

The greatest number of fatalities in this period was recorded in 1923, with a total of 1,412, the number declining to 1,281 in 1924 and 1,044 in 1925 and advancing again to 1,303 in 1926 and to 1,378 in 1927. The numbers of fatalities in mining, etc., manufacturing and transportation and public utilities were largest in 1923, in logging and construction in 1924, in trade in 1926, while in the remaining groups, agriculture, fishing and trapping and service, the numbers were largest in 1927.

The classification of fatal industrial accidents during 1927, according to cause, showed the largest number (499) to be due to "moving trains, vehicles, etc.", of which number 173 were in connection with employment on water craft and 121 caused by persons being struck or run over by or crushed by or crushed by or between cars and engines. Derailments and collisions caused 55 deaths, automobiles and other power vehicles 64, and animal-drawn vehicles and implements, 35. Falls of persons caused the deaths of 203, of which 63 were due to falls into pits, shafts, harbours, rivers, etc., 58 to falls from elevations and 28 to collapse of support. Falling objects caused 154 fatalities, of which 67 were due to falling trees and limbs and 50 to objects falling in mines and quarries. There were 116 fatalities under the heading "dangerous substances", of which 35 were due to explosive substances, 28 to electric current and 21 to gas fumes, etc. Among other causes, 46 fatalities were owing to persons being struck by objects, 36 to handling heavy objects, 45 to cave-ins, landslides, ice jams, etc., and 45 to drowning with no particulars available. Other drowning accidents were classified under particular causes, being for the most part included under "water craft". Fifteen deaths were reported due to infection, though no particulars of the accident were reported, and 10 were due to industrial diseases.

Section 7.—Workmen's Compensation in Canada.

An account of the development of workmen's compensation legislation in Canada from employers' liability legislation was given at pp. 744-746 of the 1927-28 Year Book, while a summary of the present position with regard to workmen's compensation appears in the general sketch of labour legislation in Canada at p. 761 of the current edition. Details regarding the operation of the various Workmen's Compensation Boards of the provinces are given below.

Operations of the Workmen's Compensation Boards.—*Ontario.*—Under the system operated by the Ontario Workmen's Compensation Board in schedule 1, where the liability is collective, 24 classes of industries pay various percentages of their payroll annually to the Board and escape individual civil liability for accidents, the percentage of payroll collected by the Board being graded according to the degree of hazard in the occupation, ranging in 1927 from 10 cents per \$100 of payroll in clothing manufacturing to \$6.50 per \$100 in caisson work, and averaging for all classes \$1.17 per \$100 of payrolls which amounted to \$440,578,000. Certain other industries under schedule 2, including municipal undertakings, railways, car shops, telegraphs, telephones, etc., are made individually liable to pay the rates of compensation fixed under the Act. Employees of the Dominion or of the Province, killed or injured in the discharge of their duty, are by special legislation placed on the same footing as those of private employers of the second class.

Statistics of the benefits awarded and the accidents to workers reported during the first 14 years of the operation of the Act appear in Table 5. The 61,078 accidents paid for during the year 1927 included 355 cases of death, 18 of permanent total disability, 2,349 of permanent partial disability, 31,330 of temporary disability