

**Statistics Say a Person Is Safer on the Train Than Off—Figures That Will Astonish a Reader—Capital Invested.**

In keeping with these constant improvements the safety of travel is now almost absolute. The element of personal safety is even greater for the passenger than for the average person who is not traveling, as may easily be demonstrated. During 1893 the railroads of the United States carried 593,560,612 passengers an average journey of about 24 miles each, or 14,229,101,084 passenger miles. A passenger traveling constantly would accomplish about 260,000 miles per year, and 54,000 traveling constantly would be equivalent to the passenger mileage for 1893, during which year 299 passengers were killed. This is equivalent to an average annual death rate of between 5 and 6 per thousand among passengers. The annual death rate for the population at large is three or four times as great. In other words the probability of death is several times greater off than on a train.

It is curious to note that while freight rates have fallen tremendously, dropping from 6 and 8 cents per ton per mile in earlier years, to less than a cent per ton per mile at present, passenger fares show little depreciation. The average fare on 35 roads in 1848 was 2.85 cents per mile; on all roads now the average is about 2.2 cents per mile. But increasing luxury of equipment has perhaps atoned for this maintenance of old time rates.

The railways in 1893 earned \$1,220,751,874, and of this amount \$827,921,299 was expended for operation. From the net proceeds an average interest of 4.25 per cent. was paid on the mortgage indebtedness of \$5,225,689,821 and an average dividend of 1.68 per cent. was paid on the capital stock of \$4,668,935,418, a revenue to stockholders by no means extravagant. It can be said for American railroads that their average capitalization, including bonds and stock, of \$62,421 per mile is less than one-third the capitalization of English railways per mile, and considerably less than the average for the world. The total capital invested in the railways of the world at the beginning of 1893 was \$33,215,000,000, about \$80,000 per mile.

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