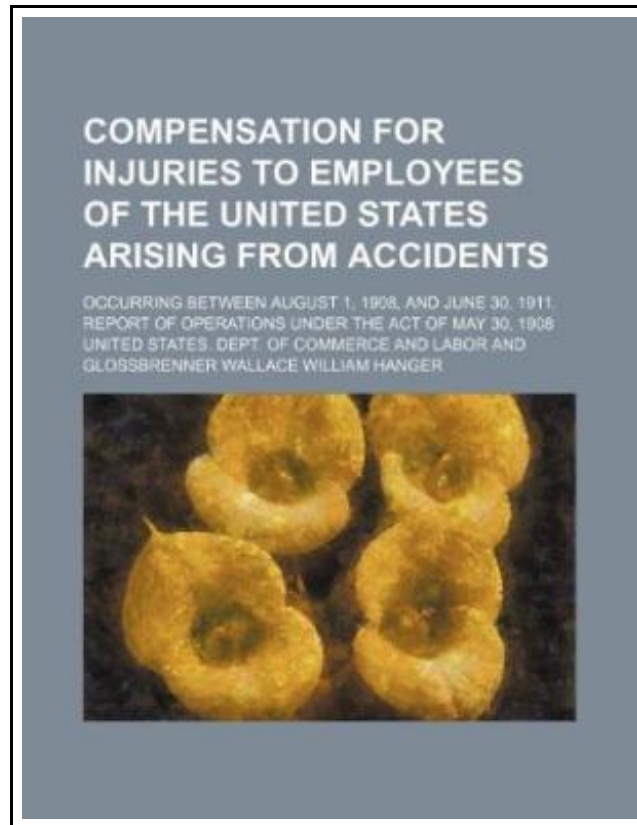


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1913 Excerpt: .the number of accidents reported was not inconsiderable. As was stated above (pp. 9-11) independent systems of compensation exist for the Railway Mail Service and Life-Saving Service, while amendments have extended the law somewhat; but outside of these, several large groups of accidents are still left without any provision. FATAL ACCIDENTS. The number of fatal accidents to Government employees reported as occurring during the 11 months ending June 30, 1909, was 233, for 1909-10 it was 231, and for 1910-11 it was 206. It seems probable for various reasons that omissions in reporting were few, if any, in cases of accidents of this class. The fatal accidents reported were distributed among the principal departments and services as follows: NUMBER AND PER CENT OF FATAL ACCIDENTS REPORTED IN SPECIFIED DEPARTMENTS AND BRANCHES OF SERVICE FOR THE FISCAL YEARS 1906-9, 1909-10o AND 1910-11. 1 Eleven months. The operations in the Canal Zone naturally claimed a very large proportion of the fatal accidents, in fact nearly one-half. But outside of these operations of exceptional hazard, the regular work of the Government employees caused a loss of 361 lives during the three years reported for, and many offices and branches of service from which comparatively few accidents were reported registered an important proportion of fatalities. There were several fatal accidents in branches of service not covered by this law, such as the Railway Mail Service, Rural Free Delivery, Life-Saving Service, Indian Service, etc. CLAIMS FOE COMPENSATION. Out of accidents which occurred...

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