | 48         | W     | Clear         |                   |
| Portland      | 48         | W     | Clear         |                   |
| Roseburg      | 58         | SE    | Clear         |                   |
| Sacramento    | 58         | SE    | Clear         |                   |
| San Diego     | 64         | SE    | Clear         |                   |
| San Francisco | 60         | SE    | Clear         |                   |
| Salt Lake     | 46         | SE    | Clear         |                   |
| San Pedro     | 64         | SE    | Clear         |                   |
| Seattle       | 64         | SE    | Clear         |                   |
| Seattle       | 64         | SE    | Clear         |                   |
| Spokane       | 50         | SE    | Clear         |                   |
| Tacoma        | 46         | SE    | Clear         |                   |
| Tulsa         | 50         | SE    | Clear         |                   |
| Valdese       | 128        | SE    | Clear         |                   |
| Walla Walla   | 56         | SE    | Clear         |                   |
| Washington    | 62         | SE    | Clear         |                   |
| Winnipeg      | 34         | SE    | Clear         |                   |
| Yakima        | 54         | SE    | Clear         |                   |

## News of the Port

Arrives November 20  
Daily Putnam, American steamer, from San Francisco, cargo.

West Apian, American steamer, from Baltimore, at Vancouver, steel.

City of Topoka, American steamer, from San Francisco, Eureka and Coos Bay, passengers and general.

Oleum, American steamer, from Port San Luis, oil.

F. H. Buck, American steamer, from Gavilan, ballast.

Departures November 20  
Meyo Maru, Japanese steamer, for Orient, ballast.

Point Wells, Nov. 19.—Sailed—Lathrop, for Southwestern by Southwestern Alaska, midnight.

Everett, Nov. 19.—Arrived—West Inskip, from Seattle via Tacoma.

Tacoma, Nov. 19.—Arrived—Alameda, from Seattle, 1 p. m. Sailed—Admiral Rodman for Ocean Falls, 9 p. m. Sailed Nov. 20.—Eikon, for United Kingdom.

Portland and vicinity—Sunday probably rain; easterly wind.

Oregon and Washington—Sunday probably rain in west portion, east portion cloudy; moderate easterly wind.

Report from Mouth of Columbia River  
North Head, Nov. 20.—Condition of the sea at 5 p. m. smooth; wind east 12 miles.

High Water. Low Water.  
9:40 A. M.—5.9 feet. 3:24 A. M.—2.8 feet  
10:30 A. M.—7.0 feet. 4:39 P. M.—1.3 feet

AT NEIGHBORING PORTS  
Astoria, Nov. 20.—Left at 11 last night—Steamer City of Topoka, from San Francisco, Eureka and Coos Bay. Arrived and left up at 1 a. m.—Steamer Oleum, from Port San Luis.

San Francisco, Nov. 20.—Sailed—Steamer Lehigh, from Portland, for Philadelphia. Sailed at 10 a. m.—Steamer W. F. Herrin, for Portland. Sailed at 1 p. m.—Steamer Curacao, for Portland via Eureka and Coos Bay. Arrived at 3 p. m.—Steamer Klamath, from Portland, for San Pedro and San Diego.

Oregonian, Nov. 19.—Arrived—Steamer West Canal, from Portland.

St. Helena, Nov. 20.—Passed at 7:50 a. m.—Steamer City of Topoka. At 8:20 a. m.—Steamer Oleum. At 1:00 p. m.—Steamer F. H. Buck.

San Francisco, Nov. 20.—Steamer Joan of Arc ashore near Rocca River, has broken in two.

New York, Nov. 19.—Arrived—Grace Dollar, from Vancouver.

Cape Town, Nov. 17.—Arrived—Barkentine Roush, from Seattle and Port Blakely, thence July 28.

Manila, Nov. 17.—Arrived—Bendowosa, from Seattle.

Victoria, Nov. 20.—Arrived—Manila Maru, from Oriental ports, 8:50 a. m. Arrived Nov. 19.—Rafael Maru, from Seattle, 4 p. m., and sailed for Yokohama at 8:10 p. m.

Port Townsend, Nov. 20.—Passed in—Argyll, for Seattle, 9:20 a. m.; M. S. Wakana, for Seattle, 8:30 a. m.

## FORECASTS

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# WOOL SCOURING PLANT IS TO BE BUILT IN CITY

### Proposed Venture, Able to Care for Million Pounds a Month, Is Capitalized at \$2,000,000.

Portland is to have a wool scouring plant, capable of scouring 1,000,000 pounds of wool a month, as part of the equipment of the Western Wool Warehouse, according to an announcement made Saturday by S. F. Wilson, vice president of the warehouse company, which recently incorporated for \$2,000,000.

The wool scouring plant, which will make more marketable western wool, will be the best west of Boston and the only large public one in Portland, Wilson declared.

At the same time Wilson announced that Theron Fell, an authority on wool, has been elected director and appointed vice-president in charge of the wool department. Fell left Saturday for the East to order a complete scouring plant and will confer with Dr. C. J. Smith, another director.

"By scouring wool in transit, irrespective of storage, we shall be able to make an actual average saving of 1 cent a pound on freight rates on a number of grades to the grower," said Wilson.

"This saving will be rendered possible by utilizing the local rate from the interior to Portland on wool in the 'green' scouring it in Portland and shipping the scoured product by water. Even by utilizing an all-rail shipment there will be a considerable saving."

Contracts have already been let to grade with trackage the three acres of vacant property acquired by the warehouse company from the American Marine Iron Works, below the S. P. & S. bridge. The property has a modern two-story dock, 350 feet in length. Construction of the first portion of the warehouse and the scouring mill will begin immediately afterwards, under the direction of Lewis L. Thompson, architect. It is proposed to have the first units of the warehouse ready for the spring wool clip.

The warehouse will be independent. It is expected to provide accommodation for 15,000,000 pounds of wool. Wool will be accepted without the obligation to consign and the grower will have at all times control of his clip, while it will be the only wool warehouse in the West under the regulations of the American Wool Growers' association.

Seventeen prominent Portland and Oregon bankers and wool men are on the directorate.

Portland, Nov. 20.—Highest temperature, 53 degrees. Lowest temperature, 48 degrees. River reading, 8 a. m., 9.1 feet. Change in last 24 hours, 1.0 feet.

Total rainfall (5 p. m. to 5 p. m.), .28 inches. Total rainfall since September 1, 1920, 12.87 inches. Normal rainfall since September 1, 1920, 31.2 inches.

Sunrise, 7:10 a. m. Sunset, 4:30 p. m. Total sunshine, 7 hours, 43 minutes. Possible sunshine, 9 hours, 16 minutes. Moonset, 3:27 p. m. Moonrise, 1:05 a. m. Barometer (reduced to sea level) 30 p. m., 30.12 inches.

Relative humidity, 5 a. m., 85 per cent; noon, 61 per cent; 5 p. m., 68 per cent.

# CUT IN LUMBER PRICES CAUSE OF MARKET FLURRY

### Three Dollar Reduction in Side-Cut by Grays Harbor Firm Releases Orders Till Surplus Goes

Sensational slashing of lumber prices on carload shipments, by the Grays Harbor Lumber company, caused a flurry in the market throughout the Western and Middle Western states Friday and Saturday, and local manufacturers drew a breath of relief when telegraphic messages from N. J. Blagen at Hoquiam cancelled further offerings at the reduced quotation Saturday afternoon.

The mill of the Grays Harbor Lumber company at Hoquiam is operating three eight-hour shifts on orders for railroad cross ties. The mill has a capacity of 750,000 feet daily and the side cut from the tie manufacture caused a rapid accumulation of lumber in the company's yards. In order to move a surplus stock, estimated at 100,000,000 feet, N. J. Blagen, head of the Grays Harbor company, ordered reductions averaging \$3 per thousand on carload shipments, reserving the right to reject any or all orders.

Immediately following the announcement of the company's offer orders began pouring in from eastern territory and a fair portion distributed according to local representatives of the concern. The bulk of the business accepted at the low rate went to Minnesota, North and South Dakota, Kansas, Nebraska and the Mississippi river territory east of the Mississippi river.

According to officials of the West Coast Lumbermen's association lumber prices have been reduced approximately 40 per cent since May 30 and manufacturers who are obliged to purchase logs to supply their mills claim there is no profit in operating at the present market level. As a result of the industry in Western Oregon and Western Washington has closed down and many mills and logging camps in this district have announced their intention of shutting down December 1.

Ruling wholesale prices, f. o. b. mill in the Portland district are given as follows:  
No. 1 v. e. flooring 4 in. \$27.00  
No. 2 v. e. flooring 4 in. \$24.00  
No. 3 v. e. flooring 4 in. \$21.00  
No. 4 v. e. flooring 4 in. \$18.00  
No. 2 rustic, 1 1/2 in. \$10.00  
No. 3 rustic, 1 1/2 in. \$8.50  
No. 3 rustic, 1 1/2 in. \$7.50  
No. 3 rustic, 1 1/2 in. \$6.50  
No. 3 rustic, 1 1/2 in. \$5.50  
No. 3 rustic, 1 1/2 in. \$4.50  
No. 3 rustic, 1 1/2 in. \$3.50  
No. 3 rustic, 1 1/2 in. \$2.50  
No. 3 rustic, 1 1/2 in. \$1.50  
No. 3 rustic, 1 1/2 in. \$0.50

Heavy timbers, 4 x 4, \$25.00 and upward are quoted. 4 x 6, \$35.00 and upward are quoted. 6 x 6, \$45.00 and upward are quoted. 8 x 8, \$55.00 and upward are quoted. 10 x 10, \$65.00 and upward are quoted. 12 x 12, \$75.00 and upward are quoted. 14 x 14, \$85.00 and upward are quoted. 16 x 16, \$95.00 and upward are quoted. 18 x 18, \$105.00 and upward are quoted. 20 x 20, \$115.00 and upward are quoted. 22 x 22, \$125.00 and upward are quoted. 24 x 24, \$135.00 and upward are quoted. 26 x 26, \$145.00 and upward are quoted. 28 x 28, \$155.00 and upward are quoted. 30 x 30, \$165.00 and upward are quoted. 32 x 32, \$175.00 and upward are quoted. 34 x 34, \$185.00 and upward are quoted. 36 x 36, \$195.00 and upward are quoted. 38 x 38, \$205.00 and upward are quoted. 40 x 40, \$215.00 and upward are quoted. 42 x 42, \$225.00 and upward are quoted. 44 x 44, \$235.00 and upward are quoted. 46 x 46, \$245.00 and upward are quoted. 48 x 48, \$255.00 and upward are quoted. 50 x 50, \$265.00 and upward are quoted. 52 x 52, \$275.00 and upward are quoted. 54 x 54, \$285.00 and upward are quoted. 56 x 56, \$295.00 and upward are quoted. 58 x 58, \$305.00 and upward are quoted. 60 x 60, \$315.00 and upward are quoted. 62 x 62, \$325.00 and upward are quoted. 64 x 64, \$335.00 and upward are quoted. 66 x 66, \$345.00 and upward are quoted. 68 x 68, \$355.00 and upward are quoted. 70 x 70, \$365.00 and upward are quoted. 72 x 72, \$375.00 and upward are quoted. 74 x 74, \$385.00 and upward are quoted. 76 x 76, \$395.00 and upward are quoted. 78 x 78, \$405.00 and upward are quoted. 80 x 80, \$415.00 and upward are quoted. 82 x 82, \$425.00 and upward are quoted. 84 x 84, \$435.00 and upward are quoted. 86 x 86, \$445.00 and upward are quoted. 88 x 88, \$455.00 and upward are quoted. 90 x 90, \$465.00 and upward are quoted. 92 x 92, \$475.00 and upward are quoted. 94 x 94, \$485.00 and upward are quoted. 96 x 96, \$495.00 and upward are quoted. 98 x 98, \$505.00 and upward are quoted. 100 x 100, \$515.00 and upward are quoted.

As a volunteer trade scout for Portland, Alfred C. Black, secretary of the United Import & Trading company, sailed for the Orient during the week. He will visit Yokohama and Kobe, in Japan, and Shanghai, Chefoo, Tientsin, Peking, Hankow, Canton and Hongkong, in China. Increase of business handled through the Port of Portland from the Orient is his first objective.

Incidentally, it was announced that the rapidly expanding commerce of Portland has justified the company in arrangements to establish branches in New York, Chicago, San Francisco, Seattle, together with representation in other principal Eastern cities.

Alfred Black has long been identified with civic and business activities in Portland. He was formerly export manager of the Union Meat company and has been associated with the Wilcox-Hayes company.

A census of the financial condition of the newspapers of the country shows no change.

Aggregate of bond transactions on the New York Stock Exchange in October, 1920, of \$275,757,000, was the largest since May, and compares with \$281,753,000 in September and \$324,866,000 in October, 1919. Daily average sales were: Miscellaneous, \$5,953,750; Liberty issues, \$8,049,240; total, all issues, \$13,102,990, and all bonds October, 1919, \$12,494,846.

Liberty loan issues were active all through October, totaling \$201,231,000, against \$170,000,000 in September and \$261,248,000 in October, 1919. Leading issues, with amounts, were: Fourth 4 1/2%, \$1,135,000; second 4 1/2%, \$37,359,000; Victory 4 1/2%, \$11,110,000; third 4 1/2%, \$26,209,000; first 3 1/2%, \$18,088,000, and Victory 3 1/2%, \$13,145,000.

Foreign dealings, French, British and Canadian, amounted to \$17,955,000 for October, 1920, against \$28,410,000 for September and \$12,579,000 for October a year ago. Sales of new French 8a were \$4,573,000 and United Kingdom 5 1/2a, \$257,326,000.

Tourist Travel Is Checked by False Report on Roads  
Roseburg, Nov. 20.—False reports regarding the Douglas county roads are causing many tourists to ship their cars through the Douglas county route. The road is pointed out, for shipping cars on account of road conditions in Southern Oregon, as every tourist who comes through the Douglas county route is sure to find the roads are in better condition now than they have ever been before. Through winter travel can be made from the upper Willamette valley to the state line without difficulty of any kind and fast time can be made over a large portion of the highway.

# GREATER CONFIDENCE IN ADVERTISING AIM

### Richard H. Lee

In the three addresses that Richard H. Lee, director counsel of the national vigilance committee of the Associated Advertising Clubs of the World will make Monday and Tuesday, Portland business men will obtain an insight into the national vigilance committee and its 26 affiliated better business bureaus that will show the efforts being made nationally and locally to maintain confidence in advertising.

In connection with the visit four minute speakers will address the congregations of a number of the churches today on "The Golden Rule in Business." This is part of a program that will inaugurate a drive for the elimination of all fraudulent and misleading advertising, and the better business bureau are striving.

Lee holds that the golden rule is as necessary in business as in any other branch of endeavor and in talking on this subject the Portland Ad club hopes to convey to those who hear the speakers an adequate idea of the principles for which the national vigilance committee and the better business bureau are striving.

At the pro-cathedral of St. Stephens, the Very Rev. R. T. Hicks will preach a special sermon on the work of the better business bureau and the national vigilance committee as viewed from the church. In his sermon on "A City, Four Squares," he will show that the application of the golden rule is as necessary in business as in social and spiritual life, making special reference to the activities of the Portland Ad club and its affiliated branches.

The four minute speakers and the churches in which they will appear are: William D. Wheelwright, First Methodist Episcopal church, evening service. George L. Rauch, Sunnyside Congregational church, morning service. L. R. Bailey, Rose City Park Presbyterian church, morning service. Edward L. Clark, Fourth Presbyterian church, morning service. Phil Jennings, East Side Christian church, morning service. George L. Simmonds