OUR RAILWAYS.

Comprehensive Statistics Issued From the Office of the Interstate Commerce Commission.

CAPITAL AND NUMBER OF MEN EXPLOYED.

Equipment and Earnings.—Map Showing the Division of Statistics in Territorial Groups.

WASHINGTON, Nov. 28.—There will be issued this week from the statistician's office of the Interstate commerce commission the third annual report of the "Statistics of Railways in the United States." This report gives comprehensive statistics covering the operations of railways for the year ending June 30, 1890, and a statement of earnings from passenger and freight services together with operating expenses and fixed charges for the nine months ending March 31, 1891. A marked feature of this report, which adds greatly to the value of the statistics, is the division of all statistics into ten Territorial groups, as shown by the accompanying map, by which the differences in the conditions of operating in various parts of the country are clearly brought to notice. Formerly all statistics have been issued for the entire country and the averages deducted have been for all the roads in the United States. Comparisons rendered possible by the report show marked differences in the different parts of the country.

MILEAGE.

Railway mileage in the United States June 30, 1890, was 167,697.03 miles, the increase in railway mileage brought into operation during the year was 9,060.8 miles. Michigan shows the largest increase in railway mileage during the year, being 466.06 miles, and Georgia comes next with an increased mileage of 455.87 miles. Group five, made up of the states of Kentucky, Tennessee, Mississippi, Alabama, Georgia and Florida, shows an increased mileage of 1,776.32 miles during the year. The total length of track for the United States, including all tracks, sidings, and spurs, is 218,990.21.

Number of Corporations—The number of railway corporations on June 30, 1890, was 1,797. Of these eighty-seven are classed as private roads, with a total mileage of 318 miles. Nine hundred and twenty-seven of these corporations are operated companies and 783 are secondary companies, that is to say, the mileage which they own is leased to other companies. Companies representing a mileage of 1,447.1 miles have been reorganized during the year, and thirty-four companies representing a mileage of 1,905.37 miles have merged their corporate existence into other corporations. Fifty companies, representing a mileage of 3,199.04 miles, have been consolidated with other companies. Three 3,101.01 miles of line have during the year disappeared as independent companies. Forty railway corporations operate 72,872.85 miles of line, or 41.52 per cent. of the total mileage. The average length of line for these forty roads is nearly 2000 miles. There are seventy-four companies in the United States whose gross income is $227,000,000, out of a total gross income of all railways in the country of $1,050,877,000, that is to say, seventy-four railway companies receive 80 per cent. of the amount paid by the people of the United States for railway service.

EQUIPMENT.

The total number of locomotives in the United States is 29,635, of which 8,594 are passenger locomotives and 19,140 are freight locomotives. The above ten freight locomotives and five passenger locomotives for each 100 miles of operated line. The number of cars used on the railways of the United States is 1,161,156, of which 26,511 are in the company service. The number of cars per mile of line is 7.44. The number of tons of freight carried one mile per freight engine is 4,721,027, and the number of passengers carried one mile per passenger engine is 1,819,142. Figures of this sort measure the economy of transportation by rail. The larger portion of equipment is found in railroads in the Eastern and Middle States. Thus in the New England States, group one, there are 280 locomotives per 100 miles of line; in the Middle States, group two, 409 locomotives per 100 miles; while in the States west of the Mississippi, group ten, the number does not exceed twelve locomotives per 100 miles of line. The number of locomotives fitted with train brakes, group one, is 280; number fitted with automatic coupler, 85. The number of cars fitted with train brake is 128,241, and the number of cars fitted with automatic coupler is 114,304. When compared with the total number of locomotives and cars, it appears that much remains to be done in the matter of train brakes and automatic couplers.

Men employed—The total number of men employed in the railways of the United States is 749,301, being an increase of 49,318 over the number employed in 1889. The average mileage per man employed per 100 miles of line on all roads is 42.6. In the New England States, group one, the average number per 100 miles of line is 66.7; in the Middle States, group two, it is 110.7; in group four, covering the States of Virginia, North Carolina and part of West Virginia, it is 38.5, and in the various sections of the Western States the number ranges from 230 to 380 per 100 miles of line. These figures include the increased density of traffic in the Eastern and Middle States, groups one and two, respectively.

VALUE OF RAILWAY PROPERTY.

The 166,954.06 miles of line, which is made the basis of statistics in this report, is represented by railway capital to the amount of $5,038,444,172, which is equivalent to $30,031 per mile. Assuming that the remaining mileage were capitalized at the same rate the total capitalization of railroad property in the United States would be $5,084,895,659. The increase in railway capital for the year ending June 30, 1890, over railway capital for the previous year, is $1,444,206,109; of this amount $720,000,000, at least is due to the increase of capitalization in those already in existence. The proportion of railway capital represented by stocks is 45.82 per cent of the total railway capital. The amount of stock per mile of line is $20,322, and the amount of outstanding obligations, including bonds, equipment, trust obligations, etc., is $25,282. There are marked differences in the capitalization of railway property in various sections of the country. In the middle States, group two, for example, the capital outstanding amounts to $119,651 per mile of line. In California, Oregon, Washington and other States and Territories, constituting group ten, railway capital is outstanding to the amount of $87,104. The roads which converge in Chicago, lying east of the Missouri river, that is, group five, are capitalized at $47,545 per mile of line, which fairly represents the capitalization in the other sections of the country, exclusive of Middle States and the Pacific slope. The capitalization of railway property is largely in excess of its market value. The interest on railway bonds and the final net earnings available for dividends may be accepted as the amounts accruing to the owners of railways on the investment. The amount paid in interest was $226,417,927; the final net earnings were $108,967,864. If the sum of these amounts be capitalized at 5 per cent. it shows that the value of railway properties considered as an investment, compared on the operation of railways, for the year ending June 30, 1890, was $6,867,718,420, which is equivalent to $41,051 per mile of line.

PUBLIC SERVICE OF RAILWAYS.

The number of passengers carried by the railways of the United States during the year was 492,480,865. The number of passenger miles, that is to say, the aggregate number of miles traveled by all passengers, was 11,827,- 338,645. The average an average journey of 24.06 miles per passenger. The passenger train mileage for the same period was 285,375,804, showing the average number of passengers in a train to be 41.

The number of tons of freight carried by the railroads of the United States during the year covered by the report was 691,541,077; the number of tons carried one mile was 76,167,047,398. This shows the average carry per ton to have been 110.14 miles. Freight train mileage was 435,170,812, showing the average number of tons per train to have been 174.85.

The number of passengers carried one mile per mile of line for the railways of the entire country was 70,761. The number of tons of freight carried one mile per mile of line was 457,523. These figures measure the density of traffic. If corresponding figures be given for the various groups into which the territory is divided, it will be found it shows that the number of passengers carried one mile per mile of line in the New England States, group one, was 235,630, and in the Middle States, group 2, 193,121. This shows the greater density of passenger traffic for in the Eastern states. The number of tons of freight carried one mile per mile of line in the Middle States was 1,040,187, and in Indiana, Ohio and the States west of the lakes of Michigan, group 6, it was 705,708, in the Gulf States, group 9, it was 304,805, and on the Pacific slope, group 10, it was 191,805. The figures show how diverse are the conditions, so far as density of traffic is concerned, under which the railways in the various sections are operated.

REVENUE.

The revenue per passenger per mile of line for all the railways in the United States was 2.847 cents, the average cost of carrying one passenger one mile was 1.931 cents. The revenue for carrying a ton of freight one mile was .841 cent, the cost of carrying a ton of freight one mile was .619 cent. The revenue from a passenger train run a mile on all the railways in the United States was $1.0834, the cost of running a passenger train was $0.884 cents. The revenue from a freight train running one mile was $2.05-416, the average cost of running a freight train one mile was $1.66716. These figures show the margin from which railways must derive their profit in the business of transporting passengers and freight. The revenue per ton per mile and per passenger per mile differ greatly in the various sections of the country. The lowest receipts per ton per mile are in the States of Indiana, Michigan and Ohio, group three, being .759 cent. The highest rate of revenue is found on the Pacific slope, group ten, it being 1.651 cents. The lowest receipts for carrying a passenger one mile are found in the New England States, group one, being 1.912 cents. The highest receipts for carrying passengers one mile are found in Louisiana, Texas and New Mexico, group nine, being 2.963 cents. These figures represent the average of charges, and not the rates on any particular commodity or for any particular trip.

ACCIDENTS.

The total number of persons reported by railways as killed during the year was 6,420, and the total number reported as injured was 20,034. Of the total number killed 2,451 were employes, 375 passengers and 3,594 were classed as all other persons. In these figures are included the large number of suicides. Of the total number injured 19,540 were employes, 3,414 passengers, leaving 4,080 unclassified. It appears that one death occurs for every 300 men employed on the railways and one injury occurs for every thirty-three men employed. The largest number of casualties occur to men engaged directly in handling trains. They, while numbers represent but eighteen per cent. of number of employes, the casualties amount to more than 50 per cent. In the total casualties to passengers riding continuously on the cars it likely is the per hour might exceed immediately from death by railway accident for 1,700 years, but an engineer, a brakeman or a conductor, under the same conditions, is liable to meet a fatal accident at the expiration of forty years. The most common accident to which railway employes are liable results from coupling and uncoupling cars. The total number of casualties that can be traced to this source are 9,216, of which 269 were fatal.

TERRITORIAL GROUPS OF THE UNITED STATES, ADOPTED BY THE INTERSTATE COMMERCE COMMISSION STATISTICIAN'S OFFICE, FOR THE COMPILATION OF RAILWAY STATISTICS.

THE POINT.

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LEGAL NOTICE.

In the Probate Court of the County of Salt Lake, Territory of Utah.

In the Matter of the Estate of Lewis A. Fogarty, deceased.

NOTICE IS HEREBY GIVEN THAT the undersigned, Fogarty, administrator of the estate of Lewis A. Fogarty, deceased, has filed his final accounts and report of said estate with said probate court, and that the hearing thereof and the settlement of said estate has been fixed by said court for the 5th day of December, A. D. 1891, at 10 o'clock a. m. of said day, at the court room of said Court, in the County Court House, Salt Lake City, Salt Lake County, Utah Territory, and that all persons interested in said estate are hereby notified to appear at said time and place and contest said accounts and report, if they see cause, and be informed and report and final discharge thereof entered of record.

Dated November 24, 1891.

E. A. ALLEN, Clerk of the Probate Court.

By C. E. ALLEN, Deputy Clerk.

NOTICE OF SALE OF REAL AND PERSONAL PROPERTY.

NOTICE IS HEREBY GIVEN THAT IN pursuance of an order of the Probate Court of Salt Lake County, Utah Territory, made on the 14th day of November, A. D. 1891, in the matter of the estate of James Gemmill, deceased, the undersigned, administrator of the said estate, will sell at private sale to the highest bidder, subject to confirmation by said court, on and after the 14th day of December, A. D. 1891, at the office of the undersigned, in Salt Lake City, Salt Lake County, Utah Territory, the following described real estate belonging to said estate, to wit:

Commencing at a point 1483 feet and seventy inches south of the northeast corner of lot 1, block 22, plat "A" Salt Lake City survey, and running south 10.00 chains; west 10.00 chains; north 10.00 chains; east 10.00 chains to the place of beginning, containing 10 acres and 1 rod, Tax Lot 1, Section 1, T. 1 S., R. 1 W.

Also the following described property belonging to said estate: One cow, one year old; one bay mare, twelve years old; one bay horse, aged; one sorrel colt, one wheelbrace, six years old; one sorrel horse, aged; one bay horse, two years old; one dark red heifer, one year old.

Bids in writing will be received for said property addressed to the undersigned at his residence in said county, said Salt Lake county, Utah, or in care of Waldo P. Adams, attorney, at 43 East First South street, Salt Lake City, Utah, up to and including the hours for sale, to-wit, the 14th day of December, 1891, at which sale said property will be sold.

JOHN N. GEMMILL, Administrator of the Estate of James Gemmill, deceased.

SEALED BIDS.

BY ORDER OF THE COUNTY COURT of Salt Lake County, Territory of Utah, sealed bids will be received by the undersigned up to and including noon of the 14th day of December, A. D. 1891, for the following well known & reputable property, to-wit:

THE COUNTY RECORDER.

Mortgage records, in page with margins ruled.

Judgment records with margins ruled.

Judgment records, alphabetical, ruled.

Lien records, same as judgment records.

Lien alphabetical, ruled.

Deed and contract indexes to 40, except for county records.

Plat book, 4 inch scale, 1 foot 7 inches, of plats drafting paper for drafting plats and maps, ruled and printed.

Lot book, 4 inch scale, 1 foot 7 inches, of plats drafting paper for drafting plats and maps, ruled and printed.

Contract for delivery, now or one year in the office of the County Recorder, Salt Lake City, Utah, to be delivered in quantities as required.

Bidders to state separately the price per thousand for the above mentioned records, and the price per dozen for the above mentioned books.

Bidders must state separately the price per thousand for the above mentioned records, and the price per dozen for the above mentioned books, and state the price per dozen for the above mentioned books, and state the price per dozen for the above mentioned books, and state