

29.—Numbers of Passengers, Employees and Others Killed and Injured on Electric Railways, calendar years 1919-31, with Totals from 1894 to June 30, 1919.

NOTE.—Details for years ended June 30, 1900-19, are given on p. 611 of the 1926 Year Book.

Calendar Year.	Passengers.		Employees.		Others.		Totals.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Totals, 1894 to June 30, 1919.	259	22,902	182	5,909	833	10,638	1,254	39,119
1919.....	4	1,717	29	951	58	1,505	91	4,173
1920.....	9	1,968	7	658	75	1,434	91	4,060
1921.....	5	1,110	8	699	35	666	48	2,385
1922.....	6	2,260	10	873	31	790	47	3,833
1923.....	6	2,465	11	1,652	45	799	62	4,907
1924.....	2	2,279	6	1,262	54	824	63	4,365
1925.....	9	2,272	5	1,736	37	744	51	4,752
1926.....	3	2,420	7	1,642	66	879	76	4,911
1927.....	—	2,090	7	1,508	71	1,260	78	4,858
1928.....	1	2,735	12	1,114	86	1,139	99	4,988
1929.....	5	2,808	5	1,290	93	1,372	103	5,380
1930.....	8	2,790	6	1,003	50	1,269	64	5,062
1931.....	1	2,245	3	758	61	1,144	65	4,147

PART IV.—EXPRESS COMPANIES.¹

"Express service is an expedited freight service on passenger trains" But express companies do not own the means of performing their services; they use railway facilities by virtue of contracts with the railway companies. Express companies in Canada have had close relations with the railways practically from the beginning. A brief history of the various express companies will be found on pp. 611-12 of the 1926 Year Book.

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. 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 rates do not compete with freight rates. Thus in its first tariff the Dominion Express Co., in pursuance of its contract with the Canadian Pacific Railway, gave a rate of 2½ times the maximum first-class railway freight rate for the same goods carried the same distance. The majority of the contracts between express and railway companies for carrying express freight are on the basis of a percentage of the gross express revenue. The rates are subject to the approval of the Board of Railway Commissioners.

Express Company Operations.—During 1931, the latest 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. operated over the Algoma Central until Feb. 28, 1931, when it ceased operations. The Central Canada Express Co. was formerly operated over the Central Canada, the Edmonton,

¹Revised and checked by G. S. Wong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics. This Branch issues an annual report on Express Statistics.