

WATER COMPETITION HAS BEEN DESTROYED BY RAILROADS SAYS COMMISSIONER

FEATURES OF COMMISSIONER CONANT'S REPORT.

- Railroad companies and steamship combinations control the regular domestic steamship lines of the United States, destroying much competition.
- Water lines along Atlantic and Gulf coasts to large extent are auxiliaries or subsidiaries of railroads.
- New Haven system charged with attempting to suppress competition on Long Island sound.
- New Haven system and the Eastern Steamship company, in which the railroad is a stockholder, control New York city-New England traffic.
- Southern Pacific is declared to have shown a disposition to restrict steamship competition on the Atlantic coast.
- Railroads own the important through passenger and package freight lines on the Great Lakes.
- Some competition on the Pacific coast, but railroad control also is found there.
- Important hard coal fleets on north Atlantic coasts owned by few great anthracite railroads.
- Railroads control 90 per cent of mileage of private canals, and have caused many such waterways to be abandoned.
- Westbound business on Erie canal virtually controlled by railroads, and eastbound business has been largely diverted to the railroads.
- Further federal regulation of joint rail and water traffic suggested.

Washington, Dec. 22.—Railroad companies and steamship combinations control the regular steamship lines of the United States and have destroyed competition on many of the water highways of commerce, declares Luther Conant, Jr., commissioner of corporations, in a report to President Taft today.

The revelations of the report, based upon an extensive investigation, force upon the federal government, says the commissioner, the consideration of further regulation of joint rail and water traffic.

In practically all the coast waters of the country, it is declared, railroad or steamship consolidations dominate water transportation. Their control of both through passenger and package freight trade is especially striking, says Commissioner Conant, on the Atlantic and Gulf coasts and on the Great Lakes. Water lines along the eastern seaboard, he adds, have become to a large extent auxiliaries or subsidiaries of railroads. While competition exists in greater measure on the Pacific coast, the commissioner points out important instances of railroad control there.

It is a striking fact, says Commissioner Conant, that between a number of the more important ports on the Atlantic and Gulf coasts there is only a single regular service.

Competition Suppressed.
The New Haven system, it is charged, "has pursued a determined policy of suppressing any effective competition on Long Island Sound and several, at least, of its recent acquisitions must be charged as due to this policy." Elimination of competition also was an important factor, says Commissioner Conant, in the New Haven's purchase of a majority interest in the Merchants and Miners Transportation company.

The extensive water traffic between New York City and New England ports is almost completely controlled, the report adds, by the New Haven road or by the Eastern Steamship company in which the New Haven is a considerable stockholder, though claiming to have no voice in the management.

The Southern Pacific likewise is declared to have shown "a disposition to restrict competition" on the Atlantic coast although its steamship lines "are really a water extension of that company's rail lines." In addition, the report says, "the control of the Southern Pacific by the Union Pacific (recently dissolved) by the United States supreme court) obviously tended to limit the importance of competition by the

York Central, over 50,000 gross tons; the Central of Georgia railway, over 40,000 gross tons.

"The total capitalization of water lines controlled by these railroads (this not covering holding companies and several very important unincorporated services) aggregates \$5,359,575 in stock and \$31,267,887 in bonded debt. Of the stock \$40,223,800 and of the bonds \$19,211,187 are owned by 18 railroads or their subsidiaries. In most instances railroads own practically all the stock of the separately incorporated water lines which they control."

Of the traffic not dominated by railroads along the eastern seaboard, the great bulk, adds the report, is controlled by two important steamship consolidations, the Atlantic, Gulf and West India steamship lines and the Eastern Steamship corporation. With a few exceptions the constituent companies of these consolidations were formerly subsidiaries of the Consolidated Steamship lines, organized by Charles W. Morse, and which collapsed in 1907.

While there appears to be no inter-ownership of stock between these two steamship consolidations, Mr. Conant adds, they have several directors in common indicating a considerable community of interest.

Great Lakes Traffic.
On the Great Lakes all the important through passenger and package-freight lines, it is declared, are controlled by railroads. In the local package freight traffic there are a large number of independent water carriers. Several of the principal lake fleets handling ore, coal and lumber, it is said, are under the control of important industrial concerns, the largest being the Pittsburgh Steamship company, controlled by the United States Steel Corporation.

On the Pacific coast, the commissioner found independent steamship lines forming an important factor in the coastwise trade, but said several water lines were under railroad control, instancing the interest of the Union Pacific-Southern Pacific in the Pacific Mail and the San Francisco & Portland Steamship company. The Southern Pacific also controls a fleet of oil vessels, belonging to the Associated Oil company, he adds.

Steamship lines on the Mississippi river, Mr. Conant says, have largely succumbed to railroad competition or natural difficulties. The great bulk of bituminous coal, the principal item of traffic today on the Ohio and Mississippi rivers, is handled, he adds, by a single industrial line—the Monongahela River Consolidated Coal and Coke company, controlled by the Pittsburgh Coal company.

The Erie Canal.
Railroads now control, according to Mr. Conant, about 90 per cent of the mileage of the few private canals still in operation.

"On the Erie canal, the most important artificial waterway in the country," says the commissioner, "the westbound business has virtually passed under the control of railroads, while eastbound traffic has been largely diverted from the canal by the repeated reductions in rail rates, rate arrangements and railroad control of terminal facilities. These reductions in rail rates are, however, to a considerable extent attributable to canal competition."

The report deals chiefly with regular through passenger and freight steamship lines and takes no account of tramp steamers. It is the fourth installment as the result of the bureau of corporation traffic's extensive investigation of water traffic, the three previous reports relating to water routes, volume of traffic and the control of terminals.

FINISHES 37 YEARS OF SERVICE ON THE UNION PACIFIC LINES

When F. L. Olmstead, engineer on the Pony between Boise and Huntington, steps down from his cab tonight, he will have completed 37 years of service on the Union Pacific system and will be placed on the retired list and pensioned for the remainder of his life. Mr. Olmstead began work for the Union Pacific in 1875 and while 35 years is the time required for service before being placed on the pension roll, Mr. Olmstead was permitted to continue at his own request and it is with reluctance that he now steps down from the cab and gives his place to another.

HOTEL ARRIVALS.

OWYHEE—C. H. Mayer, Portland; B. M. Liddell, San Antonio; Chase A. Clark, Mackay; C. E. Booth, Twin Falls; F. R. Gooding, Gooding; Mr. and Mrs. O. P. Reich, Vale; Joseph Ellison, Portland; C. H. Buttenham, Midvale; Ole C. Brough, Chicago; A. Cameron, Chicago; J. G. Bromley, Nampa; M. Misselburg, Nampa; M. R. Kays, Richfield; E. Weinam, New York; E. P. Bacon, wife and son, Logan; Howard Mitchell and wife, Chattanooga, Tenn.

IDANHA—Dr. A. B. Richards, Blackfoot; S. Miller, Seattle; H. A. Vincent, Portland; Nels A. Slindoe, Burley; W. A. Coughanour, Payette; H. C. Whitworth, Ontario; W. R. Cupp, Caldwell; J. C. Coleman, Shoshone; O. J. Laing, Portland; N. H. Bertram, Salt Lake; E. J. Colthrop, Mountain Home; W. L. Fraser, Mountain Home; R. J. Oldmar, Salt Lake; R. J. Goldman, Salt Lake; A. F. Hitt, Weiser; John Hook, Los Angeles; J. Frank Hunt, Swan Lake; Mrs. H. B. Kierport, Pocatello; W. H. Ross, Parma; Ray Berry, Kansas City.

BRISTOL—R. C. Myers, Oakley; O. E. Adams, Oakley; T. Schlapkohl, Rupert; Harold Hamilton, Arrowrock; T. Chester, Arrowrock; Mrs. L. Kirby, Huntington; John L. Kirby, Huntington; John F. Flynn, Vale; Mr. and Mrs. A. G. Kennard, Caldwell; L. Hirsch, Los Angeles; C. E. Ridings, Los Angeles; C. E. Wilhik, Los Angeles; P. H. Stewart, Twin Falls; Guy Dennis, Idaho Falls; Arnold Skipper, Carey; John Peterson, Middleton; Dow W. Latimer, Mountain Home; L. A. Wade, Fernfield; F. C. Smith, Mountain Home; W. F. Hoch, Hammett; E. A. Green, Hammett; J. T. Wadell, Hammett; C.

Removal Sale!

We Will Move Into Room now occupied by The Juvenile, at 107 North 8th St., Overland Building



All Standard Books 20 Per Cent Discount.

All Popular Fiction 45c Per Copy.

Now is your chance to stock up on books.

Bibles, 20 per cent Off.

Extra Large Stock to Choose From. Brass Ware, 1/4 Off Gift Books, 20 Per Cent Off.

Sets of Books, 25 Per Cent Off.



THE IDAHO FOUNTAIN PEN



EXTRA SPECIAL AT 75c



Large Stock of Cut Glass at 1/4 Off.

Dolls, Toys, Etc., 1/2 Off.

To move as little as possible we are sacrificing the largest stock of its kind in Idaho. Come and see your yourself.

Now is the time to purchase your Christmas Presents at a great saving.

FANCY GOODS CUT GLASS CHINA
1/4 Off 1/4



All Framed Pictures 1/2 Price.

BOISE HIGH

Red and White Pillows and Pen-nants 25 Per Cent Off.

MANY OTHER BARGAINS

BOISE BOOK AND STATIONERY COMPANY
719 MAIN STREET

W. Brannan, Twin Falls; R. V. Suss, Arrowrock; F. D. Nash and wife, Burley; Mrs. R. F. Carr, Burley.

Land Office Filings.

The following entries were filed in the federal land office today:

Logan Grice, Meridian, homestead, north half southeast quarter, lots 1 and 2, section 29, township 2 north, range 3 east, 159.55 acres.
James J. Childs, Mountain Home, desert, east half northwest quarter, east half southwest quarter, section 17, township 2 south, range 5 east, 160 acres.
Edwin R. Coulter, Weiser, desert, east half northeast quarter, section 27, east half southeast quarter, section 22, township 11 north, range 4 west, 160 acres.
Marie Gjertsen, Boise, desert, southeast quarter, southwest quarter, southwest quarter southeast quarter, lot 4, section 30, township 4 south, range 7 east, 119.99 acres.

Wednesday Christmas Day

If you have not yet selected your presents visit our store.

Jewelry makes a lasting gift. It pleases almost everybody, and the elegant stock we are showing pleases everyone.

Our line embraces everything carried in a first-class jewelry store.

It is here, just what you want at a price that will surely suit you.

Evenings Open

J. T. LAUGHLIN,
802 Main St.



One Day Left!

Make somebody happy this Xmas with a comfortable pair of slippers. They will appreciate them more than anything else you could give them.

Men's, Women's Children's

The largest stock in Boise to select from—
50c to \$3.00

SCHMELZEL SHOE CO. L
HOME OF GOOD SHOES



EIGHTH AND BANNOCK

Campbell's Fruit House

Choice Christmas Cheer

Nuts, Candies, Dates, Figs, Oysters, Lobsters, Crabs, Clams, Shrimps, Chickens, Ducks, Turkeys, Hens, Cheese, Fish.

Buy Your Christmas Dinner Here.

PHONE 15

The Choicest & Best Wines and Liquors

FOR FAMILY TRADE

is the kind you get at our store. Send in your next order.

DAN BROWN & CO.
714 MAIN ST.

We deliver to any part of the city.

IXL COAL CO.
HANDLE ONLY
THE BEST ROCK SPRINGS & CASTLE VALLEY COAL

Dry Slab Wood and Kindling Wood

Office 811 Bannock St.
W. W. LYNCH, Manager

PINNEY THEATRE

SIX NIGHTS, Dec. 23
Commencing

Maude Henderson COMPANY

Monday, "Sowing the Wind."
Tuesday, "The Forger."
Wednesday Matinee and night, "Dora Thorne."
Thursday, "Hello Bill."
Friday, "Over the Ridge."
Saturday Matinee, "The American Girl."
Saturday Night, "The American Girl."
Vaudeville Numbers Introduced Between Acts.
Prices 25c, 35c, 50c; Matinee, Adults 25c, Children 15c, any seat

To Conservative Investors

We have a few first class Investment - Securities in moderate amounts guaranteed to net the purchaser 8 per cent.

Come in and let us tell you about them.

Lamberton Investment Company

Owyhee Hotel Bldg.
1109 Main Street.

CHRISTMAS DECORATIONS

Holly, Laurel, Evergreens, Wreaths and Wreathing.

FLOWER PLANTS

Make very appropriate Christmas gifts. We have them in great variety.

BOISE FLORAL CO.
111 N. 8th. Phone 400.

The New Box Theatre

Monday, Tuesday, Wednesday

MATINEE

Performances Begin at 2 o'clock
Continuous performance until 6 o'clock

Seven Reels of Pictures Including "CINDERELLA" in Three Parts —and— "THE NIGHT BEFORE CHRISTMAS"

10c "Go Where the Go's Go" 10c

The Popular French Ivory At Actual Cost This Week

—at—
BUHN JEWELRY CO.

927 Main St.