

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 1936, 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 \$6,239,535 on Dec. 31, 1936.

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 63,146 miles operated in 1936, 42,192 were over steam railways, 280 over electric railways, 14,227 on ocean steamship services (mainly by the Canadian Pacific lines), 5,188 miles on inland or coastal steamboat routes, 397 by aircraft, and 862 miles over highways by motor trucks.

### 36.—Summary Statistics of Revenues and Expenses of Express Companies, calendar years 1919-36.

Note.—Corresponding figures for the years ended June 30, 1911-18, were published at p. 673 of the 1927-28 Year Book.

Calendar Year.	Gross Earnings.	Operating Expenses.	Express Privileges.	Net Operating Revenue.
	\$	\$	\$	\$
1919.....	24,933,219	13,227,652	12,936,615	— 1,231,048
1920.....	30,512,504	16,120,880	16,009,460	— 1,617,836
1921.....	32,504,894	15,601,187	16,549,915	353,792
1922.....	28,697,332	13,596,518	14,581,789	519,025
1923.....	27,625,700	13,217,780	14,342,410	65,510
1924.....	26,196,017	12,723,651	13,557,168	— 84,802
1925.....	25,876,342	12,336,485	13,312,960	226,897
1926.....	26,554,378	12,442,257	13,466,863	645,258
1927.....	26,532,182	12,548,374	13,275,355	708,453
1928.....	27,674,270	13,032,376	13,459,187	1,182,707
1929.....	27,758,385	13,480,028	13,598,575	679,782
1930.....	24,352,181	12,759,439	12,380,060	— 787,318
1931.....	20,115,285	11,292,957	10,909,184	— 2,086,856
1932.....	16,870,806	9,479,802	7,307,980 <sup>1</sup>	83,024
1933.....	15,226,015	8,497,892	6,605,225	122,898
1934.....	16,206,171	8,473,601	7,268,616	463,954
1935.....	16,592,746	8,960,675	7,352,913	279,158
1936.....	17,169,315	9,414,746	7,478,874	275,695

<sup>1</sup> Decrease due largely to revision of basis of payment by Canadian Pacific Express Co.