

25.—Numbers of Persons Killed or Injured on Steam Railways, calendar years 1935-37—concluded.

Class of Persons.	In Accidents other than those Resulting from Movement of Trains, Locomotives, or Cars.					
	1935.		1936.		1937.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Stationmen.....	1	491	2	592	2	692
Shopmen.....	6	1,377	1	1,518	3	1,554
Trainmen and trackmen.....	19	2,105	6	2,706	12	2,164
Other employees.....	1	222		229	1	252
Passengers.....	Nil	8	Nil	34	Nil	48
Others.....	2	20	9	81	2	70
Totals.....	29	4,223	19	5,160	20	4,810

Section 2.—Electric Railways.*

The cheap and reasonably rapid conveyance of human beings is a necessity of modern urban life. One important means by which this necessity is supplied throughout Canada is the electric street railway, operated by hydro-electric energy in the majority of cases.

Historical.—Replacing the horse-car systems, used in Montreal and Toronto as early as 1861, electric street railways were first seen in operation in Canada in 1885, when a successful experimental railway was constructed and operated at the Toronto Exhibition Grounds. Before many years their safety and convenience resulted in the discarding of the older systems. The first electric railway line in Canada and probably the first in North America, which ran between Windsor and Walkerville, was established early in June, 1886 (it is recorded that it was in active operation before June 11). An electric system 7 miles in length was opened at St. Catharines in 1887, using the double overhead trolley. The third electric railway in the Dominion was established in Victoria on Feb. 23, 1890, and the fourth commenced operation in Vancouver in June, 1890. These were followed by the completion of the Ottawa Electric Railway in 1891 and the electrification of the Montreal and Toronto systems in 1892. The street railways of other eastern cities were generally electrified during the 1890's, while in the newer western cities electricity was used from the commencement. In the cities of Eastern Canada, electric street railways are generally operated by private companies under city franchises, while in a considerable number of cities in Ontario and the West the street railways are owned and operated by the municipalities, a fact indicated in Table 28.

Many difficulties are met in operating the cars during the winter season, owing to the heavy falls of snow. This, however, has been overcome by the use of sweepers, scrapers, and ploughs. The single overhead trolley system has been found the most suitable and is in general use. During the past few years an increasing number of motor buses have been used; in 1924 only 48 were operated, but by 1937 the number had increased to 653. In 1936 the Montreal system secured 7 trackless trolley buses. These cars have pneumatic tires, require no track but use a second trolley wire instead of the steel rail for the return of the electric current.

In addition to street railways in the cities there are several systems serving suburban areas and also doing an inter-urban business, but this latter class of service is fast being supplanted by bus service. Indeed the development of motor vehicles,

* Revised and checked by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics. This Branch publishes an annual report on Electric Railways in Canada.