

sumer show a reduction of 17.5 per cent. Taking these facts into consideration, and the average railroad rates in effect in Illinois today, and it is apparent that rates have followed the general reduction in prices of commodities.

"During the same period of time the average wages paid for 543 occupations advanced 14.4 per cent."

From an article by the Hon. Lloyd Bryce, in the North American Review for March, 1897:

"Only a few days ago Edward Atkinson demonstrated that the improvement in our railway service enables the people to move food, fuel, fibers and fabrics at one-third the former charge; that a charge of \$31.41 per head for this purpose had been reduced to \$10.47, thereby effecting a saving to the entire nation of a fraction under fifteen hundred million dollars in a single year. In some quarters the charge has been made that railway rates have not been reduced to keep pace with falling prices, especially of agricultural products. This illusion is dispelled by official figures, which shows that between 1873 and the present time the general ton-mile rate for the United States has fallen nearly 60 per cent; that the lake and rail rate on wheat from Chicago to New York has fallen at least 75 per cent, and the all-rail rate not far short of 65 per cent. On corn the fall has been 62½ per cent, and on provisions fully 50 cent.

"Here we have good evidence of reduction of freight rates for the people of the country generally and the agricultural interests in particular. In the following table is given the average charge for carrying one ton of freight one mile on thirteen of the important railways of the United States:

Year.	Charge per ton per mile (Cents.)	Year.	Charge per ton per mile (Cents.)
1865	3.08	1890	0.77
1870	1.81	1893	0.76
1875	1.36	1894	0.74
1880	1.01	1895	0.72
1885	0.83	1896	Less than in 1895

"The above railways performed about one-third of the entire freight transportation and we find that seven and one-fifth mills, or probably at the present moment seven mills, will pay for as much transportation over their lines as could have been obtained thirty years ago for over three cents. Nor do these averages give an adequate idea of railway progress in cheap transportation. Much of the freight on our great trunk lines is carried at half a cent per ton per mile, which means the transportation of one ton of freight two hundred miles for one dollar. Indeed, the Pennsylvania railroad in 1895 reported that it carried 8,173,218,403 tons of freight one mile, at the rate of five and six-tenths mills per ton per mile."

The following statement of the rates on "four great railways, representing respectively Eastern, Central-western, Southwestern and Western territory," was compiled by The Railway Age in August, 1896:

Year.	Lake Shore & M. S. Ry.	Chicago & Alton.
1870	1.88	
1872	1.27	
1875	1.15	1.80
1880	0.75	1.21
1885	0.58	1.01
1886	0.64	0.96
1890	0.64	0.88
1891	0.62	0.91
1892	0.60	0.90
1893	0.59	0.88
1894	0.58	0.92
1895	0.55	0.86

Year.	Texas & Pacific.	Southern Pacific.
1870		3.65
1872		3.32
1875	5.13	2.67
1880	3.09	2.04
1885	1.56	1.56
1886	1.67	1.84
1890	1.26	1.83
1891	1.26	1.81
1892	1.14	1.57
1893	1.16	1.31
1894	1.19	1.26
1895	1.11	

From a memorial of the A. T. & S. F. railway company to the legislature of the state of Kansas, 1897:

"Statement showing average freight rates on the Atchison, Topeka & Santa Fe railway for the past fifteen years.

Year—	Cents.	Year—	Cents.
Year ending Dec. 31, 1882	2.288	1883	1.39
Year ending Dec. 31, 1883	1.992	1884	1.29
Year ending Dec. 31, 1884	1.925	1885	1.28
Year ending Dec. 31, 1885	1.753	1886	1.17
Year ending Dec. 31, 1886	1.603	1887	1.09
Year ending Dec. 31, 1887	1.348	1888	1.006
Year ending Dec. 31, 1888	1.258	1889	1.059
Year ending June 30, 1889	1.289	1890	0.995
Year ending June 30, 1890	1.129	1891	1.003
Year ending June 30, 1891	1.175	1892	1.026
Year ending June 30, 1892	1.130	1893	1.026
Year ending June 30, 1893	1.069	1894	1.037
Year ending June 30, 1894	1.026	1895	1.075
Year ending June 30, 1895	1.051	1896	1.003
Year ending June 30, 1896	1.028	1897	1.008

Making a decrease from 1882 to 1896 of 55.07 per cent."

From the annual report of the Chicago, Milwaukee & St. Paul Railway company for the fiscal year ending June 30, 1897:

"The average rate per ton per mile received for freights, for a series of years past, has been as follows, viz:

Year—	Cents.	Year—	Cents.
1868	3.49	1883	1.39
1869	3.10	1884	1.29
1870	2.82	1885	1.28
1871	2.54	1886	1.17
1872	2.43	1887	1.09
1873	2.50	1888	1.006
1874	2.38	1889	1.059
1875	2.10	1890	0.995
1876	2.04	1891	1.003
1877	2.08	1892	1.026
1878	1.80	1893	1.026
1879	1.72	1894	1.037
1880	1.76	1895	1.075
1881	1.70	1896	1.003
1882	1.48	1897	1.008

From the annual report of the Chicago & Northwestern railway company for the 38th fiscal year, ending May 31, 1897:

"The average rate received per ton per mile was .99 of a cent, being a decrease of .04 of one cent or 3.88 per cent, and the average distance that each ton was carried was 148.05 miles, as against 138.88 miles, an increase of 9.17 miles, or 6.6 per cent. The decrease in the rate received per ton per mile, on the gross tonnage carried, is equivalent to a loss in gross earnings of \$903,153.92 for the year."

From the annual report of the Great Northern railway company for the year ending June 30, 1897:

"The average rate received per ton per mile has been reduced about 2 per

cent; equal to a reduction in revenue of \$331,500.

From the annual reports of the Chicago & Alton railroad:

Year.	Rate per ton per mile.	Rate per Passenger per mile.
1875	1.89c.	3.14c.
1876	1.63	2.96
1877	1.45	2.97
1878	1.30	2.83
1879	1.05	2.42
1880	1.21	2.08
1881	1.24	1.82
1882	1.26	1.95
1883	1.13	2.14
1884	1.01	1.90
1885	1.01	1.25
1886	0.96	2.02
1887	0.95	2.06
1888	0.92	1.88
1889	0.92	2.13
1890	0.88	1.79
1891	0.91	1.96
1892	0.90	1.78
1893	0.88	1.84
1894	0.92	2.07
1895	0.87	1.90
1896	0.82	2.02

From the 12th annual report to the stockholders of the Southern Pacific company:

"Between 1885 and 1896 the reductions on thirteen leading roads have amounted to 20.28 per cent in passenger rates and 44.23 per cent in freight rates. \* \* Had the (Southern Pacific) companies received in 1896 the rates they received five years ago, the earnings for 1896 would have been greater by \$14,074,825, and at the same rates received in 1885 by \$26,578,809 greater.

"If we apply the rates received in 1885 to the traffic of the subsequent years, including 1896, the reduction to the public not interested in railroad securities and the loss to the large public that invests in such securities, or depends upon the railroads for employment, directly or indirectly, has for the eleven years amounted to \$79,992,614.82 on the Pacific system lines, and to \$50,125,885.79 on the lines of the Atlantic properties, a total of \$130,118,499.61."

From an address before the St. Louis Railway Club by M. E. Ingalls, president of the C. C. C. & St. L. and C. & O. railways:

"In 1852 the Pennsylvania railroad reported that it had carried 102,000,000 tons of freight one mile at an average rate of 3.76 cents a ton per mile. For 1895 it reports 8,173,218,403 tons of freight one mile at the rate of 0.56 of a cent a ton per mile. Nothing like it in the history and development of the human race has been known."

From an argument by James Charlton, general passenger agent of the Chicago & Alton railroad, before the senate and house committees of the Illinois legislature at Springfield, Ill., in March, 1897:

"Statements have been made that railroad rates have not decreased in the past twenty-five years, while everything else has been coming down. On the contrary, railroad rates have decreased in greater proportion than anything else. Not only have railroad rates decreased in the last twenty-five years, but railroad dividends have decreased also. The Chicago & Alton today is paying 20 per cent less to its shareholders than it paid twenty-six years ago, when I first entered its service. I hope that I will not be held accountable for that. At that time, and for a long time after, namely, until 1884, the rate from Council Bluffs and Omaha to San Francisco was \$100; today it is \$50. Consequently at that time the rate from Council Bluffs