

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 Transport Commissioners.

Express Company Operations.—In 1939, four express organizations operated in Canada—three Canadian and one American. 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.

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 65,390 miles operated in 1939, 42,036 were steam railways, 258 electric railways, 16,712 ocean steamship services (mainly by the Canadian Pacific lines), 5,047 inland or coastal steamboat routes, 424 airways, and 913 miles were highways travelled by motor-trucks.

28.—Revenues and Expenses of Express Companies, 1929-39

NOTE.—Corresponding figures for the years ended June 30, 1911-18, are given at p. 673 of the 1927-28 Year Book, and for the years 1919-28 at p. 669 of the 1938 edition.

Year	Gross Earnings	Operating Expenses	Express Privileges	Net Operating Revenues
	\$	\$	\$	\$
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.....	15,870,896	9,479,802	7,307,980 ¹	83,024
1933.....	15,226,015	8,497,892	6,605,225	122,898
1934.....	15,205,171	8,473,601	7,268,616	463,954
1935.....	11,592,745	8,960,675	7,352,913	279,158
1936.....	17,139,315	9,414,745	7,478,874	275,695
1937.....	17,937,537	9,878,443	7,749,711	309,413
1938.....	17,674,477	10,325,329	7,417,127	—67,979
1939.....	19,410,091	10,622,936	8,313,218	473,937

¹ Decrease due in part to revision of basis of payment by Canadian Pacific Express Co.