

21.—Passengers, Employees and Others Killed or Injured on Electric Railways, 1939-49

NOTE.—Figures for 1900-38 are given in the corresponding tables of previous Year Books beginning with the 1926 edition.

Year	Passengers		Employees		Others		Totals	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
	No.	No.	No.	No.	No.	No.	No.	No.
1939.....	1	2,039	3	353	33	764	37	3,156
1940.....	1	2,263	2	363	39	847	42	3,473
1941.....	1	2,508	5	423	60	1,002	66	3,933
1942.....	2	3,157	3	489	36	1,338	91	4,984
1943.....	—	4,301	2	722	78	1,491	80	6,514
1944.....	3	3,980	7	835	88	1,556	98	6,371
1945.....	2	4,092	3	944	104	1,592	109	6,628
1946.....	8	4,009	3	904	66	1,584	77	6,497
1947.....	2	4,181	4	910	71	1,469	77	6,560
1948.....	2	3,792	5	1,336	74	1,328	81	6,456
1949.....	1	3,610	1	788	63	1,324	65	5,722

The Toronto Underground Electric Railway.—Canada's first underground electric railway, at Toronto, Ont., was one of the planned major developments upon which work was commenced during 1949. The subway or underground railway will run north-south following the line of Yonge St. to Queen St. The opening is scheduled for the late autumn of 1953. The estimated cost of both the Yonge and Queen Sts. subways is placed at over \$50,000,000. The total distance covered by the rapid transit lines will be some 9.1 miles and in the most congested areas of the city. The subway will descend from 6 ft. to a maximum of 20 ft. below the street surface. Considerable new equipment is on order and it is proposed to operate trains up to 5 two-car units in length. The ultimate capacity of the System is estimated at 40,000 passengers per hour in both directions. Excavations on the Yonge Street project alone involves the removal of about 1,390,000 cubic yards of material.

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 always had close relations with the railways.

Goods are sent by express for quick transit, so that express rates do not generally compete with freight rates. Thus, in its first tariff the Dominion Express Company, 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 paid by the shipper are subject to the approval of the Board of Transport Commissioners. Express companies are all organized under powers conferred by Acts of the Federal Government 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 the issue of money orders, travellers cheques, letters of credit and other forms of financial paper.