

66.—Comparative Statement of Marine Danger Signals, fiscal years ended Mar. 31, 1920-31.

NOTE.—Besides the following, there were, in 1931: 49 lighted spar-buoys, floats and dolphins; 5,587 unlighted buoys; 838 unlighted tripods, floats, dolphins, spindles and beacons, and 2,658 stakes, bushes and balises.

Description.	1920.	1921.	1922.	1923.	1924.	1925.	1926.	1927.	1928.	1929.	1930.	1931.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Lights.....	1,578	1,598	1,602	1,596	1,627	1,654	1,675	1,725	1,771	1,815	1,855	1,912
Lightships.....	10	9	9	9	10	10	10	11	11	11	11	11
Lightboats.....	1	—	—	—	—	—	—	—	—	—	—	—
Lightkeepers.....	1,120	1,130	1,118	1,105	1,119	1,134	1,143	1,156	1,179	1,192	1,207	1,227
Fog whistles.....	9	8	8	8	9	8	8	8	6	8	8	8
Sirens.....	1	1	1	1	1	1	1	2	2	2	2	2
Diaphones.....	131	124	135	138	140	146	146	147	153	158	162	165
Fog bells.....	32	33	35	36	35	35	36	35	36	38	38	38
Hand fog horns.....	149	148	148	148	147	149	148	148	151	147	151	152
Hand fog bells.....	4	4	4	4	4	4	4	5	4	4	4	4
Gas, whistling and bell buoys.....	336	343	345	349	359	374	374	380	401	411	425	429
Whistling buoys.....	31	30	29	30	30	32	34	36	38	40	40	40
Bell buoys.....	89	90	90	92	95	98	99	101	104	111	119	119
Submarine bells.....	12	11	7	7	7	7	6	6	6	4	4	4
Fog guns and bombs.....	7	7	7	7	7	8	6	6	6	5	5	5
Fog horns.....	1	1	1	—	—	—	—	—	—	—	—	—
Fog alarm stations only.....	13	13	13	12	12	13	13	13	13	13	13	13

Section 7.—Merchant Marine Services Operated by the Canadian Government.¹

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 subsequently made to the fleet until the total fleet, as at Dec. 31, 1924, numbered 57 vessels of a total deadweight tonnage of 353,450. Through sale and the loss of three vessels the fleet was reduced to 30 vessels with a deadweight tonnage of 239,170 at Dec. 31, 1930. 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: a surplus of \$1,056,767 was shown for the year ended Dec. 31, 1919 and a surplus of \$1,293,525 for the year ended Dec. 31, 1920 (without provision for interest charges). Subsequent years, however, have shown the effects of the depression in the shipping industry, and annual

¹ Revised under the direction of Geo. W. Yates, Assistant Deputy Minister, Department of Railways and Canals, by R. B. Teakle, Vice-President in Charge of Canadian National Steamships, Montreal.