

country (and the payments of the people) would have been more than one billion dollars (more than \$1,000,000,000) greater than they were in the last year alone.

THE SAFETY OF RAILWAY TRAVEL. Last year on American railways one passenger was killed in accidents out of every 2,827,474 passengers carried. That is to say, that you can take a train 2,827,474 times before, on the law of averages, your turn comes to be killed. You will have to travel 72,093,963 miles on the cars before that turn comes, and 4,541,945 miles before you are injured. If you travel 20 miles every day for 300 days in the year, you can keep on at it for 758 years before your turn comes to be hurt. If there had been railways when our Savior was born and you had begun to travel on the first day of the year A. D. 1, and had traveled 100 miles in every day of every month of every year since then, you would still have (in this year 1898) nearly three million miles yet to travel before your turn came to be killed.

PASSENGER AND FREIGHT RATES ON AMERICAN RAILWAYS.

From the reports of the Interstate Commerce Commission—a table showing average rate received in United States per passenger and ton per mile since 1888:

Year.	Per pass. per mile. (Cents.)	Per ton per mile. (Cents.)
1888	2.349	1.001
1889	2.165	.922
1890	2.167	.941
1891	2.142	.895
1892	2.126	.898
1893	2.108	.878
1894	1.986	.860
1895	2.040	.839
1896	2.019	.806

From the report of the Illinois State Railroad and Warehouse commission for 1895:

"The passenger tariffs of the railroad companies of Illinois in 1870, just prior to the establishment of the railroad and warehouse commission, were from 3½ to 6 cents per mile, averaging more than 4 cents per mile, including through rates. At the same time their tariffs for all classes of freight, through and local, averaged more than 2.43 cents per ton per mile. The average of the local and through fares for passengers in this state for 1895 does not exceed 2.75 cents per mile, and the average tariff for all classes of freight, local and through, does not exceed 1.35 cents per ton per mile. It will be seen from these facts that, comparing the cost to the public of transporting passengers and freight in 1870 and 1895, the rates in 1870, for passengers, were about 46 per cent higher, and the rates for freight were 80 per cent higher than in 1895.

"Under the force of these enactments, and the competition of the roads, prodigious results have been obtained. The direct saving to the people of the state individually, in the cost of transporting their persons and property for twenty-

five years, amounts in the aggregate to several hundred millions of dollars.

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From the thirty-ninth annual report of the Chicago Board of Trade:

AVERAGE FREIGHT CHARGES PER BUSHEL.
For the transportation of wheat and corn from Chicago to New York in cents for a series of years:

Year.	Corn.		
	By lake and canal.	By lake and rail.	By all rail.
1858	.127		3619
1859	.1570		3248
1860	.0883		3248
1861	.1062		3881
1862	.0957		4480
1863	.093		4592
1864	.09		5000
1865	.0864		4188
1866	.1075		4312
1867	.0511		4176
1868	.0604		3532
1869	.0584	2355	3320
1870	.06	2220	28
1871	.0754	2372	2008
1872	.1072	2600	3236
1873	.0816	2208	2893
1874	.0882	1388	2450
1875	.034	1303	2240
1876	.0875	1079	1574
1877	.0659	1406	1890
1878	.0883	1053	1652
1879	.1049	1220	1456
1880	.1341	1443	1748
1881	.0777	.0042	1340
1882	.0672	1028	1350
1883	.0803	.11	1512
1884	.0655	.085	1232
1885	.063	.0801	1232
1886	.0845	.1120	14
1887	.0850	.1120	1470
1888	.0671	.1026	1354
1889	.0632	.0819	126
1890	.0593	.0732	1136
1891	.0632	.0753	1400
1892	.0595	.0721	1296
1893	.0718	.0797	1365
1894	.0493	.0650	1232
1895	.0450	.0640	1029
1896	.0575	.0615	1050

Year.	Wheat.		
	By lake and canal.	By lake and rail.	By all rail.
1858	.1550		3861
1859	.1663		3480
1860	.095		3480
1861	.1210		4158
1862	.1062		4800
1863	.072		4920
1864	.0952		60
1865	.0804		4488
1866	.1377		4020
1867	.08		4475
1868	.0802		3784
1869	.0651	2520	3557
1870	.0677	2250	30
1871	.0687	2542	3180
1872	.1110	2050	3499
1873	.0917	2461	3102
1874	.0400	1709	2625
1875	.0378	1389	2400
1876	.0882	1136	1686
1877	.1109	1546	2050
1878	.0906	1209	1770
1879	.1187	1313	1774
1880	.1313	1580	1980
1881	.0867	1049	1440
1882	.0723	1091	1447
1883	.0601	1163	1620
1884	.07	10	1320
1885	.0654	0902	1320
1886	.0910	.12	1500
1887	.0650	.12	1575
1888	.0705	.1114	1450
1889	.0692	.0897	1500
1890	.0676	.0852	1430
1891	.0685	.0857	1500
1892	.0645	.0759	1380
1893	.0766	.0848	1463
1894	.0511	.0700	1320
1895	.0486	.0696	1189
1896	.0619	.0661	1200

*To Buffalo only. †Including Buffalo charges and tolls.

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From Poor's Manual of Railroads, for

1897—a statement of receipts in cents per passenger per mile and per ton of freight per mile for all railroads in the United States for 13 years:

Year.	Pass. rate.	Freight rate.
1884	2.356	1.124
1885	2.199	1.057
1886	2.194	1.042
1887	2.276	1.034
1888	2.246	.977
1889	2.169	.970
1890	2.174	.927
1891	2.184	.929
1892	2.168	.941
1893	2.072	.893
1894	2.025	.864
1895	2.069	.839
1896	2.032	.821

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From an article by Chas. A. Prouty, member of the Interstate Commerce Commission, in the Forum for December, 1897:

"In 1871, it cost 31 cents to transport a bushel of wheat from Chicago to New York. In 1896, the cost of the same service was 12 cents. At a recent hearing before the Interstate Commerce Commission, the general manager of the Chicago & Alton railroad testified that within the last twenty years freight rates in the state of Illinois had declined 48 per cent. Mr. Blanchard states that, if the current freight rates of 1873 had been charged for the freight actually carried in 1895, the earnings of the railroads of the United States would have been \$1,215,344,000 more than they were. These figures sufficiently indicate the enormous reduction in railway transportation charges during the last quarter century, and the consequent saving to the people who have paid those charges."

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From a paper by Dwight C. Morgan, engineer of the Illinois State Railroad and Warehouse Commission, 1897:

"In 1871 the average revenue in Illinois for the transportation of all classes of freight per ton per mile was 2.43 cents. In 1895 the average revenue was 1.23 cents. The average freight revenue in Illinois has therefore been reduced 49.4 per cent since 1871.

"In 1871 the passenger rates in effect in Illinois were from 3½ cents to 6 cents per mile, averaging for all roads about 4.25 cents. In 1895 the passenger rates were from 1½ to 3 cents per mile, averaging for all roads 2.26 cents per mile.

"Comparing the volume of passenger traffic, the average distance hauled and the average rates charged—as deduced from the sworn reports filed with the commission—it shows that in 1871 the railroads of Illinois carried per mile only about one-third the number of passengers carried today, but that in the conduct of their business the average distance hauled was 50 per cent further, and a comparison of the average rates charged per mile shows a reduction since 1871 of 46.8 per cent.

"What reduction has taken place in the prices of commodities? From the comprehensive data compiled by the Committee on Finance and submitted to the United States Senate in March, 1893, bearing upon wholesale prices, wages and transportation, in the United States at large, the report shows that, from 1873 to 1891, there was an average reduction in nine principal agricultural products, including meat, wheat, corn, cotton, oats, barley, rye, hemp, and tobacco, of 7.2 per cent, food, 12.3 per cent, clothing, 28.9 per cent.

"Two hundred and twenty-three other articles affecting the average con-