

20.—Passengers, Employees and Others Killed or Injured on Electric Railways 1944-53

NOTE.—Figures for 1900-43 are given in the corresponding table 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.
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	3,688	1	766	63	1,239	65	5,693
1950	—	3,718	1	730	44	1,204	45	5,652
1951	—	3,392	2	650	42	998	44	5,040
1952	2	3,551	1	655	40	1,046	43	5,252
1953	—	3,322	2	650	31	941	33	4,913

The Toronto Underground Electric Railway.—Construction of Canada's first underground electric railway or subway commenced at Toronto in 1949 and the line was put into operation in March 1954. The route of the subway follows the general line of Yonge Street, a distance of about 4.5 miles from Front Street to Eglinton Avenue. Twelve stations are located along the line and a pedestrian tunnel links the Union Station and the Royal York Hotel with the subway. Subsurface sections of the subway are from six to 20 feet underground. Rapid-transit cars, 104 in number, each of 62 passenger capacity are used. The 500 foot platforms at all stations accommodate trains of up to eight cars in length which handle a peak load of 40,000 passengers an hour in each direction.

Section 3.—Express Companies

Express service is an expedited freight service on passenger trains, but express companies do not own the means of performing these services; railway facilities are used by virtue of contracts with the railway companies. Express companies in Canada have always operated in close co-operation with the railways.

Goods are sent by express for quick transit so that express rates do not generally compete with freight rates. The Dominion Express Company, in pursuance of its contract with the Canadian Pacific Railway, gave, in its first tariff, a rate of two and one-half 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 and the rates paid by the shipper are subject to the approval of the Board of Transport Commissioners. All express companies are organized under powers conferred by Federal Government legislation and their business consists in the expeditious shipment of valuable livestock 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.

Express Company Operations.—Four express organizations operate in Canada—three Canadian and one American. The Canadian Pacific Express Company, formerly the Dominion Express Company, is a subsidiary of the Canadian Pacific Railway Company 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 and Northern Alberta Railways is handled by departments of the respective railways. The Railway Express Agency, Incorporated, operates over the Canadian sections of United States railways and over the route from Skagway, Alaska, to points in Yukon Territory. No statistics are available on the volume of traffic carried by express because much of the traffic consists of parcels and small lots that would make statistical classification and measurement very difficult.