

PART IV.—EXPRESS COMPANIES.*

“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. 611–612 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 $2\frac{1}{2}$ 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 1933, the latest year for which the statistics of the Transportation Branch of the Dominion Bureau of Statistics are available, there were three 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. When the Central Canada, the Edmonton, Dunvegan and British Columbia and the Alberta and Great Waterways railways were amalgamated to form the Northern Alberta Railways Company, the express business was handled by a department of the new company from Nov. 1, 1929. The Railway Express Agency, Inc., operates over the Canadian sections of United States railways and over the route from Skagway to points in Yukon. These companies are all 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. The total capital liabilities of the three Canadian companies and departments stood at \$6,244,173 on Dec. 31, 1933.

Statistics of the receipts and expenses of express companies in Canada are given in summary form for all companies for the years 1919 to 1933 in Table 30, and for each company for the years 1932 and 1933 in Table 31. 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 31 also shows the mileage operated by each company in 1932 and 1933. Of the total of 62,405 miles, 42,471 were over steam railways, 279 over electric railways, 14,227 on ocean steamship services (mainly by the Canadian Pacific lines), 5,176 miles on inland or coastal steamboat routes and 252 miles over other carriers.

*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 issues an annual report on Express Statistics.