COMPETITION ON THE WATER.

Destroyed by Railroad and Steamship Combinations on Water Highways.

to President Taft.

The revalations of the report, with a rival enjoying it. based upon an extensive investigation, force upon the federal railroads of the country control government, says the commission steam vessels and barges of 810, er, the consideration of further 000 gross tonnage engaged exregulation of joint rail and wa clusively in domestic trade and ter traffic.

In practically all the coast waters of the country, it is declared, railroad or steamship consoli 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 the 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 Atlantice and Gulf coast there is only a single regular service.

The New Haven system, it is charged, 'has pursued a determined policy of supressing any effective competition on Long Island Sound and several, at least of its recent acquisitions must be charged as due to this policy. commissioner Conant. in the

The extensive water traffic be-Eastern Steamship Company, in collapsed in 1907. which the New Haven is a considerable stockholder, though management.

disposition to restrict competition," on the Atlantic coast although its steamship lines are really a water extension of that companys 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 Southern Pacific's rail and water route.

The railroads controlling the greatest tonnoge af steamship lines, according to Mr. Conant, are the New Haven System, Union Pacific, Southern-Pacific, the Pennsylvania, New York Central and Central of Georgia.

Nearly all the important anthracite fleets on the North Atlantic coasts, the commissioner says, are owned by a few great anthracite railroads.

A number of the principal canals of the country have been a bandoned or fallen into disuse, the report |declares, because of railroad influence.

"The condition here set forth says Mr. Conant, "cannot fail to command attention. So far as the eastern part of the country is concerned, water lines have tion of the policy to be adopted adds, by a single industrial line—toward such water carriers. Since the Monongahela River Consoli-These conditions force considerawater competition has in considby railroad control of water lines this fact must be taken account lation, secured a considerable in private canals still in operation. crease in jurisdiction over joint rail and water traffic, particular ly with respect to the establishment of joint rail-and-water rates and the equitable division of such rates between the co-carriers. This is a matter of vital importance. If there is to be any successful attempt to increase competition in domestic water traffic, it seems certain that

Washington, D. C. — Rail-such joint-rate arrangement These reductions in rail rates, road companies and steamship should be far more generally estare, however, to a considerable combinations control the regular tablished than at present. Since extent attributable to canal com steamship lines in the United joint through rates are almost in petition. States and have destroyed competition on many of the water local rates, a setamship line delighways of commerce, declares prived of the advantage of a Luther Conant, Jr., commission joint-rate arrangement with rail no account of tramp steamers. er of corporations, in a report roads on an equitable basis is practically unable to compete the result of the bureau of cor-

> The report says that twenty continues:

"The tonnage of the New Haven system is the largest, aggregating a little over 200,000 gross dations dominate water transpor tons. Next in importance is tation. Their control of both the Union Pacific-Southern Paci- Who are "Just Ready to Drop." fic, with a grand total (excluding tonnage engaged in foreign trade) of ever 150,000 gross tons The Pennsylvania Railroad Com pany's water lines have 68,500 gross tons in steamers, and 8,-500 tons in barges; the New York Central, over 50,000 gross tons; the Central of Georgia Railway, over 40,000 gross tons.

"The total capitalization of wa ter lines controlled by these rail roads (this not covering holding) companies and several very important unincorporated services) ag gates \$53,339,375 in stock, and \$31,263,887 in bouded debt. Of the stock 40,223,800 and of the bonds \$19,211,137 are owned by eighteen railroads or their susidiaries. In mist instr railroads own practically all the stock of the separately incorpor ated lines which they control."

Of the traffic not dominated by railroads along the eastern sea-Elimination of competition also board, the great bulk, adds the was an important factor, says repart, is enotrolled by two important steamship consolidations New Haven's purchase of a mar the Atlantic, Gulf and West Injority interest in the Merchants dies steamship lines and the Eas and Miners Transportation Com tern Steamship Corporation. With a few exceptions the constituent companies of these contween New York city and New colidations were formerly subsi-England ports is almost complete diaries of the Consolidated ly controlled the report adds, by Steamship Lines, organized by the New Haven road or by the Charles W. Morse and which

While there appears to be an interownership of stock be ween claiming to have no voice in the these two stramship consolidations, Mr. Conant adds, they The Southern Pacific, likewise have several directors in common is declared to have shown "3 indicating a considerable commo nity of interest.

On the great lakes all the im portant through passenger and freight lines, it is declared, are per galler for the best and pur owned by railroads. In the lo- est paint that can be produced cal package freight traffic there are a large number of dependent water carriers. Several of the principal lake fleets handling ore, coal and lumber it is sain are under control of important industrial concerns, the largest being the Pittsburg Steamship Company, controlled by the Enf-ted States Steel Corporation.

On the Pacific Coast, the commissioner found independent steamship lines forming an imtrade, but said several water were under railroad control, instancing the interest of the Union Pacific-Southern Pacific in the Pacific Mail and the San Francisco & Portland Steam ship Company. The Southern Pacific also controls a fleet of oil vessels, belonging to the Associated Oil Company, he adds.

Steamboat lines on the Mississippi river, Mr. Conant says, have largely succumbed to railroad competition, or natural difficulties. The great bulk of bito a large extent become auxili. tuminous coal, the principal item aries or subsidiaries of railroads of traffic to-day on the Ohio and Mississippi rivers is handled, he the Monongahela River Consolidated Coal and Coke Company. erable measure, been restricted controlled by the Pittsburg Coal Company.

Railroads now control, continof. The interstate commerce ues Mr. Conant, about 90 per commission has by recent legis- cent of the mileage of the few "On the Erie canal, the most

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 faculties. These reductions in rail rates,

The report deals chiefly with regular through passenger and freight steamship lines and takes It is the fourth installment as poration's extensive investigation of water traffic, the three previous reports relating to water routes, volume of traffic and the control of terminals.

important artificial waterway in

MESSAGE TO WOMEN

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