

# The Toronto World

A Morning Newspaper Published Every Day  
in the Year.

## TWO CENTS A MILE GREAT SUCCESS IN ILLINOIS.

The following is an authoritative synopsis of the report of the railroad commission on the operation of the two-cent-a-mile rate legislation law in the State of Illinois and shows in a remarkable manner the extent to which passenger traffic has increased. If the criticism is made that Illinois contains a larger population it should also be remembered that it is gridironed with railroads in a way paralleled by no other state of the union.

The application of the two-cent fare law in the State of Illinois shows that the number of passengers carried earning revenue was 76,842,531, while under the last year of the three cent fare law (1907) the railroads carried 57,218,225. This shows an increase for 1908 of 19,624,306 more passengers. The earnings from passenger service per mile of road for 1908 was \$3.74, and for 1907 was \$2.98, an increase of \$456 per mile.

In the above showing several of the leading trunk lines show an enormous increase in the number of passengers carried in 1908 over 1907. Take, for instance, the Chicago and Northwestern Railway, which in 1907 reported carrying in the State of Illinois 2,430,207 passengers, the report for 1908 carries 15,928,672, an increase of 12,498,465 passengers.

The Chicago, Burlington and Quincy Railway reported in 1907 carrying 4,147,833 passengers and in 1908 they report carrying 8,095,241 passengers, an increase of 3,947,408 passengers, and the Chicago, Milwaukee and St. Paul Railway, who furnished for 1907 no statement of the number of passengers carried in Illinois, report for 1908 that they carried 2,017,161 passengers. The enormous increases are accounted for by the fact that in former years these railroad companies made apportionment of traffic handled and their charges and expenses in the State of Illinois on the basis of what the mileage in the State of Illinois bore to the total mileage of their whole system. Thus we find that the Chicago and Northwestern Railway has over 7000 miles of road in its system, and the Chicago, Burlington and Quincy Railroad over 8000 miles, and in former years the movement of their passengers and freight business, their earnings and expenses, as far as the State of Illinois was concerned, was distributed over a large and unproductive mileage in the northwest. For the year 1908, however, these companies seem to have reported the movement of passenger and freight business, their earnings and expenses more nearly in line with actual conditions.

But eliminating entirely these railroads, which have shown such abnormal increases in their passenger statistics, and we find from the reports of all other roads combined that in 1908 they carried 51,199,150 passengers and that in 1907 they carried 50,324,773 passengers, and that the increase for the year 1908 was 874,377.

It must also be remembered that the year 1907-1908 was not a very propitious year for the testing of a rate reduction. Commencing very shortly after the date on which the new law became effective, a very marked depression struck the financial and industrial condition of the whole country and naturally most seriously affected the railroads. These conditions continued during the balance of the year covered by this report. Yet notwithstanding this, the effect of the operation of the two cent fare law seems to have been productive of increased revenue.

The total number of tons of freight carried earning revenue for 1908 was 161,311,175 tons and for the year 1907 was 135,672,328 tons, an increase for the year 1908 of 25,638,847 tons. The average earnings from freight service per mile of road for all the railroads in the State of Illinois, as representing purely intrastate business, was for the year 1908 the sum of \$3.408.00 per mile, for 1907, \$3.381.00 per mile, an increase of \$22.00 per mile of road.

The total revenue from passenger service in the State of Illinois for the year 1908 was \$44,237,189.00 and for 1907 \$41,157,937.00, an increase for the last year of \$3,079,252.00.

The total revenue from freight service in the State of Illinois for the year 1908 was \$112,782,054 and for 1907 \$120,627,799, a decrease of \$7,845,745.00.

Revenue derived from other sources, \$20,273,086, in the year 1908, as against \$18,545,917 in the year 1907, an increase for the year of \$1,727,169.

From income from property owned in the State of Illinois, \$5,851,303 in 1908 as against \$12,541,063 for the year 1907, a decrease for the year of \$6,689,760.

Making a total of earnings and income from all sources for the year 1908 of \$187,169,027, as against \$190,565,736 for 1907, making a decrease of \$3,396,709.

Notwithstanding this, the railroads in general paid their usual dividends on their stocks and bonds, having paid 4.75 per cent for the year 1908 the sum of \$34,143,336, being only a decrease of \$1,627,459 from the previous year. This

comparison as has been already stated, being the year 1906-1907, a year of unprecedented prosperity as compared with the year 1907-1908 which was a year of most serious business depression and when this fact is taken into consideration, it seems a most remarkable showing for the management of our great railroad systems.

Illinois in the matter of railroad mileage still stands the peer of any other state in the union, with main line single track of steam railroads alone of 12,082.33 miles. Second, third and fourth main tracks 2400.39 miles. Industrial track, 646.90 miles. Yard tracks and sidings 6484.76. Total steam railroad mileage 21,494.38 miles, an increase over 1907 of 428.17 miles. Add to this the mileage of interurban electric railroads of 1616.80 miles, making a grand total of 23,111.18 miles.

### MARMADUKE MATTHEWS' PICTURE SALE.

To-day and on Monday there will be on view at Messrs. Charles M. Henderson & Co.'s art gallery, 87 East King-street, a specially fine collection of water color drawings from the estate of Marmaduke Matthews, R.C.A. It practically comprises the whole of his past season's work and none of his pictures have been previously on exhibition. Taken as a whole they are excellent examples of his facile brush and his love for Canadian scenery. The subjects are treated with intimate knowledge and comprise a wide range, covering the quiet beauties of the Canadian and the more magnificent landscapes of the west. Mr. Matthews has always been specially happy in his rendering of rock and mountain and his ability to convey vividly the feeling of vastness, depth and sublimity inseparable from our renowned Alpine ranges. The collection contains no pictures of exceptional size, and for that reason should find ready disposal. In handling and technique they are well worthy more than a passing glance, particularly from those interested in the beauties of our own country. Nature is shown in varied aspects and Mr. Matthews' coloring without exaggerated effect is always rich and harmonious. The larger drawings are mostly taken from the Selkirk and Rockies and are firm and massive in treatment, with fine perspectives. Others of smaller scale are full of poetry and interest. All will be offered for unreserved sale on Tuesday, April 20, at 2.30 p.m., and this will afford a very favorable opportunity for acquiring examples of Mr. Matthews' craftsmanship.

**\$10,000 CELLO.**  
At the star recital to be given tonight by the Dicken Fellowship, Mr. Lindner, a rare performer on the cello, will play his famous Stradivarius, which he keeps insured for \$10,000. His tone is enchanting and his execution of more than 400 of his magnificent instrument. The Guild Hall should be too small to hold the crowd to-night.

### THOS. TAIT'S SUCCESS WITH PEOPLE'S RAILWAY.

A tribute was paid by Senator McColl of Australia in his address before the Empire Club of the Americas of Thos. Tait, the Canadian railway man, who had been engaged to manage the Victoria railways, and had won laurels by converting a deficit of \$5000 a day into a profit.

### IN TURKEY.

Turkey still has a parliament, but its influence appears to be dead. Many of its members are fearful of entering the doors; those possessing courage enter, but are held only in the act of applying wishes of the reactionary party, which has now obtained control of the state. Nobody dares to predict what a few days may bring forth.

### DEAD OF A BROKEN HEART

Street Railwayman Couldn't Rest Under Suspicion.

"He died of a broken heart, for he had entirely recovered from the wound," said Dr. J. M. Johnson speaking of Edward H. Gohn, aged 50, who cut his throat Thursday, April 1, and gave up the ghost at the Western Hospital.

Gohn cut his throat from ear to ear because he had been discharged from the service of the Toronto Street Railway last fall under suspicion of manipulating the fare boxes, and he could get on no other employment.

He had continually declared his innocence of a "spotter's" charges and had tried to force the company to formally accuse or exonerate him. His union offered to pay the expenses of a trial, and he went so far as to instruct a lawyer to act on his behalf, but the company would do nothing.

He leaves a widow and two boys aged 2 and 13.

### SCOTCHMAN'S MISFORTUNE

Wanders Three Days in Bush—Hands and Feet Frozen.

PORT ARTHUR, April 16.—(Special)—Basil Day was brought on the train from White River with his hands and feet badly frozen. Day is a Scotchman going thru to Montreal with cattle to the old country. At White River he had a difference with the man in charge of the stock, left the train and lost his way, trying to make a short cut thru the bush. When found he had been three days in the bush without food.

### Quakes in California.

EL CENTRO, Cal., April 16.—Both Imperial and El Centro experienced three distinct earthquake shocks last night at intervals of several seconds.

Mr. C. J. Townsend, auctioneer, has received an important consignment from Holland of Roses, Anemones, Rhododendrons, Lilies, Climbing Vines, Shrubs, Fruit and Ornamental Trees, Hawthorn, Box Trees, Magnolias, etc., which he intends selling by auction on Monday and Tuesday next at 11 a.m. to 2 p.m.

The honorary governors who will tell the Toronto General Hospital during the week are Col. G. A. Sweeney and Mr. T. Gibson.

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Please mention this paper.

## IN THE LAW COURTS

ANNOUNCEMENTS.

Osgoode Hall, April 16, 1909.

Peremptory list for divisional court for Monday, 19th inst., at 11 a.m.:

1. D. Downey v. Munro; Munro v. Downey.

2. Porter v. Parkin E. Co.

3. Gold v. Toronto Railway Co.

4. Hendrie v. Toronto.

5. Milne v. Ontario Marble Co.

6. Preel v. Robinson.

Peremptory list of court of appeal for Monday, 19th inst., at 11 a.m.:

1. P. H. v. Town of Carleton Place.

2. Sharpe v. White.

3. McDonald v. G. T. R. Co.

4. Caledonia Milling Co. v. G. T. R. Co.

Peremptory list for non-jury assize court, Monday, April 19, at city hall, at 11 a.m.:

214. Royce v. National Trust.

215. Collins v. Toronto Railway Co.

216. Gold v. Toronto Railway Co.

217. Robertson v. Eason.

218. Bay of Quinte v. C.P.R.

Master's Chambers.

Before Cartwright, Master.

Ludlow v. Ludlow.—N. G. Heyd, for plaintiff, moved for judgment on the pleadings and for costs, and for a writ of habeas corpus for discharge of prisoner. E. Bayly, K.C., for the crown. Enlarged until 29th inst.

Drummond v. Wilson.—W. Proudfoot, K.C., for plaintiff, moved for an order for the sale of timber and payment of proceeds into court. J. H. Spence, for defendant, moved to dismiss for want of prosecution. W. S. Brewster, K.C., for plaintiff, contra. Order made for particular as far as same can now be given on common law claim, and of the offices of persons mentioned under par. 8 A. and 8 C. d. so as to show what is relied on. Costs in cause.

McNeill v. McRae.—H. S. White, for plaintiff, moved for judgment under C.R. 603, as against defendant, changed. No one contra. Order made.

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