

15.—Railway Bonds Guaranteed by Dominion and Provincial Governments, as at Dec. 31, 1934.

Government.	Outstanding Dec. 31, 1934.
	\$
New Brunswick.....	917,000
Ontario.....	7,859,998
Manitoba.....	3,000,000
Saskatchewan.....	17,904,062
Alberta.....	18,394,428
British Columbia.....	45,186,001
Total Guaranteed by Provincial Governments.....	93,261,489
Dominion Government.....	795,698,977 ¹
Grand Total.....	888,960,466

¹ Does not include \$216,207,142 perpetual debenture stock and guaranteed stock of the Grand Trunk Railway, now part of the Canadian National system, on which interest and dividends are guaranteed by the Dominion Government, nor Government-guaranteed bonds held by the Government itself, but it does include \$48,000,000 advanced to the Canadian Pacific Railway by the banks and guaranteed by the Dominion Government. This latter sum is not included in the guarantees shown in Tables 24 and 25, Chapter XXI of this volume.

Railway Accidents.—The number of passengers, employees and others killed and injured in steam railway accidents is given in summary form from 1920 to 1934 in Table 16, and in detailed analysis for 1932 to 1934 in Table 17. All injuries to passengers are included, no matter how slight, but for employees only injuries which keep the employee from his work for three days during the ten days following the accident are recorded.

Accidents at highway crossings showed a reduction in both fatalities and injuries. The number of persons killed was 74, which was the lowest since 1923. The number of persons injured, 227, was also the least since 1921. Motorists accounted for the majority of these accidents. During the year 63 motorists were killed, 52 of them at unprotected crossings and 11 at protected crossings (2 at crossings protected by watchmen and 9 at crossings protected by electric bells). Two pedestrians were killed at crossings protected by gates and 3 pedestrians and 6 motorists were injured. In many cases motorists crash into lowered gates, breaking the gates and sometimes injuring themselves. Although these accidents are recorded as train accidents the motorist and pedestrian are not always blameless.

In railway accidents not resulting from the movement of trains, cars, or locomotives, which occur in shops, handling material, etc., 20 persons were killed, 14 of them being employees, and 4,094 were injured. The majority of these were trackmen handling rails, ties, etc.

16.—Numbers of Passengers, Employees and Others Killed and Injured on Steam Railways, calendar years 1920-34.

NOTE.—For the years ended June 30, 1888 to 1919, see Canada Year Books, 1910, p. 378, and 1922-23, p. 635.

Year.	Passengers.		Employees.		Others.		Totals.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1920.....	29	481	167	7,719	197	480	393	8,680
1921.....	5	259	156	6,583	193	394	354	7,236
1922.....	11	369	122	8,361	208	517	341	9,247
1923.....	15	437	167	9,382	165	539	347	10,358
1924.....	19	432	127	8,862	216	514	362	9,808
1925.....	5	401	105	8,256	199	642	309	9,299
1926.....	20	446	127	10,622	312	638	459	11,706
1927.....	14	569	131	11,057	256	695	401	12,321
1928.....	15	389	140	12,626	352	790	507	13,805
1929.....	20	551	118	12,483	293	809	431	13,843
1930.....	15	548	103	9,678	345	837	463	11,063
1931.....	3	399	55	5,966	202	830	260	7,195
1932.....	7	342	77	4,631	242	598	326	5,571
1933.....	8	319	53	4,409	219	645	280	5,373
1934.....	16	432	57	5,179	242	589	315	6,200