

killed 83, injured 2,139; passengers, killed 37, injured 580; other persons trespassing, killed 282, injured 444; not trespassing, killed 41, injured 143. The summaries containing the ratio of casualties show that 1 out of every 420 employees was killed & 1 out of every 27 employees was injured. With reference to trainmen—including in the term enginemen, firemen, conductors & other trainmen—it is shown that 1 was killed for every 155 employed & 1 was injured for every 11 employed. One passenger was killed for every 2,189,023 carried, & 1 injured for every 151,998 carried. Ratios based upon the number of miles traveled, however, show that 61,051,580 passenger-miles were accomplished for each passenger killed, & 4,239,200 passenger miles accomplished for each passenger injured.

CONCLUSION.—The Statistician repeats his previous recommendations to the effect that reports should be secured from express companies engaged in interstate traffic; that reports should be secured from corporations

& companies owning rolling stock which is used in interstate traffic; & also special reports from corporations & companies owning depot property, stock yards, elevators & the like; & that reports should be secured from carriers by water, so far as their business is interstate traffic.

It is further stated that nothing has occurred in the administration of the statistical division of the Commission to weaken the confi-

dence expressed in former reports in the proposal that there should be established under the jurisdiction of the Commission a bureau of statistics & accounts, which shall have as its chief purpose the establishment of a uniform system of accounts for the carriers, & that it would be desirable also, should the Commission see fit, to provide for a monthly report of the earnings & expenses of operating railways.

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