

ments and collisions, 106 of persons being struck by, run over, or crushed by or between cars and engines, 24 were caused by mine and quarry cars, 34 by automobiles and other power vehicles, and 12 by animal-drawn vehicles. There were 135 deaths from drowning; 83 from falls from elevations such as scaffolds, bridges, etc., of which 44 were in the construction industries; 10 from falls from ladders; 52 from explosive substances; 13 from steam escapes, boiler explosions, compressed air, etc.; 52 from electricity; 5 from hot substances and 5 from gas fumes. Working machinery was responsible for 46 deaths, while some 30 persons died from infection following injuries.

7.—Employers' Liability and Workmen's Compensation in Canada.

Throughout the greater part of the 19th century it was generally held, in Canada as in England, that workers in hazardous trades received higher wages than the average as compensation for the ordinary risks incidental to their occupation, and they were, therefore, considered to have assumed these ordinary risks. It was also held that the injured workman or his dependants could not recover damages if the worker had been injured or killed through the negligence of a fellow servant or if his own negligence had been a contributory cause. Under the British Employers' Liability Act of 1880 and the Ontario Act of 1886, fellow servants in the position of foremen or superintendents were for the first time regarded as standing to the ordinary worker in the place of the employer, who was held liable for injuries due to their negligence. British Columbia passed an Employers' Liability Act in 1891, which was amended in 1892 and remodelled 10 years later. The Manitoba Act of 1893 was amended in 1895 and 1898 and consolidated in 1902, while a new Act was passed in 1910. Similarly, the Nova Scotia Act of 1900 was replaced by a new measure in 1909. New Brunswick passed an Employers' Liability Act in 1903 and amended it in 1907 and 1908. Alberta passed an Act in 1908, Quebec in 1909 and Saskatchewan in 1911. Most of these Acts followed generally along the lines of British legislation, while the 1909 Act of Quebec is an outgrowth of the Civil Code of that province. All these Acts involved resort to the courts.

A new epoch in legislation of this kind was begun by the Ontario Act of 1914, based upon the report of a Royal Commission, and introducing the new principle of making compensation for accidents a charge upon the industry concerned, instead of a liability of the individual employer. The working-out of this principle involved the creation of a state board administering an accident fund made up exclusively of compulsory contributions from employers grouped in classes and assessed according to the hazard of the industry. The example of Ontario in passing an Act of this kind was followed by Nova Scotia in 1915, British Columbia in 1916, Alberta and New Brunswick in 1918 and Manitoba in 1920. Quebec and Saskatchewan retain systems instituted in 1909 and 1911 respectively, which enable workmen to obtain compensation from their employers individually through private insurance companies or by means of action in the courts. The Quebec Legislature, under an Act passed in 1922, appointed a special commission in the following year to consider and report upon the subject of workmen's compensation. The commissioners presented their report to the Legislature early in 1925, recommending various changes in the existing Act, but making no proposals for the establishment of an accident fund controlled by a provincial board. No action was taken by the Legislature to give effect to these proposals, but it was announced that the Govern-