

17.—Numbers of Persons Killed and Injured on Steam Railways in the calendar years 1932-34.

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

Item.	1932.		1933.		1934.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Description of Persons—						
Passengers.....	7	339	8	306	16	417
Employees.....	57	957	41	985	43	1,119
Trespassers.....	170	288	147	278	158	235
Non-trespassers.....	69	226	62	243	77	273
Postal clerks, expressmen, etc.....	1	45	2	39	1	62
Totals.....	304	1,855	260	1,851	295	2,106
Description of Accident (Employees and Passengers only)—						
Coupling and uncoupling.....	1	38	1	37	2	45
Collisions.....	12	37	6	22	16	99
Derailments.....	6	26	5	55	6	53
Parting of trains.....	-	1	-	1	-	7
Locomotives or cars breaking down...	-	2	-	7	-	2
Falling from trains or cars.....	6	54	5	82	4	88
Getting on or off trains.....	5	276	7	230	4	316
Struck by trains, etc.....	16	56	19	42	18	73
Overhead obstruction.....	-	3	1	2	-	1
Other causes.....	18	803	5	763	9	852
Totals.....	64	1,296	49	1,291	59	1,536

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

Description of Persons.	1932.		1933.		1934.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Stationmen.....	2	432	2	420	1	486
Shopmen.....	1	1,258	2	1,215	4	1,291
Trainmen and trackmen.....	16	1,692	7	1,642	5	2,016
Other employees.....	1	292	1	147	4	267
Passengers.....	-	3	-	13	-	15
Others.....	2	39	8	85	6	19
Totals.....	22	3,716	20	3,522	20	4,094

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 Co. for a period of 50 years. However, as a result of the conditions arising from the Great 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