

Statistics of Railways in the United States.

The Fifth Statistical Report of the Interstate Commission, prepared by its statisticians, being the complete report for the year ended June 30, 1892, for which a preliminary income account was issued in December, 1892, has just been submitted, of which the following is an abstract:—

The total railway mileage of the country on June 30, 1892, was 171,663.52 miles, being an increase during the year of 3,160.78 miles. This is the smallest increase in railway mileage reported for a number of years. The only groups of railways which show an increase in railway mileage in 1892 greater than the increase in 1891 are Groups I. and VI., that is to say, the railways lying in the New England states and in the territory east of the Missouri river and west of Michigan and Indiana; but this is due to the fact that the increase in 1891 was abnormally small. The State of North Carolina leads in railway construction, showing an increase of 212.92 miles. The only other states which show an increase in excess of 150 miles are Louisiana, Michigan, Ohio, Pennsylvania and Wisconsin.

The total number of railway corporations on June 30, 1892, was 1,922, being a net increase of 37 during the year. Of this number 899 maintained independent operating accounts, and 712 were independent operating companies. Of the 761 subsidiary companies 320 were leased for a fixed money rental and 186 for a contingent money rental, the remainder being operated under some form of traffic agreement not easily subjected to classification. There have been fewer changes in the organization of railways during the year ending June 30, 1892, than during any previous year. During the year 9 roads were abandoned; 19 were merged into larger corporations; 17 were reorganized, and 16 were consolidated. The classification of railways according to length of line operated shows that there are 43 companies in the United States having a mileage in excess of 1,000 miles, 24 companies operating a mileage between 600 and 1,000 miles, 24 companies operating a mileage between 400 and 600 miles, 40 companies operating a mileage between 250 and 400 miles, and 871 companies operating a mileage under 250 miles. The total mileage controlled by the 43 railways operating over 1,000 miles was 99,231.74 miles, being 57.86 per cent of total mileage. The railways which during the year were added to the class of railways operating a mileage in excess of 1,000 miles are the Philadelphia & Reading railway, the Atlantic Coast Line Association, and the Union Pacific, Denver & Gulf railway. The Lehigh Valley railroad, having been leased to the Philadelphia & Reading railway company during the year, was dropped out of this class. The roads added to the list of railways operating a mileage of 600 miles and less than 1,000 miles are the Old Colony, and the Philadelphia, Wilmington & Baltimore railroads.

The total number of locomotives on June 30, 1892, was 33,138. Of these 8,848 were passenger locomotives, 17,559 locomotives were assigned to the freight service, 4,355 were switch locomotives, and 2,374 were unclassified and leased. The total number of cars reported by carriers as their property was 1,215,092. Of these 966,993 were in the freight service, 36,901 were assigned to the company's service, and 35,978 were assigned to fast freight line service. In addition to the above cars owned, the companies report 146,339 cars leased. The number of passengers carried per passenger locomotive was 63,399, and passenger mileage per passenger locomotive was 1,510,273. The number of freight cars per 1,000,000 tons of freight was 1,827.

The total number of employees in the service of railways on June 30, 1892, was 821,415, being an increase of 37,130 over the previous year. The ratio of total railway employees to total number of inhabitants was

1 to 79. The railway industry makes each year larger demands upon the labor of the people.

The capitalization of the 102,307.30 miles covered by the report was, on June 30, 1892, \$10,220,748,134. Of this amount \$4,033,108,763 were represented by stocks and \$5,053,038,050 by funded debt. Mortgage bonds amounted to \$4,302,670,003 as compared with \$4,081,021,075 for the previous year. The above figures show an increase in capitalization during the year 1892 of \$307,273,110. The amount of stock paying no dividends during the year was \$2,807,403,320, or 60.60 per cent of the total amount of stock. The aggregate amount paid in dividends was \$97,014,745, being an increase for the year covered by the report of \$9,400,932. The amount of funded debt, exclusive of equipment trust obligations paying no interest, was \$777,710,420, or 15.66 per cent of the total amount outstanding.

The total number of passengers carried by the railways during the year was 600,058,211. Passenger mileage during the year was 13,302,898,299, and passenger train mileage 317,538,883. The average journey per passenger was 23.82 miles, and the average number of passengers per train for each mile run was 42. The number of tons of freight reported by the railways as carried during the year was 706,556,471. Ton mileage was 88,211,050,225. Accepting these figures, it appears that the average haul per ton was 124.80 miles. The freight train mileage during the year was 485,402,300, and the average number of tons per train for each mile run was 181.79 tons.

The gross earnings from operation of railways during the year ending June 30, 1892, were \$1,171,407,343. The operating expenses were \$780,997,990. From this it appears that the net earnings from operation of railways were \$390,409,347. The income to the railways from investments was \$141,000,782, making with the net income from operation an aggregate of \$532,370,120. The fixed charges during the year amounted to \$410,404,938, leaving a net income available for dividends of \$115,965,191. Of this amount \$97,014,745 were paid in dividends and \$4,314,300 in other payments from net income, leaving a surplus over operations during the year of \$14,036,056. The passenger revenue for the railways of the country during the year was \$286,805,703. The receipts from mail service were \$20,881,143, and from the express companies were \$22,148,988. The freight revenue during the year amounted to \$709,310,042.

The number of railway employees killed during the year covered by the report was 2,654, being less than the number killed during the previous year. The number of employees injured, however, was in excess of the number injured during the previous year, being 28,267. The number of passengers killed was largely in excess of the number killed during the previous year, being 376 in 1892 as against 203 in 1891; while the number of passengers injured was 3,227 in 1892, as against 2,072 in 1891. An assignment of casualties to the opportunity offered for accidents shows 1 employee to have been killed for every 322 employees, and one employee to have been injured for each 29 men in the employ of the railways. A similar comparison shows 1 passenger killed for each 1,491,910 passengers carried or for each 33,542,252 passenger miles, and 1 passenger injured for each 173,833 passengers carried or each 4,140,966 passenger miles. The largest number of casualties to employees resulted from coupling and uncoupling cars, 378 employees having been killed and 10,310 injured while rendering this service. Of the total number killed in coupling and uncoupling cars 253, and of the total number injured 7,760 were trainmen. The accidents classed as "falling from cars" were in this year as in previous years responsible for the largest number of deaths among employees, the number killed in this manner being 611. Of this number 495 were trainmen. Collisions and derailments were responsible for the death of 431 employees. Of this number 336 were trainmen. This class of accidents is

responsible also for the largest number of casualties to passengers. Thus 177 passengers were killed and 1,539 were injured by collisions and derailments during the year. Collisions alone were responsible for the death of 286 employees and 136 passengers.

At Montreal stove and chestnut coals sell at \$6.50, and egg and furnace at \$6.

Owing to the fact that many growers in the west have fed their fall apples to live stock, in the absence of demand from dealers, says the *Montreal Trade Bulletin*, the supply here has run short, and sales have been made in good sized lots at \$2.25 to \$2.75 for good to fine fruit, and at \$1.75 to \$2.15 for seconds, and receipts are picking up as fast as they arrive. During the past week buyers west of Toronto have paid \$1.75 per bbl on the tree for winter fruit, which is considered a pretty high figure. Reports are coming in of a great scarcity of fruit in a number of sections.

Important to Merchants & Shippers

Messrs. L. Norman & Co., Limited, of 3, East India Avenue, London, E.C., invite correspondence from shippers and others interested in the development of Canadian Trade with Great Britain. The Company is in a position to sell on commission considerable quantities of wheat, barley, and other Canadian grains, and have devoted special attention to the matter.

JOHN BOYD, FURNITURE DEALER,

NEEPAWA, MAN.

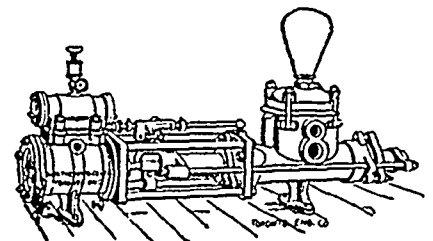
IS OFFERING HIS BUSINESS
FOR SALE.

LYMAN, KNOX and CO.,
IMPORTERS

—AND—

Wholesale Druggists,
MONTREAL AND TORONTO.

N.B. — Letter Orders filled with special care.



Outside Plunger Boiler Feed Pump.
STEAM PUMPS

—FOR—

ALL PURPOSES.

Northey Mfg. Co., Ltd.
TORONTO, ONTARIO.

Sole agents for Manitoba and Northwest Territories, The Watrous Engine Works Co., Ltd., Winnipeg.