

Section 3.—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.

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.

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. Since that time some independent express companies have been replaced by departments of the railways for the handling of express business.

Express Company Operations.—During 1935, the latest year for which statistics are available, three Canadian and one American express organizations operated 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 and Northern Alberta railway is handled by departments of the respective railways. 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 expeditious shipment of valuable live stock, and such perishable commodities as fresh fish, fruit, etc., the forwarding of parcels and baggage and the issue of money orders, travellers cheques, letters of credit and other forms of financial paper. No statistics are available regarding the volume of traffic carried by express. Much of the traffic, of course, consists of parcels and small lots which would make statistical classification and measurement very difficult. However, there is also an important movement in car lots of live stock, fresh fish, fruit, vegetables and other perishable commodities. The total capital liabilities of the three Canadian companies and departments stood at \$6,227,169 on Dec. 31, 1935.

In the following 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". Of the total of 62,992 miles operated in 1935, 42,438 were over steam railways, 279 over electric railways, 14,227 on ocean steamship services (mainly by the Canadian Pacific lines), 5,188 miles on inland or coastal steamboat routes and 860 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.