

## Chapter K. Transportation (Series K 1-273)

### Railroads: Series K 1-93

**K 1-93. General note.** Because of the long period during which it has been under Federal regulation, and because of the degree of its consolidation, there is an extensive coverage of important statistical items relating to the railway industry. *The Statistics of Railways in the United States*, published annually by the Interstate Commerce Commission since 1888, is the most important source for steam railway statistics. Various other periodical reports are also issued by the Interstate Commerce Commission. The Association of American Railroads supplements official railway statistics with various publications and releases.

The term "steam railways", as used here, includes electrified divisions operated by such carriers. Following are descriptions of the classes of railways condensed from the source volume, 1944 issue, p. 1. Steam railway *operating* companies are those whose officers direct the actual transportation service and whose books contain operating as well as financial accounts. *Lessor* companies maintain a separate legal existence, but their properties are operated by the lessees. *Proprietary* companies are also nonoperating companies. Their outstanding capitalization is owned by other railway companies. *Circular* indicates roads (operating or nonoperating) for which brief circulars showing date of incorporation, mileage, and a few other facts were filed with the Interstate Commerce Commission. They include intrastate roads and roads under construction. *Unofficial* indicates roads for which official returns were not received (by the ICC), the figures having been taken from the returns by carriers in prior years, and items contained in railway and engineering periodicals and newspapers, corrected in accordance with the best information available.

*Switching* and *terminal* companies are those operating separately for joint account or for revenue. Services such as those of switching and terminal companies are mostly performed directly by the line-haul carriers as an ordinary part of their business. *Line haul* denotes train movements between terminals and stations on main and branch lines of the road, exclusive of switching.

For statistical purposes, operating companies have been classified since 1911 on the basis of operating revenues. Those of class I have annual revenues of above \$1,000,000; class II above \$100,000; class III below \$100,000. Companies are not reclassified every year.<sup>1</sup> The relative importance of class I railroads has increased since 1911 because of the growth of traffic and the absorption of small roads in larger systems. The ratio of operating revenues of class I line-haul companies to the total revenues of classes I, II, and III was 96.48 percent in 1911, 97.45 percent in 1916, 98.07 percent in 1926, 98.76 percent in 1941, and 99.06 percent in 1945.

A collection of definitions of words or phrases frequently used in discussions of railway statistics has been issued by the Interstate Commerce Commission, entitled *Railway Statistical Terms*, Statement No. 4119, June 1941. For financial terms, see Interstate Commerce Commission, *Uniform System of Accounts for Steam Railroads*.

### RAILROADS BEFORE 1890 (K 1-27)

**K 1-17. Railroads: Mileage, equipment, and passenger and freight service, 1830-1890.** SOURCE: Interstate Commerce Commission, Statement No. 32151, *Railway Statistics Before 1890*, Washington, 1932 (mimeographed). The source document was

<sup>1</sup> If the revenues of a class I company fall below \$1,000,000, it may nevertheless be retained in class I until a permanent change is in prospect.

prepared by copying data from the various annual issues of *Poor's Manual of Railroads, 1869-1900*.

For detailed figures on miles built, and existent, see also *Tenth Census Reports*, vol. IV, *Report on the Agencies of Transportation in the United States*, section by Armin Shuman, entitled "Statistical Report of the Railroads of the United States, 1880." In that report (pp. 289-293, 300-375) the materials on history of construction include figures on mileage built and existent, by groups of States, for individual companies, annually from 1830 to 1880. The same data were carried forward to 1890, in somewhat different form in *Report on Transportation Business in the United States at the Eleventh Census: 1890*, part 1, section by Henry C. Adams on "Statistics of Steam Railroad Transportation," pp. 3-5, 54-107. Data for 1890 shown in these series do not agree with 1890 data shown for series K 28-51 because of differing sources.

**K 18-27. Railroads: Capital, property investment, income and expenses, 1850 to 1890.** SOURCE: See text for series K 1-17.

### RAILROADS, 1890-1945 (K 28-93)

**K 28-51. Mileage, equipment, passenger and freight service, for operating steam railways, 1890-1945.** SOURCE: Interstate Commerce Commission, *Statistics of Railways in the United States, 1944 and 1945*, table 155. See also general note, series K 1-93, above. No attempt has been made to adjust these figures for the effect of changes in methods of accounting or reporting, hence the data for the various years are often only approximately comparable.

**K 28. Number of operating steam railways, 1890-1945.** SOURCE: See text for series K 28-51. For definition of the terms, *operating*, *circular*, and *unofficial*, see general note for series K 1-93.

**K 29-33. Mileage of operating steam railways, 1890-1945.** SOURCE: See text for series K 28-51. For series K 30, see Ass'n of Amer. R. R., *Growth of Railway Mileage in the U. S. . .* (mimeo.), and *Statistical Abstract, 1947*, p. 507.

*Road owned* (series K 29) refers to the mileage of track owned by reporting companies. *Mileage of track operated* (series K 30) represents the mileage operated by the same companies and includes a certain amount of duplication in track mileage figures as a result of trackage rights agreements. Under an agreement as to trackage rights, more than one railway company may be operating track which only one owns. Duplication in reporting occurs because each company includes in its total mileage of track operated, the track operated under trackage rights. *Miles of road* (series K 31) refers to miles of first main track only.

**K 34-38. Equipment, 1890-1945.** SOURCE: See text for series K 28-51. *Tractive effort* (series K 35) refers to the force in pounds exerted by powered equipment which for statistical purposes is measured at the rim of the driving wheels.

**K 39-42. Passenger service, 1890-1945.** SOURCE: See text for series K 28-51.

*Passenger revenue* (series K 39) does not include revenue from passenger services such as handling of excess baggage or mail; sleeping and parlor or chair car reservations; dining and buffet service on trains; station, train, and boat privileges; parcel rooms; storage of baggage; or other miscellaneous services and facilities connected with the transportation of passengers. Revenue from transportation of passengers depends upon the established tariffs (the published schedule of rates and fares) and does include extra fares on limited trains, additional railway fares for the exclusive use of space, mileage and scrip coupons honored, and revenue from the transportation of corpses. *Revenue per passenger mile* (series

**K 42** is derived by dividing passenger revenue (series **K 39**) by passenger miles (series **K 41**).

**K 43-51. Freight service, class I, II, III railways, 1890-1945.** SOURCE: See text for series **K 28-51**. These data are for *revenue freight* only; that is, shipments from which earnings accrue to the carrier on the basis of tariff rates.

*Freight revenue* (series **K 43**) represents revenue from the transportation of freight and from transit, stop, diversion, and reassignment arrangements upon the basis of tariffs. It does not include freight service revenue from such activities as switching of freight-train cars; water transfers of freight, vehicles, and livestock; movement of freight trains at a rate per train-mile or for a lump sum; storage of freight; demurrage; grain elevators; stockyards; or other miscellaneous services and facilities connected with the transportation of freight.

*Revenue tons originated* (series **K 44**) refers to shipments not identified as having had previous line-haul transportation by other rail carriers; such shipments include import traffic and traffic from outlying possessions of the United States received from water carriers at the port of entry, and finished products from transit points.

A *revenue ton-mile* represents the movement of a ton of 2,000 pounds of revenue freight a distance of one mile.

**K 52-59. Tons of revenue freight originated, class I railways, 1911-1945.** SOURCE: For 1911-1944, see Association of American Railroads, Bureau of Railway Economics, *A Statistical Record of Railroad Transportation in the United States*, Washington, D. C., October 1945, p. 16; for 1945, see Interstate Commerce Commission, *Statistics of Railways in the United States, 1945*, table 50, p. 41. All data shown here are derived from the annual issues of *Statistics of Railways in the United States*.

For a definition of *revenue freight originated*, see text above for series **K 43-51**. A *carload*, for statistical purposes, is a shipment of not less than 10,000 pounds of one commodity from one consignor to one consignee. See also general note for series **K 1-93**.

**K 60-67. Capital and property investment, class I, II, and III railways and their lessors, 1890-1945.** SOURCE: See text for series **K 28-51**. See also general note for series **K 1-93**.

*Investment in road and equipment* (series **K 60-61**) refers to the cost of railway companies of land, fixed improvements such as roadbed and track, and rolling stock acquired for transportation purposes, which are owned by them, including property held under contract for purchase. *Book investment* (series **K 60**) represents the amount at which assets are recorded in the accounts of carriers; also called ledger value. *Depreciation reserve* (series **K 61**) represents the fund established by companies to offset the loss in service value not restored by current maintenance. The loss in value is incurred in connection with the consumption or prospective retirement of physical property in the course of service from causes against which carriers are not protected by insurance, which are known to be in current operation, and the effect of which can be forecast with a reasonable approach to accuracy. *Funded debt unmaturing* (series **K 65**) refers to unmaturing debt maturing more than two years from date of issue.

**K 68-70. Capital expenditures for additions and betterments, class I railways, 1921-1945.** SOURCE: Association of American Railroads, Bureau of Railway Economics. For 1921-1945, see *Railroads in This Century*, Washington, D. C., July 1947, p. 11.

*Additions* comprise: Additional facilities such as additional equipment (rolling stock), tracks, buildings and other structures; additions to such facilities, such as extensions to tracks, buildings and other structures; additional ties laid in existing tracks; and additional devices applied to facilities such as air brakes applied to cars not previously thus equipped.

*Betterments* comprise improvements of existing facilities through the substitution of superior parts for inferior parts retired, such

as the substitution of steel-tired wheels for cast wheels under equipment, the application of heavier rail in tracks, the strengthening of bridges by the substitution of heavier members, and the application of superior floors or roofs in buildings.

**K 71-81. Income and expenses, and interest and dividends, 1890-1945.** SOURCE: See text for series **K 28-51**. See also general note for series **K 1-93**.

*Operating revenue* (series **K 71**) represents the money which carriers become entitled to receive from transportation and from operations incident thereto. *Operating expenses* (series **K 72-74**) represent the expenditures and charges for maintaining railway property and conducting transportation and incidental services, including accruals for depreciation. *Operating income* (series **K 75**) represents the net revenue from railway operations (operating revenue minus operating expenses) less railway tax accruals. *Tax accruals* (series **K 76**) are taxes imposed by any form of government whether based on an assessed value of the property, on amounts of stocks and bonds, on earnings, income, dividends declared, pay roll, number of passengers, quantity of freight, length of road, rolling stock or other basis. Tax accruals do not include special assessments for street and other improvements, nor special benefit taxes such as water assessments.

*Net operating income* (series **K 77**) represents operating revenue remaining after considering operating expenses, tax accruals, equipment rents, and joint facility rents (rents for use of yards, tracks, station, terminals, and other facilities used in common with others). *Net income* (series **K 78**) is the remainder after deducting from total income the following: Miscellaneous deductions from income, fixed charges, and contingent charges. *Dividends declared* (series **K 80**) are the returns to stockholders declared payable from income or surplus on actually outstanding capital stock issued or assumed by carriers. For definition of *funded debt*, see text for series **K 60-67**.

**K 82-83. Employment and wages, 1890-1945.** SOURCE: See text for series **K 28-51**. An *employee* as defined here is a person in the service of a railway, subject to its continuing authority to supervise and direct the manner of rendition of his service. Persons such as lawyers engaged to render only specifically defined service for specific cases and not under general or continuing retainer are not classed as employees.

**K 84-93. Railway accidents and fatalities, 1891-1945.** SOURCE: Interstate Commerce Commission, *Accident Bulletin—No. 114, Summary and Analysis of Accidents on Steam Railways . . .*, 1945. The Accident Reports Act approved May 1910 requires the filing of monthly reports of railway accidents and authorizes the Interstate Commerce Commission to investigate accidents. A *reportable accident* is one arising from the operation of a railway resulting . . . in the death of a person; or in the disability of an employee for more than 3 days during the 10 days following the accident; or in the disability of others for more than 1 day.

### Shipping and Water Traffic: Series K 94-173

**K 94-173. General note.** Basic governmental sources of historical merchant-marine and water-traffic statistics of the United States include *American State Papers: Class IV, Commerce and Navigation*, vols. 1 and 2, which cover the period 1789-1823; the various annual issues of *Foreign Commerce and Navigation of the United States*,<sup>2</sup> beginning in 1821, currently prepared by the Department of Commerce, Bureau of the Census; the *Annual Report of the Commissioner of Navigation, 1884-1923*, originally prepared by the Treasury Department, later by the Department of Commerce and Labor, and finally by the Department of Commerce; annual issues of *Merchant Marine Statistics, 1924* to the present, originally prepared by the Department of Commerce to take the place of the statistical section of the *Annual Report of the Commissioner of Navigation*, and now issued annually by the Treasury

<sup>2</sup> Before 1888, this publication was titled *Commerce and Navigation . . .*

Department, Bureau of Customs; and the various annual issues of the *Annual Report of the Office of the Chief of Engineers*, United States Army.

Congressional documents also are a prolific source of historical series on the merchant marine, foreign commerce, and related fields. Such documents frequently contain special reports prepared by Government Bureaus, with charts, and discussive and interpretative material, in addition to background information brought out in the hearings on the particular bill or subject. For the period 1789-1882, a particularly valuable collection of documents was found in the library of the Department of Commerce, bound together under the title *Decadence of American Shipping and Compulsory Pilotage*. The documents included are as follows: *Foreign Commerce and Decadence of American Shipping*, comprising H. R. Exec. Doc. No. 111, 41st Congress, 2nd Session; *Causes of the Reduction of American Tonnage and the Decline of Navigation Interest . . .* comprising H. R. Report No. 28, 41st Congress, 2nd Session; *Foreign Commerce and the Practical Workings of Maritime Reciprocity*, comprising H. R. Exec. Doc. No. 76, 41st Congress, 3rd Session; *Causes of the Decadence of Our Merchant Marine; Means for Its Restoration and the Extension of Our Foreign Commerce*, comprising H. R. Report No. 342, 46th Congress, 3rd Session; *American Shipping*, comprising H. R. Report No. 1827, 47th Congress, 2nd Session; *American Merchant Marine*, comprising H. R. Report No. 363, 48th Congress, 1st Session; *Ship-Building and Ship-Ownning Interests*, comprising H. R. Report No. 750, 48th Congress, 1st Session; and reports of lesser interest, comprising H. R. Mis. Doc. No. 37 and Report No. 1848, both of the 48th Congress, 1st Session.

For the period since 1921, publications of the U. S. Maritime Commission and its predecessor agencies (U. S. Shipping Board Bureau, Department of Commerce, and the U. S. Shipping Board) also should be consulted, particularly the reports entitled, *Ocean-Going Merchant Fleets of Principal Maritime Nations, Iron and Steel, Steam and Motor, Vessels of 2,000 Gross Tons and Over*, issued quarterly or semiannually, 1921-1941, and *Employment of American Flag Steam and Motor Merchant Vessels of 1,000 Gross Tons and Over*, issued quarterly, 1923-1941. Finally, the Bureau of the Census has published the results of five censuses of water transportation, as follows: 1880, 1889, 1906, 1916, and 1926. No data from these censuses are included here; for coverage of the censuses, see general note for series K 94-131, below.

#### MERCHANT FLEET (K 94-131)

**K 94-131. General note.** SOURCES: Basic governmental sources for statistics in this field are listed in the general note for series K 94-173, above. For the period 1789-1936, the statistics used here are from *Merchant Marine Statistics, 1936*; for 1937-1945, data are from subsequent annual issues, supplemented by records of the Bureau of Customs, Treasury Department. The text statements, and the correction of copying and typographical errors observed in historical tables, are based on reference to the primary antecedent sources, as follows: For 1789-1823, see *American State Papers: Class IV, Commerce and Navigation*, vols. 1 and 2 (published in 1834); for 1821-1892, see annual issues of *Commerce and Navigation of the United States* (titled *Foreign Commerce and Navigation . . .*, beginning in 1888); for 1884-1923, see issues of *Annual Report of the Commissioner of Navigation*; for 1924-1945, see annual issues of *Merchant Marine Statistics*. These publications provide statistics in copious detail and cover many subjects which space problems have excluded from this edition of *Historical Statistics*. Historical tables will be found in these source volumes up to and including *Merchant Marine Statistics, 1936*.

Of the U. S. Maritime Commission reports cited in the general note for series K 94-173, above, the first, *Ocean-Going Merchant Fleets . . .*, provides data for each leading maritime nation on ocean-going merchant vessels of 2,000 gross tons and over, showing number and tonnage of such fleets classified by age, speed,

size, boilers, engines, draft, etc., by major vessel type. The second, *Employment of American Flag Steam and Motor Merchant Vessels . . .*, shows for seagoing merchant vessels of 1,000 gross tons and over the number and tonnage of such vessels employed in United States foreign and domestic trade, arranged by major vessel type, ownership (government and private), and area in which operating. Statistics from these reports are not included in this edition of *Historical Statistics*.

With respect to the five censuses of water transportation which were taken by the U. S. Bureau of the Census (see general note for series K 94-173, above), the first census, which was for the year 1880, was limited to steam vessels. In addition to detailed data for the census year, the report includes a detailed history of steam navigation in the United States with separate discussion and single-year construction statistics by geographic region, from the beginning to 1880. (See *Report on Steam Navigation in the United States*, by T. C. Purdy, in *Tenth Census Reports, 1880*, vol. IV.) A shipbuilding census also was taken the same year. The report includes a detailed technical history of shipbuilding in all aspects, with particular reference to sailing craft. Single-year figures are shown for New England shipbuilding, 1674-1714, classified by type of vessel and place where built. (See *Report on the Ship-Building Industry of the United States*, by Henry Hall, in *Tenth Census Reports, 1880*, vol. VIII.)

The second census (1889), and third census (1906), each included all classes of vessels. However, the 1889 census included fishing vessels for the Pacific Division only; the 1906 included no fishing vessels. The fourth and fifth censuses (1916 and 1926) provided data for all American, documented and undocumented, vessels and craft of 5 tons net register and over, whether propelled by machinery, or sails, or unrigged, except: Yachts of 15 gross tons or under; stationary wharf boats, scows, or craft used for storage purposes; houseboats without propelling machinery; craft operating exclusively on the waters of the Philippine Islands, or between these islands and foreign ports; noncommercial vessels owned by the Federal Government; and American-owned vessels under foreign registry. (See Department of Commerce, Bureau of the Census, *Water Transportation, 1926*, p. 5.) While the reports of the census of 1850 and those of the census of 1860 contain some statistics relating to water transportation, these statistics apparently were collected by other agencies.

Census statistics on water transportation are not included in this edition of *Historical Statistics*. For reports of these censuses, see *Tenth Census Reports*, vol. IV, *Report on Agencies of Transportation, 1880*; *Eleventh Census Reports, Report on Transportation Business*, part 1, "Transportation by Water"; *Transportation by Water, 1906*; *Water Transportation, 1916*; and *Water Transportation, 1926*. All of these are reports of the Bureau of the Census or its predecessor, the Census Office.

*Definitions.* The following definitions are those currently applicable. Data shown here are for documented merchant vessels only, exclusive of yachts.

*Documented vessels* include all vessels granted registers, enrollments and licenses, or licenses, as "vessels of the United States," and as such have certain benefits and privileges. Vessels of 5 net tons and over owned by citizens of the United States and otherwise complying with the requirements for documentation may be documented to engage in the foreign or coasting trades or the fisheries.

*Registers* are ordinarily issued to vessels engaged in the foreign trade or the whale fisheries. Historically, this group has included the major portion of the whaling fleet.

*Enrollments and licenses* are issued to vessels of 20 net tons and over engaged in the coasting trade or fisheries.

*Licenses* may be issued to vessels of less than 20 net tons engaged in the coasting trade or fisheries.

*Undocumented craft* are those not registered, enrolled, or licensed. Barges, scows, lighters, and canal boats, without any pro-

elling power of their own, operated exclusively in a harbor, on the canals or other internal waters of a State, or on the rivers or lakes of the United States, not in any case carrying passengers, and vessels under 5 net tons are exempt from the requirements of the laws governing documentation.

*Gross tonnage* refers to space measurement, 100 cubic feet being called 1 ton; it is not a measure of weight. *Gross tonnage* is the capacity of the entire space within the frames and the ceiling of the hull, together with those closed-in spaces above deck available for cargo, stores, passengers, or crew, with certain minor exemptions. Before Jan. 1, 1865, 95 cubic feet equalled one ton, and the admeasurement method differed in other respects.

*Changes in maritime law: Admeasurement method.* "Admeasurement" refers to the method of calculating gross tonnage of ships or vessels. The first law of the United States on the subject appears to have been enacted September 1, 1789 (1 Stat. 55; that is, vol. 1 of *United States Statutes at Large*, p. 55). The enactment then made was reenacted with certain minor amendments in the Acts of August 4, 1790 (1 Stat. 169) and of March 2, 1799 (1 Stat. 675), and as so enacted was in force until January 1, 1865.

A basic change in admeasurement method was provided in the Act of May 6, 1864, effective January 1, 1865 (13 Stat. 70-72, R. S. 4153, 46 U. S. C. 77. That is, vol. 13 of *United States Statutes at Large*, pp. 70-72; *Revised Statutes of the United States*, sec. 4153; or Title 46 in *United States Code*, sec. 77). The method described in the Act of May 6, 1864, appears to have been substantially the same as that in force in 1945.

For the transition period, 1865-1868, the total tonnage figures for the fleet are "mixed". That is, during those years, the total fleet tonnage was obtained by combining the "old admeasurement" tonnage of vessels not yet readmeasured and the "new admeasurement" tonnage of vessels which had been readmeasured or newly built. For a recapitulation of the "old" and "new" components of the fleet tonnage (not the same vessels) for each year, 1865-1868, see *Commerce and Navigation, 1870*, p. 798.

No table has been located comparing the tonnage of a substantial number of vessels under "new" and "old" admeasurement; hence, neither the magnitude nor the direction of the change can be stated here. Apparently it varied for different types of vessels. That is, "brigs, schooners, and sloops measure less under the 'new' admeasurement . . . while ships, barks, steam boats, and vessels having closed-in spaces above their hulls have their tonnage largely increased." Further, the difference between "old" and "new" was not believed to affect a comparison of New England shipbuilding for the years 1855 and 1868. (See *Treasury Annual Report, 1868*, p. 496.)

*Changes in maritime law: Exemptions from documentation.* Another type of change in maritime law affecting the statistics is illustrated by the Act of April 18, 1874 (18 Stat. 31), which exempted the greater amount of canal boat and other unrigged tonnage from documentation. (See U. S. Code, title 46, sec. 336.) For the years 1874-1876, the "balance sheets of tonnage," published annually in the source volumes, record the removal of 879,000 tons of vessels for this reason alone. (These "balance sheets" explain by category the increases and decreases in tonnage for the given year.) However, *Merchant Marine Statistics, 1936*, lists 843,000 tons exempted in 1876, whereas the 1876 balance sheet of tonnage specifies 601,000 tons exempted. The reason for this discrepancy is not clear.

The tonnage exempted annually, 1874 to 1936, is shown on pp. 54-55 of *Merchant Marine Statistics, 1936*; these data are included in the present volume as a component of series K 118.

*Problems in statistical reporting: Clearance of tonnage accounts.* At irregular intervals, steps were taken to clear (remove) from the tonnage accounts those vessels lost, abandoned, captured, sold to aliens, etc., which had not been officially reported for removal purposes. From the outset, the failure to remove such ves-

sels annually resulted in a cumulative error which inflated the statistics of tonnage. When general clearances of this cumulative error were made, the effect was concentrated in a single year or small group of years.

For a basic statement on this subject, see *American State Papers: Class IV, Commerce and Navigation*, vol. 1, p. 494, where Albert Gallatin, Secretary of the Treasury, outlines the problem and discusses the first attempt (1800) to deal with it. Recurrently, in the annual tonnage reports found in the source volumes, the problem is discussed, the announcement is made that the rolls have been finally cleared, and assurance is given that the problem has been solved for the future. However, as late as 1867, in spite of repeated clearances in earlier years, the "First Annual Report of the Director of the Bureau of Statistics" stated, "The tonnage returns were swelled with thousands of ghostly ships—ships that had gone to the bottom years ago." (See *Annual Report of the Secretary of the Treasury, 1867*, p. 244.)

In 1869, the Register of the Treasury attributed the entire decline of tonnage reported for 1869 to this factor. (See *Treasury Report, 1869*, p. 300.) In the same year, Francis A. Walker, Deputy Special Commissioner of Revenue in Charge of the Bureau of Statistics, stated that the process of assigning a number to each vessel and the institution of an annual list of vessels, as required by the Act of July 28, 1866, "has succeeded in clearing from the lists of vessels . . . a vast amount of purely fictitious tonnage, which had been carried forward from year to year [although] thousands of vessels which this tonnage originally represented had been meanwhile lost at sea, broken up, or sold abroad." (See *Treasury Report, 1869*, p. 342.)

In the "balance sheets of tonnage" published annually in the source volumes, clearances of cumulative error are generally identified as "not heretofore credited" to distinguish them from listings of removals of the various types routinely reported as having occurred during the given year.

Some of the more important clearances of this cumulative error, and the tons of shipping thereby removed, were: 1800-1801, 197,000; 1811, amount not stated but the effect is evident in series K 95; 1818, 182,000; 1829-30, 604,000; 1837, 96,000; 1841-42, 267,000; and 1855-58, 945,000.

In later years, the terms "obsolete," "obsolete, not heretofore reported," and "correction of balance" found in annual balance sheets of tonnage, frequently reflect removal of cumulative errors. Examples are (in tons): 1864, 188,000; 1866, 1,063,000; 1867, 260,000; 1868, 128,000; 1869, 338,000; 1870, 58,000; 1871, 103,000; 1881, 157,000. These major clearances are inadequately reflected in series K 118. It is not clear why these and other items in the annual balance sheets of tonnage do not correspond with additions and removals recorded in series K 106-118.

*Data shown for 1789-1818.* For 1789-1793 (series K 95-104), tonnage figures are the "duty tonnage," that is, the tonnage of vessels on which duties were collected during the year. (See *American State Papers: Class IV, Commerce and Navigation*, vol. 1, p. 895.) The "duty tonnage" appears to have been the tonnage on which duties were collected on registered vessels, including "the repeated voyages of the same vessel," plus tonnage of the enrolled and licensed vessels which paid tonnage duties once each year. (See *American State Papers*, same volume, pp. 494, 498, 528.) Beginning 1794, "district tonnage returns" were used, derived from reports of District Collectors of Customs, which gave the tonnage of vessels in each district based on registers, enrollments, and licenses outstanding, as of Dec. 31.

For 1794-1801, figures are district tonnage returns, with no attempt to correct for the cumulative error caused by failure to remove vessels lost, abandoned, sold to aliens, etc. (See *American State Papers*, same volume, pp. 494, 499.) The figures for 1800-1801 ignore the first clearing of tonnage accounts which took place

during these years. (See *American State Papers*, same volume, pp. 494-499, 527-531.) The correction for the cumulative error for registered vessels only would reduce the 1800 total to 819,571 tons and the 1801 total to 903,235 tons. The sharp drop attributable to the clearing of tonnage accounts would thereby be shifted back to 1800 instead of appearing in 1802. However, see the "actual tonnage" series shown in table 1 and discussed below.

For 1802 to 1818, the figures in series K 95 consist of the "corrected registered" tonnage plus the enrolled or licensed tonnage "which hath not yet been corrected" (as it was described in the 1813 tonnage report in *American State Papers: Class IV, Commerce and Navigation*, vol. 1, p. 1017). The figures for 1811 and 1818 reflect two additional attempts to clear out the cumulative error of registered vessels improperly retained on the registers. (See *American State Papers: Class IV, Commerce and Navigation*, vol. 1, pp. 876, 958, and vol. 2, p. 406.)

"Actual" tonnage, 1800-1818. The figures shown in table 1 are those which were derived by a method authorized by Secretary of the Treasury Gallatin. They were reported to Congress in the annual tonnage reports in *American State Papers* as being the "actual" or "more nearly correct" tonnage.

These were obtained by taking the "corrected registered tonnage" and adding to it the "duty tonnage" for enrolled and licensed vessels. Since duties were paid only once each year on enrolled and licensed vessels, and owners were not likely to pay duties on nonexistent vessels, it was reasoned that the lower "duty tonnage" figure more accurately reflected the true total for the enrolled or licensed craft than did the district returns of tonnage based on outstanding marine documents. This correction for enrolled and licensed craft was dropped after 1818, probably because, beginning 1819, the "duty tonnage" for this group exceeded the district tonnage returns for the group.

TABLE 1.—"ACTUAL TONNAGE" OF DOCUMENTED VESSELS:  
1800 TO 1818

[In thousands of gross tons]

YEAR	Tons		YEAR	Tons	
	95a			95a	
1818.....	1,150		1808.....		1,173
1817.....	1,341		1807.....		1,208
1816.....	1,264		1806.....		1,166
1815.....	1,262		1805.....		1,085
1814.....	1,029		1804.....		983
1813.....	1,032		1803.....		917
1812.....	1,127		1802.....		865
1811.....	1,131		1801.....		850
1810.....	1,329		1800.....		768
1809.....	1,266				

In this connection it may be observed that, in *American State Papers: Class IV, Commerce and Navigation*, vol. 1, p. 499, the tonnage described as "actual tonnage" in the comparative table for 1794-1799 is, in fact, the district returns of tonnage without correction of any kind. Elsewhere in the tonnage report for 1800 (pp. 494-499), and in tonnage reports for later years, the term "actual tonnage" normally means the district returns based on outstanding marine documents (registers, enrollments, and licenses) corrected for cumulative error. In table 1, the term "actual tonnage" is used in the latter sense; the figures are from annual tonnage reports, 1800-1818, in *American State Papers: Class IV, Commerce and Navigation*, vols. 1 and 2.

Conflicts, typographical errors, and omitted footnotes. Other factors which require that historical interpretation of merchant-vessel statistics should be made with some caution are the following: (1) In some instances, systematic differences in identically described statistical series appear in the source volumes (see text

for series K 119-123 discussing shipbuilding series K 107 and K 120) which reflect conflicting series of figures, possibly originating from different primary sources of data (see table 2); (2) transcription and typographical errors have crept into historical tables in the source volumes in the process of repeated recopying and retypesetting during the past 150 years; and (3) statistically significant footnotes which appeared in early reports frequently were dropped in later years.

TABLE 2.—MERCHANT MARINE TONNAGE—CHANGES IN FIGURES FROM THOSE SHOWN IN SOURCE

[ "Source" is *Merchant Marine Statistics, 1936* ]

SERIES No.	Year	In source volume	In this volume
K 94.....	1868	1 28,118	1 28,167
K 95.....	1886	2 4,131,116	2 4,131,136
	1868	4,818,309	4,351,758
	1817	1,339,912	1,399,912
	1815	1,368,182	1,368,128
K 96.....	1928	14,343,679	14,346,679
	1913	5,335,541	5,333,247
	1851	582,607	583,607
K 97.....	1868	2,475,067	2,508,516
	1863	4,357,537	4,579,537
	1824	1,367,453	1,367,553
	1817	1,330,986	1,390,986
K 98.....	1921	1,232,728	1,242,728
	1913	1,043,347	1,045,641
K 99.....	1928	14,064,199	14,064,119
K 101.....	1858	2,301,408	2,301,143
	1818	589,944	589,954
K 102.....	1927	9,432,869	9,532,869
	1856	2,447,663	2,247,663
K 103.....	1833	101,666	101,636
K 104.....	1879	79,855	79,885
	1878	86,447	86,547
	1841	77,783	77,873
	1831	170,189	107,189
K 105.....	1933	-778,408	-778,498
	1924	-544,171	-544,177
	1922	+180,837	+180,831
	1901	+359,479	+359,379
	1820	+19,467	+19,415
	1819	+35,516	+35,567
K 106.....	1917	1,136,920	1,236,920
K 113.....	1901	260,300	260,400
	1878	209,277	269,277
K 121.....	1893	134,308	134,368
K 122.....	1894	37,824	37,827
K 123.....	1901	83,743	83,733
	1895	6,978	6,948
K 124.....	1936	12,511,777	12,511,523
	1868	3,141,540	3,174,935
K 124a.....	1876	1,447,844	1,147,844
	1873	1,051,991	1,055,019
	1868	1,012,749	1,046,198
K 124b.....	1873	2,242,890	2,242,862
	1868	1,962,279	1,962,225
K 125.....	1932	1,856,563	1,856,553
	1887	683,721	783,721
K 126.....	1868	481,271	481,218
K 127.....	1895	87,127	87,127
	1894	90,099	80,099
	1885	12,010	121,010
K 127a.....	1917	52,536	52,526
	1881	54,888	54,488
K 127b.....	1881	54,801	54,861
K 128.....	1914	64,523	64,550
	1910	184,239	174,239
	1892	60,710	60,770

<sup>1</sup> Number of vessels. <sup>2</sup> As shown in table 10, p. 16, of source. <sup>3</sup> As shown in table 16, p. 30, of source. <sup>4</sup> As shown in table 10, p. 14, of source. <sup>5</sup> As shown in table 16, p. 28, of source.

Finally, (4) caution is suggested in referring back to the earlier volumes in the search for explanations of discrepancies or major changes, since the earlier *historical* table found may reflect the same or similar errors. Where discrepancies in historical data are encountered in the source volumes, it is suggested that the detailed tables be consulted in the volume for the year in question.

To locate and to clear up all discrepancies of the types noted above would require exhaustive research in the source publications. In this edition of *Historical Statistics*, a number of the copying and typesetting errors have been corrected where the exact nature of the discrepancy could be settled quickly beyond reasonable doubt; several broad differences in figures have been pointed out; and a few detailed tabular notes have been added based on notes found, or situations observed, in various annual issues selected largely at random. In the tabular presentation for series K 94-131, boldface is employed for figures which differ from those shown in *Merchant Marine Statistics, 1936*. Also, for convenience in reference, these changes are listed in table 2.

**K 94-95. Documented merchant vessels: Total number, 1868-1945; and gross tonnage, 1789-1945.** SOURCE: For 1789-1936, see *Merchant Marine Statistics, 1936*, pp. 14-17; for 1937-1945, data are from subsequent annual issues, supplemented by records of the Bureau of Customs, Treasury Department. See also general note for series K 94-131.

Figures for 1789-1793 are for "duty tonnage"; that is, for vessels on which tonnage duties were paid during the year ending Dec. 31, except that figures for 1789 are for the last 5 months of the year only. Figures for 1794-1945 represent documented vessels as of Dec. 31 for 1794-1834; Sept. 30, 1835-1842; June 30, 1843-1940; Jan. 1, 1941-1945.

Figures in boldface differ from those in *Merchant Marine Statistics, 1936*. (See table 2 in general note for series K 94-131.) Two special cases are: (1) In series K 94 and K 95, the figures for 1868 (28,167 vessels and 4,351,758 tons) are from p. 30 of *Merchant Marine Statistics, 1936*. The figures on pp. 16 and 26 of that volume (28,118 vessels and 4,318,309 tons) fail to include 49 sailing vessels of 33,449 tons on the New England Coast which, in 1868, were still under "old admeasurement." (See *Commerce and Navigation, 1868*, pp. 45 and 93.) This tonnage correction appears also in series K 97, K 124, and K 124a. (2) In series K 95 and K 97, the 1817 figure (1,399,912 tons) from p. 28 of the source is used instead of the figure on p. 14 (1,339,912 tons) where an error of 60,000 tons in the sailing figure is carried to the total.

In series K 95, figures for 1936 and 1943 are unrevised. Revised figures, provided by Bureau of Customs, are 14,496,693 tons for 1936 and 16,761,746 tons for 1943; these equal the summation of figures in series K 99-100. However, the unrevised figures have been retained in series K 95 since detail adjustments were lacking for series K 96-98 and K 101-104.

**K 96-98. Documented merchant vessels: Major class, 1789-1945.** SOURCE: Same as for series K 94-95. See also general note for series K 94-131. For effective dates, see text for series K 94-95.

The table in the source volume on which series K 96-98 is based shows separate figures for steam, motor, canal boats, and barges.

Figures in boldface differ from those in *Merchant Marine Statistics, 1936*. (See table 2 in general note for series K 94-131.) The changes for 1868 and 1817 are explained in the text for series K 94-95. The reason why the 1822 figures for series K 96-97 do not add to total in series K 95 is not clear; other distributions add to the total shown.

**K 99-100. Documented merchant vessels: Material of which built, 1884-1945.** SOURCE: For 1884, see *Annual Report of Commissioner of Navigation, 1884*, table 29, p. 161; for 1885-1936, see *Merchant Marine Statistics, 1936*, pp. 33-34; for 1937-1945, same as for series K 94-95. For effective dates, see text for series K 94-95. See also general note for series K 94-131.

The source volume classifies each material by steam, motor, sail, canal boat, and barge. Series K 99 (metal) includes iron, steel, composite, and concrete. These figures are for all documented vessels in existence on the reporting date, irrespective of year built; they are not merely for ships built during the year.

In series K 99 (metal) the figure in boldface for 1928 differs from that in *Merchant Marine Statistics, 1936*. (See table 2 in general note for series K 94-131.)

**K 101-104. Documented merchant vessels: Type of trade in which engaged, 1789-1945.** SOURCE: For 1789-1936, see *Merchant Marine Statistics, 1936*, pp. 28-31; for 1937-1945, same as for series K 94-95. For effective dates, see text for series K 94-95. See also general note for series K 94-131.

The source volume shows also the number of vessels engaged in each type of trade as well as tonnage.

The statutes do not recognize for documenting purposes any fisheries except the cod and mackerel, and the whale. Vessels engaged in catching any other fish, such as salmon or menhaden, are documented for the mackerel fishery.

In early reports figures identified as "registered," or as "registered in foreign trade," commonly include the registered vessels engaged in the whale fishery. Accordingly, figures on "whale fishery" found in early reports should be examined carefully to determine whether they represent the entire whaling fleet or only the "enrolled or licensed" portion.

In terms of documentation as "registered," "enrolled," "licensed," series K 101-104, is composed broadly as follows:

K 101 (foreign trade) represents the total "registered" minus "registered whale fishery."

K 102 (coastwise and internal) represents that portion of the enrolled or licensed group engaged in this trade. The rest of the enrolled or licensed group is in series K 104 (cod and mackerel fisheries).

K 103 (whale fishery) is the "registered whale fishery" portion of the registered fleet plus the "whale fishery" portion of the enrolled or licensed fleet.

K 104 (cod and mackerel fishery) is the cod and mackerel fishery portion of the enrolled or licensed fleet. The rest of the enrolled or licensed group is in series K 102 (coastwise and internal).

Finally, the term "fisheries" as used in early volumes usually refers to cod, and later to cod and mackerel, fisheries; it rarely includes the whale fishery.

Figures in boldface differ from those in *Merchant Marine Statistics, 1936*. (See table 2 in general note for series K 94-131.) Also, in series K 103 (whale fisheries) the figures for 1794 to 1798 have been identified as comprising the enrolled or licensed vessels only, excluding the "registered" whaling fleet. The "registered" whaling tonnage is in series K 101 (foreign trade) for those years.

**K 105-118. Documented merchant vessels: Changes in the merchant marine, 1813-1944.** SOURCE: For 1813-1936, see *Merchant Marine Statistics, 1936*, pp. 52-55; for 1937-1944, data in general are from subsequent annual issues and records of the Bureau of Customs, Treasury Department. See also general note for series K 94-131.

These figures represent vessels added to, or removed from, documentation during a twelve-month period, except where a change was made in the terminal date. Terminal dates of reporting periods are Dec. 31, 1813-1834; Sept. 30, 1835-1842; June 30, 1843-1940; Dec. 31, 1940-1944. Figures for 1835 and 1843 are for 9 months; figures for periods ending June 30, 1940, and Dec. 31, 1940, are each for 12 months; that is, the period Jan. 1, 1940, to June 30, 1940, is included in both figures. Exception: In series K 105, figure for Dec. 31, 1940, represents six months decrease.

The exact original source of these series is not clear. From their nature it seems likely that they were derived originally from the balance sheets of tonnage published annually in the source volumes, beginning 1815. However, the figures shown in series K 105-118 vary broadly, at times, from those shown in the annual balance sheets in the original source volumes. Further, the total

increase (series K 106) and the total decrease (series K 113) do not always equal the addition of their presumed components, and the difference between these subtotals does not always equal the net increase or decrease for the fleet as a whole. The tabular note in *Merchant Marine Statistics, 1936*, indicating that tonnage figures prior to 1877 are incomplete probably refers to the detailed categories, but it explains the discrepancies only in part.

Because of the many problems involved, no attempt has been made to reconcile these series with other series in this edition of *Historical Statistics*, except that series K 105 (net increase or decrease) has been reconciled to series K 95 (total tonnage of fleet), largely by elimination of what appear to be copying errors. Also, the text for series K 107 (ships built and added to fleet) calls attention to differences for specified years between this series and series K 120 (ships built and documented).

**K 105. Documented merchant vessels: Net increase or decrease in the merchant marine, 1813-1944.** SOURCE: For 1789-1936, see *Merchant Marine Statistics, 1936*, pp. 52-55. For 1937-1944, data have been derived by taking differences for successive years in series K 95. For effective dates and general qualifications, see text for series K 105-118. See also general note for series K 94-131. The increases shown for 1835 and 1843 are for 9 months; the decrease for 1940 (Dec. 31) is for 6 months.

Figures in boldface differ from those in *Merchant Marine Statistics, 1936*. (See table 2 in general note for series K 94-131.)

**K 106-112. Documented merchant vessels: Vessels added to the merchant marine, 1813-1944.** SOURCE: *Merchant Marine Statistics, 1936*. For effective dates and general qualifications, see text for series K 105-118. See also general note for series K 94-131.

The source also shows figures separately for those nationalized, renationalized, and captured from the enemy.

In series K 107 (ships built), figures for 1938-1945 are not comparable with those for earlier years and are probably understated. (See text for series K 119-123, below.) Also, in series K 107, figures for 1867, 1865, 1863, 1859, 1858, and 1815-1839 differ from those in series K 120; the reason is not clear, but series K 107 seems to be associated with the regional distribution. (See text for series K 119-123, K 127-128, and K 129-131.)

In series K 106, the figure in boldface for 1917 differs from that in *Merchant Marine Statistics, 1936*. (See table 2 in general note for series K 94-131.)

**K 113-118. Documented merchant vessels: Vessels removed from the merchant marine, 1813-1944.** SOURCE: For 1813-1936, see *Merchant Marine Statistics, 1936*, pp. 52-55; for 1937-1944, data are from subsequent annual issues and records of the Bureau of Customs, Treasury Department. For effective dates and general qualifications, see text for series K 105-118. See also general note for series K 94-131.

The source also shows figures separately for ships lost at sea or missing, abandoned (as obsolete), captured by enemy, exempt from documentation, and those removed from documentation because they were found to be net under 5 tons.

In series K 113, the figures in boldface differ from those in *Merchant Marine Statistics, 1936*. (See table 2 in general note for series K 94-131.)

**K 119-123. Shipbuilding: Merchant vessels built and documented, United States totals, 1797-1944.** SOURCE: For 1797-1936, see *Merchant Marine Statistics, 1936*, pp. 42-45; for 1937-1944, data are from subsequent annual issues and Bureau of Customs records. See also general note for series K 94-131.

Figures are for ships built during a 12-month period, except where a change is made in the terminal date. Terminal dates of reporting periods are Dec. 31, 1813-1834; Sept. 30, 1835-1842; June 30, 1843-1940; Dec. 31, 1940-1944. Figures for 1835 and 1843 are for 9 months; figures for periods ending June 30, 1940,

and Dec. 31, 1940, are each for 12 months; that is, the period Jan. 1, 1940, to June 30, 1940, is included in both figures.

The source volume shows statistics separately for steam, motor, sailing, canal boats, and barges. Motor vessels begin in 1893.

Figures for 1938-1944 are *not comparable* with those for earlier years and are probably understated. They represent those vessels built during the 12-month period which were still existent and documented as part of the merchant fleet at the end of the period. Hence, they exclude vessels completed during the period which were lost, sold to United States Government, sold alien, or otherwise removed from merchant vessel documentation before the end of the period.

For a history of shipbuilding, including single-year data for New England, 1674-1714, see *Report On the Shipbuilding Industry of the United States*, by Henry Hall, in *Tenth Census Reports* (1880); vol. 8. Vol. IV of that census includes the report on *Steam Navigation in the United States*, by T. C. Purdy, which provides single-year construction statistics and discussion, nationally and for regions, from the beginning to 1880.

In series K 120, figures for 1867, 1865, 1863, 1859, 1858, and 1815-1839 differ from those in series K 107; the reason is not clear, but series K 107 seems to be associated with the regional distribution. (See text for series K 127-128.)

Figures in boldface differ from those in *Merchant Marine Statistics, 1936*. (See table 2 in general note for series K 94-131.) The reason for the failure of the 1808 figures for series K 121-122 to add to the total (series K 120) is not clear.

**K 124-126. Documented merchant vessels: Composition of merchant fleet, by regions, 1816-1945.** SOURCE: For 1816-1936, see *Merchant Marine Statistics, 1936*, pp. 25-27; for 1937-1945, data are from subsequent annual issues and records of the Bureau of Customs. For effective dates and general qualifications, see text for series K 94-95. See also general note for series K 94-131.

These figures represent a broad regional distribution for series K 95 (total merchant tonnage). The source volume also provides figures separately for Northern Lakes, and Western Rivers.

Figures in boldface differ from those in *Merchant Marine Statistics, 1936*. (See table 2 in general note for series K 94-131.) Changes for 1868 in series K 124 and K 124a are explained in text for series K 94-95.

**K 127-128. Shipbuilding: Merchant vessels built and documented, by region, 1840-1936.** SOURCE: For 1840-1936, see *Merchant Marine Statistics, 1936*, pp. 46-48; data for 1937-1945 are not now available. For effective dates, see text for series K 119-123. See also general note for series K 94-131.

For 1867, 1865, 1863, 1859, and 1858, the distribution in series K 127-128 adds to series K 107, rather than to series K 120. (See text for series K 119-123, above.)

Figures in boldface differ from those in *Merchant Marine Statistics, 1936*. (See table 2 in general note for series K 94-131.)

For a history of steam navigation in the United States from the beginning to 1880, with separate discussion and statistics for each region, see *Report on Steam Navigation in the United States* in *Tenth Census Reports* (1880), vol. 4, entitled *Report on the Agencies of Transportation in the United States* . . .

**K 129-131. (Alternative series.) Shipbuilding: Merchant vessels built and documented by region, 1817-1850.** SOURCE: Data are from a table at the bottom of a fold-in chart on the history of shipbuilding (1817-1868) at the end of the *Annual Report of the Secretary of the Treasury, 1868*. In that table, figures are also shown separately, and charted, for "The United States," "The Lakes," and "Western Rivers."

The effective dates are the same as for series K 119-123, except that figures for 1835 and 1843 shown here are 12-month approximations for charting purposes, obtained by averaging the figures

for the preceding and succeeding years. This was required because the figures for 1835 and 1843 in series K 120 and K 107 are for nine months only, the fiscal-year terminal dates having been changed during those years.

For a discussion of these data, see *Treasury Report, 1868*, cited above. The same chart, with a more detailed discussion appears as Plate XXII in House of Representatives, Ex. Doc. No. 111, 41st Congress, 2nd Session, where the period covered is extended to 1869; and as Plate X (extended to 1870) in H. R. Exec. Doc. No. 76, 41st Congress, 3rd Session.

For 1815-1839, these regional data (series K 129 and K 130) add to series K 107, except that the 1828 summation approximates that for series K 120, and a minor variation appears for 1830. Series K 131 (New England States) is included in series K 129 (the Coast). For the over-lapping years, the regional detail varies considerably from that shown in series K 126-127; in part, this may be caused by differing definitions of the geographic areas.

#### WATERBORNE COMMERCE OF THE UNITED STATES (K 132-145)

**K 132-145. Waterborne commerce of the United States, 1924-1945.** SOURCES: *Statistical Abstract*, annual volumes as follows: For 1924-1926, see *Abstract, 1929*, p. 429; for 1927-1932, see *Abstract, 1934*, p. 378; for 1933-1938, see *Abstract, 1940*, p. 458; for 1939-1944, see *Abstract, 1946*, p. 530; for 1945, see *Abstract, 1947*, p. 539. Primary source is War Department, *Annual Report of Office of the Chief of Engineers, United States Army*.

*Cargo tonnage* refers to the weight of cargo in short tons of 2,000 pounds. This type of tonnage should not be confused with *gross tons* used in series K 94-131, or the *net or registered tonnage capacity* used in series K 146-157, which are measures of cubic capacity, not of weight.

#### VESSELS ENTERED AND CLEARED IN FOREIGN TRADE (K 146-157)

**K 146-157. General note. Vessels entered and cleared in foreign trade, 1789-1945.** SOURCE: See listings for individual series below. Also see general note for series K 94-131 and, for definitions, see text for series K 94-104. In general, the data are as shown in various annual volumes of the *Statistical Abstract of the United States*. Primary sources are the annual volumes of *Foreign Commerce and Navigation of the United States* and, for early years, *American State Papers: Class IV*, vol. 2.

*Net tonnage capacity*, as used here, refers to *net or registered tonnage* of the vessel, not weight of cargo. The *net tonnage* is what remains after deducting from the *gross tonnage* (defined in general note for series K 94-131, above) the spaces occupied by the propelling machinery, fuel, crew quarters, master's cabin, and navigation spaces. It represents, substantially, *space* available for cargo and passengers. It is the usual basis for tonnage taxes and port charges. The *net tonnage* capacity of a ship recorded as "entered with cargo" may bear little relation to actual weight of cargo. *Gross tonnage* and *net tonnage* are both measures of cubic capacity, not of weight, 100 cubic feet equalling 1 ton. These terms should not be confused with the *cargo ton* of 2,000 pounds as defined above in text for series K 132-145. The reason that the tonnage shown in series K 147 and K 153 for American vessels entered and cleared, respectively, in foreign trade is greater than the total tonnage of American vessels documented for the foreign trade is because the "entered" and "cleared" series include tonnage for each vessel as often as it "enters" or "clears" each year. The documented tonnage (series K 104) includes the tonnage of each vessel once for each year.

These statistics include the tonnage of all types of watercraft engaged in the foreign trade, whether entering or clearing with cargo or in ballast, which are required to make formal entrance and clearance under United States customs regulations. Vessels engaged in trade on the Great Lakes with Canada as well as in trade with Mexico are also included. Vessels touching at a United

States port in distress or for other temporary causes without discharging cargo, and Army and Navy vessels carrying no commercial cargo, are not required by customs regulations to enter or clear and thus are not included in the figures.

Vessels are credited as entered from the country in which is located the first foreign port at which cargo was laden for the United States, and are reported as cleared to the country of the first charge of cargo, or to that country to which the vessels received orders to sail in ballast.

**K 146-148. Vessels entered, all ports, 1789-1945.** SOURCE: For 1789-1820, see Guetter, Fred J., and McKinley, Albert E., *Statistical Tables Relating to the Economic Growth of the United States*, McKinley Publishing Co., Philadelphia, Pa., 1924, p. 39; for 1821-1879, see Bureau of Marine Inspection and Navigation, *Merchant Marine Statistics, 1936*, part IV, table 2, p. 93; for 1880-1888, see *Statistical Abstract, 1908*, p. 286; for 1889-1916, see *Statistical Abstract, 1916*, p. 338; for 1917-1930, see *Statistical Abstract, 1931*, p. 474; for 1931-1943, see *Abstract, 1946*, p. 548; for 1944-1945, see *Abstract, 1947*, p. 557. A vessel is reported as entered at the first port in the United States at which entry is made, regardless of whether any cargo is unladen at that port. Vessels entering at subsequent ports are not included in the statistics. See also general note for series K 146-157.

**K 149. Total vessels entered at seaports, 1840-1945.** SOURCE: For 1840, see *Statistical Abstract, 1946*, p. 546; for 1844-1855, see *Abstract, 1878*, p. 134; for 1856-1879, see *Statistical Abstract, 1880*, p. 138; for 1880-1945, same source as series K 146-148. See also general note for series K 146-157.

**K 150-151. American and foreign vessels entered at seaports, 1856-1945.** SOURCE: 1856-1879, same as for series K 149; 1880-1945, same as for series K 146-148. See also general note for series K 146-157.

**K 152-154. Vessels cleared, all ports, 1821-1945.** SOURCES: 1821-1879, same as for series K 146-148; for 1880-1888, see *Statistical Abstract, 1908*, p. 287; for 1889-1916, see *Statistical Abstract, 1916*, p. 339; for 1917-1930, see *Statistical Abstract, 1931*, p. 475; for 1931-1943, see *Statistical Abstract, 1946*, p. 549; for 1944-1945, see *Statistical Abstract, 1947*, p. 558. A vessel is reported as cleared from the last port in the United States where outward cargo is completed or where the vessel cleared in ballast. See also general note for series K 146-157.

**K 155. Total vessels cleared at seaports, 1840-1945.** SOURCES: For 1840 and 1850, see *Statistical Abstract, 1946*, p. 546; for 1853-1879, see *Statistical Abstract, 1881*, p. 138; for 1880-1945, same as for series K 152-154. See also general note for series K 146-157.

**K 156-157. American and foreign vessels cleared at seaports, 1857-1945.** SOURCES: For 1857-1879, see *Statistical Abstract, 1881*, p. 136; for 1880-1945, same as for series K 152-154.

#### VALUE OF MERCHANDISE CARRIED IN FOREIGN TRADE (K 158-167)

**K 158-167. Imports and exports of merchandise by method of carriage, 1790-1935.** SOURCES: For 1790-1820, see Guetter and McKinley (cited in text for series K 146-148), table XXVII, p. 39 (see footnote 9 on page 40); for 1821-1858, see Bureau of Marine Inspection and Navigation, *Merchant Marine Statistics, 1936*, part IV, p. 91; for 1859-1866, *Statistical Abstract, 1895*, pp. 399-400; for 1867-1912, see *Statistical Abstract, 1913*, pp. 318-319; for 1913-1923, see *Statistical Abstract, 1924*, p. 417; for 1924-1935, see *Statistical Abstract, 1946*, p. 552.

The primary source for the years 1790-1820 is the article entitled "The Maritime Industries of America" by J. R. Soley, which comprises chapter X, vol. II, of *The United States of America* (N. S. Shaler, Editor), 1894, vol. I, pp. 522, 527, 534, 536, 538, and gives the percent of imports and exports in United States vessels. Guetter and McKinley have derived absolute figures by applying these percentages to total imports and exports of mer-

chandise and specie. The primary source for the years 1821-1935 is the annual *Foreign Commerce and Navigation of the United States*. Starting with 1943, import or export statistics by method of transportation showing shipping weight, as well as dollar value, have been compiled by the Bureau of the Census.

#### NEW YORK STATE CANALS (K 168-171)

**K 168-169. Ton-mileage on New York State canals, rivers, and railroads, 1853-1898.** SOURCE: United States Senate, *Preliminary Report of the Inland Waterways Commission*, 60th Congress, 1st session, Senate Document No. 325, 1908, p. 229.

The series on canals and rivers "includes estimated ton-mileage of canal traffic on Hudson River; after 1880 the entire canal ton-mileage is estimated, as no records are kept." According to the source volume, p. 217, these data "showing the relative proportions carried by the railroads of New York and the New York canals . . . is shown on pages 182 and 183 of the *Report of the New York Committee on Canals, 1899*."

**K 170-171. Tonnage moved on New York State canals, 1837-1945.** SOURCE: State of New York, Department of Public Works, *Annual Reports of the Superintendent*.

#### EXPENDITURES FOR RIVERS, HARBORS, ETC. (K 172-173)

**K 172. Federal (net) expenditures for light stations, beacons, buoys, etc., 1791-1882.** SOURCE: *Statement of Appropriations and Expenditures for Public Buildings, Rivers and Harbors, Forts, Arsenal, Armories, and Other Public Works From March 4, 1789, to June 30, 1882*, comprising United States Senate Executive Documents, vol. 7, No. 196, 47th Congress, 1st session (Treasury Department Document No. 373), pp. 521-522.

**K 173. Federal (net) expenditures for rivers and harbors, 1822-1882.** SOURCE: Same as for series K 172, p. 286.

### Road Transportation: Series K 174-238

#### PUBLIC ROADS (K 174-224)

**K 174-175. Miles of surfaced roads, 1793-1926.** SOURCE: Rose, Albert C., "Estimated and Surveyed Miles of Surfaced Roads in the United States from 1793 to 1926," Federal Works Agency, Public Roads Administration. The source document is a manuscript furnished by the author to the Bureau of the Census. The following text was condensed from the statement provided.

The first road mileage survey of the United States was made in 1904. The estimates for the years prior to 1904 were based largely on the figures of Federal expenditures for roads, bridges, and canals for the years 1802-1882, shown in series K 176. These expenditures figures were translated into miles of road built with the following assumptions: (1) The average cost per mile of surfaced road was estimated at \$2,000 on the basis of a study of the available literature; (2) Federal road expenditures were assumed to be one-tenth of total Federal, State, and local expenditures for roads, on the basis of the ratio existent in the early days of the Federal-aid road program of the present century.

In the use of early Federal road expenditure data, no deduction was made for canals—about 14 percent of total sum from 1802 to 1882—the reason being that in early days canal and road improvements were closely allied.

The years 1793-1826 (at the beginning of which period the Lancaster Pike, the first extensive surfaced road in the United States, was begun) and the years 1883-1903 were interpolated by a smooth curve. Mr. Rose states: "The missing data were arrived at upon the basic assumption that the general economic condition of the country may be measured by the total mileage of surfaced roads—the critical indicator of the degree of road improvement . . . In this connection it is interesting to observe that the shape of the surfaced road mileage curve resembles that of the curve representing the per capita money in circulation."

*Surveyed miles of surfaced roads* is so designated because in contrast to the estimating procedure used for the years prior to 1903, the data for the period 1904-1926 are based on road mileage surveys made by the various federal roads administrative agencies empowered during that period. The data for 1904-1921 are interpolations derived from four basic road mileage surveys made by these agencies in 1904, 1909, 1914, and 1921. Data for these four surveys appear in Department of Agriculture Bulletin 1279, *Rural Highway Mileage, Income, and Expenditures, 1921-1922*, by Andrew P. Anderson, March 1925. Data for 1921-1926 appear in Public Roads Administration, *Highway Statistics, Summary to 1945*, Washington, D. C., 1947, p. 60. For a continuation of series K 175 through the year 1945, see series K 182. For a definition of *surfaced road*, as against *nonsurfaced road*, see the text below for series K 184-188.

**K 176. Federal net expenditures on roads and canals, 1802-1882.** SOURCE: Same as for series K 172, p. 340. The source document contains a detailed statement of appropriations for roads and canals, with a specific listing and description of every appropriation for each State from 1802 to 1882.

**K 177-188. General note.** The U. S. Office of Public Roads conducted the first census of rural roads in 1904. The results of this survey and subsequent ones made in 1909 and 1914 indicated existing rural road mileage as follows: 1904, 2,151,371 miles; 1909, 2,199,645 miles; and 1914, 2,445,761 miles. Beginning in 1921, rural road mileages have been classified according to systems as shown here for series K 178-181. Most of the systems of State highways were established during the early years of the twentieth century and many resulted from planning to expend the Federal-aid funds provided under the Federal-aid Road Act of 1916 (see text below for series K 189-191b).

*Rural* as used here may be roughly defined as an area which lies outside of communities having more than 2,500 inhabitants. It is believed that these data, which are compiled on the basis of individual reports from the different States, are largely consistent in their adherence to this definition of rural.

**K 177-181. All existent rural roads, 1921-1945.** SOURCE: Federal Works Agency, Public Roads Administration, *Highway Statistics—Summary to 1945*, Washington, D. C., 1947. See general note, series K 177-188.

Series K 177 comprises the total of data shown for each year for series K 178-181. State highways are classified as rural primary State highways (series K 178), rural secondary roads under State control (series K 179), and urban extensions of State highway systems (series K 180). The distinction between *primary roads* and *secondary roads* is chiefly one of degree of importance. As of 1945, 30 States made no such distinction but included in one system all mileage under State control; 12 States maintained secondary systems consisting usually of roads of local but not necessarily State-wide importance; 4 States (Delaware, North Carolina, Virginia, and West Virginia) had incorporated into State systems most, or all, former county roads; and 2 States (New Jersey and Rhode Island) maintained a separate classification for State forest, park, and institutional roads.

*Urban extensions* (series K 180) are continuations of designated State-system roads in or through cities or towns of over 2,500 inhabitants.

*County and other local roads* (series K 181) are those roads over which the State exercises no control.

**K 182-183. Surfaced rural roads, 1921-1945.** SOURCE: Same as for series K 177-181. See also general note, series K 177-188, and text for series K 184-188. Series K 182 is a continuation of series K 175.

**K 184-188. Roads built by State highway departments, 1923-1945.** SOURCE: Same as for series K 177-181. *Mileage built* (series K 184) refers to all construction activities that create a new road or definitely improve the condition of an existing road, as con-

trusted to maintenance operations that are designed to maintain or restore the condition of a road without material betterment. Resurfacing and rebuilding existing roads to higher standards constitute the bulk of the mileage built.

The highest type of nonsurfaced road is the graded and drained *earth road* (series K 186). This is of natural earth, alined and graded to permit reasonably convenient use of motor vehicles, and drained sufficiently to prevent serious impairment by normal surface water. The lowest type of surfaced road (series K 188) is the soil-surfaced road, which consists of natural soil, the surface of which has been improved by the addition of one or other admixture ranging from sand-clay and soft shale to Portland cement or fine granular material. Next comes the gravel or stone followed by bituminous surface-treated road. Among the high type surfaces (series K 187) are the various bituminous and concrete roads, such as the Bituminous Penetration which is at least an inch of gravel, stone or sand bound with bituminous material, or the Portland cement concrete road.

**K 189-191b. Federal-aid highway improvements, 1917-1945.** SOURCE: Same as for series K 177-181, except for series K 189. Data for series K 189 are from the various annual reports and records of the Public Roads Administration.

As early as 1893, the Federal Government demonstrated its interest in highway development by establishing in that year the Office of Road Inquiry which was the predecessor of the present Public Roads Administration. This Office was established with the view of initiating experiments and conducting inquiries concerning the best methods of road building, and it also encouraged the establishment by the States of active highway departments. In 1916, Congress passed the first Federal-aid highway act, whereby financial assistance to the States was provided as an encouragement to the development of adequate standards in road construction.

*Total miles* (series K 189) refers to existing mileage of the Federal-aid primary system only. *Cost data* (series K 191, 191a, 191b) represent actual expenditures of funds, the total being equal to federal funds plus State funds. Cost data are existing mileage figures only for the period prior to 1932; beginning in 1933, data on expenditures include money spent on public works and defense highways as well as on primary system.

**K 192.** This series has been omitted.

**K 193-204. State highway finances, 1914-1945,** except debt outstanding which begins in 1890. SOURCE: Same as for series K 177-181.

One of the first records of State highway revenues and expenditures was compiled by the U. S. Office of Public Roads in 1904. Subsequent reports were compiled by that Office in 1909 and 1914, and annually beginning with the year 1915.

*State property taxes and other revenues used for highway purposes* (series K 193) includes: Road, bridge and ferry tolls; property or road tax levies; appropriations from general funds; other State imposts; funds transferred from local governments; receipts from issue of bonds, notes, etc. for construction, etc.; earnings of sinking fund or debt reserve; and miscellaneous receipts.

A State highway-user tax (series K 195) is defined as a special tax or fee levied upon motor-vehicle users because of their use of the highways. Highway-user taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor carriers; these taxes are separable and apart from property, excise, business, or other taxes paid by the general public.

In many States, specific portions of the revenue from each type of highway-user tax are dedicated to particular highway purposes. A number of States, however, place all highway-user revenues in a highway fund, and a few have a general State fund into which go all types of revenue. For the latter group of States, each particular

appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes, motor-vehicle registration fees and motor-carrier taxes in proportion to the relative amount of revenue received from each of these three sources.

The receipts from State highway-user taxes are not all expended on State highways. Series K 195-198 gives the allocation of these revenues according to the system on which they are ultimately expended. The receipts allocated to State highway purposes, series K 196, are eventually disbursed for State highway purposes, series K 199.

**K 205-214. County and local rural roads, funds contributed, and disbursed, 1921-1945.** SOURCE: Federal Works Agency, Public Roads Administration records, table HF-1, 2, and local-rural-road finance statistics.

**K 215-224. Funds contributed and disbursed for city and village streets, 1921-1945.** SOURCE: Federal Works Agency, Public Roads Administration records, table HF-1, 2, 21; DF; SF-6; except series K 218, which is from "Municipal Bond Sales" published by *The Bond Buyer*.

#### MOTOR VEHICLES AND FUEL (K 225-238)

**K 225-228. Motor vehicle production, 1900-1945.** SOURCE: Automobile Manufacturers Associations, *Automobile Facts and Figures*, 27th edition, 1946-1947, Detroit, Mich., p. 10. These data represent factory sales and wholesale value and include sales of military vehicles. Prior to 1940 station wagons, ambulances, funeral cars, and some school buses built on passenger car chassis are included with motor trucks. In 1940 and later years such vehicles built on passenger car chassis are included with passenger cars but the number of units involved was relatively small. Value figures for passenger cars shown for 1943 and 1944 are approximations based on the average value per unit in 1942. Actual values of passenger car factory sales are not available for 1943-1944. While production of passenger cars was temporarily discontinued in February 1942, some vehicles remained in factory stocks to be sold under rationing orders in 1942-1945.

**K 229-232. Motor vehicle registration, 1900-1945.** SOURCE: Same as for series K 177-181. These figures are based on reports and records of State motor-vehicle registration departments.

Data concerning motor vehicles in the early years of the century are incomplete, largely because few States required their registration, and hence had no records of the number of vehicles using roads and streets. As production of vehicles increased, shortly before the first World War, so did the number of registration laws; and by 1921 all States had adopted some form of motor vehicle registration.

Accompanying the growth in motor-vehicle registrations has been a corresponding diversity in the registration practices among the States. In general, motor vehicles are classified as private passenger cars, passenger carriers for hire, trucks, trailers, motor-cycles, and property carriers for hire. Several States, however, still register busses with either trucks or passenger cars. These differences have made it necessary for the Public Roads Administration to supplement the data submitted by the States with information obtained from special studies and from other sources.

**K 233-235. Motor fuel usage, 1919-1945.** SOURCE: Same as for series K 177-181. These figures include all motor fuel consumed. Nonhighway consumption includes all use off the highway, such as aviation, agriculture, marine, industrial, etc., and usually falls under the exemption or refund provisions of the motor-fuel tax law.

**K 236-238. Estimate of travel by motor vehicles, 1921-1945.** SOURCE: For 1921-1935, data were obtained from records of Federal Works Agency, Public Roads Administration, table VM-1 and table entitled "Estimates of Vehicle-Miles Traveled, 1921 to 1946"; for 1935-1945, see source cited for series K 177-181, p. 34.

**Air Transport: Series K 239-273**

**K 239-273. General note.** Only scattered data on air transportation are available for the years preceding 1926. The first federal government organization exclusively concerned with civil aviation matters, the Aeronautics Branch of the Department of Commerce, was organized under the Air Commerce Act of 1926. New facilities were established for examination and licensing of aircraft and airmen, for the enforcement of air traffic rules and for the collection and dissemination of aeronautical information.

Other activities were assigned to existing bureaus of the Commerce Department such as the Coast and Geodetic Survey, Bureau of Standards, and Bureau of Lighthouses. An Assistant Secretary of Commerce was provided in the Act to direct this work. Later, he appointed a Director of Aeronautics, and in 1934 the Bureau of Air Commerce was organized.

The Civil Aeronautics Act of 1938 created the successor, Civil Aeronautics Authority. It was to function independently of any existing department of government. This Authority consisted of an Administrator, and a quasi-judicial board of five members all appointed by the President. The function of this body was to grant airmen certificates, regulate mail and passenger rates, write air regulations, and formulate policies for civil aviation development. At the same time, there was created the Air Safety Board, a separate and independent body.

This Civil Aeronautics Authority inherited the personnel and duties of the Bureau of Air Commerce, and certain duties of the Post Office Department and the Interstate Commerce Commission, to all of whom the Air Mail Carriers had been responsible under the Black-McKellar Act of 1934.

In the summer of 1940, the Civil Aeronautics Authority underwent two reorganizations to attain its present form (1948).

Actually, the Authority now exists only on paper. It is more accurate to refer to its two main parts, the Civil Aeronautics Administration, which is part of the Department of Commerce, and the Civil Aeronautics Board, consisting of a 5-man panel, in itself a separate and independent organization.

The Civil Aeronautics Board prescribes Civil Air Regulations which deal with competency of airmen, airworthiness of aircraft and air traffic control. This board also issues certificates permitting persons to engage in air transportation as a business and fixes air mail rates and may establish maximum and minimum rates for transportation of passengers and goods. It also has the duty of investigating accidents in air transportation.

In addition to these rule-making and investigative functions, the Board acts as "judge" in prosecutions brought by the Administrator of Civil Aeronautics in connection with the revocation and suspension of airmen and air carrier certificates as a result of violations of the Civil Air Regulations.

The Civil Aeronautics Administration operates six main services: Federal Airways, Airports, Safety Regulation, Office of Aviation Information, Staff Program Office, and Aviation Training, in addition to the Washington National Airport and the Aeronautical Center at Oklahoma City, Okla.

All the data shown here, with some minor exceptions, appear in the Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1948, Washington, D. C. (in press). Data on many other phases of civil aviation may be found in this *Handbook*.

**AIRCRAFT PRODUCTION AND EXPORT (K 239-245)**

**K 239-242. Aircraft production, 1913-1945.** SOURCE: Department of Commerce, Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1948, Wash., D. C. Primary sources are as follows: For 1913-1925, see Department of Commerce, Aeronautics Branch, *Air Commerce Bulletin*, vol. 1, No. 5, p. 6. For 1926-1939, civil aircraft production data for odd years are from records of the Bureau of the Census and Civil Aeronautics

Administration records. All other data are from records of the Civil Aeronautics Administration, furnished by various agencies, public and private, or as compiled by that Administration from a variety of sources.

**K 243-245. Aircraft exports, 1913-1945.** SOURCE: Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1948. Primary sources of data are the records of the Bureau of the Census and the Bureau of Foreign and Domestic Commerce.

**DOMESTIC SCHEDULED AIR TRANSPORTATION (K 246-256)**

**K 246-247. Domestic airline operators and aircraft in service in domestic scheduled air transportation, 1926-1945.** SOURCE: Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1948.

In noting the number of aircraft in service, it should be remembered that the data do not reflect the rise in average number of seats per plane. Between 1932 (first year that average available seats per plane were reported) and 1944, there was a 63 percent rise in total available seating capacity of domestic airlines despite a drop of 39 percent in the number of planes in operation. This was the result of the sharp increase in average available seats per plane from 6.58 to 17.53.

**K 248. Route mileage of domestic scheduled air transportation, 1930-1945.** SOURCE: Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1948. Primary sources of data are as follows: For 1930-1937, data are computations of unduplicated route mileages prepared by the Civil Aeronautics Administration; for 1938-1945, see Civil Aeronautics Board, *Annual Airline Statistics, Domestic Carriers*. The CAB figures contain some duplication where two air carriers operate parallel routes.

**K 249. Average passenger revenue per passenger-mile for domestic scheduled air transportation, 1926-1945.** SOURCE: Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1948. Primary sources of data are as follows: For 1926-1937, data were computed from Air Carriers' reports to CAA and predecessors; for 1938-1945, data were computed from CAB, *Annual Airline Statistics, Domestic Carriers*.

**K 250. Number of persons employed on domestic scheduled air transportation, 1928-1945.** SOURCES: Same as for series K 249.

**K 251. Revenue miles flown by domestic scheduled air transports, 1926-1945.** SOURCE: Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1948. Primary sources of data are as follows: For 1926-1937, Air Carrier reports to Bureau of Air Commerce; for 1938-1945, see CAB, *Annual Airline Statistics, Domestic Carriers*.

**K 252-253. Revenue passengers carried by domestic scheduled air transports, 1926-1945.** SOURCE: Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1948.

**K 254. Revenue passenger-miles flown by domestic scheduled air transports, 1930-1945.** SOURCES: Same as for K 249.

**K 255. Express and freight ton-miles flown by domestic scheduled air transport.** SOURCES: Same as for series K 249.

**K 256. Mail ton-miles flown by domestic scheduled air transports, 1931-1945.** SOURCE: Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1948. Primary sources of the data are as follows: For 1931-1937, see Post Office Department, *Annual Report of the Postmaster General*, 1942; for 1938-1945, see text for series K 249. The CAB figures include weights of containers; while the Post Office Department figures include only actual mail weights.

**OTHER AIR TRANSPORT STATISTICS (K 257-273)**

**K 257-258. Airports and landing fields, 1927-1945.** SOURCE: Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1948. These data include military and CAA fields and exclude seaplane facilities.

In October 1940, Congress authorized the first appropriation under a Defense Landing Areas Program. More than 500 airports were constructed during the following six years under this program. This and other defense-stimulated construction accounts in large part for the fact that while the net total of airports remained virtually stationary at approximately 2,300 from 1934 to 1940, there was a jump to approximately 4,000 between 1941 and 1945.

**K 259-263. Total civil aircraft and certificated airplane pilots, 1927-1945.** SOURCE: Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1948. Primary sources of the data are the CAA records for pilots and aircraft.

In 1939, the Civil Aeronautics Administration undertook a program of federally subsidized civilian pilot training. This program in large part accounted for the rise from 20,832 private pilots in 1939 to 93,782 in 1941 (see series K 263). During World War II, this program continued as an adjunct to the military pilot training activities, and gave preliminary training to hundreds of thousands of men who went into the military services. As a result of an arrangement whereby CAA certificated pilots on the basis of their military experience, a large number of these men appear in the 1945 figure for commercial pilots (series K 262).

**K 264. Miles flown in civil flying other than scheduled air carrier, 1926-1942.** SOURCE: Same as series K 259-263. Data were compiled from *Aircraft Owners' Semiannual Navigation Reports and Periodic Endorsement*. These data include business flying, executive travel in company-owned planes, flying done by the farmer in bringing perishable produce to market, personal business as well as vacation flying by the private owner, and commercial flying; in short, all flying operations except flying done by scheduled airlines.

**K 265-273. Accidents, 1927-1945.** SOURCE: Civil Aeronautics Administration, *Statistical Handbook of Civil Aviation*, 1948. For data prior to 1930, see *Handbook*, published December 1945. An *aircraft accident* is defined as an occurrence which takes place while an aircraft is being operated as such, as a result of which a person or persons are injured or killed or the aircraft receives appreciable or marked damage because of failure of the aircraft structure or engine or through the forces of external contact, or through fire. An aircraft is considered as "being operated as such" from the time the pilot or passengers board the aircraft with the intention of flight until such time as the pilot and passengers disembark from the aircraft upon completion of flight. A collision of two or more aircraft is reported statistically as one accident.

Data for non-air-carrier operations include business flying, executive travel in company-owned planes, flying done by the farmer in bringing perishable produce to market, personal business as well as vacation flying by the private owner, and commercial flying such as aerial photography and mapping, crop dusting, airport sightseeing, etc.

Prior to World War II, many of the types of flying operations above referred to as "non-air-carrier" flying operations were identified as "non-scheduled air-carrier" operations. After the war, however, the latter term tended to be confusing in that it was also used to identify a group more specifically labelled "non-certificated irregular air carriers." As a result, the term "non-scheduled air-carrier" has been dropped by the CAA and in its place, "non-air-carrier" has been substituted, as defined in the preceding paragraph.

Series K 1-17.—RAILROADS BEFORE 1890—MILEAGE, EQUIPMENT, AND PASSENGER AND  
FREIGHT SERVICE: 1830 TO 1890

YEAR	MILEAGE			EQUIPMENT					PASSENGER SERVICE				FREIGHT SERVICE				
	Road operated (Dec. 31)	Road owned (June 30)	All track (Dec. 31)	Locomotives	Revenue cars				Passenger revenue	Passengers carried	Passenger-miles	Revenue per person-mile	Freight revenue	Total revenue tons	Tons carried one mile	Revenue per ton-mile	Revenue tons per train
					Total	Passenger	Freight	Baggage, mail, express									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>	<i>Number</i>	<i>Number</i>	<i>Number</i>	<i>Number</i>	<i>Number</i>	<i>1,000 dollars</i>	<i>Number</i>	<i>1,000 miles</i>	<i>Cents</i>	<i>1,000 dollars</i>	<i>1,000 tons</i>	<i>1,000 tons</i>	<i>Cents</i>	<i>Tons</i>
1890	166,703	163,359	208,152	31,812	1,090,869	21,664	1,061,952	7,253	272,321	520,439,082	12,521,566	2.174	734,822	691,344	79,192,985	0.927	163.99
1889	161,276	159,934	202,088	30,566	1,080,665	21,471	1,051,141	7,053	259,439	494,808,421	11,964,726	2.169	665,962	619,166	68,677,277	0.970	159.91
1888	156,114	154,222	191,376	29,066	1,032,182	20,247	1,005,108	6,827	251,366	451,353,655	11,190,614	2.246	639,201	590,857	65,423,006	0.977	159.36
1887	149,214	147,953	184,935	27,275	976,772	19,339	950,889	6,554	240,543	428,225,513	10,570,307	2.276	636,666	552,075	61,561,070	1.034	156.16
1886	136,338	133,565	167,952	26,108	870,602	18,365	845,912	6,325	211,930	382,284,972	9,659,698	2.194	550,359	482,245	52,802,071	1.042	150.99
1885	123,320	127,689	160,506	25,662	828,058	16,497	805,517	6,044	200,884	351,427,688	9,133,674	2.199	509,691	437,040	49,151,894	1.057	143.59
1884	125,345	125,119	156,414	24,353	820,954	16,644	798,399	5,911	206,791	334,570,766	8,778,581	2.356	502,870	399,075	44,725,208	1.124	133.58
1883	121,422	120,519	149,101	23,405	800,741	16,230	778,663	5,848	206,837	312,686,641	8,541,310	2.422	539,510	400,453	44,064,923	1.224	125.86
1882	114,677	114,423	140,878	21,889	750,933	14,934	730,435	5,564	188,137	289,030,783	7,688,469	2.447	485,778	360,490	39,302,209	1.236	128.81
1881	103,108	103,530	130,455	19,911	667,218	13,947	648,295	4,976	173,357	---	---	---	551,968	---	---	---	---
1880	93,262	92,147	115,647	17,949	556,930	12,789	539,255	4,786	147,653	---	---	---	467,749	---	---	---	---
1879	86,556	84,393	104,756	17,084	496,718	12,009	480,190	4,519	142,336	---	---	---	386,676	---	---	---	---
1878	81,747	80,832	103,649	16,445	439,109	11,683	423,013	4,413	124,637	---	---	---	365,466	---	---	---	---
1877	79,082	79,208	97,308	15,911	408,082	12,053	392,175	3,854	125,205	---	---	---	347,705	---	---	---	---
1876	76,808	76,305	94,665	15,618	399,524	14,621	384,903	---	136,121	---	---	---	361,137	---	---	---	---
1875	74,096	74,096	---	---	---	---	---	---	139,105	---	---	---	363,960	---	---	---	---
1874	72,335	72,623	---	---	---	---	---	---	140,999	---	---	---	379,467	---	---	---	---
1873	70,268	70,651	---	---	---	---	---	---	137,384	---	---	---	389,036	---	---	---	---
1872	66,171	57,323	---	---	---	---	---	---	132,309	---	---	---	340,932	---	---	---	---
1871	60,301	51,455	---	---	---	---	---	---	108,899	---	---	---	294,430	---	---	---	---
1870	52,922	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1869	46,844	---	---	---	---	---	---	---	---	---	---	---	300,000	---	---	---	---
1868	42,229	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1867	39,050	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1866	36,801	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
SERIES K 1.—MILES OF ROAD OPERATED—Con.																	
1865	35,085	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1864	33,908	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1863	33,170	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1862	32,120	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1861	31,286	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1860	30,626	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1859	28,789	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1858	26,968	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1857	24,503	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1856	22,076	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1855	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1854	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1853	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1852	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1851	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1850	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1849	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1848	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1847	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1846	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1845	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1844	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1843	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1842	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1841	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1840	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1839	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1838	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1837	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1836	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1835	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1834	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1833	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1832	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1831	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1830	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	23

<sup>1</sup> Includes elevated railways for years prior to 1882.

<sup>2</sup> Includes baggage, mail and express.

**Series K 18-27.—RAILROADS BEFORE 1890—CAPITAL, PROPERTY INVESTMENT, INCOME  
AND EXPENSES: 1850 TO 1890**

[In thousands of dollars]

YEAR	CAPITAL, AND PROPERTY INVESTMENT					INCOME AND EXPENSES			INTEREST AND DIVIDENDS	
	Investment in railroad and equipment	Stock, mortgage bonds, equipment, obligations, etc.			Stock paying dividends	Total traffic earnings	Operating expenses	Net earnings	Dividends paid	Interest paid on funded debts
		Total	Capital stock	Bonded debt						
18	19	20	21	22	23	24	25	26	27	
Excluding elevated railways										
1890	-----	10,020,925	4,590,472	5,055,225	-----	1,086,040	-----	342,071	88,576	224,500
1889	-----	9,576,940	4,447,104	4,784,173	-----	991,935	-----	317,867	79,532	216,878
1888	-----	9,281,915	4,392,287	4,585,472	-----	950,520	-----	297,307	78,943	205,288
1887	-----	8,595,041	4,146,958	4,155,628	-----	931,373	-----	331,174	90,013	202,009
1886	-----	8,089,268	3,956,377	3,853,748	-----	822,192	524,880	297,312	80,094	182,885
1885	-----	7,775,858	3,778,610	3,740,255	-----	765,311	498,822	266,489	77,672	179,681
1884	-----	7,617,986	3,726,655	3,647,313	-----	763,307	-----	266,514	93,204	167,286
1883	-----	7,423,040	3,675,793	3,479,412	-----	807,113	-----	291,588	101,579	171,414
1882	-----	6,960,649	3,478,914	3,214,084	-----	-----	-----	-----	-----	-----
Including elevated railways										
1890	8,789,222	10,122,636	4,640,240	5,105,902	1,721,094	-----	-----	346,921	85,076	226,800
1889	8,598,081	9,680,942	4,495,099	4,828,366	1,790,842	-----	-----	322,123	81,263	218,974
1888	8,344,305	9,369,399	4,438,411	4,624,035	1,769,773	-----	-----	301,681	80,243	207,124
1887	7,799,472	8,673,187	4,191,562	4,186,943	1,805,488	-----	-----	334,989	91,573	203,790
1886	7,254,995	8,163,149	3,999,509	3,882,966	1,675,670	-----	-----	300,604	81,654	189,036
1885	7,037,627	7,842,533	3,817,698	3,765,727	1,304,802	-----	-----	269,494	77,672	187,426
1884	6,924,554	7,676,399	3,762,617	3,669,116	1,658,919	-----	-----	270,891	94,415	178,058
1883	6,684,756	7,477,866	3,708,061	3,500,880	1,713,702	-----	-----	298,367	102,053	173,140
1882	6,035,090	7,016,750	3,511,036	3,235,543	1,673,791	770,210	-----	280,317	102,031	150,232
1881	5,577,997	6,278,565	3,177,375	2,878,424	-----	701,781	-----	272,407	93,344	128,587
1880	4,653,609	5,402,038	2,708,673	2,530,875	-----	613,734	-----	255,558	77,115	107,866
1879	4,416,511	4,872,018	2,395,647	2,319,489	-----	525,621	-----	216,545	61,681	112,238
1878	4,166,332	4,772,297	2,292,258	2,297,791	-----	490,103	302,528	187,575	53,629	103,161
1877	4,180,192	4,806,202	2,313,279	2,255,319	-----	472,909	301,933	170,977	58,556	98,821
1876	4,086,653	4,468,592	2,248,359	2,165,141	937,025	497,258	310,805	186,453	68,040	93,560
1875	-----	4,658,209	2,198,601	2,459,607	-----	503,066	-----	185,506	74,294	-----
1874	-----	4,221,764	1,990,997	2,230,766	-----	520,466	330,895	189,571	67,043	-----
1873	-----	3,784,543	1,947,639	1,836,904	-----	526,420	342,609	183,811	67,121	-----
1872	-----	3,159,423	1,647,844	1,511,579	-----	465,241	-----	165,754	64,418	-----
1871	-----	2,664,628	1,481,450	-----	-----	403,329	-----	141,746	56,457	-----
1870	-----	2,476,893	-----	-----	-----	-----	-----	-----	-----	-----
1869	-----	2,041,226	-----	-----	-----	-----	-----	-----	-----	-----
1868	-----	1,869,529	-----	-----	-----	-----	-----	-----	-----	-----
1867	-----	1,172,881	756,223	416,658	-----	334,000	228,700	105,300	32,125	-----
1863	-----	-----	-----	-----	-----	190,000	-----	-----	-----	-----
1861	-----	-----	-----	-----	-----	130,000	-----	-----	-----	-----
1860	-----	1,149,481	-----	-----	-----	-----	-----	-----	-----	-----
1855	299,263	763,678	424,792	299,263	-----	84,250	42,802	-----	-----	-----
1851	-----	-----	-----	-----	-----	39,566	-----	-----	-----	-----
1850	-----	318,126	-----	-----	-----	-----	-----	-----	-----	-----

<sup>1</sup> Includes other interest.

<sup>2</sup> Sum of capital stock, bonded debt, and \$55,092,192 Pacific R. R. U. S. subsidiary bonds.

<sup>3</sup> Includes other debt.

Series K 28-42.—RAILROADS—MILEAGE, EQUIPMENT, AND PASSENGER SERVICE;  
OPERATING STEAM RAILWAYS: 1890 TO 1945

[Includes intercorporate duplications. Unless otherwise noted, the figures cover railways of classes I, II, and III subject to the general exception that beginning with 1908 the returns for switching and terminal companies have been excluded, while before that year they were included where applicable.]

YEAR	Number of operating rail-ways <sup>1</sup>	MILEAGE						EQUIPMENT <sup>3</sup>					PASSENGER SERVICE			
		Road owned <sup>2</sup>	Track operated				Locomotives		Cars in service			Passenger revenue (rail line)	Passengers carried	Passenger miles	Revenue per passenger-mile	
			Total	Miles of road	Other main tracks	Yard track and sidings	Number in service	Average tractive effort <sup>4</sup>	Passen-ger cars	Freight-train cars	Average capacity of freight cars <sup>5</sup>					
																30
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42		
Year ending Dec 31:	Number	Miles	Miles	Miles	Miles	Miles	Number	Pounds	Number	Number	Tons	1,000 dollars	1,000 persons	1,000 miles	Cents	
1945..	517	226,696	898,054	239,438	41,106	117,510	46,253	53,217	38,633	1,737,073	51.1	1,719,816	897,384	91,826,353	1.872	
1944..	524	227,335	898,437	240,215	41,178	117,044	46,305	52,822	38,217	1,797,012	50.8	1,793,322	915,817	95,662,501	1.875	
1943..	534	227,999	898,730	240,745	41,093	116,892	45,406	52,451	38,331	1,734,472	50.7	1,655,814	887,674	87,924,994	1.838	
1942..	543	229,174	899,627	241,737	41,137	116,753	44,671	51,811	38,446	1,773,735	50.5	1,080,436	672,420	53,747,029	1.917	
1941..	559	231,971	403,625	244,263	41,166	118,196	44,375	51,217	38,334	1,732,673	50.3	515,351	483,658	29,406,250	1.754	
1940..	574	233,670	405,975	245,740	41,373	118,862	44,333	50,905	38,308	1,684,171	50.0	417,975	456,088	23,815,598	1.755	
1939..	600	235,064	408,350	246,922	41,445	119,933	45,172	50,395	38,977	1,680,519	49.7	417,166	454,032	22,712,941	1.839	
1938..	611	236,842	411,324	248,474	41,589	121,261	46,544	49,803	39,931	1,731,036	49.4	406,406	454,508	21,656,918	1.877	
1937..	631	238,539	414,572	250,582	41,579	122,411	47,555	49,412	40,949	1,776,428	49.2	443,532	499,688	24,695,214	1.796	
1936..	641	240,104	416,381	251,542	41,731	123,108	48,009	48,972	41,390	1,790,043	48.8	413,189	492,493	22,459,781	1.840	
1935..	661	241,822	419,228	252,930	41,916	124,382	49,541	48,367	42,426	1,867,381	48.3	358,423	448,059	18,509,497	1.936	
1934..	678	243,857	422,401	254,882	42,109	125,410	51,423	47,712	44,884	1,973,247	48.0	346,870	452,176	18,568,635	1.920	
1933..	700	245,703	425,684	256,741	42,897	126,526	54,228	46,916	47,677	2,072,632	47.5	329,316	434,848	16,368,043	2.015	
1932..	709	247,595	428,402	258,869	42,556	126,977	56,732	46,299	50,598	2,184,690	47.0	377,511	480,717	16,997,426	2.221	
1931..	749	248,829	429,823	259,999	42,780	127,044	58,652	45,764	52,096	2,245,904	47.0	551,726	599,227	21,993,345	2.515	
1930..	775	249,052	429,883	260,440	42,742	126,701	60,189	45,225	53,584	2,322,267	46.9	730,766	707,987	26,875,642	2.719	
1929..	809	249,433	429,054	260,370	42,711	125,774	61,257	44,801	53,338	2,323,683	46.3	875,929	786,432	31,164,739	2.811	
1928..	849	249,309	427,750	260,546	42,432	124,772	63,311	43,838	54,800	2,346,751	45.8	905,271	798,476	31,717,566	2.854	
1927..	880	249,131	424,737	259,639	42,071	123,027	65,347	42,798	55,729	2,373,800	45.5	980,523	840,030	33,797,764	2.901	
1926..	929	249,138	421,341	258,315	41,686	120,840	66,848	41,836	55,955	2,403,967	45.1	1,049,210	874,539	35,672,729	2.941	
1925..	947	249,398	417,954	258,631	40,962	118,361	68,098	40,666	56,814	2,414,083	44.8	1,064,806	901,963	36,166,973	2.944	
1924..	995	250,156	415,028	258,238	39,916	116,874	69,486	39,891	57,451	2,411,627	44.3	1,085,672	950,459	36,868,290	2.985	
1923..	1,023	250,222	412,993	258,084	38,697	116,212	69,414	39,177	57,159	2,379,131	43.8	1,158,925	1,008,538	38,294,178	3.026	
1922..	1,041	250,413	409,359	257,425	37,888	114,046	68,518	37,441	56,327	2,352,483	43.1	1,087,516	889,509	35,811,046	3.037	
1921..	1,058	251,176	407,531	256,362	37,614	111,555	69,122	36,935	56,960	2,378,510	42.5	1,166,252	1,061,131	37,705,737	3.093	
1920..	1,085	252,845	406,580	259,941	36,894	109,744	68,942	36,365	56,102	2,388,424	42.4	1,304,815	1,269,913	47,369,906	2.755	
1919..	1,111	253,152	403,891	258,525	36,730	108,637	68,977	35,789	56,290	2,426,889	41.9	1,193,431	1,211,022	46,338,166	2.543	
1918..	1,131	253,529	402,343	258,507	36,228	107,608	67,936	34,995	56,611	2,397,943	41.6	1,046,166	1,122,933	43,212,458	2.421	
1917..	1,168	253,626	400,353	259,705	35,066	105,582	66,070	33,932	55,939	2,379,472	41.5	840,910	1,109,943	40,099,758	2.097	
1916..	1,216	254,037	397,014	259,705	34,325	102,984	65,595	32,840	55,192	2,329,475	40.9	722,359	1,048,987	35,220,016	2.051	
Year ending June 30:																
1916..	1,243	254,251	-----	259,211	33,864	101,869	65,314	32,380	54,774	2,313,378	40.5	689,627	1,015,338	34,309,894	2.010	
1915..	1,260	253,789	391,142	257,569	33,682	99,910	66,502	31,501	55,810	2,341,567	39.7	646,475	985,676	32,474,923	1.991	
1914..	1,297	252,105	387,208	256,547	32,376	98,285	67,012	31,006	54,492	2,349,734	39.1	703,484	1,063,249	35,357,221	1.990	
1913..	1,296	249,777	379,508	253,470	30,827	95,211	65,597	30,258	52,717	2,298,478	38.3	695,988	1,043,603	34,672,635	2.008	
1912..	1,298	246,777	371,238	249,852	29,367	92,019	63,463	29,049	51,533	2,229,163	37.4	660,373	1,004,081	33,132,355	1.987	
1911..	1,312	243,979	362,824	246,238	27,613	88,974	62,463	28,291	49,906	2,208,997	36.9	657,638	997,410	33,201,694	1.974	
1910..	1,306	240,293	351,767	240,831	25,354	85,582	60,019	27,282	47,179	2,148,478	35.9	628,992	971,683	32,338,496	1.938	
1909..	1,316	236,834	342,351	235,402	24,573	82,377	58,219	26,601	45,664	2,086,835	35.3	563,609	891,472	29,109,323	1.928	
1908..	1,323	233,463	333,646	230,494	23,699	79,453	57,698	26,356	45,292	2,100,784	34.9	566,833	890,010	29,082,887	1.937	
1907..	1,564	229,951	327,975	227,455	22,771	77,749	55,388	25,781	43,973	1,991,557	33.8	564,606	873,905	27,718,554	2.014	
1906..	1,491	224,363	317,083	222,340	20,982	73,761	51,672	24,741	42,262	1,837,914	32.2	510,033	797,946	25,167,241	2.003	
1905..	1,380	218,101	306,797	216,974	19,881	69,942	48,357	23,666	40,713	1,731,409	30.8	472,695	738,835	23,800,149	1.962	
1904..	1,314	213,904	297,073	212,243	18,338	66,492	46,743	22,804	39,752	1,692,194	30.1	444,327	715,420	21,923,214	2.006	
1903..	1,281	207,977	283,822	205,314	16,948	61,560	43,871	21,781	38,140	1,653,782	29.4	421,705	694,892	20,915,764	2.006	
1902..	1,219	202,472	282,822	200,155	15,820	58,221	41,225	20,982	36,987	1,546,101	-----	392,963	649,879	19,689,938	1.986	
1901..	1,213	197,237	265,352	195,562	14,876	54,915	39,584	-----	35,969	1,464,323	-----	351,356	607,273	17,353,538	2.013	
1900..	1,224	193,346	258,784	192,556	14,075	52,153	37,663	-----	34,713	1,365,531	-----	323,716	576,831	16,038,076	2.003	
1899..	1,206	189,295	250,143	187,535	13,384	49,224	36,703	-----	33,850	1,295,510	-----	291,113	523,177	14,591,328	1.978	
1898..	1,192	186,396	245,334	184,643	13,096	47,689	36,234	-----	33,595	1,248,826	-----	266,970	501,067	13,379,930	1.973	
1897..	1,158	184,423	242,013	183,284	12,795	45,934	35,986	-----	33,626	1,221,730	-----	251,136	489,445	12,256,940	2.022	
1896..	1,111	182,778	239,140	181,983	12,440	44,718	35,950	-----	33,003	1,221,837	-----	266,563	511,773	13,049,007	2.019	
1895..	1,104	180,657	233,276	177,746	12,348	43,181	35,699	-----	33,112	1,196,119	-----	252,246	507,421	12,188,446	2.040	
1894..	1,043	178,709	229,796	175,691	12,163	41,941	35,492	-----	33,018	1,205,169	-----	235,350	540,688	14,239,446	1.986	
1893..	1,034	176,461	221,864	169,780	11,633	40,451	34,788	-----	31,384	1,013,307	-----	301,492	593,561	14,229,101	2.103	
1892..	1,002	171,564	211,051	162,397	10,846	37,808	33,136	-----	23,876	966,998	-----	286,806	560,958	13,362,898	2.126	
1891..	991	168,403														

## Series K 43-59.—RAILROADS—FREIGHT SERVICE STATISTICS, OPERATING STEAM RAILWAYS: 1890 TO 1945

[ Includes intercorporate duplications. Figures subject to general exception that beginning with 1908 the returns for switching and terminal companies are excluded, while before that year they were included where applicable ]

YEAR	CLASS I, II AND III RAILWAYS									TONS OF REVENUE FREIGHT ORIGINATED (CLASS I RAILWAYS)							
	Freight revenue (rail line)	Revenue freight originated	Tons carried 1 mile	Revenue ton-miles per mile of road	Revenue per ton-mile	Revenue ton-miles per train-mile	Revenue ton-miles per loaded car-mile <sup>1</sup>	Haul per ton <sup>2</sup>	Revenue per ton <sup>2</sup>	Total, all tonnage	Carload tonnage by commodity group						L.C.L. tonnage <sup>3</sup>
											Total carload tonnage	Products of agriculture	Animals and products	Products of mines	Products of forests	Manufactures and misc.	
43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	
Year ending Dec 31:	1,000 dollars	Million tons	Million tons	Ton-miles	Cents	Ton-miles	Ton-miles	Miles	Dollars	1,000 tons	1,000 tons	1,000 tons	1,000 tons	1,000 tons	1,000 tons	1,000 tons	
1945	6,617,213	1,499	684,148	2,852,615	0.967	1,034.49	30.13	458.14	4.43	1,424,913	1,404,080	159,571	23,748	782,942	75,604	412,215	20,833
1944	7,087,033	1,565	740,586	3,084,195	0.957	1,045.67	30.62	473.28	4.53	1,491,491	1,471,366	145,685	25,413	785,265	83,731	431,272	20,125
1943	6,865,754	1,557	730,132	3,032,199	0.940	1,027.64	31.36	469.07	4.41	1,481,225	1,462,314	148,971	22,936	797,163	80,899	412,345	18,911
1942	6,026,416	1,498	640,992	2,438,921	0.945	947.87	29.76	427.76	4.02	1,421,137	1,403,612	117,318	20,620	569,745	84,570	376,527	17,575
1941	4,509,760	1,296	477,576	1,950,166	0.944	827.48	26.28	368.54	3.48	1,227,650	1,209,559	100,173	16,810	684,433	71,540	336,603	18,091
1940	3,584,201	1,069	375,369	1,525,579	0.955	764.30	25.40	351.13	3.35	1,009,421	994,728	88,821	15,458	570,218	58,221	262,010	14,698
1939	3,297,059	955	333,375	1,355,052	0.933	727.45	24.59	351.21	3.45	901,669	886,794	91,564	15,049	496,939	50,156	233,036	14,875
1938	2,900,676	820	291,868	1,171,637	0.994	676.57	23.80	356.05	3.54	771,862	757,470	95,390	14,760	408,835	43,973	194,512	14,392
1937	3,438,487	1,076	362,815	1,446,921	0.945	708.35	24.68	337.43	3.19	1,015,536	993,398	89,460	15,233	569,745	58,658	265,302	17,188
1936	3,356,631	1,012	341,132	1,353,406	0.984	687.49	24.32	337.29	3.32	953,830	942,538	86,648	16,209	541,488	53,156	245,037	16,292
1935	2,831,189	832	283,637	1,119,290	0.998	646.17	23.49	341.05	3.40	789,627	775,538	76,338	15,125	445,136	42,483	196,506	14,039
1934	2,617,901	802	270,292	1,053,609	0.989	623.62	23.19	331.91	3.33	765,296	750,951	79,305	20,363	436,380	35,656	179,253	14,345
1933	2,528,968	733	250,651	972,262	1.009	619.13	23.26	341.77	3.45	698,943	684,592	81,702	17,651	395,065	33,165	157,009	14,351
1932	2,485,475	679	235,309	908,298	1.056	585.49	22.56	346.63	3.66	645,223	630,989	80,917	18,055	362,226	26,109	143,632	15,234
1931	3,302,324	945	311,073	1,196,960	1.062	652.87	23.44	329.23	3.50	894,186	871,412	97,487	21,632	501,903	43,024	207,366	22,774
1930	4,145,015	1,220	385,815	1,481,199	1.074	699.27	24.28	316.21	3.40	1,153,197	1,123,530	110,728	23,129	642,537	69,371	277,765	29,667
1929	4,899,168	1,419	430,189	1,727,786	1.038	718.03	24.52	317.17	3.45	1,339,091	1,303,048	115,343	24,907	737,879	94,855	330,064	36,043
1928	4,771,562	1,371	436,087	1,677,089	1.094	705.86	24.31	318.00	3.48	1,285,943	1,248,989	118,022	25,634	696,533	96,737	312,013	36,954
1927	4,728,885	1,373	432,014	1,668,800	1.095	689.68	24.60	314.75	3.45	1,281,611	1,243,171	113,342	26,003	713,402	99,351	291,073	38,440
1926	4,905,981	1,440	447,444	1,732,295	1.096	688.56	24.96	310.81	3.41	1,336,142	1,296,651	111,787	26,244	757,703	104,851	296,066	39,491
1925	4,648,364	1,351	417,418	1,613,862	1.114	662.53	24.55	308.93	3.44	1,247,242	1,206,655	109,313	26,324	678,336	107,391	285,291	40,587
1924	4,437,380	1,287	391,945	1,518,556	1.132	634.43	24.47	304.44	3.45	1,187,296	1,146,747	116,587	27,747	637,532	103,094	256,737	30,549
1923	4,712,495	1,388	416,256	1,615,741	1.132	632.32	25.18	299.94	3.40	1,279,030	1,234,692	109,318	28,254	713,735	115,618	267,767	44,338
1922	4,085,742	1,112	342,183	1,330,460	1.194	599.12	24.31	307.77	3.67	1,023,745	980,516	111,737	26,230	532,998	89,059	220,442	43,229
1921	4,004,109	1,018	309,533	1,199,328	1.294	566.74	24.60	304.11	3.93	940,183	898,191	114,069	24,263	511,271	76,419	172,169	41,992
1920	4,420,833	1,363	413,699	1,597,133	1.069	639.03	26.71	303.52	3.24	1,255,421	1,202,219	110,840	26,595	712,155	100,765	251,864	53,202
1919	3,624,886	1,190	367,161	1,423,390	0.987	622.51	25.44	308.60	3.05	1,096,449	1,045,148	115,033	35,494	589,951	94,076	210,256	51,301
1918	3,522,052	1,377	408,773	1,532,796	0.862	620.68	26.96	296.89	2.56	1,263,344	1,209,957	116,051	35,777	734,796	97,256	226,077	53,387
1917	2,897,436	1,382	398,263	1,338,211	0.728	583.29	24.75	288.18	2.10	1,264,016	1,120,247	104,629	31,858	732,653	100,838	240,269	53,769
1916	2,631,092	1,317	366,173	1,409,957	0.719	552.26	22.88	277.98	2.00	1,203,367	1,150,456	113,635	30,473	680,123	93,819	231,039	52,911
Year ending June 30:																	
1916	2,469,027	1,263	343,477	1,325,039	0.719	536.67	22.39	271.98	1.96	925,697	878,761	109,483	26,001	507,250	76,674	157,085	46,986
1915	2,037,926	1,024	277,135	1,075,962	0.735	476.13	21.14	270.69	1.99	1,023,131	982,892	98,825	26,352	574,000	91,094	177,950	40,239
1914	2,126,717	1,130	288,637	1,125,084	0.737	446.96	21.09	255.43	1.88	1,067,978	1,026,817	102,658	25,669	592,164	93,762	196,947	41,161
1913	2,193,931	1,183	301,780	1,190,397	0.729	445.43	21.12	255.15	1.92	926,990	889,999	86,433	24,064	506,306	74,796	166,134	36,991
1912	1,968,559	1,031	264,081	1,078,530	0.744	406.76	20.18	256.87	1.91	901,573	866,398	81,780	22,833	483,861	79,345	163,380	35,175
1911	1,925,991	1,003	253,784	1,053,566	0.757	383.10	19.74	254.10	1.92								
1910	1,925,554	1,026	255,017	1,071,086	0.753	380.38	19.84	249.68	1.88								
1909	1,677,614	881	281,803	953,986	0.763	362.57	19.26	251.10	1.90								
1908	1,655,419	870	218,332	974,654	0.754	351.80	19.62	253.94	1.90								
1907	1,823,652	977	236,601	1,052,119	0.759	357.35	19.68	242.05	1.87								
1906	1,640,387	896	215,878	982,401	0.748	344.39	18.92	240.89	1.83								
1905	1,450,773	785	186,463	861,396	0.766	322.26	18.14	237.56	1.85								
1904	1,379,003	714	174,522	829,476	0.780	307.76	17.72	244.30	1.93								
1903	1,338,020	715	173,221	855,442	0.763	310.54	17.60	242.35	1.87								
1902	1,207,229	658	157,239	793,351	0.757	296.47	16.92	239.10	1.84								
1901	1,118,543	584	147,077	760,414	0.750	281.26	16.55	251.98	1.92								
1900	1,049,256	533	141,597	735,352	0.729	270.86		242.73	1.80								
1899	913,737	502	123,667	659,565	0.724	243.52		246.58	1.82								
1898	876,728		114,078	617,810	0.753	226.45											
1897	772,849		95,139	519,079	0.793	204.62											
1896	786,616		95,328	523,332	0.806	198.81											
1895	729,993		85,228	479,490	0.839	189.69											
1894	699,491		80,335	457,252	0.860	179.80											
1893	829,054		93,588	551,232	0.873	183.97											
1892	799,316		88,241	543,365	0.893	181.89											
1891	736,794		81,074	502,705	0.895	181.67											
1890	714,464		76,207	487,245	0.941	175.12					</						

## Series K 60-70.—RAILROADS—CAPITAL AND PROPERTY INVESTMENT: 1890 TO 1945

[ Includes intercorporate duplications. Figures subject to general exception that beginning with 1908, the returns for switching and terminal companies are excluded, while before that year they were included where applicable ]

YEAR	CAPITAL AND PROPERTY INVESTMENT (CLASS I, II, III RAILWAYS AND THEIR LESSORS)							CAPITAL EXPENDITURES FOR ADDITIONS AND BETTERMENTS (CLASS I RAILWAYS)			
	Road and equipment		Railway capital outstanding <sup>4</sup>				Net capitalization	Stock paying dividends	Total	Equipment	Roadway and structures
	Investment, book value <sup>1</sup>	Depreciation reserve <sup>2</sup>	Total	Common stock	Preferred stock	Funded debt unmatured					
	60	61	62	63	64	65	66	67	68	69	70
Year ending Dec. 31:	1,000 dollars	1,000 dollars	Million dollars	Million dollars	Million dollars	Million dollars	Million dollars	1,000 dollars	1,000 dollars	1,000 dollars	1,000 dollars
1945	\$ 26,967,756	5,549,720	20,891	7,743	2,004	11,144	15,667	5,383,158	562,980	314,779	248,201
1944	\$ 26,681,654	4,382,604	21,693	7,790	2,023	11,880	16,276	5,523,271	560,112	328,231	231,881
1943	\$ 26,145,458	3,939,562	22,149	7,842	1,936	12,371	16,755	5,466,566	454,282	255,981	198,301
1942	\$ 25,838,351	3,561,570	22,742	7,882	1,959	12,901	17,315	5,355,928	534,897	349,374	185,523
1941	\$ 25,668,984	3,240,145	22,952	7,832	1,980	13,140	17,568	3,861,653	543,021	367,568	175,453
1940	\$ 25,646,014	3,095,237	23,371	8,005	2,064	13,302	17,630	3,741,132	429,147	271,906	157,241
1939	\$ 25,538,157	3,102,779	23,609	8,025	2,050	13,534	17,698	3,190,115	262,029	183,388	128,641
1938	\$ 25,595,739	3,044,972	23,855	8,040	2,049	13,766	17,988	3,139,486	226,937	115,408	111,529
1937	\$ 25,636,082	2,950,848	24,123	8,064	2,050	14,009	18,319	3,890,177	509,793	322,877	186,917
1936	\$ 25,432,388	2,809,063	24,003	7,993	2,036	13,974	18,336	3,594,789	298,991	159,104	139,887
1935	\$ 25,500,465	2,771,404	24,247	7,987	2,036	14,224	18,342	3,412,968	188,302	79,335	108,967
1934	\$ 25,681,608	2,764,726	24,570	7,994	2,044	14,532	18,653	3,411,520	212,712	92,005	120,707
1933	\$ 25,901,962	2,707,942	24,723	8,057	2,042	14,624	18,831	3,119,282	103,947	15,454	88,493
1932	\$ 26,086,991	2,632,922	24,837	8,067	2,047	14,723	18,894	3,298,822	167,194	36,371	130,823
1931	\$ 26,094,899	2,520,738	24,344	8,031	2,049	14,264	18,941	7,325,664	361,912	73,105	288,807
1930	\$ 26,051,000	2,360,767	24,331	8,009	2,074	14,248	19,066	7,702,021	872,608	328,269	544,339
1929	\$ 25,465,036	2,169,736	23,983	7,853	2,065	14,065	18,680	7,506,265	853,721	321,806	532,415
1928	\$ 24,875,984	2,043,976	23,747	7,809	2,034	13,904	18,511	7,159,989	676,665	224,801	452,364
1927	\$ 24,453,871	1,946,798	23,614	7,683	1,980	13,951	18,137	6,701,427	771,552	288,701	482,851
1926	\$ 23,800,740	1,811,002	23,677	7,560	1,925	14,192	18,234	6,473,230	885,086	371,922	513,164
1925	\$ 23,217,209	1,681,291	23,644	7,602	1,937	14,105	18,191	6,278,532	748,191	338,114	410,077
1924	\$ 22,182,267	1,549,969	23,636	7,539	1,935	14,162	18,202	6,042,268	874,744	493,609	381,135
1923	\$ 21,372,858	1,408,461	22,839	7,398	1,852	13,589	17,810	5,646,076	1,059,149	681,724	377,425
1922	\$ 20,580,001	1,335,453	22,290	7,307	1,834	13,149	17,280	5,321,347	429,273	245,509	183,764
1921	\$ 20,329,224	1,237,030	22,292	7,275	1,801	13,216	17,083	5,059,844	557,085	319,374	237,161
1920	19,849,320	1,081,342	21,891	7,215	1,898	12,778	16,994	5,075,040	-----	-----	-----
1919	19,300,121	1,009,322	20,950	7,193	1,898	11,859	16,550	5,298,321	-----	-----	-----
1918	18,984,756	986,979	20,785	7,249	1,806	11,730	16,454	5,138,851	-----	-----	-----
1917	18,574,298	796,395	21,249	7,454	1,848	11,947	16,402	5,610,774	-----	-----	-----
1916	17,842,777	628,984	21,049	7,594	1,455	12,000	16,333	5,430,123	-----	-----	-----
Year ending June 30:											
1916	17,689,425	571,360	21,092	7,603	1,456	12,033	16,336	5,279,428	-----	-----	-----
1915	17,441,420	511,452	21,128	7,600	1,395	12,133	16,308	5,219,347	-----	-----	-----
1914	17,153,786	435,835	20,247	7,304	1,376	11,567	15,759	5,667,073	-----	-----	-----
1913	16,588,603	327,847	19,796	7,232	1,379	11,185	15,366	5,780,982	-----	-----	-----
1912	16,004,745	259,661	19,753	7,249	1,374	11,130	15,126	5,581,289	-----	-----	-----
1911	15,612,379	210,466	19,209	7,075	1,396	10,738	15,044	5,780,250	-----	-----	-----
1910	14,557,816	-----	18,417	6,710	1,403	10,304	14,376	5,412,578	-----	-----	-----
1909	13,609,184	-----	17,488	6,218	1,468	9,802	13,914	4,920,174	-----	-----	-----
1908	13,213,767	-----	16,768	5,911	1,463	9,394	12,834	4,843,371	-----	-----	-----
1907	13,030,344	-----	16,082	5,933	1,424	8,725	-----	4,948,756	-----	-----	-----
1906	12,420,288	-----	14,570	5,408	1,401	7,766	11,672	4,526,959	-----	-----	-----
1905	11,951,349	-----	13,805	5,181	1,373	7,251	11,167	4,119,087	-----	-----	-----
1904	11,511,537	-----	13,213	5,051	1,289	6,873	10,712	3,643,427	-----	-----	-----
1903	10,973,505	-----	12,600	4,877	1,279	6,444	10,282	3,450,738	-----	-----	-----
1902	10,658,321	-----	12,134	4,722	1,302	6,110	9,926	3,337,645	-----	-----	-----
1901	10,405,095	-----	11,688	4,475	1,331	5,882	9,483	2,977,575	-----	-----	-----
1900	10,263,313	-----	11,491	4,522	1,323	5,646	9,548	2,668,970	-----	-----	-----
1899	9,961,841	-----	11,034	4,323	1,192	5,519	9,432	2,239,503	-----	-----	-----
1898	9,760,581	-----	10,819	4,269	1,119	5,431	9,297	1,818,113	-----	-----	-----
1897	9,709,329	-----	10,635	4,367	998	5,270	9,168	1,603,550	-----	-----	-----
1896	9,500,323	-----	10,567	4,257	970	5,340	9,066	1,559,024	-----	-----	-----
1895	9,203,491	-----	10,347	4,202	760	5,385	8,900	1,485,618	-----	-----	-----
1894	9,073,471	-----	10,191	4,104	730	5,357	8,647	1,767,926	-----	-----	-----
1893	8,937,546	-----	9,895	3,982	687	5,226	8,332	1,809,601	-----	-----	-----
1892	8,690,083	-----	9,686	3,979	654	5,053	8,295	1,825,705	-----	-----	-----
1891	8,444,856	-----	9,291	3,796	655	4,840	8,008	1,796,391	-----	-----	-----
1890	8,133,665	-----	8,984	3,803	606	4,575	7,577	1,598,132	-----	-----	-----

<sup>1</sup> Includes proprietary.

<sup>2</sup> Increase in investment over a period of years cannot be obtained accurately by subtraction of 1 year's investment from that of another owing to reorganization, sale, or abandonment reclassification, etc.

<sup>3</sup> Includes depreciation on "Miscellaneous physical property," for years prior to 1920. Amortization of defense projects included subsequent to 1940.

<sup>4</sup> The figures subsequent to the year 1914 include actually outstanding, nominally issued, and nominally outstanding securities in order that they may be comparable with those of previous years in which these items were not segregated. Funded debt unmatured does not include equipment obligations subsequent to 1942, but they are included herein to preserve the comparability of the figures.

<sup>5</sup> For 1921 to 1924, includes investment of lessor companies; and for 1925 to 1945, investment of lessor and proprietary companies; however, excludes investment of proprietary companies which are a part of systems filing consolidated annual reports.

<sup>6</sup> Classes I and II railways and their lessor subsidiaries.

<sup>7</sup> Class I railway.

<sup>8</sup> Investment for 1910 originally published is increased by \$170,000,000, estimated reserve for accrued depreciation, to make figures comparable with those of other years.

<sup>9</sup> Represents 1893 investments less increases each year on account of change in classification in 1893.

Series K 71-81.—RAILROADS—INCOME AND EXPENSES, AND INTEREST AND DIVIDENDS:  
1890 TO 1945

[ Includes intercorporate duplications. Unless otherwise noted, figures cover railways of classes I, II, and III, subject to general exception, that beginning with 1903 the returns for switching and terminal companies are excluded, while before that year they were included where applicable ]

YEAR	INCOME AND EXPENSES									INTEREST AND DIVIDENDS	
	Operating revenue	Operating expenses			Operating income	Tax accruals	Net operating income	Net income <sup>1</sup>	Ratio of operating expenses to operating revenues	Dividends declared <sup>1</sup>	Interest accrued on funded debt <sup>1</sup>
		Amount	Maintenance of way and structure	Maintenance of equipment							
	71	72	73	74	75	76	77	78	79	80	81
<b>Year ending Dec. 31:</b>	<i>1,000 dollars</i>	<i>1,000 dollars</i>	<i>1,000 dollars</i>	<i>1,000 dollars</i>	<i>1,000 dollars</i>	<i>1,000 dollars</i>	<i>1,000 dollars</i>	<i>1,000 dollars</i>	<i>Percent</i>	<i>1,000 dollars</i>	<i>1,000 dollars</i>
1945	8,986,954	7,115,391	1,431,221	2,157,678	1,036,130	835,434	858,864	502,250	79.17	295,294	428,404
1944	9,524,628	6,345,035	1,283,208	1,597,155	1,317,941	1,861,652	1,113,153	733,461	66.62	292,248	488,877
1943	9,138,419	5,714,804	1,125,873	1,449,356	1,560,675	1,862,940	1,370,568	946,150	62.54	263,919	515,617
1942	7,547,826	4,653,705	811,206	1,219,460	1,682,347	1,211,775	1,499,364	992,843	61.66	254,088	564,174
1941	5,413,972	3,709,921	615,533	1,000,375	1,148,081	555,970	1,009,592	557,672	68.52	239,438	543,954
1940	4,354,712	3,131,598	508,328	826,242	820,161	402,953	690,554	243,148	71.91	216,522	547,333
1939	4,050,047	2,959,438	477,697	773,080	728,992	361,617	595,961	141,134	73.07	179,412	512,283
1938	3,616,072	2,762,681	431,021	683,529	507,155	346,236	376,865	87,468	76.40	136,270	521,758
1937	4,226,325	3,165,154	508,319	834,820	730,158	331,013	597,841	146,351	74.89	227,596	532,237
1936	4,108,658	2,973,366	466,284	790,240	810,434	324,858	675,600	221,591	72.37	231,733	548,452
1935	3,499,126	2,630,197	404,105	688,678	626,973	240,760	505,415	52,177	75.17	202,568	559,187
1934	3,316,861	2,479,977	375,410	644,989	592,034	243,646	465,896	23,282	74.77	211,767	569,760
1933	3,138,186	2,285,218	331,653	605,409	598,222	253,522	477,326	26,543	72.82	158,790	590,230
1932	3,168,537	2,441,814	361,337	625,606	446,417	279,263	325,532	121,630	77.06	150,774	591,340
1931	4,246,385	3,273,906	544,300	825,923	663,084	308,492	528,204	169,287	77.10	401,463	592,866
1930	5,356,484	3,993,621	723,525	1,030,432	1,007,907	353,881	874,154	577,923	74.56	603,150	588,742
1929	6,373,004	4,579,162	877,067	1,216,045	1,389,955	402,698	1,262,636	977,230	71.85	560,902	580,770
1928	6,212,464	4,508,606	861,846	1,181,251	1,306,620	395,631	1,182,467	855,018	72.57	510,018	578,831
1927	6,245,716	4,662,521	895,063	1,234,655	1,198,547	383,112	1,077,842	741,924	74.65	567,281	583,452
1926	6,508,679	4,766,235	894,886	1,300,680	1,344,010	396,538	1,229,020	883,422	73.23	473,683	581,709
1925	6,246,884	4,633,497	844,186	1,278,227	1,245,622	365,790	1,136,728	771,053	74.17	409,645	583,375
1924	6,045,252	4,608,807	821,793	1,279,680	1,086,578	347,437	984,463	623,399	76.24	385,130	588,301
1923	6,419,210	4,999,383	843,224	1,485,555	1,078,226	339,577	974,918	632,118	77.88	411,882	551,705
1922	5,674,483	4,509,991	755,030	1,269,971	854,779	308,145	769,411	434,459	79.48	338,806	538,594
1921	5,632,665	4,668,998	787,537	1,271,921	678,551	283,163	601,139	350,540	82.89	456,482	529,398
1920	6,310,151	5,954,394	1,069,436	1,613,950	75,402	289,272	12,101	481,951	94.36	331,103	500,354
1919	6,250,420	4,498,817	800,912	1,245,264	511,546	239,136	454,132	496,609	85.68	335,242	476,075
1918	4,985,290	4,071,522	673,084	1,120,611	684,004	229,533	646,223	442,336	81.67	339,186	468,286
1917	4,115,413	2,906,283	460,447	700,073	988,776	218,632	950,557	658,225	70.62	381,852	474,123
1916	3,691,065	2,426,251	439,195	609,105	1,102,171	161,825	1,058,506	735,341	65.73	366,561	481,426
<b>Year ending June 30:</b>											
1916	3,472,642	2,277,202	421,501	570,326	1,044,603	150,015	1,002,935	671,398	65.58	342,109	474,535
1915	2,956,193	2,088,683	381,532	509,319	729,069	137,775	694,276	354,787	70.65	328,478	464,186
1914	3,127,730	2,280,416	419,278	532,139	706,844	140,470	674,190	395,492	72.91	451,653	442,595
1913	3,193,118	2,235,923	421,232	511,561	835,190	122,005	805,266	546,761	70.02	369,078	434,753
1912	2,906,416	2,035,058	367,448	450,373	757,540	118,819	727,458	453,125	70.02	400,315	429,027
1911	2,852,855	1,976,332	366,025	428,367	773,866	102,657	744,669	547,281	69.28	460,195	410,327
1910	2,812,142	1,881,879	368,507	413,110	832,228	98,035	805,097	583,191	66.92	405,771	399,582
1909	2,473,205	1,650,034	308,450	363,913	738,032	85,140	710,474	441,063	66.72	321,072	382,675
1908	2,440,639	1,710,402	329,373	368,354	651,562	78,674	634,794	443,987	70.08	390,695	368,296
1907	2,589,106	1,748,516	343,545	368,062	-----	73,743	766,846	488,014	67.23	308,089	344,243
1906	2,325,765	1,536,877	311,721	328,555	-----	69,064	719,824	434,229	66.08	272,796	322,556
1905	2,082,482	1,390,602	275,046	288,441	-----	58,712	633,168	364,811	66.78	237,964	310,632
1904	1,975,174	1,338,896	261,280	267,185	-----	56,802	579,476	317,308	67.79	221,941	297,675
1903	1,900,847	1,257,539	266,422	240,430	-----	53,252	590,056	338,324	66.16	196,728	283,953
1902	1,726,380	1,116,249	248,332	213,381	-----	50,054	560,077	314,989	64.66	185,392	274,422
1901	1,588,526	1,030,397	231,057	190,300	-----	46,708	511,421	273,450	64.86	156,736	262,095
1900	1,487,045	961,429	211,221	181,174	-----	44,445	481,171	252,760	64.65	139,598	252,950
1899	1,313,610	856,969	180,411	150,919	-----	44,397	412,244	177,225	65.24	111,010	251,158
1898	1,247,326	817,973	173,315	142,625	-----	41,929	387,424	147,167	65.58	96,153	246,127
1897	1,122,090	752,525	159,434	122,762	-----	41,119	323,446	85,802	67.06	87,111	247,880
1896	1,150,169	772,939	160,345	133,332	-----	37,962	339,219	94,794	67.20	87,603	249,624
1895	1,075,371	725,720	143,976	113,789	-----	38,146	311,505	60,133	67.48	85,288	252,513
1894	1,073,362	731,414	143,669	112,895	-----	36,556	305,391	60,174	68.14	95,515	252,780
1893	1,220,752	827,921	169,258	136,876	-----	35,071	357,760	114,015	67.82	100,930	250,177
1892	1,171,407	780,998	164,189	128,712	-----	32,751	357,658	120,091	66.67	97,615	240,075
1891	1,096,761	731,888	153,672	117,048	-----	32,052	332,822	114,965	66.73	91,118	219,521
1890	1,051,878	692,094	152,719	114,039	-----	29,806	329,978	106,270	65.80	87,072	221,500

<sup>1</sup> Includes lessors.

<sup>2</sup> Includes unusual items, amounting to \$76,300,000, not representing cash.

<sup>3</sup> Classes I and II railways.

<sup>4</sup> Classes I and II railways and their lessor subsidiaries.

## Series K 82-93.—RAILROADS—EMPLOYMENT AND WAGES, AND RAILWAY ACCIDENTS AND FATALITIES: 1890 TO 1945

[Statistics on accidents and fatalities not strictly comparable because of changing definition of a reportable accident]

YEAR	EMPLOYMENT AND WAGES <sup>1</sup>		RAILWAY ACCIDENTS AND FATALITIES									
	Number of employees	Compensation of railroad employees	Total		Passengers <sup>2,3</sup>		Employees <sup>4</sup>		Other persons <sup>5</sup>		Trespassers <sup>5</sup>	
			Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
			82	83	84	85	86	87	88	89	90	91
Year ending Dec. 31:	1,000 persons	1,000 dollars										
1945	1,439	3,900,928	4,812	61,515	156	4,840	972	48,632	2,052	6,870	1,632	1,173
1944	1,434	3,897,755	4,908	61,251	267	4,854	1,087	48,613	1,958	6,632	1,596	1,152
1943	1,375	3,556,189	5,051	60,348	278	5,166	1,072	46,971	1,946	7,076	1,753	1,135
1942	1,291	2,966,062	5,337	48,123	122	3,501	1,005	36,032	2,197	7,237	2,013	1,853
1941	1,159	2,360,869	5,191	37,829	48	3,009	807	25,866	2,141	7,378	2,195	1,576
1940	1,046	1,990,631	4,740	29,606	83	2,597	583	18,350	1,979	6,886	2,095	1,773
1939	1,007	1,889,130	4,492	28,144	40	2,580	536	17,383	1,564	6,225	2,352	1,956
1938	958	1,771,083	4,649	27,275	81	2,345	513	16,569	1,695	6,253	2,360	2,108
1937	1,137	2,013,877	5,502	36,713	34	2,594	712	24,114	2,102	7,703	2,654	2,302
1936	1,086	1,873,319	5,550	34,723	41	2,548	720	22,409	1,988	7,348	2,801	2,418
1935	1,014	1,666,229	5,258	28,108	30	1,949	600	16,742	1,842	6,711	2,786	2,706
1934	1,027	1,541,313	5,020	28,641	38	1,945	556	17,338	1,729	6,573	2,697	2,785
1933	991	1,424,392	5,180	27,516	51	2,067	533	15,932	1,704	5,915	2,892	3,602
1932	1,052	1,535,066	4,905	29,232	27	1,912	579	17,742	1,722	6,214	2,577	3,364
1931	1,283	2,124,784	5,271	35,671	46	2,104	677	23,358	2,059	7,232	2,489	2,977
1930	1,517	2,538,598	5,665	49,443	61	2,666	977	35,372	2,218	8,230	2,409	2,675
1929	1,694	2,940,206	6,690	77,013	114	3,846	1,423	60,739	2,724	10,082	2,424	2,346
1928	1,692	2,874,429	6,680	86,205	91	3,468	1,329	70,873	2,773	9,497	2,487	2,367
1927	1,776	2,963,034	6,992	104,817	88	3,893	1,570	83,223	2,608	9,976	2,726	2,725
1926	1,822	3,001,804	7,090	130,235	152	4,461	1,672	111,903	2,705	11,326	2,561	2,545
1925	1,786	2,916,193	6,766	137,435	176	5,643	1,599	119,224	2,347	9,640	2,644	2,923
1924	1,795	2,882,658	6,617	143,739	153	6,023	1,543	125,319	2,300	9,268	2,621	3,129
1923	1,902	3,062,026	7,385	171,712	143	6,463	2,026	152,678	2,397	9,279	2,819	3,292
1922	1,670	2,693,292	6,325	134,871	203	6,712	1,657	117,197	1,967	7,834	2,498	3,128
1921	1,705	2,823,970	5,996	120,685	205	5,584	1,446	104,530	4,345	10,571	-----	-----
1920	2,076	3,754,281	6,958	168,309	229	7,591	2,578	149,414	4,151	11,304	-----	-----
1919	1,960	2,897,769	6,978	149,053	273	7,456	2,138	131,018	4,567	10,579	-----	-----
1918	1,892	2,665,013	9,286	174,575	471	7,316	3,419	156,013	5,396	11,246	-----	-----
1917	1,786	1,782,965	10,087	194,805	301	7,582	3,199	174,247	6,587	12,976	-----	-----
1916	1,701	1,506,961	10,001	196,722	246	7,152	2,941	176,923	6,814	12,647	-----	-----
Year ending June 30:												
1916	1,654	1,403,968	8,621	162,040	199	10,914	2,152	138,092	6,270	13,034	-----	-----
1915	1,548	1,277,663	10,302	192,662	232	13,887	3,259	165,212	6,811	13,563	-----	-----
1914	1,710	1,381,117	10,964	200,308	350	15,130	3,715	171,417	6,899	13,761	-----	-----
1913	1,815	1,373,831	10,585	169,538	283	14,938	3,635	142,442	6,667	12,158	-----	-----
1912	1,716	1,252,348	10,396	150,159	299	12,042	3,602	126,039	6,495	12,078	-----	-----
1911	1,670	1,208,466	9,682	119,507	324	12,451	3,382	95,671	5,976	11,385	-----	-----
1910	1,699	1,143,725	8,722	95,626	253	10,311	2,610	75,006	5,859	10,309	-----	-----
1909	1,503	988,324	10,188	104,280	381	11,556	3,405	82,487	6,402	10,187	-----	-----
1908	1,436	1,035,438	11,839	111,016	610	13,041	4,534	87,644	6,695	10,331	-----	-----
1907	1,672	1,072,386	10,618	97,706	359	10,764	3,929	76,701	6,380	10,241	-----	-----
1906	1,521	900,802	9,703	86,008	537	10,457	3,361	66,833	5,805	8,718	-----	-----
1905	1,296	817,599	10,046	84,155	441	9,111	3,632	67,067	5,973	7,977	-----	-----
1904	1,313	757,321	9,840	76,553	355	8,231	3,606	60,481	5,879	7,841	-----	-----
1903	1,189	676,029	8,588	64,662	345	6,683	2,969	50,524	5,274	7,455	-----	-----
1902	1,071	610,714	8,455	53,339	282	4,988	2,675	41,142	5,498	7,209	-----	-----
1901	1,018	577,265	7,865	50,320	249	4,128	2,550	39,643	5,066	6,549	-----	-----
1899	929	522,968	7,123	44,620	239	3,442	2,210	34,923	4,674	6,255	-----	-----
1898	875	495,056	6,859	40,882	221	2,945	1,958	31,761	4,680	6,176	-----	-----
1897	823	465,602	6,437	36,731	222	2,795	1,693	27,667	4,522	6,269	-----	-----
1896	827	468,825	6,448	38,687	181	2,873	1,861	29,969	4,406	5,845	-----	-----
1895	785	445,508	6,136	33,748	170	2,375	1,811	25,696	4,155	5,677	-----	-----
1894	780	-----	6,447	31,889	324	3,034	1,823	23,422	4,300	5,433	-----	-----
1893	874	-----	7,346	40,393	299	3,229	2,727	31,729	4,320	5,435	-----	-----
1892	821	-----	7,147	36,652	376	3,227	2,554	28,267	4,217	5,158	-----	-----
1891	784	-----	7,029	33,881	293	2,972	2,660	26,140	4,076	4,769	-----	-----
1890	749	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

<sup>1</sup> See headnote for series K 71-81.<sup>2</sup> Data cover passengers on trains and travelers not on trains.<sup>3</sup> Casualties sustained in nontrain accidents included with "Other persons." Nontrain accidents are those not caused directly by operation or movement of trains, locomotives, or cars, but attributable to shop machinery or use of tools and apparatus that result in reportable casualties.<sup>4</sup> Prior to 1921 casualties sustained by employees not on duty in nontrain accidents included with "Other persons."<sup>5</sup> Trespassers included with "Other persons" prior to 1922.<sup>6</sup> Classes I and II railways.

Series K 94-104.—DOCUMENTED MERCHANT VESSELS—COMPOSITION OF THE MERCHANT MARINE: 1789 TO 1945

Gross tonnage of documented vessels of 5 tons net or more. Figures in boldface represent changes from those shown in source; see table 2 in text for series K 94-131

YEAR <sup>1</sup>	TOTAL, DOCUMENTED VESSELS		MAJOR CLASS			MATERIAL OF WHICH BUILT		TYPE OF TRADE IN WHICH ENGAGED				
	Number	Gross tons	Steam and motor	Sailing <sup>2</sup>	Canal boats and barges	Metal <sup>3</sup>	Wood	Foreign trade	Coastwise and internal	Whale fisheries		Cod and mackerel fisheries
										103	104	
	94	95	96	97	98	99	100	101	102	Tons	Tons	
1945 (Jan. 1)	29,797	32,813,281	30,246,990	114,725	2,451,566	30,898,457	1,914,824	26,042,884	6,765,631	1,425	3,341	
1944	28,690	25,795,497	23,216,972	129,297	2,449,228	23,886,988	1,958,509	18,685,136	7,105,412	1,425	3,524	
1943	27,612	16,761,754	14,051,556	142,453	2,567,745	14,646,883	2,114,863	9,284,870	7,470,584	1,583	4,762	
1942	27,325	13,859,640	11,072,130	165,290	2,621,220	11,641,386	2,218,254	4,108,775	9,743,521	1,583	5,806	
1941 (Jan. 1)	27,075	13,721,614	11,046,822	181,710	2,498,082	11,992,529	2,829,085	3,059,237	10,653,610	1,702	7,065	
1940 (June 30)	27,212	14,018,188	11,352,742	199,845	2,465,601	(4)	(4)	3,637,617	10,351,967	20,466	8,138	
1939	27,470	14,631,991	11,952,003	221,452	2,458,586	12,158,752	2,473,239	3,311,816	11,288,031	20,845	11,299	
1938	27,155	14,651,365	12,007,077	260,517	2,383,771	12,130,133	2,521,232	3,550,815	11,063,804	20,712	16,034	
1937	26,588	14,676,128	12,169,735	312,161	2,194,232	12,233,368	2,442,760	3,833,224	10,798,119	20,263	24,822	
1936	25,392	14,496,637	12,266,561	379,160	1,850,966	12,263,151	2,233,542	4,159,348	10,300,410	9,037	27,892	
1935	24,919	14,653,756	12,535,257	441,067	1,677,432	12,468,954	2,184,802	4,560,087	10,049,401	9,037	35,231	
1934	24,904	14,631,834	12,686,583	499,871	1,675,380	12,601,247	2,260,587	4,597,586	10,219,966	9,037	35,245	
1933	24,868	15,060,157	12,862,240	562,959	1,634,958	12,736,144	2,324,013	4,700,802	10,313,070	9,367	36,913	
1932	25,156	15,838,655	13,567,825	624,837	1,645,993	13,421,435	2,417,220	5,070,764	10,727,564	2,014	38,313	
1931	25,471	15,908,256	13,528,019	673,017	1,707,220	13,433,519	2,564,737	5,575,727	10,285,582	6,627	40,320	
1930	25,214	16,067,725	13,756,991	756,792	1,553,942	13,513,556	2,554,169	6,295,935	9,722,980	6,940	41,870	
1929	25,326	16,476,859	14,161,837	825,268	1,489,754	13,909,931	2,566,928	6,905,504	9,525,536	6,916	38,903	
1928	25,385	16,683,061	14,346,679	915,149	1,421,233	14,064,119	2,618,942	6,933,589	9,706,190	6,804	36,478	
1927	25,778	16,887,501	14,506,849	988,742	1,391,910	14,159,898	2,727,603	7,309,146	9,532,869	7,913	37,573	
1926	26,343	17,311,147	14,848,220	1,091,543	1,371,384	14,473,477	2,837,670	7,719,139	9,551,752	2,720	37,536	
1925	26,367	17,405,902	14,976,393	1,125,403	1,304,106	14,499,228	2,906,674	8,151,426	9,215,893	3,546	35,037	
1924	26,575	17,470,557	15,315,343	1,184,867	1,240,347	14,626,655	3,113,902	8,793,667	8,911,428	3,154	32,308	
1923	27,017	18,284,734	15,821,401	1,254,475	1,208,858	14,774,949	3,509,785	9,069,342	9,976,789	3,721	34,832	
1922	27,358	18,462,967	15,982,100	1,287,614	1,193,258	14,805,273	3,657,694	10,720,451	7,702,724	4,139	35,653	
1921	28,012	18,282,136	15,745,115	1,294,293	1,242,728	14,425,909	3,856,227	11,077,398	7,163,186	4,292	37,310	
1920	28,183	16,324,024	13,823,449	1,272,159	1,223,416	12,447,858	3,876,166	9,924,694	6,357,706	3,901	37,723	
1919	27,513	12,907,300	10,415,627	1,199,661	1,232,012	9,235,853	3,671,447	6,665,376	6,201,426	4,350	36,148	
1918	26,711	9,924,518	7,471,314	1,209,535	1,243,669	6,814,345	3,110,173	3,599,213	6,282,474	4,493	38,338	
1917	26,397	8,871,037	6,433,361	1,278,464	1,159,212	5,855,821	3,015,216	2,440,776	6,392,583	5,623	32,055	
1916	26,444	8,469,649	6,070,063	1,310,937	1,088,649	5,475,695	2,993,954	2,185,008	6,244,550	6,707	33,384	
1915	26,701	8,389,429	5,943,810	1,384,474	1,061,145	5,304,720	3,084,709	1,862,714	6,486,384	8,829	31,502	
1914	26,943	7,928,688	5,427,526	1,432,540	1,068,622	4,732,927	3,195,761	1,066,238	6,818,363	9,864	34,173	
1913	27,070	7,886,518	5,333,247	1,507,630	1,045,641	4,608,397	3,278,121	1,019,165	6,816,980	8,611	41,792	
1912	26,528	7,714,183	5,179,858	1,538,847	995,478	4,432,550	3,281,633	923,225	6,737,046	8,876	45,036	
1911	25,991	7,638,790	5,074,069	1,597,823	966,893	4,209,219	3,339,571	863,495	6,720,313	9,176	45,806	
1910	25,740	7,508,082	4,900,361	1,655,473	952,248	4,117,487	3,390,595	782,517	6,668,966	9,308	47,291	
1909	25,668	7,388,755	4,749,224	1,711,076	928,455	3,924,647	3,464,108	878,523	6,451,042	8,982	50,208	
1908	25,425	7,365,445	4,711,174	1,761,070	893,201	3,860,018	3,505,427	930,413	6,371,852	9,655	53,515	
1907	24,911	6,938,794	4,279,368	1,814,444	844,382	3,437,602	3,501,192	861,466	6,010,601	9,680	57,047	
1906	25,006	6,674,969	3,975,237	1,898,634	801,048	3,114,761	3,560,208	928,466	5,674,044	11,020	61,439	
1905	24,681	6,456,543	3,741,494	1,961,584	753,465	2,849,754	3,606,789	943,750	5,441,688	10,763	60,342	
1904	24,558	6,291,535	3,595,418	1,944,956	751,161	2,668,579	3,622,956	888,628	5,335,164	10,140	57,603	
1903	24,425	6,087,345	3,408,088	1,965,924	713,333	2,440,247	3,647,098	879,264	5,141,037	9,512	57,532	
1902	24,273	5,797,902	3,176,874	1,941,878	679,150	2,179,879	3,618,023	873,235	4,858,714	9,320	56,633	
1901	24,057	5,524,218	2,920,953	1,933,357	669,908	1,901,017	3,623,201	879,595	4,582,645	9,534	52,444	
1900	23,333	5,164,839	2,657,797	1,884,842	622,200	1,592,831	3,572,008	816,795	4,286,516	9,899	51,629	
1899	22,728	4,864,238	2,476,011	1,825,318	562,909	1,375,642	3,488,596	837,229	3,965,313	11,017	50,877	
1898	22,705	4,749,738	2,371,923	1,835,827	541,988	1,223,800	3,525,938	726,213	3,959,702	11,496	52,329	
1897	22,633	4,769,020	2,358,558	1,904,153	506,309	1,207,221	3,561,799	792,870	3,896,226	12,714	66,610	
1896	22,908	4,703,880	2,307,208	1,928,260	468,412	1,089,966	3,613,914	829,833	3,790,926	15,121	68,630	
1895	23,240	4,635,960	2,212,801	1,965,476	457,683	969,956	3,666,004	822,347	3,728,714	15,839	69,060	
1894	23,586	4,684,029	2,189,429	2,022,899	471,700	929,744	3,754,284	899,698	3,696,276	16,482	71,573	
1893	24,512	4,825,071	2,183,272	2,118,197	523,602	895,536	3,929,535	883,199	3,854,693	16,604	70,575	
1892	24,383	4,764,921	2,074,417	2,178,475	512,029	786,409	3,978,512	977,624	3,700,773	17,052	69,472	
1891	23,899	4,684,759	2,016,264	2,171,737	496,758	741,598	3,943,160	988,719	3,609,876	17,231	68,933	
1890	23,467	4,424,497	1,859,088	2,109,413	455,995	626,850	3,797,647	928,062	3,409,435	18,633	68,367	
1889	23,623	4,307,475	1,765,551	2,099,178	442,746	564,487	3,752,988	999,619	3,211,416	21,976	74,464	
1888	23,281	4,191,915	1,648,069	2,124,350	419,496	494,007	3,697,908	919,302	3,172,120	24,482	76,012	
1887	23,063	4,105,844	1,542,717	2,170,157	392,970	475,088	3,630,756	989,412	3,010,735	26,151	79,547	
1886	23,534	4,131,136	1,522,984	2,210,203	397,949	443,954	3,687,180	1,088,041	2,939,252	23,138	80,705	
1885	23,963	4,265,933	1,494,917	2,373,884	397,132	430,301	3,835,632	1,262,814	2,895,371	25,184	82,565	
1884	24,082	4,271,228	1,465,908	2,414,009	391,311	386,618	3,884,611	1,276,972	2,884,068	27,249	82,940	
1883	24,217	4,235,487	1,413,194	2,386,557	435,736	---	---	1,269,681	2,838,354	32,414	95,038	
1882	24,368	4,165,933	1,355,826	2,361,251	448,856	---	---	1,259,492	2,795,776	32,802	77,863	
1881	24,065	4,057,734	1,264,998	2,350,393	442,343	---	---	1,297,035	2,646,011	38,551	76,137	
1880	24,712	4,068,034	1,211,558	2,366,258	490,218	---	---	1,314,402	2,637,686	38,408	77,538	
1879	25,211	4,169,600	1,176,172	2,422,813	570,615	---	---	1,451,506	2,598,182	40,028	79,885	
1878	25,264	4,212,764	1,167,678	2,521,319	523,767	---	---	1,589,348	2,497,170	39,700	86,547	
1877	25,386	4,242,599	1,171,196	2,580,889	491,014	---	---	1,570,600	2,540,322	40,593	91,085	
1876	25,934	4,279,457	1,172,372	2,608,691</								

Series K 94-104.—DOCUMENTED MERCHANT VESSELS—COMPOSITION OF THE MERCHANT MARINE: 1789 TO 1945—Con.

Gross tonnage of documented vessels of 5 net tons or more. Figures in boldface represent changes from those shown in source; see table 2 in text for series K 94-131

YEAR <sup>1</sup>	Total, documented vessels, gross tons	MAJOR CLASS		TYPE OF TRADE IN WHICH ENGAGED				YEAR <sup>1</sup>	Total, documented vessels, gross tons	MAJOR CLASS		TYPE OF TRADE IN WHICH ENGAGED				
		Steam and motor	Sailing <sup>2</sup>	Foreign trade	Coast-wise and internal	Whale fisheries	Cod and mack-erel fisheries			Steam and motor	Sailing <sup>2</sup>	Foreign trade	Coast-wise and internal	Whale fisheries	Cod and mack-erel fisheries	
																95
		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>			<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>
1865	5,096,782	1,067,139	4,029,643	1,513,350	3,381,522	84,233	112,677	1825	1,423,111	23,061	1,400,050	665,409	640,861	35,379	81,462	
1864	4,986,400	977,960	4,008,440	1,486,749	3,245,265	95,145	159,241	1824	1,389,163	21,610	1,367,553	636,807	641,563	33,346	77,447	
1863	5,155,056	575,519	4,579,537	1,926,886	2,960,633	99,228	168,309	1823	1,336,566	24,879	1,311,687	600,003	617,805	40,503	78,255	
1862	5,112,164	710,463	4,401,701	2,173,537	2,616,716	117,714	204,197	1822	1,324,699	22,618	1,304,081	582,701	624,189	48,583	69,226	
1861	5,539,813	877,204	4,662,609	2,496,894	2,704,544	145,734	192,641	1821	1,298,958	23,074	1,275,884	593,825	614,845	27,995	62,293	
1860	5,353,868	867,937	4,485,931	2,379,396	2,644,867	166,841	162,764	1820	1,280,167	22,127	1,258,040	583,657	588,025	36,445	72,040	
1859	5,145,038	768,753	4,376,285	2,321,674	2,480,929	185,728	156,707	1819	1,260,752	17,487	1,243,265	581,230	571,058	32,386	76,078	
1858	5,049,808	729,390	4,320,418	2,301,148	2,401,220	198,594	148,846	1818	1,225,185	12,524	1,212,661	589,954	549,374	16,750	69,107	
1857	4,940,843	705,784	4,235,059	2,268,196	2,336,609	195,842	140,196	1817	1,399,912	8,926	1,390,986	804,851	525,030	5,224	64,807	
1856	4,871,653	673,077	4,198,576	2,302,190	2,247,663	189,461	132,339	1816	1,372,219	6,458	1,365,761	800,760	522,165	1,168	48,126	
1855	5,212,001	770,286	4,441,716	2,348,358	2,543,255	186,848	133,540	1815	1,368,128	3,297	1,364,831	854,295	475,666	1,230	36,937	
1854	4,802,902	676,607	4,126,295	2,151,918	2,322,114	181,901	146,969	1814	1,159,209	2,917	1,156,292	674,633	466,159	562	17,855	
1853	4,407,010	604,618	3,802,392	1,910,471	2,134,258	193,203	169,078	1813	1,166,628	2,545	1,164,083	672,700	471,109	2,940	19,877	
1852	4,138,440	643,240	3,495,200	1,705,650	2,055,873	193,798	183,119	1812	1,269,997	1,532	1,268,465	758,636	477,972	2,930	30,459	
1851	3,772,439	533,607	3,188,832	1,544,663	1,899,976	181,644	146,156	1811	1,232,502	1,414	1,231,088	763,607	420,362	5,299	43,234	
1850	3,535,454	525,947	3,009,507	1,439,694	1,797,825	146,017	151,918	1810	1,424,783	640	1,424,143	981,019	405,347	3,589	34,828	
1849	3,334,016	462,395	2,871,621	1,258,756	1,770,376	180,186	124,698	1809	1,350,282	640	1,349,642	906,855	405,163	3,777	34,487	
1848	3,154,042	427,891	2,726,151	1,168,707	1,659,317	192,613	133,405	1808	1,242,595	182	1,242,413	765,252	420,319	4,526	51,998	
1847	2,839,046	404,841	2,434,205	1,047,454	1,488,601	193,859	109,132	1807	1,268,548	78	1,268,470	840,163	349,028	9,051	70,306	
1846	2,562,085	347,893	2,214,192	943,307	1,315,577	187,420	115,781	1806	1,208,737	-----	1,208,737	798,507	340,540	10,507	59,183	
1845	2,417,002	326,019	2,090,983	904,476	1,223,218	190,903	98,405	1805	1,140,367	-----	1,140,367	744,224	332,663	6,015	57,465	
1844	2,280,096	272,180	2,007,916	900,471	1,109,615	168,614	101,396	1804	1,042,404	-----	1,042,404	660,514	317,537	12,339	52,014	
1843 <sup>1</sup>	2,158,603	236,867	1,921,736	856,930	1,076,156	152,517	73,000	1803	949,172	-----	949,172	585,910	299,060	12,390	51,812	
1842	2,092,391	229,751	1,862,640	823,746	1,045,753	151,990	70,902	1802	892,106	-----	892,106	557,760	289,623	3,201	41,522	
1841	2,130,744	175,088	1,955,656	788,398	1,107,068	157,405	77,873	1801	947,576	-----	947,576	630,558	274,551	3,085	39,382	
1840	2,180,764	202,339	1,978,425	762,838	1,176,694	136,927	104,305	1800	972,492	-----	972,492	667,107	272,492	3,466	29,427	
1839	2,096,479	195,028	1,901,451	702,400	1,153,552	132,285	108,242	1799	939,408	-----	939,408	657,142	246,640	5,647	29,979	
1838	1,995,640	193,423	1,802,217	702,962	1,041,105	124,860	126,713	1798	898,328	-----	898,328	603,376	251,443	763	42,746	
1837	1,896,686	154,765	1,741,921	633,205	956,981	129,137	127,363	1797	876,912	-----	876,912	597,777	237,403	1,104	40,628	
1836	1,882,102	145,556	1,736,546	753,094	873,023	146,254	109,731	1796	831,900	-----	831,900	576,733	217,841	2,364	34,962	
1835 <sup>1</sup>	1,824,941	122,814	1,702,127	788,173	797,338	97,649	141,781	1795	747,965	-----	747,965	529,471	184,398	3,163	30,933	
1834	1,758,907	122,814	1,636,093	749,378	783,619	108,424	117,486	1794	628,618	-----	628,618	438,863	162,578	4,129	23,048	
1833	1,606,151	101,851	1,504,300	648,869	744,199	101,636	111,447	1793	520,764	-----	520,764	367,734	122,071	-----	30,959	
1832	1,439,450	90,814	1,348,636	614,121	649,627	73,246	102,456	1792 <sup>5</sup>	564,457	-----	564,457	411,438	120,957	-----	32,062	
1831	1,267,846	69,445	1,198,401	538,136	539,724	82,797	107,139	1791 <sup>5</sup>	502,146	-----	502,146	363,110	106,494	-----	32,542	
1830	1,191,776	64,472	1,127,304	537,563	516,979	39,705	97,529	1790 <sup>5</sup>	478,377	-----	478,377	346,254	103,775	-----	28,348	
1829	1,260,798	54,037	1,206,761	592,859	508,858	57,234	101,797	1789 <sup>5</sup>	201,562	-----	201,562	123,893	68,607	-----	9,062	
1828	1,741,392	39,418	1,701,974	757,998	842,906	54,801	85,637									
1827	1,620,607	40,198	1,580,409	701,517	789,159	45,992	83,939									
1826	1,534,191	34,059	1,500,132	696,221	722,330	41,984	78,656									

<sup>1</sup> Data as of Dec. 31 for 1789 through 1834; as of Sept. 30 for 1835 through 1842; as of June 30 for 1843 through 1940; as of Jan. 1, 1941 through 1945.  
<sup>2</sup> Includes canal boats and barges prior to 1868.

<sup>3</sup> Includes iron, steel, composite, and concrete.

<sup>4</sup> Data not available.

<sup>5</sup> Duty tonnage. Figures for 1789 are for 5 months only, Aug. 1 to Dec. 31.

Series K 105-118.—DOCUMENTED MERCHANT VESSELS—CHANGES IN THE MERCHANT MARINE: 1813 TO 1944

[ Gross tonnage of documented vessels of 5 net tons or more. Prior to 1877, tonnage figures are incomplete and table is out of balance in other respects; see text. Figures in boldface represent changes from those in the source; see table 2 in text for series K 94-131 ]

YEAR <sup>1</sup>	Net increase (+) or decrease (-)	VESSELS ADDED							VESSELS REMOVED						
		Total increase	Built <sup>2</sup>	Nationalized or re-nationalized	Redocumented	Bought from United States	Rebuilt or readmeasured <sup>3</sup>	All other	Total decrease <sup>4</sup>	Lost and abandoned	Sold to aliens	Sold to United States	Rebuilt or readmeasured <sup>1</sup>	All other	
		105	106	107	108	109	110	111	112	113	114	115	116	117	118
		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>
1944(12-31)	+7,017,784	(5)	8,032,009	(5)	(5)	(5)	(5)	(5)	1,424,539	417,230	103,578	287,784	(5)	615,947	
1943	+9,033,743	(5)	10,431,734	(5)	(5)	(5)	(5)	(5)	1,726,968	199,450	101,858	215,693	(5)	1,209,957	
1942	+2,902,114	(5)	4,543,946	(5)	(5)	(5)	(5)	(5)	1,875,801	167,536	69,847	322,857	(5)	1,315,561	
1941	+138,026	(5)	647,097	(5)	(5)	(5)	(5)	(5)	1,063,533	127,331	332,856	244,896	(5)	958,400	
1940(12-31)	-296,574	(5)	446,894	(5)	(5)	(5)	(5)	(5)	1,697,032	274,410	1,114,260	(5)	(5)	308,362	
1940(6-30)	-613,803	(5)	193,229	(5)	(5)	(5)	(5)	(5)	1,071,133	187,199	789,897	(5)	(5)	94,037	
1939	-19,374	(5)	339,899	(5)	(5)	(5)	(5)	(5)	407,861	228,822	100,198	(5)	(5)	78,841	
1938	-24,763	(5)	237,374	(5)	(5)	(5)	(5)	(5)	478,088	163,063	188,789	(5)	(5)	126,236	
1937	+179,441	(5)	471,864	(5)	(5)	(5)	(5)	(5)	897,436	232,632	124,946	37	522,045	17,776	
1936	-157,069	(5)	718,515	(5)	3,283	63,685	5,956	419,798	875,584	279,815	143,612	879	420,487	30,791	
1935	-208,078	(5)	746,059	(5)	62,919	50,387	20,903	12,259	954,137	205,165	122,671	2,132	602,360	21,809	
1934	-198,323	(5)	706,625	(5)	66,649	18,223	18,517	2,986	904,948	174,454	70,795	3,408	637,330	18,961	
1933	-778,498	(5)	748,355	(5)	190,803	4,259	10,886	9,314	1,526,853	875,971	12,689	15,022	568,407	54,764	
1932	-69,601	(5)	880,023	(5)	212,892	18,840	9,851	30,314	603,522	4,604	949,624	181,613	14,072	18,125	
1931	-159,469	(5)	848,812	(5)	386,906	1,976	12,250	14,036	1,008,281	489,142	40,822	8,970	426,633	42,714	
1930	-409,134	(5)	882,138	(5)	254,296	37,597	5,063	4,486	1,291,272	512,430	170,912	205	585,256	22,469	
1929	-206,202	(5)	688,065	(5)	128,976	97,342	12,912	4,785	894,267	307,513	121,808	113	441,872	22,961	
1928	-204,440	(5)	900,410	(5)	257,180	53,773	19,634	12,361	1,104,850	372,126	115,023	1,233	566,762	49,701	
1927	-423,646	(5)	665,732	(5)	245,144	35,045	17,767	771	1,089,428	555,458	138,392	860	370,839	23,879	
1926	-94,755	(5)	781,792	(5)	224,673	23,820	29,953	5,213	876,547	266,038	71,798	1,539	617,500	19,672	
1925	-334,655	(5)	740,662	(5)	199,846	12,993	80,607	8,175	1,075,317	415,923	156,932	16,293	442,439	43,730	
1924	-544,177	(5)	1,100,759	(5)	223,968	20,905	27,021	69,002	1,644,936	645,243	185,431	1,233	779,679	33,300	
1923	-178,233	(5)	1,392,395	(5)	335,791	38,968	14,215	49,007	1,570,628	270,500	218,401	99,729	942,358	39,640	
1922	+180,831	(5)	1,788,270	(5)	661,232	97,585	10,225	18,625	1,607,439	229,893	170,774	155,641	884,957	166,174	
1921	+1,958,111	(5)	4,308,236	(5)	2,265,115	92,536	12,091	25,561	2,450,174	236,384	117,750	11,048	2,034,861	50,131	
1920	+3,416,722	(5)	6,556,897	(5)	3,880,639	15,689	7,946	30,557	2,417,914	204,152	3,140,173	270,777	242,960	2,841	
1919	-2,982,784	(5)	3,691,560	(5)	3,326,621	19,608	19,480	5,471	708,778	249,396	62,587	47,568	233,417	115,810	
1918	+1,053,482	(5)	1,943,043	(5)	1,300,868	97,059	20,528	3,670	1,894,562	234,806	63,160	101,121	246,170	249,306	
1917	+401,388	(5)	1,236,920	(5)	664,479	86,365	25,835	1,620	379,300	79,321	835,532	133,236	197,370	4,637	
1916	+80,220	(5)	904,618	(5)	325,413	83,480	20,999	2,726	469,500	2,500	824,398	189,277	102,479	24,493	
1915	+460,741	(5)	904,292	(5)	225,122	513,616	8,936	1,417	151,969	3,232	443,551	198,380	18,595	12,273	
1914	+42,170	(5)	404,187	(5)	316,250	514	15,336	1,585	67,423	3,079	362,017	227,188	36,676	113	
1913	+172,383	(5)	464,988	(5)	346,155	6,131	11,331	809	97,644	2,918	292,653	111,256	51,373	12,189	
1912	+75,393	(5)	358,368	(5)	232,669	26,002	11,705	1,985	83,559	2,448	232,975	149,762	17,409	11,009	
1911	+130,798	(5)	309,258	(5)	291,162	3,400	11,691	814	79,894	3,297	259,550	143,950	15,738	610	
1910	+119,327	(5)	420,485	(5)	342,068	26	14,555	503	58,251	5,082	301,158	173,873	25,624	17,313	
1909	+23,310	(5)	307,073	(5)	238,090	1,128	8,441	1,531	56,542	1,341	233,763	148,944	47,219	1,010	
1908	+426,651	(5)	718,683	(5)	614,216	4,601	11,597	3,875	82,201	2,193	292,032	171,308	12,165	1,210	
1907	+263,825	(5)	596,708	(5)	471,332	14,524	18,814	1,848	87,966	2,224	332,883	192,243	16,625	296	
1906	+218,426	(5)	304,358	(5)	418,745	15,597	6,807	1,820	89,875	1,514	315,932	193,970	21,734	794	
1905	+165,008	(5)	440,097	(5)	330,316	19,651	7,317	1,843	79,603	1,867	275,089	133,092	10,894	85	
1904	+204,190	(5)	469,454	(5)	378,542	8,001	7,741	1,560	72,402	1,208	265,264	165,226	8,744	823	
1903	+289,443	(5)	612,724	(5)	436,152	18,822	8,549	4,106	144,452	643	323,231	142,305	17,086	1,019	
1902	+273,684	(5)	590,428	(5)	468,831	13,720	7,925	4,569	94,371	1,012	316,744	171,590	7,400	374	
1901	+359,379	(5)	619,779	(5)	483,489	55,416	16,362	682	62,951	879	260,400	140,959	14,567	5,223	
1900	+300,601	(5)	533,388	(5)	393,790	34,475	35,602	7,257	59,160	3,104	232,737	127,518	12,081	5,130	
1899	+114,500	(5)	455,946	(5)	300,038	63,913	---	433	---	91,562	341,446	220,261	22,609	8,801	
1898	+19,282	(5)	295,990	(5)	180,458	43,996	---	568	---	70,968	215,272	137,608	35,411	66,756	
1897	+65,140	(5)	383,488	(5)	232,233	7,715	---	568	---	142,972	318,348	152,031	8,243	---	
1896	+67,920	(5)	287,953	(5)	227,097	13,190	---	454	---	47,212	220,033	143,737	21,796	---	
1895	-48,068	(5)	178,821	(5)	111,602	14,376	---	---	---	52,843	226,889	150,287	13,993	---	
1894	-141,042	(5)	206,050	(5)	131,195	3,546	---	588	---	70,721	347,092	200,852	20,578	---	
1893	+60,149	(5)	317,763	(5)	211,639	25,621	---	464	---	80,039	257,614	157,099	15,394	---	
1892	-80,162	(5)	227,840	(5)	159,633	3,104	---	592	---	24,511	147,678	114,462	15,323	---	
1891	+260,262	(5)	425,164	(5)	369,302	22,041	---	1,376	---	32,445	164,902	119,416	9,409	---	
1890	+117,022	(5)	351,581	(5)	294,123	14,059	---	49	---	43,350	234,559	165,507	13,322	---	
1889	+115,559	(5)	255,664	(5)	231,134	9,280	---	53	---	15,197	140,105	126,765	9,871	---	
1888	+86,071	(5)	268,637	(5)	218,087	13,477	---	431	---	36,642	182,566	135,889	11,115	---	
1887	-25,291	(5)	159,052	(5)	150,450	8,177	---	425	---	---	184,343	148,952	22,121	---	
1886	-134,798	(5)	101,588	(5)	95,453	5,492	---	70	---	---	236,386	178,173	33,063	---	
1885	-5,295	(5)	161,371	(5)	159,056	2,235	---	80	---	---	166,666	112,638	26,213	---	
1884	+35,741	(5)	229,727	(5)	225,514	2,926	---	1,287	---	---	193,986	149,538	28,721	---	
1883	+69,554	(5)	267,774	(5)	265,430	2,099	---	245	---	---	198,220	127,411	37,384	---	
1882	+108,199	(5)	288,263	(5)	282,270	3,539	---	606	---	1,848	180,064	128,501	18,257	---	
1881	-10,300	(5)	287,535	(5)	280,459	1,372	---	322	---	5,382	297,835	130,814	28,671	---	
1880	-101,566	(5)	200,123	(5)	157,410	3,390	---	174	---	39,149	301,689	138,823	26,882	---	
1879	-43,164	(5)	272,601	(5)	193,031	3,064	---	832	---	75,674	315,765	216,729	43,312	---	
1878	-29,835	(5)	239,442	(5)	235,504	2,452	---	1,325	---	161	269,277	221,740	43,606	---	
1877	-36,858	(5)	177,884	(5)	176										

## Series K 105-118.—DOCUMENTED MERCHANT VESSELS—CHANGES IN THE MERCHANT MARINE: 1813 TO 1944—Con.

[ Gross tonnage of documented vessels of 5 net tons or more. Prior to 1877, tonnage figures are incomplete and table is out of balance in other respects; see text ]

YEAR <sup>1</sup>	Net increase (+) or decrease (-)	VESSELS ADDED					VESSELS REMOVED					
		Total increase	Built <sup>2</sup>	Nationalized or renationalized	Bought from United States	All other	Total decrease <sup>1</sup>	Lost and abandoned	Sold to aliens	Sold to United States	All other	
		105	106	107	108	110	112	113	114	115	116	118
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
1870	+101,867	286,769	276,953	4,820	3,063	1,933	186,703	168,781	17,079	843		
1869	-207,118	293,276	275,230	8,037	8,588	1,421	148,992	129,028	19,063	901		
1868	+47,271	298,748	285,304	5,127	6,163	2,154	123,073	108,564	13,757	752		
1867	-6,291	340,387	303,523	8,814	25,489	2,556	53,048	42,999	9,083	961		
1866	-786,004	458,838	336,146	15,052	78,404	29,236	65,958	39,069	22,117	4,772		
1865 (June 30)	+110,882	403,213	383,809	2,888	2,299	14,267	213,668	51,711	133,832	28,125		
1864	-168,656	432,065	415,740	1,219	1,109	13,997	622,292	78,061	300,865	55,488		\$ 187,878
1863	+42,892	327,002	310,884	2,755	289	13,074	321,003	62,858	222,199	35,946		
1862	-427,649	180,733	175,075	1,062		4,646	590,763	56,154	117,756	61,309		\$ 855,544
1861	+185,945	234,754	233,194	732		828	143,556	67,532	26,649	9,964		\$ 39,412
1860	+208,830	215,484	214,798	551	135		98,094	80,641	17,418	35		
1859	+95,230	163,225	157,602	5,623			98,653	66,440	30,850	1,363		
1858	+108,965	242,882	242,286	422	174		163,696	79,498	26,805	762		\$ 57,131
1857	+69,190	330,963	378,804	2,159			310,901	93,738	52,649	147		\$ 164,367
1856	-340,348	470,769	469,393	1,376			810,703	86,433	42,168	962		\$ 681,135
1855	+409,099	586,102	583,450	2,085	617		177,589	69,051	65,887	53		\$ 42,598
1854	+395,892	533,173	535,616	2,557			132,618	72,535	60,033			
1853	+268,570	423,255	425,572	2,547	136		65,813	55,278	10,035			
1852	+366,001	352,214	351,493	721			62,467	44,546	17,921			
1851	+236,985	299,375	293,203	481	1,191		52,925	37,678	15,247			
1850	+201,438	273,771	272,218	409	1,144		54,969	41,501	13,468			
1849	+179,974	267,557	256,577	997	9,933		53,479	40,858	12,621			
1848	+314,996	320,010	313,075	1,650	80	255	62,042	48,821	12,456	765		
1847	+276,961	244,343	243,732	235	83	243	69,523	49,378	16,969	9,176		
1846	+145,033	188,458	183,203	255			49,224	38,292	10,932			
1845	+136,906	146,444	146,018		426		37,188	23,819	8,369			
1844	+121,493	104,151	103,537		614		33,549	26,249	7,227	73		
1843 (June 30—9 mo.)	+66,212	63,743	63,617		131		29,003	29,986	8,818	199		
1842 (Sept. 30)	-38,353	129,381	129,083	196	102		47,665	39,395	7,770			
1841	-50,020	119,051	118,893	70	88		38,073	25,360	12,713			
1840	+84,285	118,609	118,309	40	260		55,427	41,473	13,837	117		
1839	+100,839	121,242	120,989	40	213		35,059	29,209	5,769	81		
1838	+98,954	113,252	113,135		117		32,431	27,095	5,386			
1837	+14,584	122,987	122,987				43,227	33,311	9,916			
1836	+57,161	113,713	113,627		86		35,455	24,946	10,509			
1835 (Sept. 30—9 mo.)	+66,034	46,238	46,238				7,617	( <sup>9</sup> )	7,617			
1834 (Dec. 31)	+152,756	118,610	118,330	280			21,679	17,044	4,725			
1833	+166,701	161,896	161,636		270		23,563	20,631	2,932			
1832	+171,604	144,749	144,539		210		37,662	31,472	6,085	107		
1831	+76,070	85,909	85,762	53	94		42,417	32,667	9,750			
1830	-69,023	58,219	58,094		125		39,428	29,294	10,059	75		
1829	-480,594	77,177	77,098		79		43,397	29,146	4,093	158		
1828	+120,784	93,702	93,375	279	48		50,550	35,672	14,673			
1827	+86,417	104,638	104,342		59	237	52,049	43,006	19,043			
1826	+111,080	127,181	126,438		743		48,776	33,017	13,994	1,765		
1825	+33,947	115,373	114,997		376		67,997	58,048	9,949			
1824	+52,597	91,442	90,939	183	109	211	49,251	36,116	12,818	317		
1823	+11,866	75,147	75,007		74	66	47,516	38,060	9,269	187		
1822	+25,741	75,550	75,346		67	137	39,048	33,338	5,710			
1821	+18,791	56,263	55,856		162	245	52,940	44,590	8,350			
1820	+19,415	43,699	47,784		81	834	44,570	37,490	6,063			1,017
1819	+35,567	31,819	29,817		729	1,273	43,558	37,193	11,365			
1818	-174,727	84,233	82,421		196	1,616	69,692	42,118	15,107			12,467
1817	+27,693	37,584	36,393		389	802	46,945	29,034	14,223			3,633
1816	+4,091	137,044	131,668		1,637	3,689	55,766	29,293	23,330			3,093
1815	+208,919	202,744	154,624		3,837	44,233	61,162	20,806	9,532			30,774
1814	-7,419	38,568	29,751			8,817	38,652	7,313	15,193			16,146
1813	-103,369	33,973	32,583			1,390	135,477	48,228	56,954			30,295

<sup>1</sup> Figures are for 12 months ending Dec. 31 for 1813 through 1834, ending Sept. 30 for 1835 through 1842, ending June 30 for 1843 through 1940 (June 30), ending Dec. 31 for 1940 (Dec. 31) through 1944, except for years where terminal dates change as follows: For 1835 and 1843, figures are for 9 months; for the two 1940 dates, figures in series K 105 for 1940 (Dec. 31) are for 6 months only, but figures for series K 107 and K 113-118 are for 12 months and overlap the 1940 (June 30) figures for those series.

<sup>2</sup> Does not agree with series K 120 for 1867, 1865, 1863, 1859, 1853, and 1815-1839, see text.

<sup>3</sup> Included in "all other" (series K 112 and K 113) prior to 1900.

<sup>4</sup> Beginning in 1933, figures represent tonnage of vessels removed from documentation, not total decrease, since figures for series K 117 are not available.

<sup>5</sup> Not available.

<sup>6</sup> Included in "all other" (series K 113).

<sup>7</sup> Exemption of canal boats. However, see text, general note for series K 94-131.

<sup>8</sup> *Annual Report of the Commissioner of Navigation, 1910*, p. 225, states that these figures (except that for 1862) represent "corrections made by striking from the balance of outstanding tonnage such vessels as have been sold to foreigners, lost, and condemned in previous years, not heretofore reported to this office by the collectors." The 1862 figure is stated as the result of "no returns of tonnage being received from the rebel districts." This agrees with "the balance sheets of tonnage" in the annual reports for the specific years.

<sup>9</sup> Included in figure for 1836.

Series K 119-123.—SHIPBUILDING—MERCHANT VESSELS BUILT IN UNITED STATES AND DOCUMENTED: 1797 TO 1944

Gross tonnage of documented vessels of 5 net tons or more. Figures in boldface represent changes from those shown in source; see table 2 in text for series K 94-131

YEAR <sup>1</sup>	ALL VESSELS					YEAR <sup>1</sup>	ALL VESSELS				
	Number of vessels	Gross tons <sup>2</sup>	Steam and motor	Sailing <sup>3</sup>	Canal boats and barges		Number of vessels	Gross tons <sup>2</sup>	Steam and motor	Sailing <sup>3</sup>	Canal boats and barges
1944 (Dec. 31) ..	1,723	8,032,009	8,009,277	129	22,603	1870 (June 30) ..	1,618	276,953	70,621	146,340	59,992
1943 ..	1,901	10,431,734	10,339,670	23	92,041	1869 ..	1,726	275,230	65,066	149,029	61,135
1942 ..	1,108	4,543,946	4,504,398	14	39,534	1868 ..	1,802	285,304	68,940	142,742	78,622
1941 ..	703	647,097	586,443	87	60,654	1867 ..	1,518	305,594	72,010	233,584	78,622
1940 (Dec. 31) ..	705	446,894	385,681	87	61,126	1866 ..	1,898	336,146	125,183	210,963	78,622
1940 (June 30) ..	319	193,229	172,433	17	20,779	1865 ..	1,789	394,523	146,433	248,090	78,622
1939 ..	678	339,899	269,188	22	70,689	1864 ..	2,388	415,740	147,499	268,241	78,622
1938 ..	758	237,374	(4)	(4)	(4)	1863 ..	1,816	311,045	94,233	216,812	78,622
1937 ..	1,939	471,364	113,661	71	357,632	1862 ..	864	175,076	55,449	119,627	78,622
1936 ..	1,207	224,084	59,020	79	164,985	1861 ..	1,146	233,194	60,986	172,208	78,622
1935 ..	748	62,919	30,341	50	32,528	1860 ..	1,071	214,798	69,370	145,428	78,622
1934 ..	724	66,649	26,916	33	39,700	1859 ..	875	156,602	35,305	121,297	78,622
1933 ..	642	190,803	168,488	46	22,269	1858 ..	1,241	244,712	65,374	179,338	78,622
1932 ..	722	212,892	164,620	18	48,254	1857 ..	1,443	373,804	74,459	304,345	78,622
1931 ..	1,302	386,906	212,996	52	173,858	1856 ..	1,703	469,393	74,865	394,528	78,622
1930 ..	1,020	254,296	172,969	210	81,117	1855 ..	2,024	583,450	78,127	505,323	78,622
1929 ..	808	128,976	75,725	797	52,454	1854 ..	1,774	535,616	91,037	444,579	78,622
1928 ..	969	257,180	172,901	230	84,049	1853 ..	1,710	425,572	109,402	316,170	78,622
1927 ..	917	245,144	181,504	326	63,314	1852 ..	1,444	351,493	98,624	252,869	78,622
1926 ..	924	224,673	140,586	263	83,824	1851 ..	1,357	298,203	78,197	220,006	78,622
1925 ..	967	199,846	141,053	2,869	55,924	1850 ..	1,360	272,218	56,911	215,307	78,622
1924 ..	1,049	223,963	145,493	914	77,561	1849 ..	1,547	256,577	61,241	195,336	78,622
1923 ..	770	335,791	241,802	17,442	76,547	1848 ..	1,851	318,075	66,552	251,423	78,622
1922 ..	845	661,232	597,137	25,459	38,636	1847 ..	1,598	243,732	53,979	189,753	78,622
1921 ..	1,361	2,265,115	2,071,221	91,743	102,151	1846 ..	1,420	188,203	51,778	136,425	78,622
1920 ..	2,067	3,880,639	3,660,023	132,184	88,432	1845 ..	1,038	146,018	40,926	105,092	78,622
1919 ..	1,953	3,326,621	3,157,091	79,234	90,296	1844 ..	766	103,537	30,976	72,561	78,622
1918 ..	1,528	1,300,868	1,090,996	89,629	126,243	1843 (June 30) ..	482	63,617	17,624	45,992	78,622
1917 ..	1,297	664,479	513,243	43,185	108,051	9 mo.) ..	1,021	129,033	29,158	99,875	78,622
1916 ..	937	325,413	250,125	44,765	60,523	1842 (Sept. 30) ..	761	118,893	27,944	90,950	78,622
1915 ..	1,157	225,122	154,990	8,021	62,111	1841 ..	871	113,809	19,811	98,498	78,622
1914 ..	1,151	316,250	224,225	13,749	78,276	1840 ..	899	125,260	34,219	91,041	78,622
1913 ..	1,475	346,155	243,408	23,610	74,137	1839 ..	913	115,905	23,607	92,298	78,622
1912 ..	1,505	232,669	153,493	21,221	57,955	1838 ..	972	125,913	33,811	92,102	78,622
1911 ..	1,422	291,162	227,231	10,092	53,839	1837 ..	911	116,230	26,630	89,600	78,622
1910 ..	1,361	342,068	257,993	19,358	64,717	1836 ..	725	75,107	12,347	62,760	78,622
1909 ..	1,247	238,090	148,208	23,950	60,932	1835 (Sept. 30) ..	957	118,389	13,905	104,484	78,622
1908 ..	1,457	614,216	481,624	31,981	100,611	9 mo.) ..	1,187	161,492	12,620	148,872	78,622
1907 ..	1,157	471,332	365,405	24,907	81,020	1834 (Dec. 31) ..	1,065	144,544	17,986	127,158	78,622
1906 ..	1,221	418,745	315,707	35,209	67,829	1833 ..	712	85,556	11,437	74,119	78,622
1905 ..	1,012	330,316	197,702	79,418	53,196	1832 ..	648	58,560	8,269	50,291	78,622
1904 ..	1,184	378,542	255,744	64,908	57,890	1831 ..	796	79,408	10,231	69,177	78,622
1903 ..	1,311	436,152	271,731	89,979	74,392	1830 ..	886	98,964	5,881	93,083	78,622
1902 ..	1,491	468,831	308,178	97,698	62,955	1829 ..	951	105,456	11,010	95,446	78,622
1901 ..	1,580	483,489	273,591	126,165	83,733	1828 ..	1,033	130,373	12,818	117,555	78,622
1900 ..	1,447	393,790	202,528	116,460	74,802	1827 ..	1,000	116,464	9,171	107,293	78,622
1899 ..	1,273	300,038	151,058	93,073	50,907	1826 ..	793	92,798	5,216	87,582	78,622
1898 ..	952	180,458	105,838	34,416	40,204	1825 ..	630	75,857	3,766	72,091	78,622
1897 ..	891	232,233	106,154	64,308	61,771	1824 ..	639	77,569	1,881	75,708	78,622
1896 ..	723	227,097	138,029	65,236	23,832	1823 ..	519	57,275	3,017	54,258	78,622
1895 ..	694	111,602	69,754	34,900	6,948	1822 ..	557	51,394	5,572	45,822	78,622
1894 ..	838	131,195	83,720	37,827	9,648	1821 ..	876	86,670	5,324	80,346	78,622
1893 ..	956	211,639	134,368	49,343	27,923	1820 ..	923	87,346	3,695	83,651	78,622
1892 ..	1,395	199,633	92,531	83,217	23,885	1819 ..	1,087	87,626	2,543	85,083	78,622
1891 ..	1,384	369,302	185,037	144,290	39,975	1818 ..	1,431	135,186	2,926	132,260	78,622
1890 ..	1,051	294,123	159,046	102,873	32,204	1817 ..	1,329	155,579	546	155,033	78,622
1889 ..	1,077	231,134	159,318	50,670	21,246	1816 ..	490	29,751	593	29,158	78,622
1888 ..	1,014	218,087	142,007	43,590	27,490	1815 ..	371	32,583	1,140	31,443	78,622
1887 ..	844	150,450	100,074	34,633	15,743	1814 ..	85	14,148	118	85,030	78,622
1886 ..	715	95,453	44,468	41,238	9,747	1813 ..	146,691	1,145	145,546	78,622	
1885 ..	920	159,056	84,333	65,362	9,361	1812 ..	127,575	458	127,575	78,622	
1884 ..	1,190	225,514	91,328	120,621	13,565	1811 ..	91,397	182	90,989	78,622	
1883 ..	1,268	265,430	107,229	137,046	21,155	1810 ..	31,755	78	31,673	78,622	
1882 ..	1,371	232,270	121,843	118,798	41,629	1809 ..	99,783	126,093	99,705	78,622	
1881 ..	1,108	230,459	118,070	81,209	81,180	1808 ..	126,093	126,093	126,093	78,622	
1880 ..	902	157,410	78,854	59,057	19,499	1807 ..	128,507	128,507	128,507	78,622	
1879 ..	1,132	193,031	86,361	66,867	39,303	1806 ..	103,753	103,753	103,753	78,622	
1878 ..	1,258	235,504	81,860	106,066	47,578	1805 ..	88,448	88,448	88,448	78,622	
1877 ..	1,029	176,592	47,514	106,331	22,747	1804 ..	(4)	(4)	(4)	78,622	
1876 ..	1,112	203,586	69,251	118,672	15,663	1803 ..	(4)	(4)	(4)	78,622	
1875 ..	1,301	297,639	62,460	206,884	28,295	1802 ..	(4)	(4)	(4)	78,622	
1874 ..	2,147	432,725	101,930	216,316	114,479	1801 ..	995	106,261	106,261	78,622	
1873 ..	2,261	359,246	88,011	144,629	126,606	1800 ..	767	77,921	77,921	78,622	
1872 ..	1,643	209,052	62,210	76,291	70,551	1799 ..	635	49,435	49,435	78,622	
1871 ..	1,755	273,227	87,842	97,179	88,206	1798 ..	56,679	56,679	56,679	78,622	

<sup>1</sup> Figures are for 12 months ending Dec. 31 for 1813 through 1834, ending Sept. 30 for 1835 through 1842, ending June 30 for 1843 through 1940 (June 30), ending Dec. 31 for 1940 (Dec. 31) through 1944, except for years where terminal dates change as follows: For 1835 and 1843, figures are for 9 months; for both 1940 dates, figures are for 12 months, hence figures for 1940 (Dec. 31) overlap the 1940 (June 30) figures.

<sup>2</sup> Does not agree with series K 107 for 1867, 1865, 1863, 1859, 1858, and 1815-1839, see text.  
<sup>3</sup> Includes canal boats and barges prior to 1868.  
<sup>4</sup> No record found for 1802.

Series K 124-126.—DOCUMENTED MERCHANT VESSELS—COMPOSITION OF MERCHANT FLEET  
BY GEOGRAPHIC REGION: 1816 TO 1945

[ Gross tonnage of documented vessels of 5 net tons or more. Figures in boldface represent changes from those shown in source; see table 2 in text for series K 94-131 ]

YEAR <sup>1</sup>	SEABOARD						YEAR <sup>1</sup>	SEABOARD								
	Total seaboard	New England coast	Mid-Atlantic and Gulf coasts	Pacific coast	Northern lakes	Western rivers		Total seaboard	New England coast	Mid-Atlantic and Gulf coasts	Pacific coast	Northern lakes	Western rivers			
	124	124a	124b	124c	125	126		124	124a	124b	124c	125	126			
	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>
1945 (1-1)	30,806,046	1,471,881	17,186,484	11,647,681	2,061,456	445,779	1880(6-30)	2,989,140	1,072,580	1,644,199	272,361	605,102	778,792			
1944	23,568,821	972,205	13,595,614	9,001,002	1,792,538	434,138	1879	3,070,415	1,094,760	1,705,307	270,348	597,376	501,809			
1943	14,713,957	439,727	10,050,727	4,223,503	1,620,292	427,505	1878	3,150,351	1,140,013	1,757,404	252,934	604,656	457,757			
1942	11,855,795	544,235	9,372,242	1,939,318	1,624,377	379,468	1877	3,196,422	1,146,359	1,798,507	251,556	610,160	436,017			
1941 (1-1)	11,776,026	493,922	9,318,214	1,963,890	1,640,790	304,798	1876	3,265,735	1,147,844	1,864,496	253,395	613,211	400,512			
1940 (6-30)	12,063,512	453,380	9,563,434	2,046,698	1,669,389	285,237	1875	3,596,876	1,142,995	2,224,624	229,257	837,892	418,964			
1939	12,668,339	418,425	9,778,725	2,471,239	1,711,965	251,637	1874	3,520,597	1,076,818	2,232,162	211,617	842,381	437,674			
1938	12,666,146	453,571	9,729,753	2,482,817	1,739,074	246,145	1873	3,489,199	1,055,019	2,242,862	191,818	738,412	418,415			
1937	12,733,008	514,967	9,630,476	2,587,565	1,712,900	230,220	1872	3,265,251	1,053,420	2,031,433	180,348	724,493	448,001			
1936	12,611,523	516,684	9,253,753	2,741,086	1,766,674	218,490	1871	3,163,862	1,049,723	1,946,704	167,435	712,027	406,718			
1935	12,699,942	539,210	9,247,868	2,862,864	1,773,054	180,760	1870	3,163,597	1,056,563	1,916,636	190,398	684,704	398,206			
1934	12,382,970	619,833	9,311,792	2,951,345	1,802,305	176,760	1869	3,090,372	1,066,337	1,839,461	134,674	661,366	392,902			
1933	13,076,686	641,257	9,465,211	2,970,218	1,813,570	169,901	1868	3,174,935	1,046,198	1,962,225	166,512	695,604	481,218			
1932	13,792,994	708,226	9,970,014	3,114,754	1,856,553	189,108	1867	3,340,095	1,008,015	2,170,795	161,285	612,645	351,747			
1931	12,776,859	612,288	9,106,549	3,089,022	1,766,545	183,852	1866	3,515,248	1,126,332	2,208,841	180,025	571,637	223,893			
1930	13,131,044	798,092	9,106,355	3,226,597	2,758,321	178,360	1865	4,179,920	1,269,247	2,756,323	154,350	671,004	245,858			
1929	13,526,522	814,833	9,447,388	3,264,301	2,771,237	179,500	1864	4,099,610	1,340,566	2,654,147	104,897	697,798	188,992			
1928	13,727,517	878,088	9,494,410	3,355,024	2,773,341	182,203	1863	4,389,199	1,645,743	2,617,958	118,200	631,466	141,699			
1927	13,914,054	917,930	9,746,872	3,249,252	2,805,350	168,997	1862	4,424,612	1,805,210	2,515,720	103,682	561,003	126,549			
1926	14,305,686	986,161	10,079,066	3,290,459	2,844,473	160,938	1861	4,888,140	1,839,158	2,959,041	89,941	478,788	172,885			
1925	14,390,411	953,193	10,154,975	3,282,243	2,853,019	162,472	1860	4,723,006	1,827,671	2,810,224	85,111	463,123	167,739			
1924	14,785,459	1,013,818	10,343,841	3,427,800	2,791,204	163,894	1859	4,674,799	1,832,513	2,754,385	87,901	328,735	141,504			
1923	15,387,961	1,112,577	10,779,633	3,495,751	2,773,401	138,372	1858	4,648,029	1,738,984	2,824,201	84,844	260,698	141,699			
1922	15,604,264	983,953	11,146,730	3,473,581	2,723,857	134,847	1857	4,562,408	1,776,993	2,700,630	84,785	237,955	140,480			
1921	15,320,307	920,484	10,931,951	3,467,872	2,739,514	122,315	1856	4,525,309	1,862,725	2,578,894	83,680	222,475	123,869			
1920	13,065,104	872,207	8,866,612	3,326,235	3,138,690	120,230	1855	4,876,720	2,004,364	2,778,901	93,455	205,894	129,387			
1919	9,761,741	616,056	6,329,204	2,816,431	3,023,762	121,797	1854	4,531,280	1,806,242	2,622,588	102,450	161,202	110,602			
1918	7,003,733	599,988	4,756,988	1,646,697	2,797,603	123,342	1853	3,871,716	1,678,509	2,087,935	105,272	253,712	281,582			
1917	5,959,272	603,970	4,145,769	1,209,533	2,779,087	132,673	1852	3,566,215	1,557,216	1,906,282	102,717	217,087	355,138			
1916	5,574,082	616,192	3,826,832	1,131,058	2,760,815	134,752	1851	3,258,723	1,414,290	1,784,934	59,499	195,766	317,950			
1915	5,432,616	658,137	3,651,859	1,122,620	2,818,009	138,804	1850	3,051,390	1,368,049	1,664,686	18,655	181,235	302,829			
1914	4,904,330	767,421	3,085,933	1,100,976	2,832,922	141,436	1849	2,874,015	1,289,260	1,584,033	722	173,526	286,476			
1913	4,800,424	765,588	2,985,540	1,049,296	2,939,786	146,308	1848	2,728,516	1,258,314	1,470,202	143,195	277,381	277,381			
1912	4,618,279	765,476	2,867,990	984,813	2,949,924	145,930	1847	2,463,568	1,124,749	1,338,819	134,030	241,448	241,448			
1911	4,543,743	775,318	2,794,825	973,605	2,943,523	167,957	1846	2,256,786	1,070,842	1,185,944	90,749	214,550	214,550			
1910	4,459,264	799,811	2,722,862	936,591	2,995,102	153,716	1845	2,143,365	1,009,902	1,133,463	85,897	187,740	187,740			
1909	4,443,611	827,779	2,681,355	934,477	2,732,481	162,663	1844	2,033,237	962,572	1,070,665	72,451	174,408	174,408			
1908	4,468,865	821,849	2,684,702	962,314	2,739,169	167,411	1843(6-30)	1,940,067	922,959	1,017,108	66,207	152,329	152,329			
1907	4,327,537	784,314	2,656,333	886,340	2,439,741	171,516	1842(9-30)	1,838,134	915,237	972,897	61,339	142,918	142,918			
1906	4,272,530	781,118	2,651,427	840,085	2,234,432	167,957	1841	1,985,702	984,262	951,440	57,782	137,260	137,260			
1905	4,220,077	812,338	2,655,529	821,710	2,062,147	174,319	1840	2,014,214	1,012,343	1,001,871	48,598	117,952	117,952			
1904	4,058,943	794,366	2,457,500	806,577	2,019,208	213,384	1839	(?)	(?)	(?)	(?)	(?)	(?)			
1903	3,969,552	771,535	2,385,338	812,379	1,902,698	215,095	1838	1,836,564	901,058	935,506	50,262	108,314	108,314			
1902	3,759,267	758,283	2,226,768	774,211	1,816,511	222,124	1837	1,771,256	889,089	882,167	34,644	90,786	90,786			
1901	3,568,470	750,244	2,104,395	713,831	1,706,294	249,454	1836	1,773,125	877,371	895,754	29,582	79,395	79,395			
1900	3,340,796	770,578	1,957,314	612,904	1,565,587	258,456	1835(9-30)	1,735,393	895,748	839,645	16,851	72,697	72,697			
1899	3,154,806	741,981	1,872,888	539,937	1,466,348	263,034	1834(12-31)	(?)	(?)	(?)	(?)	(?)	(?)			
1898	3,050,506	774,965	1,778,774	496,767	1,437,500	261,732	1833	1,529,884	811,430	718,454	16,678	59,589	59,589			
1897	3,086,809	817,646	1,890,151	439,012	1,410,103	272,108	1832	1,367,411	700,433	666,978	16,284	55,755	55,755			
1896	3,106,287	857,219	1,810,097	437,971	1,324,067	274,526	1831	1,214,914	575,957	638,957	9,080	43,852	43,852			
1895	3,113,282	845,918	1,833,863	438,501	1,241,459	281,219	1830	1,145,929	581,173	564,756	13,183	32,664	32,664			
1894	3,169,303	879,261	1,833,634	456,358	1,227,400	287,325	1829	(?)	(?)	(?)	(?)	(?)	(?)			
1893	3,265,112	907,035	1,900,605	457,422	1,261,067	293,392	1828	1,691,744	786,971	904,773	10,245	39,403	39,403			
1892	3,270,537	931,756	1,874,162	464,619	1,183,532	310,802	1827	1,589,362	714,181	875,681	8,803	21,942	21,942			
1891	3,221,541	944,493	1,836,191	440,857	1,154,870	303,347	1826	1,500,910	706,167	794,743	9,293	23,938	23,938			
1890	3,066,988	947,366	1,691,231	428,391	1,063,063	294,446	1825	1,396,691	640,651	756,040	7,027	19,393	19,393			
1889	3,035,777	956,609	1,642,896	436,272	972,271	299,427	1824	1,361,776	613,340	748,436	8,910	18,477	18,477			
1888	3,012,731	1,009,426	1,603,416	399,889	874,102	305,082	1823	1,311,536	600,487	711,049	7,311	17,719	17,719			
1887	2,994,718	997,849	1,640,424	356,445	783,721	327,405	1822	1,298,365	600,977	697,408	6,649	19,665	19,665			
1886	3,033,673	1,054,551	1,631,437	347,685	762,560	334,902	1821	1,264,648	580,407	684,241	7,150	27,160	27,160			
1885	3,169,930	1,0														

Series K 127-131.—SHIPBUILDING—MERCHANT VESSELS BUILT AND DOCUMENTED, BY REGION: 1817 TO 1936

[ Gross tonnage of documented vessels of 5 net tons or more. Figures add to series K 120 except for years footnoted otherwise. Figures in boldface represent changes from those in source; see text for series K 94-131 ]

YEAR <sup>1</sup>	SEABOARD					YEAR <sup>1</sup>	SEABOARD					Northern lakes and Western rivers
	Total seaboard	New England coast	Mid-Atlantic and Gulf coasts	Pacific coast	Northern lakes and Western rivers		Total seaboard	New England coast	Mid-Atlantic and Gulf coasts	Pacific coast	Northern lakes and Western rivers	
	127	127a	127b	127c	128		127	127a	127b	127c	128	
1936 (6-30)	175,398	711	166,671	8,016	48,686	1865 (6-30) <sup>2</sup>	280,899	135,253	141,830	3,816	102,910	
1935	49,054	1,910	38,452	8,692	13,865	1864	328,710	112,615	211,242	4,853	87,030	
1934	49,946	862	37,390	11,694	16,708	1863 <sup>3</sup>	215,410	79,578	138,161	2,671	95,474	
1933	181,593	25,851	151,823	3,919	9,210	1862	112,486	45,597	64,365	2,524	62,589	
1932	195,529	52,163	138,625	9,741	17,363	1861	181,586	104,678	72,192	4,716	51,608	
1931	355,771	26,639	287,884	41,248	31,135	1860	169,836	134,289	33,524	2,023	44,962	
1930	193,116	18,601	149,656	30,859	61,180	1859 <sup>2</sup>	184,499	79,316	58,127	2,056	23,103	
1929	104,769	12,766	71,750	20,253	24,207	1858 <sup>2</sup>	177,799	108,864	71,811	2,124	64,487	
1928	181,681	11,434	146,532	23,715	75,499	1857	285,681	183,636	100,810	1,185	98,123	
1927	178,207	6,574	124,068	45,565	68,937	1856	369,679	252,974	116,343	362	99,714	
1926	159,658	4,995	131,994	22,669	65,015	1855	505,450	326,431	176,901	2,118	78,000	
1925	123,933	5,615	76,784	41,584	75,913	1854	454,933	239,599	164,311	1,023	80,633	
1924	145,837	3,174	106,414	36,249	78,131	1853	357,233	222,791	134,291	151	68,339	
1923	262,769	13,057	199,026	50,686	73,022	1852	301,275	179,804	121,470	70	50,218	
1922	637,708	56,973	448,197	132,538	23,524	1851	265,378	133,351	131,957	70	32,825	
1921	2,147,555	150,745	1,383,185	613,625	117,560	1850	248,865	142,369	106,374	122	23,353	
1920	3,475,872	208,023	1,931,514	1,336,335	404,767	1849	209,189	120,237	88,952	-----	47,338	
1919	2,815,733	177,758	1,274,472	1,369,503	510,838	1848	264,268	146,113	118,155	-----	53,807	
1918	1,080,437	88,302	473,698	513,437	220,431	1847	185,618	104,745	80,373	-----	58,114	
1917	518,958	52,526	298,958	167,474	145,521	1846	149,571	82,347	67,224	-----	38,632	
1916	275,749	37,568	188,550	49,631	49,631	1845	116,443	63,337	52,606	-----	29,575	
1915	203,156	18,551	152,906	31,699	21,966	1844	71,332	36,268	35,564	-----	31,705	
1914	251,700	14,985	200,220	36,495	64,550	1843 (6-30-9 mo.)	53,220	26,512	26,708	-----	10,397	
1913	247,818	27,131	175,523	44,664	93,337	1842 (9-30)	109,100	64,237	44,863	-----	19,933	
1912	136,485	23,052	81,329	32,104	96,184	1841	104,268	63,771	40,497	-----	14,625	
1911	190,612	23,653	139,725	27,234	100,550	1840	110,683	65,189	45,494	-----	7,626	
1910	167,829	23,442	127,517	16,870	174,239	ALTERNATIVE SERIES						
1909	131,748	27,237	81,752	22,759	106,342	YEAR <sup>1</sup>	The Coast	Western lakes and rivers		New England States <sup>4</sup>		
1908	266,937	70,903	138,984	57,050	347,279			129	130		131	
1907	219,753	44,428	140,134	35,191	251,759		Tons	Tons	Tons			
1906	146,833	32,311	94,311	20,261	271,862	1850 (June 30)	247,847	24,372	142,367			
1905	230,716	119,377	91,224	20,115	99,600	1849	217,264	39,313	120,234			
1904	208,238	51,417	135,263	21,608	170,254	1848	262,581	55,495	146,111			
1903	288,196	66,973	177,837	43,336	147,956	1847	185,493	58,240	104,682			
1902	290,122	75,852	161,211	53,059	173,709	1846	149,332	38,872	82,347			
1901	291,516	82,971	153,977	54,568	191,973	1845	116,156	29,862	63,335			
1900	249,006	72,179	135,473	41,354	144,784	1844	71,732	31,805	36,268			
1899	196,120	63,761	85,825	41,534	103,918	1843 (June 30) <sup>5</sup>	90,017	26,293	46,251			
1898	112,879	23,944	39,146	49,789	67,579	1842 (Sept. 30)	103,302	20,732	56,234			
1897	103,504	21,942	74,067	7,495	123,729	1841	103,576	15,318	63,770			
1896	102,544	39,582	52,143	10,819	124,553	1840	109,706	8,603	65,189			
1895	67,127	26,733	33,200	7,144	44,475	1839	107,232	13,757	59,204			
1894	80,099	28,665	46,042	5,392	51,096	1838	100,974	13,061	53,054			
1893	102,330	37,091	52,018	13,721	103,809	1837	98,997	23,990	51,931			
1892	138,363	60,624	57,469	20,770	60,770	1836	98,130	15,497	58,330			
1891	237,462	105,491	112,901	19,070	131,340	1835 (Sept. 30) <sup>4</sup>	101,966	14,072	60,054			
1890	169,091	78,577	73,179	12,335	125,032	1834 (Dec. 31)	105,683	12,647	61,779			
1889	111,352	39,933	53,930	17,939	119,282	1833	153,455	3,171	95,143			
1888	105,125	33,813	49,356	21,956	112,962	1832	130,064	14,475	100,585			
1887	83,061	24,035	49,886	9,140	67,389	1831	80,541	5,222	49,733			
1886	64,458	30,624	27,920	5,914	30,995	1830 <sup>5</sup>	52,686	5,398	24,169			
1885	121,010	48,123	61,344	11,033	38,046	1829	71,055	6,044	38,117			
1884	173,419	84,046	83,753	10,620	47,095	1828 <sup>5</sup>	95,349	3,027	54,232			
1883	210,349	110,226	83,385	16,738	55,081	1827	99,343	5,000	57,156			
1882	183,084	93,965	78,342	15,777	94,186	1826	121,903	4,530	72,668			
1881	125,766	54,488	59,861	11,417	154,693	1825	112,616	2,331	65,616			
1880	101,720	46,374	46,403	8,943	55,690	1824	89,166	1,773	52,445			
1879	115,633	55,874	48,602	11,207	77,348	1823	73,942	1,066	42,725			
1878	155,133	90,336	53,419	11,333	80,366	1822	75,242	105	44,206			
1877	132,996	90,992	29,286	12,718	43,596	1821	55,607	249	36,651			
1876	163,826	95,238	51,716	16,822	39,760	1820	47,696	88	29,353			
1875	244,474	151,497	79,549	13,428	53,165	1819	79,551	267	50,614			
1874	277,093	136,251	129,933	10,359	155,632	1818	82,232	189	48,323			
1873	218,139	76,406	136,258	5,475	141,107	1817	85,144	1,250	46,605			
1872	128,097	46,269	79,552	2,276	80,955							
1871	156,249	64,366	86,559	5,324	116,978							
1870	182,336	110,584	59,532	12,720	94,117							
1869	191,194	103,604	72,053	15,532	84,036							
1868	173,722	98,915	67,956	6,851	111,582							
1867 <sup>1</sup>	229,533	135,139	90,070	4,324	73,945							
1866	232,738	121,335	105,329	6,124	103,358							

<sup>1</sup> Time periods covered same as for series K 120.

<sup>2</sup> Figures for these years add to series K 107, except 1828, 1830, 1835 and 1843.

<sup>3</sup> New England States included in series K 131 (The Coast).

<sup>4</sup> Figures are 12-month approximations for charting purposes.

<sup>5</sup> Figures for 1823 add to series K 120; those for 1830 add to neither series K 107 or K 120.

### Series K 132-145.—WATERBORNE COMMERCE OF THE UNITED STATES—SUMMARY OF CARGO TONNAGE: 1924 TO 1945

[In thousands of short tons of 2,000 pounds. For definition of cargo tonnage, see text. Net totals are derived by deducting two types of duplications from unadjusted totals: (1) Traffic between seaports and river points, and (2) "Other duplications," comprising principally coastwise and lake traffic passing through canals and connecting channels other than the St. Marys Falls Canal and the Detroit River]

YEAR	FOREIGN AND DOMESTIC COMMERCE		FOREIGN COMMERCE					DOMESTIC COMMERCE						
	Net total	Unadjusted total	Total	Through seaports		Great Lakes ports		Approximate net total <sup>1</sup>	Unadjusted total	Between ports		Local traffic of seaports and Great Lakes ports <sup>2</sup>	Between seaports and river ports	On rivers, canals and connecting channels <sup>3</sup>
				Imports	Exports	Imports	Exports			Coastwise	Great Lakes			
	132	133	134	135	136	137	138	139	140	141	142	143	144	145
1945	618,906	870,295	172,093	44,526	100,333	6,511	20,723	446,813	698,202	90,691	157,914	104,675	80,234	264,683
1944	605,923	860,022	153,736	39,441	82,613	8,055	23,627	452,192	706,286	70,306	164,994	114,132	87,928	258,426
1943	580,581	796,831	127,285	33,077	63,086	7,120	24,002	453,296	669,546	59,790	159,458	106,278	86,634	257,386
1942	589,900	876,816	99,221	25,974	46,023	4,488	22,736	490,679	777,595	73,977	172,685	111,996	84,941	333,996
1941	653,600	966,798	120,652	54,616	40,605	4,628	20,803	532,948	846,146	155,857	163,301	106,141	76,969	343,878
1940	607,900	836,578	111,254	40,740	49,568	4,117	16,829	496,646	725,324	156,929	141,299	104,989	62,859	259,248
1939	569,400	769,726	112,667	37,854	57,711	4,941	12,161	456,733	657,058	150,983	113,309	94,809	54,915	243,042
1938	466,900	637,190	105,182	33,886	55,476	5,110	10,710	361,718	532,008	138,478	72,913	81,615	50,634	188,368
1937	583,100	745,033	114,413	43,764	52,910	4,102	13,637	468,687	680,620	149,417	135,399	94,672	51,682	199,450
1936	625,842	649,861	90,247	37,504	37,154	5,423	10,163	495,595	559,614	132,367	115,398	91,443	40,919	179,437
1935	453,331	543,271	81,640	33,943	33,922	4,716	9,059	371,692	461,632	115,442	83,748	80,474	31,829	150,139
1934	414,308	480,925	77,898	30,553	33,570	4,287	9,488	336,410	403,027	113,240	71,795	64,744	31,179	122,069
1933	394,104	447,244	69,467	27,671	31,197	3,034	7,565	324,637	377,777	110,346	69,240	57,993	23,244	116,954
1932	342,489	390,299	70,425	29,843	30,039	3,072	7,475	272,060	319,870	94,434	39,544	57,924	24,134	103,829
1931	445,648	493,444	89,526	37,375	38,841	4,016	9,294	356,122	403,918	113,949	71,788	70,319	34,044	113,323
1930	520,280	591,330	114,110	46,448	48,148	7,590	11,924	406,170	477,220	117,821	109,791	81,403	35,601	132,604
1929	583,800	655,045	127,510	51,591	55,761	6,385	13,773	456,290	527,535	124,999	135,838	91,892	39,632	136,174
1928	539,200	609,000	126,768	46,630	56,151	8,548	15,379	412,432	482,232	119,254	119,301	77,925	37,672	123,080
1927	532,500	593,641	120,523	43,388	56,550	8,098	12,487	411,977	473,118	121,036	113,917	78,162	38,191	121,812
1926	540,600	601,501	131,293	44,334	69,859	6,424	10,176	409,207	470,208	108,023	116,486	89,163	34,510	122,021
1925	483,400	551,568	108,547	42,792	49,251	7,317	9,187	374,854	443,022	105,090	111,568	64,981	47,214	114,169
1924	453,700	486,015	101,562	36,425	49,008	4,962	11,167	352,139	384,454	88,554	93,188	77,270	32,315	93,127

<sup>1</sup> Estimated from figures in this table on assumption that all deductions represent duplications in domestic traffic. There are, however, some minor duplications in figures for foreign traffic.

<sup>2</sup> Includes figures for harbor traffic of New York, Philadelphia, and San Francisco; local traffic of other seaports, and local traffic of lake ports.

<sup>3</sup> Excludes St. Marys Falls Canal traffic and additional Detroit River traffic both of which are already counted in Great Lakes traffic; also excludes duplications relating to rivers and canals themselves.

### Series K 146-157.—CARRIAGE OF FOREIGN TRADE—VESSELS ENTERED AND CLEARED, NET TONNAGE CAPACITY: 1789 TO 1945

[In thousands of net tons]

YEAR <sup>1</sup>	VESSELS ENTERED						VESSELS CLEARED					
	All ports			Seaports			All ports			Seaports		
	Total	American vessels	Foreign vessels	Total	American vessels	Foreign vessels	Total	American vessels	Foreign vessels	Total	American vessels	Foreign vessels
	146	147	148	149	150	151	152	153	154	155	156	157
1945 <sup>2</sup>	94,095	61,465	32,630	81,256	56,591	24,665	94,647	61,523	33,124	81,542	56,898	25,144
1944	81,860	48,071	33,789	66,305	42,196	24,109	87,385	53,050	34,335	71,717	46,919	24,798
1943	61,084	29,292	31,792	44,739	24,508	20,231	66,716	33,632	33,034	50,232	28,826	21,406
1942	43,942	13,611	30,331	28,253	10,326	17,927	47,706	16,354	31,352	31,976	13,149	18,827
1941	59,061	20,940	38,121	42,616	16,767	25,849	62,596	21,869	40,726	46,142	17,701	28,441
1940	58,544	19,220	39,324	45,393	15,740	29,652	62,171	20,248	41,923	48,996	16,766	32,230
1939	68,992	17,769	51,223	57,973	14,553	43,421	70,306	18,156	52,150	59,218	14,903	44,316
1938	70,516	19,020	51,496	59,223	15,899	43,324	71,286	18,829	52,466	60,064	15,742	44,322
1937	71,560	19,527	52,033	59,980	16,747	43,233	72,880	19,938	52,942	61,177	17,134	44,043
1936	65,972	20,682	45,290	55,038	17,510	37,528	66,066	20,069	45,997	55,381	16,967	38,414
1935	64,612	22,372	42,240	54,289	18,893	35,395	64,887	22,126	42,761	54,722	18,651	36,071
1934	63,787	23,192	40,594	53,132	19,186	33,946	63,702	22,799	40,903	53,162	18,901	34,261
1933	60,936	22,488	38,448	51,564	19,051	32,513	61,287	22,434	38,853	52,083	19,093	32,990
1932	64,837	24,278	40,559	55,229	20,643	34,587	64,446	23,865	40,582	54,900	20,204	34,695
1931	72,782	26,907	45,875	60,427	21,499	38,929	73,601	26,854	46,647	61,204	21,417	39,787
1930	81,253	31,866	49,387	66,499	24,620	41,879	81,307	31,560	49,747	66,500	24,154	42,346
1929	82,602	32,241	50,361	66,853	25,208	41,645	82,343	31,927	50,416	67,030	25,045	41,985
1928	80,211	31,285	48,926	62,809	22,991	39,818	80,667	31,734	48,933	63,331	23,180	40,151
1927	74,310	29,289	45,021	58,921	22,001	36,920	75,440	29,793	45,647	59,759	22,078	37,681
1926	76,933	26,890	50,043	63,759	21,091	42,668	79,041	28,532	50,509	65,533	22,234	43,349
1925	69,378	27,947	41,431	55,636	21,148	34,487	70,229	27,808	42,421	57,160	21,394	35,766
1924	68,292	29,628	38,664	54,726	22,462	32,264	68,910	30,092	38,818	55,294	22,896	32,397
1923	66,319	27,725	38,594	52,775	20,984	31,791	66,624	27,932	38,692	53,215	21,305	31,910
1922	65,191	31,738	33,453	51,701	23,633	28,068	64,839	31,759	33,080	51,799	23,755	28,044
1921	62,285	31,185	31,100	49,958	24,402	25,556	62,665	30,181	32,484	50,423	23,432	26,991
1920	64,104	32,119	31,985	51,531	26,225	25,306	67,817	34,053	33,764	54,980	27,875	27,106
1919	46,702	21,933	24,769	36,381	16,224	20,157	51,257	24,992	26,265	40,751	19,133	21,617
1918 <sup>1</sup>	45,456	19,284	26,173	31,101	11,256	19,845	46,014	19,206	26,808	31,869	11,280	20,589
1917	50,472	18,725	31,747	36,521	10,898	25,623	52,077	19,146	32,931	38,094	11,339	26,755
1916	51,550	17,928	33,622	37,744	9,446	28,298	52,423	17,902	34,521	38,946	9,763	29,182

See p. 216 for footnotes.

Series K 146-157.—CARRIAGE OF FOREIGN TRADE—VESSELS ENTERED AND CLEARED,  
NET TONNAGE CAPACITY: 1789 TO 1945—Con.

[In thousands of net tons]

YEAR <sup>1</sup>	VESSELS ENTERED						VESSELS CLEARED					
	All ports			Seaports			All ports			Seaports		
	Total	American vessels	Foreign vessels	Total	American vessels	Foreign vessels	Total	American vessels	Foreign vessels	Total	American vessels	Foreign vessels
	146	147	148	149	150	151	152	153	154	155	156	157
1915	46,710	13,275	33,435	35,032	6,830	28,202	46,885	13,418	33,467	35,458	7,110	28,347
1914	53,389	13,730	39,659	40,052	5,436	34,616	53,183	13,740	39,443	39,743	5,185	34,558
1913	50,639	13,073	37,567	37,973	5,241	32,732	51,152	13,946	37,206	37,566	5,289	32,277
1912	46,158	11,257	34,901	34,659	4,572	30,087	46,417	11,703	34,713	34,706	4,794	29,912
1911	42,675	9,693	32,982	32,457	4,302	28,155	42,437	9,753	32,684	32,299	4,427	27,871
1910	40,236	8,888	31,347	30,917	4,214	26,703	39,706	8,809	30,897	30,510	4,196	26,314
1909	39,058	8,771	30,287	30,243	4,408	25,840	38,196	8,492	29,705	29,604	4,215	25,389
1908	38,539	8,473	30,066	30,444	4,314	26,130	38,232	8,435	29,846	30,198	4,288	25,910
1907	36,622	8,116	28,507	29,248	3,924	25,324	35,990	8,093	27,898	28,499	3,797	24,702
1906	34,155	7,613	26,543	27,401	4,023	23,379	33,784	7,581	26,204	26,970	3,923	23,047
1905	30,983	7,081	23,903	24,793	4,120	20,673	31,158	7,203	23,955	25,020	4,259	20,760
1904	29,952	6,679	23,273	24,111	3,806	20,305	30,016	6,641	23,374	24,192	3,836	20,356
1903	31,094	6,907	24,187	24,698	3,881	20,817	31,316	6,975	24,341	24,823	3,931	20,892
1902	30,654	6,961	23,693	24,361	4,020	20,342	30,444	6,822	23,623	24,242	3,956	20,287
1901	29,768	6,381	23,387	24,791	3,980	20,811	29,820	6,417	23,403	24,889	4,020	20,870
1900	28,163	6,136	22,027	23,534	3,974	19,559	28,281	6,209	22,072	23,618	4,006	19,612
1899	26,111	5,341	20,770	21,963	3,333	18,631	26,266	5,472	20,794	22,177	3,463	18,714
1898	25,579	5,240	20,339	21,700	3,362	18,338	25,748	5,111	20,637	21,892	3,231	18,661
1897	23,760	5,525	18,235	20,003	3,611	16,391	23,709	5,618	18,091	19,878	3,637	16,241
1896	20,989	5,196	15,793	17,453	3,673	13,779	21,415	5,330	16,085	17,819	3,741	14,078
1895	19,295	4,473	14,822	16,725	3,677	13,049	19,751	4,504	15,246	17,024	3,616	13,408
1894	19,990	4,655	13,335	17,025	3,649	13,376	20,272	4,740	15,532	17,306	3,747	13,560
1893	19,582	4,359	15,223	16,679	3,493	13,186	19,761	4,403	15,357	16,825	3,537	13,288
1892	21,013	4,470	16,543	18,180	3,747	14,434	21,161	4,536	16,625	18,258	3,751	14,507
1891	18,204	4,381	13,823	15,394	3,670	11,724	18,261	4,455	13,805	15,411	3,716	11,695
1890	18,107	4,083	14,024	15,366	3,405	11,961	18,149	4,067	14,082	15,429	3,390	12,039
1889	15,952	3,724	12,228	13,312	3,128	10,184	16,343	3,988	12,355	13,672	3,342	10,329
1888	15,393	3,367	12,026	12,956	2,914	10,042	15,669	3,415	12,254	13,252	2,944	10,308
1887	15,816	3,366	12,451	13,532	2,871	10,661	15,753	3,259	12,494	13,511	2,771	10,740
1886	15,136	3,232	11,904	12,230	2,762	9,468	15,328	3,303	12,024	12,413	2,806	9,607
1885	15,305	3,132	12,173	12,287	2,709	9,578	15,515	3,232	12,283	12,496	2,809	9,688
1884	15,069	3,202	11,867	12,085	2,821	9,264	15,205	3,237	11,968	12,206	2,845	9,361
1883	16,382	3,256	13,126	13,361	2,835	10,526	16,541	3,307	13,234	13,565	2,895	10,670
1882	17,601	3,341	14,260	14,656	2,968	11,688	17,757	3,318	14,439	14,846	2,936	11,911
1881	18,319	3,254	15,066	15,631	2,919	12,711	18,470	3,376	15,094	16,794	3,040	12,754
1880	18,011	3,437	14,574	15,251	3,140	12,111	18,043	3,397	14,646	15,296	3,078	12,218
1879	16,193	3,415	12,778	13,768	3,050	10,718	16,075	3,464	12,611	13,617	3,071	10,545
1878	14,464	3,642	10,821	11,531	3,009	8,521	14,808	3,872	10,935	11,844	3,196	8,647
1877	13,455	3,663	9,791	10,406	2,958	7,449	13,442	3,765	9,677	10,389	3,043	7,345
1876	12,511	3,611	8,899	9,716	2,928	6,788	12,655	3,732	8,923	9,839	3,037	6,802
1875	11,693	3,574	8,119	9,143	2,887	6,256	11,897	3,737	8,160	9,341	3,061	6,279
1874	13,092	3,894	9,198	10,010	2,915	7,095	13,189	3,982	9,207	10,058	2,961	7,097
1873	11,696	3,613	8,083	8,395	2,443	5,951	11,822	3,757	8,065	8,515	2,574	5,941
1872	10,806	3,712	7,095	7,770	2,585	5,185	10,734	3,682	7,051	7,739	2,598	5,141
1871	10,009	3,743	6,266	6,994	2,604	4,391	9,898	3,747	6,152	6,918	2,635	4,283
1870	9,156	3,486	5,670	6,270	2,452	3,818	9,169	3,507	5,662	6,362	2,530	3,832
1869	8,750	3,403	5,348	6,032	2,459	3,573	7,754	3,381	4,373	6,114	2,502	3,612
1868	8,046	3,551	4,495	5,572	2,466	3,106	8,279	3,718	4,561	5,811	2,625	3,186
1867	7,774	3,455	4,319	5,266	2,146	3,121	7,885	3,420	4,465	5,501	2,270	3,230
1866	7,782	3,372	4,410	5,008	1,891	3,117	7,822	3,383	4,438	5,161	2,030	3,131
1865	6,161	2,944	3,217	3,827	1,615	2,212	6,620	3,025	3,595	4,161	1,710	2,450
1864	6,538	3,066	3,471	4,167	1,655	2,512	6,832	3,091	3,741	4,279	1,662	2,617
1863	7,255	4,615	2,640	4,205	2,308	1,898	7,511	4,447	3,064	4,343	2,266	2,077
1862	7,863	5,118	2,745	4,191	2,629	1,562	7,339	4,962	3,377	4,205	2,568	1,637
1861	7,241	5,024	2,218	4,559	3,025	1,534	7,151	4,889	2,262	4,410	2,874	1,536
1860	8,275	5,921	2,354	5,000	3,302	1,698	8,790	6,166	2,624	5,257	3,501	1,756
1859	7,806	5,266	2,540	4,913	3,328	1,585	7,916	5,297	2,618	4,867	3,315	1,552
1858	6,605	4,396	2,209	4,338	3,051	1,287	7,803	4,490	3,313	4,436	3,128	1,309
1857	7,186	4,721	2,465	4,843	3,482	1,361	7,071	4,581	2,490	4,882	3,483	1,398
1856	6,872	4,385	2,487	4,464	3,194	1,270	7,000	4,538	2,462	4,695	---	---
1855	5,945	3,861	2,084	4,178	---	---	6,179	4,069	2,110	4,435	---	---
1854	5,884	3,752	2,132	4,343	---	---	6,019	3,911	2,108	4,524	---	---
1853	6,282	4,004	2,278	4,157	---	---	6,066	3,767	2,299	4,289	---	---
1852	5,293	3,236	2,057	3,926	---	---	5,278	3,231	2,048	---	---	---
1851	4,993	3,054	1,939	3,466	---	---	5,130	3,201	1,930	---	---	---
1850	3,749	2,573	1,176	3,013	---	---	4,361	2,633	1,728	3,167	---	---
1849	4,369	2,558	1,711	2,890	---	---	4,429	2,754	1,676	---	---	---
1848	3,799	2,398	1,405	2,503	---	---	3,865	2,461	1,404	---	---	---
1847	3,322	2,101	1,220	2,429	---	---	3,379	2,202	1,177	---	---	---
1846	3,111	2,151	960	2,022	---	---	3,189	2,221	968	---	---	---
1845	2,946	2,035	911	2,011	---	---	2,984	2,054	930	---	---	---
1844	2,894	1,977	917	1,897	---	---	2,918	2,011	907	---	---	---
1843	1,678	1,144	535	---	---	---	1,792	1,268	524	---	---	---
1842	2,243	1,510	733	---	---	---	2,277	1,536	740	---	---	---
1841	2,368	1,632	736	---	---	---	2,371	1,634	737	---	---	---
1840	2,289	1,577	712	1,788	---	---	2,353	1,647	706	1,861	---	---
1839	2,116	1,491	625	---	---	---	2,090	1,478	612	---	---	---
1838	1,895	1,303	592	---	---	---	2,013	1,409	604	---	---	---
1837	2,065	1,300	766	---	---	---	2,023	1,267	756	---	---	---
1836	1,936	1,255	680	---	---	---	1,990	1,316	674	---	---	---

See footnotes on next page.

Series K 146-157.—CARRIAGE OF FOREIGN TRADE—VESSELS ENTERED AND CLEARED,  
NET TONNAGE CAPACITY: 1789 TO 1945—Con.

[ In thousands of net tons ]

YEAR <sup>1</sup>	VESSELS ENTERED, ALL PORTS			VESSELS CLEARED, ALL PORTS			YEAR <sup>1</sup>	VESSELS ENTERED, ALL PORTS		
	Total	American vessels	Foreign vessels	Total	American vessels	Foreign vessels		Total	American vessels	Foreign vessels
	146	147	148	152	153	154		146	147	148
1835	1,994	1,353	641	2,031	1,401	631	1810	989	909	80
1834	1,643	1,075	568	1,712	1,134	578	1809	705	605	99
1833	1,608	1,111	497	1,639	1,142	497	1808	586	539	48
1832	1,343	950	393	1,362	975	388	1807	1,203	1,116	87
1831	1,405	923	482	1,244	973	272	1806	1,135	1,044	91
1830	1,099	967	132	1,105	972	133	1805	1,010	922	88
1829	1,004	873	131	1,078	945	133	1804	944	822	122
1828	1,019	868	150	1,048	897	151	1803	951	787	164
1827	1,056	918	138	1,112	981	131	1802	944	799	146
1826	1,048	942	106	1,052	953	99	1801	1,007	849	157
1825	974	881	93	1,055	960	95	1800	804	683	121
1824	952	850	102	1,022	919	103	1799	732	625	108
1823	895	775	119	931	811	120	1798	610	522	88
1822	889	788	101	911	814	97	1797	681	608	73
1821	847	765	82	888	805	83	1796	722	675	47
1820	880	801	79				1795	637	580	57
1819	869	784	86				1794	609	526	83
1818	917	755	161				1793	611	448	164
1817	992	780	212				1792	659	415	244
1816	1,136	877	259				1791	604	364	241
1815	918	701	217				1790	606	355	251
1814	108	60	48				1789	234	127	107
1813	351	238	114							
1812	715	668	47							
1811	981	948	33							

<sup>1</sup> Data as of Sept. 30, for 1789 through 1842; as of June 30, for 1843 through 1918; thereafter as of Dec. 31.<sup>2</sup> Preliminary data, subject to revision.<sup>3</sup> As of June 30; figures (in thousands of tons) for July-Dec. are as follows: series K 146, 25,029; series K 147, 11,006; series K 148, 14,023; series K 149, 16,113;

series K 150, 5,747; series K 151, 10,366; series K 152, 25,472; series K 153, 11,223; series K 154, 14,249; series K 155, 16,112; series K 156, 63,514; and series K 157, 10,493.

<sup>4</sup> Reported as 3,169 (thousands of net tons) in *Statistical Abstract*, 1946, p. 564, table 619.Series K 158-167.—CARRIAGE OF FOREIGN TRADE—VALUE OF IMPORTS AND EXPORTS  
(INCLUDING REEXPORTS) OF MERCHANDISE: 1790 TO 1935

[ In millions of dollars. Includes gold and silver coin and bullion to 1879, inclusive. Also includes all waterborne foreign commerce of ports on the Great Lakes ]

YEAR <sup>1</sup>	IMPORTS, VALUE					EXPORTS (INCLUDING REEXPORTS), VALUE				
	Total	By water (including by land 1790 to 1870) <sup>2</sup>			By land or air <sup>3</sup>	Total	By water (including by land 1790 to 1870) <sup>2</sup>			By land or air <sup>4</sup>
		Total by water	In American vessels	In foreign vessels			Total by water	In American vessels	In foreign vessels	
	158	159	160	161	162	163	164	165	166	167
1935	2,039	1,813	649	1,164	226	2,283	1,973	705	1,268	310
1934	1,636	1,446	528	917	190	2,133	1,837	658	1,179	296
1933	1,450	1,287	461	826	162	1,675	1,471	515	956	204
1932	1,323	1,164	431	734	158	1,611	1,385	476	909	226
1931	2,091	1,829	619	1,210	262	2,424	2,043	732	1,311	382
1930	3,061	2,635	898	1,737	426	3,843	3,168	1,117	2,051	675
1929	4,399	3,807	1,205	2,602	592	5,241	4,322	1,487	2,835	920
1928	4,091	3,550	1,133	2,418	541	5,128	4,277	1,472	2,804	851
1927	4,135	3,662	1,215	2,447	523	4,865	4,097	1,434	2,663	768
1926	4,431	3,891	1,195	2,696	540	4,809	4,050	1,401	2,649	759
1925	4,227	3,716	1,151	2,565	510	4,910	4,224	1,473	2,751	686
1924	3,610	3,145	1,012	2,133	466	4,591	4,010	1,532	2,478	581
1923	3,792	3,312	1,040	2,272	481	4,168	3,539	1,358	2,181	629
1922	3,113	2,704	921	1,783	409	3,832	3,281	1,261	2,020	551
1921	2,509	2,187	765	1,422	322	4,485	3,888	1,402	2,486	597
1920	5,279	4,731	1,988	2,743	547	8,228	7,252	3,165	4,087	976
1919	3,904	3,414	1,228	2,186	491	7,920	7,090	2,596	4,494	831
1918	3,031	2,577	717	1,860	454	6,149	5,226	986	4,240	923
1917	2,953	2,590	733	1,857	362	6,234	5,403	946	4,457	830
1916	2,392	2,157	532	1,625	234	5,483	4,820	665	4,155	663

See p. 218 for footnotes.

Series K 158-167.—CARRIAGE OF FOREIGN TRADE—VALUE OF IMPORTS AND EXPORTS  
(INCLUDING REEXPORTS) OF MERCHANDISE: 1790 TO 1935—Con.

In millions of dollars. Includes gold and silver coin and bullion to 1879, inclusive. Also includes all waterborne foreign commerce of ports on the Great Lakes ]

YEAR	IMPORTS, VALUE					EXPORTS (INCLUDING REEXPORTS), VALUE				
	Total	By water (including by land 1790 to 1870) <sup>2</sup>			By land or air <sup>3</sup>	Total	By water (including by land 1790 to 1870) <sup>2</sup>			By land or air <sup>4</sup>
		Total by water	In American vessels	In foreign vessels			Total by water	In American vessels	In foreign vessels	
1915 <sup>1</sup>	1,674	1,526	281	1,245	148	2,769	2,466	291	2,176	302
1914	1,894	1,738	199	1,539	156	2,365	2,048	170	1,878	317
1913	1,813	1,698	193	1,505	115	2,466	2,075	188	1,887	391
1912	1,653	1,551	171	1,380	102	2,204	1,880	152	1,729	324
1911	1,527	1,486	147	1,290	91	2,049	1,774	184	1,641	275
1910	1,557	1,467	147	1,319	90	1,745	1,516	114	1,403	229
1909	1,312	1,241	151	1,090	71	1,663	1,481	108	1,373	182
1908	1,194	1,123	152	971	71	1,861	1,670	121	1,550	191
1907	1,434	1,340	177	1,164	94	1,881	1,662	142	1,521	218
1906	1,227	1,140	168	971	87	1,744	1,550	154	1,396	194
1905	1,118	1,039	161	878	79	1,519	1,355	180	1,225	164
1904	991	923	182	791	68	1,461	1,308	97	1,211	153
1903	1,026	960	124	836	66	1,420	1,281	91	1,190	139
1902	903	847	102	745	56	1,382	1,238	84	1,174	124
1901	823	776	93	683	47	1,488	1,376	84	1,292	112
1900	850	806	104	701	44	1,394	1,284	91	1,193	110
1899	697	664	82	582	33	1,227	1,143	79	1,065	84
1898	616	586	94	492	30	1,231	1,158	68	1,090	73
1897	765	729	109	620	36	1,051	986	80	906	65
1896	780	744	117	627	36	883	821	70	751	61
1895	732	699	108	591	33	808	758	62	695	50
1894	655	625	122	504	30	892	843	74	769	49
1893	866	822	127	695	44	848	804	71	733	44
1892	827	788	139	649	40	1,030	997	81	916	33
1891	845	804	127	677	41	884	853	79	774	32
1890	789	749	125	624	41	858	825	78	747	33
1889	745	707	121	586	38	742	714	83	631	28
1888	724	692	124	568	32	696	674	67	606	22
1887	692	665	121	543	28	716	695	78	622	21
1886	635	611	119	492	25	680	660	78	582	19
1885	578	556	113	444	21	742	718	82	636	24
1884	668	648	135	518	20	741	714	99	615	27
1883	723	700	136	564	23	824	799	104	694	25
1882	725	702	130	572	23	751	738	97	641	12
1881	643	625	134	492	17	902	894	117	777	8
1880	668	653	149	503	15	836	830	109	721	6
1879	466	454	144	310	12	737	729	128	601	7
1878	467	454	146	307	13	744	736	167	570	8
1877	492	481	152	330	11	702	695	165	530	7
1876	477	465	143	321	12	666	660	168	492	6
1875	554	541	158	383	13	666	658	156	502	7
1874	596	581	176	405	15	717	708	174	534	9
1873	664	647	175	472	17	677	666	172	495	11
1872	640	623	177	445	18	572	562	168	394	10
1871	541	526	163	363	15	591	583	190	393	8
1870	462	462	153	309	-----	530	530	200	330	-----
1869	437	437	137	301	-----	439	439	153	286	-----
1868	372	372	123	249	-----	477	477	175	302	-----
1867	418	418	117	301	-----	461	461	181	281	-----
1866	446	446	112	333	-----	565	565	214	352	-----
1865	249	249	74	174	-----	356	356	93	263	-----
1864	330	330	81	248	-----	340	340	108	237	-----
1863	253	253	110	143	-----	332	332	132	200	-----
1862	206	206	92	113	-----	230	230	125	105	-----
1861	336	336	202	134	-----	249	249	180	69	-----
1860	362	362	228	134	-----	400	400	279	121	-----
1859	339	339	216	123	-----	357	357	250	107	-----
1858	283	283	204	79	-----	325	325	243	81	-----
1857	361	361	259	102	-----	363	363	251	112	-----
1856	315	315	250	65	-----	327	327	232	95	-----
1855	261	261	202	59	-----	275	275	203	72	-----
1854	305	305	215	86	-----	276	276	191	84	-----
1853	268	268	192	76	-----	231	231	155	76	-----
1852	213	213	155	53	-----	210	210	139	70	-----
1851	216	216	164	53	-----	218	218	152	66	-----
1850	178	178	140	38	-----	152	152	100	52	-----
1849	148	148	120	27	-----	146	146	101	45	-----
1848	155	155	129	26	-----	154	154	110	44	-----
1847	147	147	113	33	-----	159	159	100	54	-----
1846	122	122	106	16	-----	113	113	87	27	-----
1845	117	117	102	15	-----	115	115	87	28	-----
1844	108	108	94	14	-----	111	111	78	33	-----
1843	65	65	50	15	-----	84	84	65	19	-----
1842	100	100	89	11	-----	105	105	80	25	-----
1841	128	128	113	15	-----	122	122	96	27	-----

See footnotes on next page.

Series K 158-167.—CARRIAGE OF FOREIGN TRADE—VALUE OF IMPORTS AND EXPORTS (INCLUDING REEXPORTS) OF MERCHANDISE: 1790 TO 1935—Con.

[ In millions of dollars. Includes gold and silver coin and bullion to 1879, inclusive. Also includes all waterborne foreign commerce of ports on the Great Lakes ]

YEAR <sup>1</sup>	IMPORTS, VALUE					EXPORTS (INCLUDING REEXPORTS), VALUE				
	Total	By water (including by land 1790 to 1870) <sup>2</sup>			By land or air <sup>4</sup>	Total	By water (including by land 1790 to 1870) <sup>2</sup>			By land or air <sup>4</sup>
		Total by water	In American vessels	In foreign vessels			Total by water	In American vessels	In foreign vessels	
1840	107	107	98	14	132	132	106	26		
1839	162	162	144	18	121	121	95	26		
1838	114	114	104	11	108	108	89	19		
1837	141	141	122	19	117	117	91	26		
1836	190	190	171	18	129	129	97	32		
1835	150	150	135	15	122	122	94	28		
1834	127	127	114	13	104	104	78	27		
1833	108	108	98	10	90	90	68	22		
1832	101	101	90	11	87	87	66	21		
1831	103	103	94	9	81	81	66	16		
1830	71	71	66	4	74	74	64	10		
1829	74	74	69	5	72	72	62	10		
1828	89	89	82	7	72	72	61	11		
1827	79	79	75	5	82	82	72	10		
1826	85	85	81	4	78	78	70	8		
1825	96	96	92	4	100	100	89	11		
1824	81	81	75	5	76	76	67	9		
1823	78	78	72	6	75	75	65	9		
1822	83	83	77	6	72	72	61	11		
1821	63	63	58	5	65	65	55	10		
1820	74	74	67	7	70	70	62	8		
1819	87	87	67	20	70	70	58	13		
1818	122	122	103	18	93	93	75	19		
1817	99	99	78	21	88	88	65	23		
1816	147	147	107	40	82	82	56	26		
1815	113	113	87	26	53	53	37	15		
1814	18	13	8	5	7	7	4	3		
1813	22	22	16	6	23	23	18	10		
1812	77	77	65	12	39	39	31	8		
1811	53	53	48	5	61	61	53	9		
1810	85	85	79	6	67	67	60	7		
1809	59	59	52	7	52	52	44	8		
1808	57	57	53	4	22	22	20	3		
1807	139	139	130	8	108	108	98	11		
1806	129	129	120	9	102	102	90	11		
1805	121	121	112	8	96	96	85	11		
1804	85	85	77	8	78	78	67	11		
1803	65	65	56	9	56	56	46	9		
1802	76	76	67	9	72	72	61	11		
1801	111	111	101	10	93	93	81	12		
1800	91	91	83	8	71	71	62	9		
1799	79	79	71	8	79	79	68	10		
1798	69	69	62	6	61	61	53	8		
1797	75	75	69	6	51	51	45	6		
1796	81	81	77	5	59	59	53	6		
1795	70	70	64	6	48	48	42	6		
1794	35	35	31	3	33	33	28	5		
1793	31	31	26	6	26	26	20	6		
1792	32	32	21	10	21	21	13	8		
1791	29	29	17	12	19	19	10	9		
1790	23	23	9	14	20	20	8	12		

<sup>1</sup> Data as of Sept. 30 for 1790 through 1842; as of June 30 for 1843 through 1915; thereafter as of Dec. 31.

<sup>2</sup> Figures for 1790-1820 estimated by Guetter and McKinley by application of J. R. Soley's series on "Percent American" to total imports and exports of merchandise and specie. See text note.

<sup>3</sup> Includes parcel post beginning 1921.

<sup>4</sup> Includes parcel post beginning 1924.

<sup>5</sup> As of June 30. Figures (in millions of dollars) for July-Dec. are as follows: Series K 158, 918; series K 159, 817; series K 160, 179; series K 161, 638; series K 162, 96; series K 163, 1,820; series K 164, 1,625; series K 165, 200; series K 166 1,425; series K 167, 196.

Series K 168-169.—CANALS—TON-MILEAGE, NEW YORK STATE CANALS, RIVERS, AND RAILROADS: 1853 TO 1898

[ In millions of ton-miles ]

YEAR	Canals and rivers	Railroads									
	168	169		168	169		168	169		168	169
	1898	770		14,439	1886		1,410	7,369		1875	1,117
1897	870	12,519	1885	1,180	6,491	1874	1,421	2,941	1862	1,633	708
1896	970	12,782	1884	1,180	6,322	1873	1,564	2,571	1861	1,311	531
1895	890	11,167	1883	1,420	6,327	1872	1,594	2,260	1860	1,232	453
1894	1,070	10,542	1882	1,350	5,796	1871	1,575	1,785	1859	862	334
1893	1,190	11,526	1881	1,300	6,020	1870	1,378	1,667	1858	861	327
1892	1,070	12,044	1880	1,833	5,117	1869	1,384	1,406	1857	726	332
1891	1,120	10,259	1879	1,455	4,700	1868	1,518	1,050	1856	910	348
1890	1,310	9,940	1878	1,483	3,827	1867	1,262	985	1855	904	264
1889	1,290	9,061	1877	1,205	3,333	1866	1,507	867	1854	1,002	229
1888	1,210	8,266	1876	934	3,249	1865	1,255	706	1853	1,075	171
1887	1,450	8,022				1864	1,291	808			

Series K 170-171.—CANALS—TONNAGE MOVED ON NEW YORK STATE CANALS: 1837 TO 1945

[ In short tons of 2,000 pounds ]

YEAR	All canals		Erie division, freight originating	YEAR	All canals		Erie division, freight originating	YEAR	All canals		Erie division, freight originating	YEAR	All canals		Erie division, freight originating
	170	171			170	171			170	171			170	171	
1945	2,968,682	1,665,447		1917	1,297,225	675,083		1890	5,246,102	3,303,929		1863	5,557,692	2,955,302	
1944	2,506,840	1,729,448		1916	1,625,050	917,689		1889	5,370,369	3,673,554		1862	5,598,785	3,204,277	
1943	2,824,160	2,166,393						1888	4,942,948	3,321,516		1861	4,507,635	2,500,782	
1942	3,539,101	2,760,596		1915	1,858,114	1,155,235		1887	5,553,805	3,840,513					
1941	4,503,059	3,512,829		1914	2,080,850	1,361,764		1886	5,293,982	3,808,642		1860	4,650,214	2,253,533	
				1913	2,602,035	1,788,453						1859	3,781,684	1,753,954	
1940	4,768,160	3,587,086		1912	2,606,116	1,795,069		1885	4,731,784	3,208,207		1858	3,665,192	1,767,004	
1939	4,689,037	3,643,782		1911	3,097,068	2,031,735		1884	5,009,488	3,389,555		1857	3,344,061	1,566,624	
1938	4,709,488	3,349,250						1883	5,664,056	3,587,102		1856	4,116,082	2,107,678	
1937	5,010,464	4,173,700		1910	3,073,412	2,023,185		1882	5,467,423	3,694,364					
1936	5,014,206	4,220,397		1909	3,116,536	2,031,307		1881	5,179,192	3,598,721		1855	4,022,617	2,202,463	
				1908	3,051,877	2,177,443						1854	4,165,862	2,224,008	
1935	4,489,172	3,898,506		1907	3,407,914	2,415,548		1880	6,457,656	4,608,651		1853	4,247,853	2,196,308	
1934	4,142,728	3,645,125		1906	3,540,907	2,385,491		1879	5,862,372	3,820,027		1852	3,863,441	2,129,334	
1933	4,074,002	3,574,951						1878	5,171,320	3,608,634		1851	3,582,733	1,955,265	
1932	3,643,433	3,186,094		1905	3,226,896	1,999,824		1877	4,955,963	3,254,367					
1931	3,722,012	3,277,936		1904	3,138,547	1,945,708		1876	4,172,129	2,418,422		1850	3,076,617	1,635,089	
				1903	3,615,385	2,414,018						1849	2,894,732	1,622,444	
1930	3,605,457	3,044,271		1902	3,274,610	2,105,876		1875	4,859,858	2,787,226		1848	2,796,230	1,599,965	
1929	2,872,160	2,422,204		1901	3,420,613	2,257,035		1874	5,804,588	3,097,122		1847	2,869,810	1,561,575	
1928	3,089,998	2,535,684						1873	6,364,782	3,602,535		1846	2,268,662	1,264,408	
1927	2,581,892	2,047,774		1900	3,345,941	2,145,876		1872	6,673,370	3,562,560					
1926	2,369,367	1,935,278		1899	3,686,051	2,419,084		1871	6,467,888	3,580,922		1845	1,977,565	1,038,700	
				1898	3,360,063	2,338,020						1844	1,816,586	945,944	
1925	2,344,013	1,945,466		1897	3,617,804	2,584,906		1870	6,173,769	3,083,132		1843	1,513,439	819,216	
1924	2,032,317	1,691,766		1896	3,714,894	2,742,438		1869	5,859,080	2,845,072		1842	1,236,931	712,310	
1923	2,006,284	1,626,062						1868	6,442,225	3,346,986		1841	1,521,661	906,442	
1922	1,873,434	1,485,109		1895	3,500,314	2,356,084		1867	5,688,325	2,920,578					
1921	1,270,407	993,639		1894	3,882,560	3,144,144		1866	5,775,220	2,896,027		1840	1,416,046	829,960	
				1893	4,331,963	3,235,726						1839	1,435,713	845,007	
1920	1,421,434	891,221		1892	4,281,995	2,978,832		1865	4,729,654	2,523,490		1838	1,333,011	744,848	
1919	1,238,844	842,164		1891	4,563,472	3,097,853		1864	4,852,941	2,535,792		1837	1,171,296	667,151	
1918	1,159,270	667,374													

Series K 172-173.—FEDERAL EXPENDITURES—LIGHT STATIONS, BEACONS, BUOYS, ETC., AND RIVERS AND HARBORS: 1791 TO 1882

YEAR	NET EXPENDITURES FOR—		YEAR	NET EXPENDITURES FOR—		YEAR	NET EXPENDITURES FOR—		YEAR	Net expenditures for light stations, beacons, buoys, etc.
	Light stations, beacons, buoys, etc.	Rivers and harbors		Light stations, beacons, buoys, etc.	Rivers and harbors		Light stations, beacons, buoys, etc.	Rivers and harbors		
	172	173		172	173		172	173		
1882	\$2,392,147	\$11,624,132	1859	\$1,257,619	\$290,324	1835	\$350,469	\$568,791	1811	\$114,971
1881	2,642,669	9,071,637	1858	1,925,845	426,924	1834	296,792	597,790		
			1857	2,001,475	268,009	1833	313,810	703,941	1810	94,038
1880	2,426,371	8,080,166	1856	1,754,808	161,135	1832	256,642	538,079	1809	33,141
1879	2,343,639	8,267,194				1831	320,719	652,213	1808	90,052
1878	2,193,893	3,791,061	1855	1,836,058	791,172				1807	36,583
1877	2,367,221	4,655,276	1854	1,310,978	936,538	1830	233,113	573,779	1806	38,994
1876	2,703,280	5,736,433	1853	956,026	489,027	1829	277,274	524,127		
			1852	710,754	39,915	1828	253,728	187,505	1805	122,030
1875	2,925,354	6,433,945	1851	750,465	69,581	1827	306,918	136,319	1804	93,776
1874	2,493,182	5,704,365				1826	188,941	87,049	1803	75,788
1873	2,910,962	6,311,638	1850	909,133	41,532				1802	68,929
1872	3,166,672	4,962,107	1849	630,191	26,002	1825	183,554	39,844	1801	31,430
1871	2,675,323	4,421,405	1848	652,340	23,656	1824	153,420	25,842		
			1847	514,892	44,206	1823	207,913	99	1800	40,634
1870	2,582,204	3,527,721	1846	403,127	218,695	1822	144,991	530	1799	69,509
1869	1,910,674	3,545,320				1821	149,440		1798	52,906
1868	2,590,102	3,457,169	1845	443,659	528,720				1797	48,174
1867	2,176,632	1,216,630	1844	287,089	313,137	1820	163,656		1796	35,207
1866	1,370,396	294,581	1843	187,179	111,354	1819	115,351			
			1842	397,659	82,312	1818	162,068		1795	29,861
1865	1,215,917	304,411	1841	458,372	79,121	1817	122,187		1794	37,496
1864	948,160	101,960				1816	108,370		1793	12,062
1863	873,231	64,788	1840	594,628	144,917				1792	38,976
1862	661,371	37,286	1839	770,257	779,816	1815	48,817		1791	22,592
1861	894,303	172,064	1838	476,920	1,053,731	1814	78,961			
			1837	414,009	1,361,795	1813	128,144			
1860	994,094	228,291	1836	343,561	869,302	1812	126,603			

Series K 174-175.—PUBLIC ROADS—SURFACED ROADS, 1793 TO 1926; AND FEDERAL EXPENDITURES FOR ROADS AND CANALS, 1802 TO 1882

[Mileage estimates prior to 1904, computed from expenditures data. See text note ]

YEAR	SURFACED ROADS		YEAR	Surfaced roads, estimated	Federal net expenditures, roads and canals	YEAR	Surfaced roads, estimated	Federal net expenditures, roads and canals	YEAR	Surfaced roads, estimated	Federal net expenditures, roads and canals
	Estimated	Surveyed <sup>1</sup>									
	174	175									
1926	Miles	550,000	1892	108,950		1858	83,743	669,613	1825	14,600	362,697
1925		521,000	1891	107,550		1857	80,395	538,722	1824	13,400	109,895
1924		472,000	1890	106,200		1856	77,701	390,588	1823	12,350	88,026
1923		439,000	1889	105,000		1855	75,748	370,851	1822	11,350	40,913
1922		412,000	1888	103,800		1854	73,894	199,371	1821	10,500	84,373
1921		387,000	1887	102,600		1853	72,897	184,656	1820	9,645	146,950
1920		369,122	1886	101,500		1852	71,974	113,070	1819	8,910	510,205
1919		350,484	1885	100,500		1851	71,408	73,986	1818	8,200	349,057
1918		331,845	1884	99,500		1850	71,038	235,386	1817	7,600	360,639
1917		313,207	1883	98,600		1849	69,862	93,710	1816	7,000	108,596
1916		294,569	1882	97,754	96,311	1848	69,393	90,488	1815	6,500	114,491
1915		275,930	1881	97,273	225,286	1847	68,940	253,817	1814	6,000	73,325
1914		257,292	1880	96,146		1846	67,671	43,738	1813	5,500	77,739
1913		243,929	1879	95,624	56,586	1845	67,453	36,891	1812	5,050	67,688
1912		230,566	1878	95,342	9,851	1844	67,268	123,463	1811	4,650	30,869
1911		217,202	1877	95,292	18,765	1843	66,651	136,810	1810	4,250	56,192
1910		203,839	1876	95,198	33,985	1842	65,967	259,932	1809	3,900	2,777
1909		190,476	1875	95,029	111,660	1841	64,667	47,893	1808	3,500	11,241
1908		183,086	1874	94,470	84,607	1840	64,428	356,785	1807	3,150	11,574
1907		175,697	1873	94,047	172,600	1839	62,644	396,812	1806	2,850	2,310
1906		168,308	1872	93,184	117,509	1838	60,660	457,497	1805	2,550	
1905		160,919	1871	92,597	66,432	1837	58,372	944,259	1804	2,250	3,383
1904		153,530	1870	92,265	30,309	1836	58,651	1,217,726	1803	2,000	1,682
1903	144,200		1869	92,113	31,583	1835	47,562	1,233,185	1802	1,700	200
1902	138,000		1868	91,955	25,589	1834	46,896	866,561	1801	1,450	
1901	132,800		1867	91,827	35,610	1833	37,064	1,053,264	1800	1,200	
1900	128,500		1866	91,649	111,134	1832	31,797	694,849	1799	950	
1899	124,700		1865	91,094	271,222	1831	28,323	362,607	1798	750	
1898	121,500		1864	89,737	21,311	1830	26,510	638,888	1797	525	
1897	118,500		1863	89,631	15,876	1829	23,316	782,120	1796	300	
1896	116,100		1862	89,551	30,870	1828	19,405	401,183	1795	62	
1895	114,000		1861	89,397	220,207	1827	17,399	351,964	1794	31	
1894	112,100		1860	88,296	554,625	1826	15,950	562,987	1793	0	
1893	110,500		1859	85,523	356,054						

<sup>1</sup> For continuation of series to 1945, see series K 182.

Series K 177-188.—PUBLIC ROADS—EXISTENT MILEAGE, AND MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS: 1921 TO 1945

YEAR	ALL EXISTENT RURAL ROADS					SURFACED RURAL ROADS <sup>2</sup>		BUILT BY STATE HIGHWAY DEPARTMENT <sup>3</sup>				
	Total mileage	State-administered highways			County and other local roads <sup>2</sup>	Total surfaced <sup>4</sup>	Under State control	Total mileage built <sup>5</sup>	On roads under State control <sup>5</sup>			
		Primary	Secondary <sup>1</sup>	Urban extensions					Total	Earth roads	High-type surface	Low-type surface
	177	178	179	180	181	182	183	184	185	186	187	188
1945	3,045	339	202	33	2,471	1,527	483	15,278	14,827	250	3,971	10,606
1944	3,037	335	200	32	2,470	1,461	476	15,080	13,924	289	3,925	9,710
1943	3,037	333	200	32	2,472	1,452	474	15,971	14,692	458	4,446	9,788
1942	3,035	334	199	31	2,471	1,436	468	19,673	18,081	1,038	4,170	12,373
1941	3,035	332	196	30	2,477	1,413	459	32,634	30,554	1,343	6,304	22,307
1940	3,017	329	195	27	2,466	1,367	449	32,594	29,695	1,423	5,223	23,049
1939	3,007	323	194	27	2,458	1,318	437	32,996	30,671	1,720	5,021	23,930
1938	2,992	327	194	24	2,447	1,276	425	36,328	34,604	1,187	5,757	27,660
1937	2,982	327	189	22	2,444	1,232	409	35,627	28,945	1,828	6,532	20,585
1936	3,006	340	177	19	2,470	1,175	393	32,274	32,274	3,361	4,706	24,207
1935	3,050	332	173	18	2,527	1,080	374	26,314	26,314	3,284	3,806	19,724
1934	3,050	325	170	16	2,539	992	361	41,730	41,730	5,917	6,386	29,427
1933	3,029	346	135		2,548	914	311	33,471	33,471	6,258	7,412	19,801
1932	3,040	358	84		2,598	879	292	35,971	35,971	6,394	10,009	19,568
1931	3,036	329	45		2,662	830	258	44,634	44,634	10,095	12,513	22,026
1930	3,009	324			2,685	694	227	35,277	35,277	7,819	10,787	16,677
1929	3,024	314			2,710	662	208	32,522	32,522	7,451	8,847	16,224
1928	3,016	306			2,710	626	193	29,252	29,252	8,075	8,748	11,823
1927	3,013	293			2,720	589	177	26,723	26,723	7,151	6,733	12,839
1926	3,000	288			2,712	550	163	26,552	26,552	7,060	6,132	13,360
1925	3,006	275			2,731	521	145	23,152	23,152	5,316	6,686	11,150
1924	3,004	261			2,743	472	132	23,164	23,164	5,957	6,697	10,510
1923	2,996	252			2,744	439	111	20,311	20,311	5,814	5,628	8,369
1922	2,960	227			2,733	412	97					
1921	2,925	203			2,722	387	84					

<sup>1</sup> Includes county roads under State control.

<sup>2</sup> Includes roads in forests, parks, etc.

<sup>3</sup> Includes State highway extensions within cities.

<sup>4</sup> For figures back to 1904, see series K 175.

<sup>5</sup> Beginning in 1937, includes special construction defined as mileage built by State Highway Departments on county and local roads not under State control, on city streets other than urban extensions of State highway system, on forest, park, and institutional roads, etc.

Series K 189-191b.—PUBLIC ROADS—FEDERAL-AID HIGHWAY IMPROVEMENTS: 1917 TO 1945

YEAR	MILES OF HIGHWAY		COST <sup>3</sup>			YEAR	MILES OF HIGHWAY		COST <sup>3</sup>		
	Total existing <sup>1</sup>	Completed during year <sup>2</sup>	Total	Federal funds	State funds		Total existing <sup>1</sup>	Completed during year <sup>2</sup>	Total	Federal funds	State funds
	189	190	191	191a	191b		189	190	191	191a	191b
1945	232,772	3,035	\$101,036,565	\$76,484,615	\$24,551,950	1932	200,013	10,855	\$205,286,749	\$95,387,607	\$109,899,142
1944	231,176	4,473	135,059,514	103,962,053	26,097,461	1931	196,877	15,902	325,105,159	227,814,430	97,290,729
1943	231,261	7,753	272,655,530	219,010,151	53,645,379	1930	193,049	10,339	236,520,217	99,833,833	136,631,334
1942	230,682	6,898	225,949,378	143,130,246	82,819,132	1929	188,857	8,581	196,652,110	79,616,942	117,035,163
1941	235,239	9,734	273,749,222	143,021,243	125,727,974	1928	187,753	9,756	195,912,316	83,442,675	112,469,641
1940	234,112	11,549	269,216,254	149,724,230	119,492,024	1927	185,772	10,220	189,348,063	83,934,373	105,363,690
1939	226,947	11,776	305,763,875	176,145,495	129,623,380	1926	182,135	10,723	214,514,355	92,824,002	121,690,353
1938	224,615	11,766	308,910,250	183,451,770	125,458,480	1925	178,797	11,001	220,921,440	100,030,331	120,891,109
1937	221,130	21,330	520,793,487	343,295,953	172,502,534	1924	171,637	10,946	205,006,332	92,911,419	112,095,463
1936	218,732	12,253	238,139,671	224,960,334	13,173,787	1923	111,699	7,434	129,591,929	57,033,453	72,508,476
1935	214,000	12,811	242,419,562	218,112,360	24,307,202	1922	11,188	11,188	185,660,120	79,834,635	105,775,485
1934	207,231	21,203	358,034,651	310,333,927	47,250,724	1917-1921	12,919	221,739,710	95,054,171	126,685,539	
1933	206,277	13,219	263,636,020	223,173,000	40,453,020						

<sup>1</sup> Total existing mileage of Federal-aid primary system. Data are for fiscal year.

<sup>3</sup> Beginning in 1933, includes money spent on public works and defense highways.

<sup>2</sup> Includes construction and reconstruction mileage.

Series K 193-204.—PUBLIC ROADS—STATE HIGHWAY FINANCES: 1890 TO 1945

[In thousands of dollars]

YEAR	State property taxes and other revenues used for highway purposes <sup>1</sup>	Federal funds received by States for highways <sup>1</sup>	ALLOCATION OF NET RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS				DISBURSEMENTS FOR STATE HIGHWAY PURPOSES					State highway debt outstanding <sup>1</sup>
			Total, net funds distributed	For State highway purposes	For local roads and streets	For non-highway purposes	Total	State highway		Administrative, highway patrol, and misc. expenses	Interest on State highway obligations	
								Construction	Maintenance			
	193	194	195	196	197	198	199	200	201	202	203	204
1945	86,904	59,964	1,186,220	770,705	315,631	99,834	621,837	209,327	280,270	82,267	49,973	1,417,455
1944	42,303	91,918	1,092,333	664,898	283,938	133,502	588,211	209,432	253,582	70,533	54,614	1,569,376
1943	69,832	162,139	1,073,123	631,095	286,573	155,455	609,201	265,395	220,406	65,122	53,278	1,641,323
1942	48,314	154,930	1,275,335	729,393	341,777	204,165	746,332	398,400	211,683	76,135	60,114	1,734,090
1941	82,922	166,862	1,402,432	833,239	354,104	215,039	896,359	518,065	229,264	83,305	65,725	1,845,518
1940	104,302	180,839	1,274,339	754,479	323,331	196,579	885,166	522,735	215,093	81,460	65,828	1,934,143
1939	98,943	190,210	1,182,433	698,899	301,835	181,654	823,093	470,541	203,340	75,558	63,659	1,945,756
1938	92,781	196,826	1,131,731	693,676	280,539	157,516	908,525	529,822	229,071	79,954	69,678	2,003,571
1937	109,641	262,762	1,153,625	710,767	279,776	163,032	930,865	561,010	221,075	73,502	70,273	2,001,973
1936	139,273	346,231	1,020,053	535,213	265,496	169,344	948,799	607,284	219,202	55,851	66,462	1,933,191
1935	95,533	219,331	908,676	523,399	233,134	147,143	714,294	416,402	184,458	45,506	67,918	1,950,538
1934	74,422	354,812	854,742	509,397	222,695	122,150	844,344	554,273	178,999	44,264	67,303	1,930,521
1933	79,494	223,536	788,032	502,954	193,551	91,577	783,606	511,973	167,911	34,916	63,806	1,935,772
1932	184,772	133,857	817,644	550,465	190,432	76,747	855,953	551,446	169,479	65,736	69,292	1,907,635
1931	234,669	213,333	853,655	639,076	195,979	23,600	933,632	730,955	160,980	39,835	61,262	1,748,167
1930	341,651	94,111	829,822	627,855	181,307	20,160	1,003,274	713,117	191,684	47,305	50,668	1,490,635
1929	318,504	77,952	760,724	579,863	166,164	14,697	822,309	557,401	173,060	46,014	43,334	1,356,734
1928	274,776	81,252	611,007	471,430	127,431	12,046	766,676	538,043	159,308	31,375	36,950	1,133,973
1927	236,956	80,160	544,314	421,166	114,355	8,793	640,495	404,217	133,784	62,213	35,231	1,041,413
1926	235,191	79,163	459,535	348,633	103,999	6,903	576,017	356,175	125,617	60,535	33,890	837,335
1925	233,071	92,180	393,733	300,623	85,931	7,179	597,902	339,327	119,304	61,110	23,161	796,137
1924	239,799	92,970	---	---	---	---	559,601	332,336	104,306	50,958	21,501	633,171
1923	231,233	73,309	---	---	---	---	414,807	279,993	75,329	41,963	17,522	570,360
1922	311,859	79,741	---	---	---	---	410,901	287,461	75,341	32,046	16,052	477,024
1921	239,436	77,457	---	---	---	---	393,892	298,813	64,833	24,829	10,417	376,755
1920	---	<sup>2</sup> 61,966	---	---	---	---	320,507	<sup>2</sup> 240,340	<sup>2</sup> 58,463	21,699	---	228,591
1919	---	11,730	---	---	---	---	201,224	124,931	53,093	23,150	---	194,026
1918	---	2,109	---	---	---	---	113,833	71,913	34,975	11,995	---	161,337
1917	---	---	---	---	---	---	93,179	61,624	27,649	8,906	---	155,390
1916	---	---	---	---	---	---	74,496	49,334	18,453	6,159	---	135,550
1915	---	---	---	---	---	---	80,515	55,936	19,254	5,275	---	131,304
1914	---	---	---	---	---	---	75,020	53,830	14,527	6,613	---	106,554

YEAR	State highway debt outstanding <sup>1</sup>						
	204		204		204		204
1913	95,273	1907	18,727	1901	13,109	1895	2,635
1912	66,457	1906	16,434			1894	1,385
1911	53,239			1900	12,797	1893	535
1910	38,928	1905	15,431	1899	12,235	1892	48
1909	32,175	1904	15,014	1898	10,035	1891	40
1908	24,774	1903	14,567	1897	8,235		
		1902	14,000	1896	6,735	1890	11

<sup>1</sup> Includes relatively small amounts expended on local roads and streets.

<sup>2</sup> Estimated.

**Series K 205-214.—PUBLIC ROAD FINANCES—COUNTY AND LOCAL RURAL ROADS, FUNDS CONTRIBUTED AND DISBURSED: 1921 TO 1945**

[In millions of dollars. County and local data are for varying fiscal years as reported by individual States. Includes State disbursements for county and local rural roads]

YEAR	APPROXIMATE FUNDS CONTRIBUTED					DISBURSEMENTS				
	Total	County and local rural revenue sources	Borrowings	State revenues	Federal funds	Total	Capital outlay	Maintenance and administration	Debt retirement	Interest
	205	206	207	208	209	210	211	212	213	214
1945 <sup>1</sup>	549	267	<sup>2</sup> 9	260	13	550	103	348	<sup>3</sup> 72	27
1944 <sup>1</sup>	518	239	<sup>2</sup> 12	249	18	517	80	318	<sup>3</sup> 84	35
1943 <sup>1</sup>	557	249	<sup>2</sup> 11	261	36	518	90	290	<sup>3</sup> 99	39
1942 <sup>1</sup>	646	245	<sup>2</sup> 11	293	97	614	190	276	<sup>3</sup> 104	44
1941	835	246	94	297	198	811	327	280	153	51
1940	893	243	68	273	309	907	455	265	129	58
1939	939	246	69	257	867	973	518	262	132	61
1938	967	243	86	239	399	994	541	258	131	64
1937	821	238	108	236	239	819	359	246	147	67
1936	905	239	56	235	375	868	458	234	106	70
1935	624	235	50	217	122	605	207	212	111	75
1934	672	248	31	203	190	656	252	211	111	82
1933	521	292	24	180	25	553	140	211	121	81
1932	656	380	67	209	—	648	177	254	130	87
1931	793	475	109	209	—	802	257	294	160	91
1930	800	509	95	196	—	813	297	321	113	82
1929	762	497	111	154	—	751	257	310	106	78
1928	800	515	150	135	—	762	282	297	103	80
1927	800	494	181	125	—	748	289	279	105	75
1926	740	463	169	103	—	679	266	255	91	67
1925	672	426	144	102	—	617	265	226	74	52
1924	603	401	158	44	—	601	256	223	67	55
1923	572	403	129	40	—	578	242	230	56	50
1922	580	400	<sup>3</sup> 150	30	—	638	330	225	<sup>3</sup> 45	35
1921	624	400	202	22	—	637	337	226	40	34

<sup>1</sup> Preliminary estimate.<sup>2</sup> Excludes refunding issues.<sup>3</sup> Estimate.

**Series K 215-224.—PUBLIC ROADS—CITY AND VILLAGE STREETS, FUNDS CONTRIBUTED AND DISBURSED: 1921 TO 1945**

[In millions of dollars. City and village data are for varying fiscal years, as reported by individual States. Includes State disbursements for city and village streets]

YEAR	APPROXIMATE FUNDS CONTRIBUTED						DISBURSEMENTS			
	Total	Revenue of—		Borrowings	State highway-user imposts	Federal work-relief funds (mainly WPA)	Total	Capital outlay	Maintenance and administration	Interest
		Counties and local rural agencies	Urban places							
215	216	217	218	219	220	221	222	223	224	
1945	332	<sup>1</sup> 19	<sup>1</sup> 245	<sup>1</sup> 22	46	—	365	<sup>1</sup> 105	<sup>1</sup> 210	<sup>1</sup> 50
1944	281	<sup>1</sup> 10	<sup>1</sup> 220	<sup>1</sup> 6	45	—	321	<sup>1</sup> 74	<sup>1</sup> 195	<sup>1</sup> 52
1943	272	<sup>1</sup> 13	<sup>1</sup> 205	<sup>1</sup> 6	48	—	321	<sup>1</sup> 68	<sup>1</sup> 199	<sup>1</sup> 54
1942	388	<sup>1</sup> 14	<sup>1</sup> 255	<sup>1</sup> 16	59	44	404	<sup>1</sup> 159	<sup>1</sup> 189	<sup>1</sup> 56
1941	475	10	295	12	54	104	480	241	181	58
1940	596	12	347	17	53	167	567	344	162	61
1939	698	12	382	19	52	233	665	434	175	56
1938	830	10	366	41	46	367	778	541	182	55
1937	607	6	335	15	48	203	584	375	155	54
1936	673	11	348	19	31	264	643	401	182	60
1935	490	12	335	17	23	103	461	223	170	68
1934	563	(?)	337	29	25	172	534	236	173	75
1933	433	(?)	373	13	18	29	420	167	171	82
1932	533	(?)	474	42	17	—	491	211	193	87
1931	736	(?)	643	73	20	—	663	350	225	88
1930	911	(?)	787	112	12	—	799	478	230	91
1929	861	(?)	725	122	14	—	739	429	223	82
1928	843	(?)	718	115	10	—	723	444	210	74
1927	849	(?)	730	115	4	—	734	453	212	69
1926	730	(?)	624	100	6	—	630	373	195	62
1925	695	(?)	578	113	4	—	582	357	171	54
1924	573	(?)	482	91	—	—	482	285	152	45
1923	403	(?)	403	(?)	—	—	403	226	140	37
1922	376	(?)	376	(?)	—	—	376	213	134	29
1921	337	(?)	337	(?)	—	—	337	191	126	20

<sup>1</sup> Preliminary estimate.<sup>2</sup> Information not available.

Series K 225-235.—MOTOR VEHICLES—PRODUCTION, REGISTRATIONS, AND MOTOR FUEL USAGE: 1900 TO 1945

YEAR	MOTOR VEHICLE PRODUCTION				MOTOR VEHICLE REGISTRATION				MOTOR FUEL USAGE		
	Passenger cars		Motor trucks <sup>1</sup>		Total	Automobiles	Busses	Trucks	Total	Highway	Nonhighway
	Number	Value	Number	Value							
	225	226	227	228	229	230	231	232	233	234	235
		<i>1,000 dollars</i>		<i>1,000 dollars</i>					<i>1,000 gals.</i>	<i>1,000 gals.</i>	<i>1,000 gals.</i>
1945	69,532	60,603	655,683	1,219,957	30,638,429	25,691,434	112,253	4,834,742	22,046,727	19,148,968	2,897,759
1944	610	476	737,524	1,712,356	30,086,189	25,466,331	106,618	4,513,340	19,292,047	16,429,668	2,862,379
1943	139	109	699,689	1,453,467	30,499,608	25,912,730	106,702	4,480,176	18,642,773	16,004,250	2,638,523
1942	222,862	174,083	818,662	1,436,162	32,578,925	27,868,746	102,093	4,608,086	22,438,925	19,939,887	2,499,038
1941	3,779,682	2,673,957	1,060,948	1,087,592	34,472,145	29,524,101	88,800	4,859,244	26,429,441	24,192,397	2,237,044
1940	3,717,385	2,441,513	754,905	577,012	32,035,424	27,372,397	72,641	4,590,386	24,038,525	22,001,356	2,037,169
1939	2,866,796	1,816,435	710,496	502,422	30,615,087	26,139,526	68,859	4,406,702	22,571,827	20,714,352	1,857,485
1938	2,000,985	1,269,765	488,100	339,227	29,442,705	25,167,030	65,198	4,210,477	21,311,675	19,611,643	1,700,032
1937	3,915,889	2,304,349	893,085	542,921	29,706,158	25,830,773	66,166	4,249,219	21,115,444	19,455,454	1,659,990
1936	3,669,528	2,015,646	784,587	462,820	28,172,318	24,108,236	62,618	4,001,464	19,561,677	18,099,138	1,462,539
1935	3,252,244	1,709,426	694,690	379,408	26,229,743	22,494,884	58,994	3,675,865	17,637,580	16,344,697	1,292,883
1934	2,177,919	1,147,116	575,192	320,144	24,954,004	21,472,078	51,530	3,430,396	16,557,921	15,414,352	1,143,025
1933	1,573,512	762,737	346,545	186,069	23,876,707	20,586,284	44,918	3,245,505	15,867,905	14,348,152	1,019,753
1932	1,135,491	583,291	235,187	136,193	24,132,609	20,832,357	43,476	3,256,776	15,427,340	14,339,151	1,088,189
1931	1,973,090	1,111,274	416,648	262,418	25,862,038	22,330,402	41,880	3,489,756	16,621,261	15,466,662	1,164,599
1930	2,784,745	1,645,399	571,241	389,437	26,531,999	22,972,745	40,507	3,518,747	15,777,707	14,753,911	1,023,796
1929	4,587,400	2,847,119	771,020	566,030	26,502,508	23,060,421	33,999	3,408,088	15,051,036	14,139,301	911,735
1928	3,815,417	2,576,490	543,342	437,132	24,511,683	21,308,159	31,982	3,171,542	13,090,232	12,361,460	728,822
1927	2,936,533	1,664,671	464,793	420,131	23,139,559	20,142,120	27,659	2,969,780	11,936,896	11,331,326	605,570
1926	3,783,987	2,640,065	516,947	452,123	22,052,559	19,220,885	24,320	2,807,354	10,552,161	10,063,951	488,210
1925	3,735,171	2,458,370	530,659	458,400	19,940,724	17,439,701	17,808	2,483,215	9,143,965	8,749,075	394,890
1924	3,185,881	1,970,097	416,659	318,581	17,612,940	15,466,102	---	2,176,838	7,809,186	7,497,000	312,186
1923	3,624,717	2,196,272	409,295	308,538	15,102,105	13,253,019	---	1,849,086	6,313,177	6,078,000	235,177
1922	2,274,185	1,494,514	269,991	226,050	12,273,599	10,704,076	---	1,569,523	5,014,035	4,841,000	173,035
1921	1,468,067	1,038,191	148,052	166,071	10,498,666	9,212,158	---	1,281,508	4,064,824	3,935,000	129,824
1920	1,905,560	1,809,171	321,789	423,249	9,239,161	8,131,522	---	1,107,639	3,448,164	3,346,000	102,164
1919	1,651,625	1,365,395	224,731	371,423	7,576,888	6,679,133	---	897,755	2,747,030	2,672,000	75,030
1918	943,436	801,938	227,250	434,169	6,160,448	5,554,952	---	605,496	---	---	---
1917	1,745,792	1,053,506	123,157	220,988	5,118,525	4,727,468	---	391,057	---	---	---
1916	1,525,578	921,378	92,130	161,000	3,617,937	3,367,889	---	250,048	---	---	---
1915	895,930	575,978	74,000	125,800	2,490,932	2,332,426	---	158,506	---	---	---
1914	548,139	420,838	24,900	44,219	1,763,018	1,664,003	---	99,015	---	---	---
1913	461,500	399,902	23,500	44,000	1,258,060	1,190,393	---	67,667	---	---	---
1912	356,000	335,000	22,000	43,000	944,000	901,596	---	42,404	---	---	---
1911	199,319	225,000	10,681	21,000	639,500	618,727	---	20,773	---	---	---
1910	181,000	215,340	6,000	9,660	468,500	458,377	---	10,123	---	---	---
1909	123,990	159,766	3,297	5,334	312,000	305,950	---	6,050	---	---	---
1908	63,500	135,250	1,500	2,550	198,400	194,400	---	4,000	---	---	---
1907	43,000	91,620	1,000	1,780	143,200	140,300	---	2,900	---	---	---
1906	33,200	61,460	800	1,440	108,100	105,900	---	2,200	---	---	---
1905	24,250	38,670	750	1,330	78,800	77,400	---	1,400	---	---	---
1904	22,130	23,358	700	1,273	55,290	54,590	---	700	---	---	---
1903	11,235	13,000	---	---	32,920	32,920	---	---	---	---	---
1902	9,000	10,395	---	---	23,000	23,000	---	---	---	---	---
1901	7,000	8,183	---	---	14,800	14,800	---	---	---	---	---
1900	4,192	4,899	---	---	8,000	8,000	---	---	---	---	---

<sup>1</sup> A substantial portion consists of chassis only. Includes busses, station wagons, fire apparatus, street sweepers, and other special purpose vehicles.

<sup>2</sup> Includes Federal excise taxes and standard equipment.

Series K 236-238b.—MOTOR VEHICLES—ESTIMATE OF TRAVEL BY MOTOR VEHICLES: 1921 TO 1945

In million vehicle-miles. Beginning in 1942, excludes military-vehicle travel

YEAR	ALL MOTOR VEHICLES			PASSENGER VEHICLES		TRUCKS AND COMBINATIONS		YEAR	ALL MOTOR VEHICLES		
	Total travel	Urban travel	Rural travel	Urban travel	Rural travel	Urban travel	Rural travel		Total travel	Urban travel	Rural travel
	236	236a	236b	237a	237b	238a	238b		236	236a	236b
1945	249,344	130,161	119,183	111,323	92,034	18,838	27,149	1932	200,517	106,366	95,118
1944	211,580	110,750	100,830	98,679	76,193	17,071	24,637	1931	216,151	115,580	100,571
1943	206,747	108,990	97,757	91,942	73,211	17,048	24,546	1930	206,320	111,202	95,118
1942	267,096	138,235	123,861	119,653	101,716	18,582	27,145	1929	197,720	107,409	90,311
1941	333,396	163,591	169,805	143,101	135,404	20,490	34,401	1928	172,856	---	---
1940	302,143	149,993	152,150	130,269	121,947	19,724	30,203	1927	158,453	---	---
1939	285,402	142,253	143,149	122,805	115,378	19,448	27,771	1926	140,735	---	---
1938	271,177	136,264	134,913	117,537	109,145	18,727	25,768	1925	122,346	---	---
1937	270,110	138,072	132,038	118,216	107,743	19,856	24,295	1924	104,838	---	---
1936	252,128	129,450	122,678	110,419	100,602	19,031	22,076	1923	84,995	---	---
1935	228,658	118,327	110,241	---	---	---	---	1922	67,697	---	---
1934	215,563	112,513	103,050	---	---	---	---	1921	55,027	---	---
1933	200,642	105,578	95,064	---	---	---	---				

Series K 239-245.—AIR TRANSPORT—AIRCRAFT PRODUCTION AND EXPORTS: 1913 TO 1945

[ For 1918-1925, production figures are represented by deliveries ]

YEAR	PRODUCTION				EXPORTS <sup>2</sup>			YEAR	PRODUCTION				EXPORTS <sup>2</sup>		
	Number of aircraft produced			Value of all products <sup>1</sup>	Aircraft exported <sup>3</sup>		Value of all exports <sup>4</sup>		Number of aircraft produced			Value of all products <sup>1</sup>	Aircraft exported <sup>3</sup>		Value of all exports <sup>4</sup>
	Total	For U. S. military	Others		Number	Value			Total	For U. S. military	Others		Number	Value	
	239	240	241	242	243	244	245		239	240	241	242	243	244	245
1945	49,761	47,714	2,047	8,279,000	7,599	663,129	1,148,852	1928	4,346	847	3,499	64,662	162	1,760	3,665
1944	96,318	96,318	( <sup>5</sup> )	16,047,000	16,544	1,589,801	2,825,927	1927	1,995	609	1,386	30,897	63	849	1,904
1943	85,898	85,898	( <sup>5</sup> )	12,514,000	13,865	1,215,848	2,142,611	1926	1,186	478	708	17,695	50	303	1,027
1942	47,836	47,836	( <sup>5</sup> )	5,817,000	10,448	879,995	1,357,345	1925	789	445	344	12,775	80	511	784
1941	26,277	19,433	6,844	1,804,000	6,011	422,764	626,929	1924	377	317	60	( <sup>9</sup> )	59	413	798
1940	12,794	6,019	6,785	370,000	3,522	196,261	311,871	1923	743	687	56	13,142	48	309	434
1939	5,856	921	4,935	247,905	1,220	67,113	117,807	1922	263	226	37	( <sup>9</sup> )	37	157	495
1938	3,623	925	2,698	198,298	875	37,977	68,228	1921	437	389	48	7,431	48	315	473
1937	3,773	858	2,915	114,093	628	21,076	39,404	1920	328	256	72	( <sup>9</sup> )	65	598	1,153
1936	3,010	858	2,152	78,149	527	11,602	23,143	1919	780	682	98	14,373	85	778	13,167
1935	1,710	336	1,374	42,506	333	6,599	14,291	1918	14,020	13,991	29	( <sup>9</sup> )	20	206	9,084
1934	1,615	393	1,222	43,892	490	8,195	17,663	1917	2,148	2,013	135	( <sup>9</sup> )	135	1,002	4,135
1933	1,324	331	993	33,357	406	5,391	9,180	1916	411	142	269	( <sup>9</sup> )	269	2,153	7,002
1932	1,396	500	896	34,861	280	4,359	7,947	1915	178	26	152	( <sup>9</sup> )	152	958	1,541
1931	2,800	853	1,947	48,540	140	1,813	4,868	1914	49	15	34	790	34	189	226
1930	3,437	836	2,601	60,846	321	4,820	8,818	1913	43	14	29	( <sup>9</sup> )	29	82	108
1929	6,193	779	5,414	91,051	348	5,485	9,125								

<sup>1</sup> Value of aircraft, engines, parts, parachutes, etc.  
<sup>2</sup> 1913-1918, fiscal years. 1919-1945, calendar years. Data for the second half of 1918 are included with calendar year 1919.  
<sup>3</sup> Exclusive of gliders and barrage balloons.  
<sup>4</sup> Total value of aircraft, engines, parts, etc. 1913-1921 include values of aircraft and aircraft parts. Prior to 1922 engine values were not reported separately but were probably included with either "other" internal combustion engines or with "parts" of aircraft. Values for parachutes and their parts have been included only since 1932.  
<sup>5</sup> Includes U. S. financed aircraft manufactured in Canada.  
<sup>6</sup> Includes military aircraft for Lend-Lease shipments.  
<sup>7</sup> Values are for military aircraft produced in the United States only. These data were computed by the War Production Board in terms of August 1943 unit cost. The values are not meant to measure output at current prices or expenditures. The 1940 figure is only for the second half of that year; the 1945 figure covers only the first 8 months.  
<sup>8</sup> No production other than military.  
<sup>9</sup> Not available.

Series K 246-256.—AIR TRANSPORT—SCHEDULED AIR TRANSPORTATION, DOMESTIC ONLY: 1926 TO 1945

[ All data reflect scheduled operations exclusively ]

CALENDAR YEAR	Number of operators	Aircraft in service	Route mileage	Average passenger revenue per passenger-mile	Number persons employed	Revenue-miles flown	REVENUE PASSENGERS CARRIED		Revenue passenger-miles flown (1,000 miles)	TON-MILES FLOWN	
							Duplicated <sup>1</sup>	Un-duplicated <sup>2</sup>		Express and freight	Mail
							246	247		248	249
1945	20	421	48,516	0.0495	50,313	208,969,279	7,494,140	6,576,252	3,362,455	22,196,852	65,092,921
1944	19	288	47,384	0.0535	31,198	138,732,219	4,675,164	4,045,965	2,178,207	16,991,598	51,139,973
1943	19	204	42,537	0.0527	29,654	105,354,310	3,387,967	3,019,736	1,634,135	15,139,359	36,061,868
1942	19	186	41,596	0.0528	26,910	111,340,622	3,370,398	3,136,755	1,418,042	11,901,793	21,162,102
1941	19	370	45,168	0.0504	19,223	134,405,836	3,348,882	---	1,384,733	5,258,551	13,118,015
1940	19	369	42,757	0.0507	15,984	110,101,039	2,302,781	---	1,052,156	3,476,224	10,117,858
1939	18	276	36,654	0.0510	10,639	82,924,922	1,704,762	---	682,904	2,713,099	8,610,726
1938	16	260	34,379	0.0518	9,008	68,610,143	1,197,100	---	479,844	2,182,420	7,449,246
1937	22	291	32,006	0.0566	7,586	66,791,079	985,084	---	411,545	2,162,438	6,698,230
1936	24	280	29,797	0.057	7,079	64,307,480	931,683	---	438,989	1,865,798	5,741,436
1935	26	363	29,190	0.057	5,945	55,918,151	678,549	---	316,336	1,097,602	4,132,708
1934	24	423	28,609	0.059	4,201	41,525,667	747,461	---	189,806	829,293	2,237,175
1933	25	418	28,233	0.061	4,369	49,256,320	750,218	---	174,820	422,860	2,567,949
1932	32	456	28,956	0.061	4,020	45,893,522	747,041	---	127,433	289,512	2,701,125
1931	39	490	30,857	0.067	4,314	43,109,166	747,438	---	106,952	220,657	3,140,205
1930	43	497	30,293	0.083	2,778	32,644,703	738,506	---	85,125	100,666	(11)
1929	38	442	(11)	0.12	1,958	22,728,869	7161,933	---	---	69,898	(11)
1928	34	268	(11)	0.11	1,496	10,527,870	748,312	---	---	58,913	(11)
1927	18	(11)	(11)	0.106	---	5,856,189	78,679	---	---	12,841	(11)
1926	13	(11)	(11)	0.12	---	4,318,087	75,782	---	---	995	(11)

<sup>1</sup> Duplication exists where (a) the same passengers were carried on more than one route of an air carrier; and (b) where the same passengers were carried by more than one air carrier.  
<sup>2</sup> Duplication has been eliminated where the same passengers were carried on more than one route of an air carrier, but still exists where the same passengers were carried by more than one air carrier.  
<sup>3</sup> Based on revised CAB procedures.  
<sup>4</sup> Excludes Marine.  
<sup>5</sup> Excludes Colonial and Marine.  
<sup>6</sup> Figures for 1930-1936 include nonrevenue passenger-miles flown.  
<sup>7</sup> Figures for 1926-1934 include nonrevenue passengers.  
<sup>8</sup> Excludes Colonial Airlines, Inc., and Hawaiian Airlines, Ltd.  
<sup>9</sup> Excludes 224,236 ton-miles flown by U. S. Army.  
<sup>10</sup> Excludes Colonial Airlines, Inc.  
<sup>11</sup> Not available.  
<sup>12</sup> Includes employees of Pan American Airways.

Series K 257-264.—AIR TRANSPORT—AIRPORTS, AIRCRAFT, PILOTS, AND MILES FLOWN:  
1926 TO 1945

[ Data for series K 257, K 258, and K 264 for calendar years; for series K 259-263, as of Dec. 31 ]

YEAR	AIRPORTS AND LANDING FIELDS		Total U. S. civil aircraft	CERTIFICATED AIRPLANE PILOTS <sup>1</sup>				Miles flown in civil flying other than scheduled air carrier
	Total	Lighted		Total	Airline transport	Commercial	Private	
	257	258		259	260	261	262	
1945	4,026	1,007	37,789	296,895	5,815	162,873	128,207	(3)
1944	3,427	964	27,919	183,333	3,046	63,449	111,888	(3)
1943	2,769	859	27,180	173,206	2,315	63,940	106,951	(3)
1942	2,809	700	27,170	166,626	2,177	55,760	108,689	293,592,580
1941	2,484	662	26,013	129,947	1,587	34,578	93,782	346,303,400
1940	2,831	776	17,928	69,829	1,431	18,791	49,607	264,000,000
1939	2,230	735	13,772	33,706	1,197	11,677	20,832	177,868,157
1938	2,374	719	11,159	22,933	1,159	7,839	13,985	129,359,095
1937	2,259	720	10,836	17,681	1,064	6,411	10,206	103,136,355
1936	2,342	705	9,229	15,952	842	7,288	7,822	93,320,375
1935	2,368	693	9,072	14,805		7,362	6,707	84,755,630
1934	2,297	664	3,322	13,949	676	7,454	5,789	75,602,152
1933	2,188	625	9,234	13,960	554	7,685	5,771	71,222,845
1932	2,117	701	10,324	18,594	330	7,967	10,297	78,178,700
1931	2,093	680	10,680	17,739	(3)	3,513	9,226	94,343,115
1930	1,782	640	9,818	15,280	(3)	7,847	7,433	108,269,760
1929	1,550	(4)	9,922	10,287	(3)	6,053	4,162	110,000,000
1928	1,364	(4)	5,104	4,887	(3)	(4)	(4)	60,000,000
1927	1,036	(4)	2,740	1,572	(3)	(4)	(4)	30,000,000
1926	(4)	(4)			(3)	(4)	(4)	18,746,640

<sup>1</sup> The count of certificated pilots after 1941 is not directly comparable with the previous years as the Civil Aeronautics Regulations were amended to permit pilot certificates currently effective on April 1, 1942, to continue in effect indefinitely. This amendment expires on July 1, 1947.

<sup>2</sup> Not available. No surveys made during war years, because the Civil Air Regulations were amended and aircraft owners were not required to submit reports.

<sup>3</sup> Airline transport rating became effective May 5, 1932.

<sup>4</sup> Not available.

## Series K 265-273.—AIR TRANSPORT—ACCIDENTS: 1927 TO 1945

CALENDAR YEAR	DOMESTIC SCHEDULED AIR CARRIERS <sup>1</sup>					NON-AIR-CARRIER FLYING OPERATIONS			
	Total accidents	Number of fatal accidents	Total passenger fatalities	Plane-miles flown per fatal accident	Passenger fatalities per 100 million passenger-miles flown <sup>2</sup>	Total accidents	Fatal accidents	Fatalities	Miles flown per fatal accident
	265	266	267	268	269	270	271	272	273
1945	40	8	76	26,171,111	2.2	4,652	322	508	(3)
1944	30	5	48	27,768,033	2.2	3,343	169	257	(3)
1943	23	2	22	52,716,500	1.3	3,871	167	257	(3)
1942	23	5	55	22,354,936	3.7	3,324	143	220	2,053,095
1941	27	4	35	33,729,240	2.3	4,252	217	312	1,595,868
1940	30	3	35	36,837,890	3.0	3,471	232	359	1,137,931
1939	23	2	9	41,616,810	1.2	2,222	203	315	876,198
1938	23	5	25	13,318,740	4.5	1,861	176	274	734,995
1937	42	5	40	13,358,216	8.3	1,900	184	280	560,850
1936	65	8	44	8,038,435	10.0	1,674	155	261	602,067
1935	58	8	15	6,989,769	4.7	1,503	161	253	526,432
1934	71	8	17	5,190,708	9.0	1,491	184	323	410,881
1933	100	9	8	5,472,924	4.6	1,539	177	299	402,389
1932	108	16	19	2,868,345	14.9	1,936	207	318	377,675
1931	118	13	25	3,316,090	23.4	2,197	251	398	375,869
1930	88	9	24	3,627,189	28.2	2,029	300	504	360,899
1929	124	21	14			1,586	287	457	
1928	85	11	14			1,036	215	362	
1927	25	4	1			253	95	146	

<sup>1</sup> Includes scheduled revenue operators only.

<sup>2</sup> Rates computed on basis of total passengers carried and passenger miles flown (revenue and nonrevenue).

<sup>3</sup> No operational statistics for nonscheduled and personal flying are available for 1943, 1944, and 1945.