

65.—Comparative Statement of Marine Danger Signals, fiscal years ended Mar. 31, 1918-1929.

NOTE.—Besides the following, there were, in 1929: 49 lighted spar-buoys, floats and dolphins; 5,475 unlighted buoys; 819 unlighted tripods, floats, dolphins, spindles and beacons; and 2,653 stakes, bushes and balises.

Description.	1918.	1919.	1920.	1921.	1922.	1923.	1924.	1925.	1926.	1927.	1928.	1929.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Lights.....	1,575	1,577	1,578	1,598	1,602	1,596	1,627	1,654	1,675	1,725	1,771	1,815
Lightships.....	9	9	10	9	9	9	10	10	10	11	11	11
Lightboats.....	1	1	1	—	—	—	—	—	—	—	—	—
Lightkeepers.....	1,128	1,122	1,120	1,130	1,118	1,105	1,119	1,134	1,143	1,156	1,179	1,192
Fog whistles.....	11	10	9	8	8	8	9	8	8	8	6	8
Sirens.....	2	2	1	1	1	1	1	1	1	2	2	2
Diaphones.....	124	128	131	134	135	138	140	146	146	147	153	158
Fog bells.....	30	29	32	33	35	36	35	35	36	35	36	38
Hand fog horns.....	154	156	149	148	148	148	147	149	148	148	151	147
Hand fog bells.....	5	5	4	4	4	4	4	4	4	5	4	4
Gas and whistling buoys.....	334	339	336	343	345	349	359	374	374	380	401	411
Whistling buoys.....	32	31	31	30	29	30	30	32	34	36	38	40
Bell buoys.....	87	86	89	90	90	92	95	98	99	101	104	111
Submarine bells.....	18	15	12	11	7	7	7	7	6	6	6	4
Fog guns and bombs....	8	6	7	7	7	7	7	6	6	6	6	5
Fog horns.....	3	3	1	1	1	—	—	—	—	—	—	—
Fog alarm stations.....	13	12	13	13	13	12	12	13	13	13	13	13

Section 7.—The Canadian Government Merchant Marine.

During the closing years of the war, the Dominion Government, realizing the need for a mercantile fleet, not only as a means of developing Canada's export trade but also as a means of assisting the National Railways and of providing employment, placed orders with Canadian shipbuilding firms for the construction of 63 steel cargo vessels of six different types. These vessels were intended primarily to co-operate with British shipping in supplying the necessities of war, as well as to provide in times of peace the means of carrying abroad the products of Canada's farms, forests, mines and factories, without which Canada could not hope to take full advantage of the opportunity of expanding her export trade. Prior to Dec. 31, 1919, 19 vessels had been delivered by the builders. Additions were made to the fleet in following years until the total fleet, as at Dec. 31, 1924, numbered 57 vessels of a total deadweight tonnage of 353,450. Through sale or loss of vessels the fleet was reduced to 45 vessels with a deadweight tonnage of 306,909 at Dec. 31, 1928. With regard to ownership and operation, a separate company was organized for each vessel and the capital stock of each is owned by the Canadian Government Merchant Marine, Ltd. Under an operating agreement with each of these companies, the Canadian Government Merchant Marine, Ltd., operates all the steamers and keeps a separate account for each company. Promissory notes have been given to the Minister of Finance and Receiver-General for the total capital stock of each vessel, with interest payable at 5½ p.c. per annum.

Early operations proved profitable, and a surplus of \$1,004,233 (without provision for interest charges) was shown for the year ended Dec. 31, 1920. Subsequent years, however, have shown the effects of the depression in the shipping industry, and annual deficits of \$8,047,635, \$9,649,479, \$9,368,670, \$8,836,609, \$7,667,513, \$6,687,221, \$7,086,940 and \$7,545,525 are shown for the years 1921 to 1928 respectively.