ing from trains. Sixty seven "other" persons, out of 109, were killed by being on the track, and 68 out of 139 were injured from a similar cause.

561. In calculating the safety of railway travelling, the number only of those passengers for whose deaths the railway companies must be held solely responsible should, strictly speaking, be included; but even if the whole number is taken, it will be seen from the following figures that this country stands very well as regards safe travelling:— Passengers killed per million carried.

PASSENGERS KILLED PER MILLION CARRIED, 1875-1892.

Year.	Passengers Killed per Million Carried.	Year.	Passengers Killed per Million Carried.
1875	2·11	1884	4·60
1876	0·90	1885	0·82
1877	0·82	1886	0·61
1878	1·40	1887	1·03
1879	1·38	1888	1·75
1880	1·55	1889	3·05
1881	0·72	1890	0·86
1882	1·07	1891	0·98
1883	0·52	1892	1·03

Average for the whole period, 1·40.

562. The above figures, however, are capable of a large amount of improvement, the safety of travelling having been by no means yet reduced to the minimum that is both desirable and practicable, as is shown by the figures for the United Kingdom in 1891, which say that only 1 passenger in every 8,208,385 was killed during the year from any cause whatever, and 1 in 524,481 injured, and season ticket holders are not included in the number of passengers. The corresponding figures for Canada in 1891 were 1 passenger killed in 1,017,120 and 1 in 125,929 injured. In 1892, the figures for Canada were, 1 passenger killed in every 966,672, and one injured in 338,335. In the United States, in 1889, 310 passengers were killed, being 1 in every 1,523,133, and 2,146 injured, or 1 in every 23,845. Comparison with United Kingdom and United States.

563. From the following table it is evident that railway travelling in Canada is just about as safe as in any of the countries named. The figures are principally for 1890:— Accidents to passengers in various countries.