

Before 1915, an express company in Canada was not liable for delay or damage caused by anything quite beyond its control, thus maintaining itself as an entity separate from the railway company. But in 1915 this liability was qualified, and thenceforth an express company became liable for delay or injury of goods if either was caused by the railway company in whose cars the goods were being carried.

Goods are sent by express for quick transit, so that express companies do not have to compete with freight rates by rail or water. Thus in its first tariff the Dominion Express Co., in pursuance of its contract with the C.P.R., gave a rate of $2\frac{1}{2}$ times the maximum first-class railway freight rate for the same goods carried the same distance. An express company usually pays the railway company a percentage of its gross earnings; for example, the Canadian Express Co. paid the Grand Trunk 50 p.c. But the railway, by controlling the stock, has an additional revenue; and since express companies have little equipment but offices, and, therefore have slight expenses for upkeep, the railway receives in the end practically all the profits of the express company above bare operating expenses. Express rates, like freight rates, are subject to the approval of the Board of Railway Commissioners.

Express Company Operations.—During 1926, the last year for which the statistics of the Transportation Branch of the Dominion Bureau of Statistics are available, there were four Canadian and one American express organizations operating in Canada. The Canadian Pacific Express Co., formerly the Dominion Express Co., is a subsidiary of the Canadian Pacific Railway and handles the express business on the railways and the inland and ocean steamship lines of the parent company. The express business of the Canadian National system is handled by a department of the railway. The British America Express Co. operates over the Algoma Central and Algoma Eastern railways and the Central Canada Express Co. over the Central Canada, the Edmonton, Dunvegan and British Columbia and the Alberta and Great Waterways railways. The American Railway Express Co. operates over the Canadian sections of United States railways and over the route from Skagway to points in the Yukon Territory. These companies are organized under powers conferred by Acts of the Dominion Parliament, and their business consists in the forwarding of parcels, the transfer of baggage and the issue of money orders, travellers' cheques, letters of credit and other forms of financial paper (Table 30). The total capital liabilities of the three Canadian companies and of the Canadian National express department on Dec. 31, 1926, stood at \$9,385,196.

A considerable part of the business of express companies has during recent years been drawn off by the numerous motor bus and motor truck systems now in operation. Transport facilities offered by motor vehicles have proved to be of much value, and with the building of improved road systems throughout the country, further decreases in the amount of express traffic now carried by the railways over short distances may be expected.

Statistics of the receipts and expenses of express companies in Canada are given in summary form for all companies for the years 1911 to 1926 in Table 28, and for each company for the year 1926 in Table 29. In these tables the amounts paid by express companies to the carriers, *i.e.*, railways, steamship lines, etc., for transporting the express matter, are shown under the heading "express privileges" Table 29 also shows the mileage operated by each company in 1926. Of the total of 60,168 miles, 41,473 were over steam railways, 14,227 on ocean steamship services (mainly by the Canadian Pacific lines) and 4,056 miles by inland or coastal steamboat routes.