

accidents; also provincial statistics class them as motor-vehicle accidents and, consequently, adjustments should be made when compiling total accidental deaths of all kinds or comparing results of accidents of different kinds, such as train and motor-vehicle.

22.—Persons Killed or Injured on Steam Railways, 1937-39

Class of Person and Description of Accidents	In Accidents Resulting from Movement of Trains, Locomotives, or Cars					
	1937		1938		1939	
	Killed	Injured	Killed	Injured	Killed	Injured
	No.	No.	No.	No.	No.	No.
Class of Person—						
Passengers.....	5	378	4	314	1	322
Employees.....	59	1,082	45	898	43	879
Trespassers.....	148	272	149	206	128	191
Non-trespassers.....	114	339	86	296	111	328
Postal clerks, expressmen, etc.....	1	48	Nil	27	Nil	22
Totals.....	327	2,119	284	1,741	283	1,742
Description of Accidents (Employees and Passengers only)—						
Coupling and uncoupling.....	1	70	5	58	2	57
Collisions.....	6	41	3	28	8	75
Derailments.....	12	63	7	73	2	35
Locomotives or cars breaking down.....	Nil	3	Nil	2	Nil	1
Falling from trains or cars.....	6	142	11	120	3	102
Getting on or off trains.....	Nil	Nil	Nil	Nil	1	206
Struck by trains, etc.....	26	39	17	29	25	31
Overhead and other obstruction.....	Nil	2	Nil	3	Nil	9
Other causes.....	13	1,100	6	899	3	685
Totals.....	64	1,460	49	1,212	44	1,201
	In Accidents Other Than Those Resulting from Movement of Trains, Locomotives, or Cars					
	1937		1938		1939	
	Killed	Injured	Killed	Injured	Killed	Injured
	No.	No.	No.	No.	No.	No.
Class of Person—						
Stationmen.....	2	692	1	569	1	522
Shopmen.....	3	1,584	4	1,336	4	1,359
Trainmen and trackmen.....	12	2,164	2	1,807	9	1,872
Other employees.....	1	252	2	351	1	538
Passengers.....	Nil	48	Nil	37	Nil	40
Others.....	2	70	2	39	1	42
Totals.....	20	4,810	11	4,139	16	4,373

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

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