

16.—Number of Persons killed and injured on Steam Railways in the calendar years 1925-1927.

(A) IN ACCIDENTS RESULTING FROM MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Items.	1925.		1926.		1927.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Description of Persons—						
Passengers.....	5	374	20	375	14	438
Employees.....	82	2,158	109	2,141	106	1,915
Trespassers.....	107	131	149	137	138	164
Non-trespassers.....	91	419	153	410	109	392
Postal clerks, expressmen, etc.....	-	18	-	5	1	33
Total.....	285	3,085	424	3,068	368	2,942
Description of Accident (Employees and Passengers)—						
Coupling and uncoupling.....	5	167	9	141	9	130
Collisions.....	5	181	25	122	22	251
Derailments.....	12	173	10	228	14	149
Parting of trains.....	1	50	2	25	-	33
Locomotives or cars breaking down.....	1	18	-	13	-	16
Falling from train or cars.....	7	272	25	255	20	295
Jumping on or off.....	12	376	10	319	9	331
Struck by trains, etc.....	42	100	32	86	40	131
Overhead obstruction.....	1	18	2	25	1	18
Other causes.....	1	1,177	7	1,302	5	990
Total.....	87	2,532	122	2,516	126	2,353

(B) IN ACCIDENTS OTHER THAN THOSE RESULTING FROM MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

Description of Persons.	1925.		1926.		1927.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Stationmen.....	1	459	1	690	-	697
Shopmen.....	8	2,344	9	3,621	8	3,166
Trainmen and Trackmen.....	9	2,169	8	2,684	11	3,194
Other employees.....	5	1,126	7	1,486	6	2,085
Passengers.....	-	27	-	71	1	131
Others.....	1	79	10	86	8	106
Total.....	24	6,204	35	8,638	34	9,379

Section 3.—Origin and Growth of Government-owned Railways.

Canadian Government Railways.—The Intercolonial railway, built as a condition of Confederation and completed in 1876, and the Prince Edward Island railway, opened in April, 1875, had since their construction been owned and operated by the Dominion Government. In 1903 the Dominion Government undertook the construction of the eastern division of the National Transcontinental railway from Moncton, N.B., to Winnipeg, to be leased to the Grand Trunk Pacific Railway Company for a period of 50 years. On the failure of the company to take over the operation of the road when completed in 1915, the Government itself undertook its operation and was also obliged to lease the Lake Superior branch of the Grand Trunk Pacific railway, which, by the above default of the G.T.P. Co., was isolated from the main line. A number of eastern branch lines have been acquired in recent years, including the New Brunswick and Prince Edward Island railway, which forms the mainland connection of the Prince Edward Island car ferry, the International railway, the Moncton and Buctouche railway, the Salisbury and Albert railway, the St. Martin's railway, the Elgin and Havelock railway, the York and Carleton railway, the Quebec and Saguenay railway, the Caraquet and Gulf Shore railway, the Lotbinière and Mégantic railway and the Cape Breton railway. The Saint