

CAMPAIGN FOR LOWER RATE ON RAW IRON

Transportation Committee of Chamber of Commerce Will Take Steps for Protection of Local Manufacturers.

Although the transportation committee of the chamber of commerce will take no action on the reported increase in freight rates to Pacific coast points until copies of the new tariff have been received in this city, the committee is preparing to start a campaign to secure a cheaper rate on raw iron than on structural iron so as to build up the iron manufacturing works of Portland.

Chicago as from New York, although owing to the water competition the New York-Portland rate should be cheaper than the Chicago-Portland rate.

Under the present rates enforced by the railroads raw iron, including scrap iron, bars and ingots, are shipped for 75 cents, while the same price is obtained for transporting manufactured articles such as boiler plate, arms, bolts, steel framework for buildings, and such materials. For instance it costs no more to transport the steel for such a building as the new Meier & Frank annex, all manufactured into frames than it does to bring out the iron with which to manufacture it in Portland.

This manifestly works a hardship on the companies manufacturing iron goods in Portland and the transportation committee will endeavor to have it changed.

Many Commodities Affected.
T. D. Van Heekeren, secretary of the transportation committee of the chamber of commerce, said today that he did not care to state what the transportation committee would attempt to do about the increase in Pacific coast rates until he had read a copy of the new tariff.

"I understand there are many changes in the rate," said Mr. Van Heekeren. "I think \$8 which affects some 400 commodities, but as to how far they will be affected I cannot state until I have had more opportunity to study the tariff. Thus far I have only seen a press proof and that for a very short time."

"That the earnings of the railroads will be increased as a result of the increase in rates goes without question. We can say, though, that an unreasonable differential exists between the raw material and manufactured commodities, particularly in structural iron."

Too Much Differential.
"Three years ago Portland was not deeply interested in differentials between manufactured and raw iron products, but now our local industries are seriously affected by the fact that raw material carries the same rating as the manufactured commodity. This permits eastern manufacturers to lay down complete material that would keep local factories and laboring men busy with the rates on the manufactured material cheaper. That this matter may be considered seriously by transportation lines and some radical changes may seem a just statement."

"The Pacific coast is no longer the wilderness that it was considered by eastern competitors. It is now a market that we are in the market and any fight we may make for a favorable differential will be seriously fought. The same condition exists as to furniture, it being cheaper for Oregon dealers to buy the cheaper grade of goods ready manufactured than to purchase them in Portland from the manufacturer. Both matters will be taken up for immediate action by the transportation committee."

Miller Is Dubious.
General Freight Agent R. B. Miller of the Harriman lines in Oregon does not think it will be possible to lower rates on raw iron, even for the sake of helping an Oregon manufacturer.

"Our rate now is as low as we can make it," said he, "and is lower than the actual cost of transporting the material. And yet as it is a large part of the iron shipped to Portland comes around Cape Horn. We have gone so far as to make the same rate from

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SEATTLE GETS FIRST CONGRESS

Conservation of Resources of Washington to Be Discussed Next Week.

The first state conservation congress in Washington, under the auspices of the Washington Forestry association, is to be held in Seattle, November 20 and 21. Among others of note who have been invited to speak is Gifford O. Pinchot, chairman of the national conservation commission. The program of the congress is as follows:

November 20—Session in rooms of the Seattle Commercial club. Address of welcome on behalf of the city, Hon. John F. Miller, mayor of Seattle; "The President's Congress of Governors," Hon. Albert E. Mead, governor of Washington; "What Oregon is Doing to Conserve Her Waterway Interests," J. N. Seal, Open River association, Portland; "State Harbor Improvements," John T. Flynn, Seattle and San Francisco; "What the Government is Doing," E. T. Allen, chief inspector, United States forest service, Portland; "The Problem of Logged-off Lands," Joel Shomaker, president Washington Logged-off Land association. Luncheon. Session in Arcade hall, Arcade building. "The Conservation Movement," E. H. Libby, Clarkston and Spokane; "Our State's Development," Hon. John L. Wilson, former United States senator; "Forestry and Education," Professor Frank G. Miller, dean of the School of Forestry, University of Washington; "What the Legislature Can Do," George F. Cottrell, state senator; "Reclamation Work in the Northwest," D. S. Henny, supervising engineer, United States reclamation service, Portland; "Forest Cutting, Its Effect on Soil and Climate," G. N. Salisbury, section director, United States weather bureau.

November 21—Visit to Alaska-Yukon-Pacific exposition grounds. Session in Arcade hall, Arcade building. "Forestry in European Countries," Professor C. H. Goets, instructor in forestry, the State college of Washington, Pullman; "Keeping the Water Supply of a State Pure," Dr. E. E. Heg, secretary state board of health; "The Fight Against Forest Fires," D. P. Simons Jr., chief warden, Washington Forest Fire association; "Transportation Interests and Our Natural Resources," F. Parkinson, publisher, Railway and Marine News; address by experts on fisheries and mineralogy. Session in Arcade hall, Arcade building. "Development Work in Eastern Washington," Hon. George Turner, Spokane; "Forestry Protection," Professor Edwin E. Meany, University of Washington; "Conservation Education in Public Schools," Professor Frank G. Cooper, superintendent of schools, Seattle; "The Advantages of a National Conservation Congress in 1909," I. A. Nadeau, Alaska-Yukon, Pacific exposition; reading of communications; introduction of resolutions; general business.

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