

17.—Number of Persons Killed and Injured on Steam Railways in the calendar years 1927-1929—concluded.

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

Description of Person.	1927.		1928.		1929.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Stationmen.....	—	697	—	372	1	875
Shopmen.....	8	3,166	6	3,472	5	3,529
Trainmen and trackmen.....	11	3,194	8	3,723	7	3,947
Other employees.....	6	2,085	12	2,346	1	2,104
Passengers.....	1	131	—	63	—	145
Others.....	8	106	2	73	5	99
Totals.....	34	9,379	28	10,548	19	10,699

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, have since their construction been owned and operated by the Dominion Government. In 1903 the Dominion Government undertook the construction 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. However, as a result of the conditions arising from the outbreak of war, the company was unable 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 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 John and Quebec and Inverness Railways which had been operated under lease were purchased in 1929, together with the Kent Northern, the Atlantic, Quebec and Western, the Quebec Oriental and the Quebec, Montreal and Southern. The Hudson Bay Railway, which had 332.5 miles of steel rail at the end of 1920, was declared to be comprised in the Canadian Government Railways, and until 1926 was operated to a limited extent by the board of directors of the Canadian National Railways. In that year, as a result of the decision to complete the road, it was returned to the Department of Railways and Canals until completed. The eastern terminus was transferred from Nelson to Churchill, and the line rehabilitated and extended through to Churchill. Construction of wharves and a grain elevator is not completed but it is expected that the railway will be opened to traffic in the autumn of 1931. To Mar. 31, 1930, the total cost of this railway was \$29,527,026 and of terminal work at Churchill \$4,707,563, exclusive of the expenditures of \$6,274,217 on the terminal at Nelson, some of which was salvaged.¹

¹These figures of total cost include deficits during operations and expenditures which formed part of cash loans to the Canadian National Railways and amounts chargeable to appropriations under collection of revenue in the case of the terminals, in addition to the expenditures by the Government on capital account as shown in Table 19.