

RATES CONTROL FUTURE SUCCESS OF SHIPBUILDING

Reduction of Freight Charges on Steel to Pacific Coast of Most Vital Importance.

CAMPAIGN IS LAUNCHED Builders Powerless to Compete With Eastern and Oriental Firms Under Present Rates.

That lower freight rates on steel are essential to the future success of Pacific coast shipbuilders, in order that this section will be able to compete with the East and the Orient, is the firm conviction of J. C. Bowles of the Columbia River Shipbuilding Corporation, who today reiterated statements he has previously made in this connection.

The campaign for a reduction of rates on steel to the Pacific Coast is now fairly launched and behind it are 18 of the big steel shipbuilding plants of the coast, including the yards in Portland.

This fight will be carried to the federal railroad administration, the chief representatives in congress and Chamber of Commerce vitally concerned being included.

To wage this campaign to a successful conclusion is now the aim of the Pacific Coast Shipbuilders Traffic Association, which was organized recently. Mr. Bowles said:

"Freight rates on steel, for instance, are unavoidable. But excessively high freight rates are avoidable, and it is the latter which we protest against.

"I admit, however, that the efficiency of Pacific Coast yards is partially due to climatic conditions, the chief of which was organized recently. Mr. Bowles said:

"The rates in effect from April 10, 1916, to December 30, 1918, plus 25 per cent, the general increase of June 25, 1918, would be an equitable rate. This would make the rate from the Atlantic coast 94 cents, the rate from Pittsburgh 81 1/2 cents and the rate from Chicago 85 cents."

Bowles issues a warning that it will "take the united intelligent effort of the entire coast to cope with the new conditions."

"Shipping is a vital need for a community that lives near the sea. For many years perhaps the production of steel will be a great industry because of the losses of the war and the opening of new markets. For the business of ship construction the coast is prepared and under normal conditions this coast should be able to compete with the best."

"I said normal conditions. That is, if some way were found to overcome the handicap arising from the long haul and excessive freight charges from the east for ship steel."

"The coast yard will have to compete in the open market, and with that freight handicap, how will that be done? We hope every one of commerce and every board of trade will get behind this movement, thus opening the way for the coast shipbuilder to the into competition on an equality with the

shipbuilders of the Atlantic coast, China and Japan."

The statements of Bowles are strongly endorsed by the Columbia River Shipbuilding Corporation, who says, "that the welfare of almost every industry on the coast is involved in the question of obtaining freight rates which will insure a continuance of the steel shipbuilding on the Pacific Coast."

Eight vessels, seven of which are assigned to the Columbia River shipping company of Portland for operation for the shipping board, are working in the local harbor today. The ships, most of which are engaged in the lumber trade, are engaged in the tie and lumber trade.

The fleet is as follows: Wooden steamer Bonifay, loading in Astoria with lumber for the United Kingdom; wooden steamer Cabura, loading at Astoria with ties for the Atlantic coast of the United States; wooden steamer Unamilla, loading lumber at St. Helens for the United Kingdom; wooden steamer Torvalds, loading ties at the municipal dock for the Atlantic seaboard; wooden steamer Dertona, loading ties at Mersey dock for the Atlantic coast; wooden steamer Trip, loading ties at St. Johns for Italy; steel steamer West Harts, assigned to load lumber at the Inman-Poulsen mill for China; steel steamer Elizabeth, assigned to load lumber for the general cargo at municipal dock No. 1 for London and Liverpool direct.

LAST E. F. C. HULL LAUNCHED Barge Egeria Slides Into Water at Wilson Shipyards in Astoria.

Astoria, Aug. 21.—What will probably be the last emergency fleet launching in the lower Columbia river occurred at 8:30 Wednesday night at the Wilson shipyards, when the sea-going barge Egeria slid down the ways into Young's bay.

The boat was sponsored by Mrs. W. I. Byres, wife of Captain Byres, inspector of the emergency fleet launching corporation at the Wilson yards. Just previous to the launching a handsome Masonic ring, set with a diamond, was presented to Captain Byres by the yard employees in token of their appreciation for his long years of service at the Wilson yards.

The general increase amounts to 80 per cent. Overtime amounts to 50 per cent. According to marine experts, coastwise vessels are most affected by any

FAY KING PILLORES MOTHER WHO MONOPOLIZES DAUGHTERS BEAUS



By Fay King (Former Portland Girl) I know a certain dame who has a very pretty and attractive daughter who would be as popular as the very dickens with nice fellows if her Ma would lay off as a vociferous reception committee when the young men call to see her daughter. Ethel—we'll call her that because it's as far from her real name as I can possibly think—is a sweet, nice, demure little lady mightily like her dad I'm thinking, because he's a sort of down in the collar chap when his vivacious wife is anywhere around. Somebody must have told this she was full of life and pep, because she insists upon receiving the parental roof for many years yet, but she says she likes to have young folks around and wants to see the boys and girls have a good time.

rise in present prices which in Portland are 80 cents and \$1.20. Loadings of offshore cargo are not as frequent as those for the coastwise trade. The original plan of having a standard schedule for the entire Pacific coast, including the British Columbia, is being adhered to.

BOYS WILL SAIL FOR ITALY Three Portland Young Men Decide to Stay With West Harshaw. Although their destination to New York was suddenly changed by wireless order after they were at sea, the three Portland youths who were given the option of getting off the steamer West Harshaw of San Francisco or proceeding direct to Italy, have chosen the latter course.

EIGHT VESSELS TAKE CARGOES Seven of Ships Being Dispatched by Pacific Shipping Company. Eight vessels, seven of which are assigned to the Columbia River shipping company of Portland for operation for the shipping board, are working in the local harbor today.

ALASKA If you are interested in a trip to Alaska this summer, remember that the Alaska Steamship Co. has already reduced its fares to the lowest point in its history.

ALL ALONG THE WATERFRONT Assigned to the Pacific Steamship company by the shipping board, the vessel will likely load ties.

OFFER COMPROMISE Early Settlement is Predicted as the Outcome of Conference. Early settlement of the demands of the union longshoremen for an increase in wages is predicted as the outcome of the conference between operators and workers now going on in Seattle.

NO STEVEDORE STRIKE San Francisco, Aug. 21.—(P.)—There will be no strike of the riggers and stevedores union. The membership, composed of nearly 4000 men, voted today with a majority of 28 against the strike plan.

KEEP FROM UNDER BRIDGE An ordinance has been adopted by the city council making it illegal to anchor or moor any boat, float, launch or other craft underneath any bridge or bridge approach over the Willamette river.

SALES FROM NEW YORK EVERETT THREE WEEKS AGO According to reports from Everett, Ore., the sales of lumber from the Pacific Northwest in New York City were \$1,000,000 last week.

DALES COLUMBIA LINE The Dalles and Way Points Sailings: Tuesdays, Thursdays, and Saturdays, 7 A. M.

MEETING NOTICES 41 MOUNTAIN LODGE NO. 145, A. O. U. W. Special communication, Friday evening, August 22, 8 o'clock.

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