

deficits of \$8,047,635, \$9,649,479, \$9,368,670, \$8,836,609, \$7,667,513, \$6,687,221, \$7,086,940, \$7,545,525, \$5,928,758 and \$5,844,757 are shown for the years 1921 to 1930 respectively. These figures include interest and depreciation assessed on the original high cost of the vessels.

In conformity with the Canada-West Indies Trade Agreement Act of 1926, (16-17 Geo. V, c. 16), the Dominion Government has provided direct steamship services to the West Indies through the medium of Canadian National (West Indies) Steamships, Ltd. The service is provided by a fleet of twelve vessels of a total deadweight tonnage of 60,592. Five of these boats, known as the "Lady" ships, were specially constructed for passenger service on this route, while the remaining seven vessels previously formed part of the Canadian Government Merchant Marine fleet, and were taken over by the Canadian National (West Indies) Steamships, Ltd., for operating purposes, under entrusting agreements with the companies which respectively owned such ships. The investment in vessels at Dec. 31, 1930, amounted to \$9,804,715, mainly made up of the construction cost of the "Lady" ships and the present day valuation of the other seven ships, together with the cost of conversion for use in the West Indies service of three of the latter.

The first annual report of the Canadian National (West Indies) Steamships, Ltd., is for the year ended Dec. 31, 1929, during which operating revenues amounted to \$3,332,683 and operating expenses to \$3,780,524, or a net operating loss of \$447,841. After debiting \$227,315 for depreciation and \$442,739 representing interest on notes and advances, the total book loss for the year was \$1,117,895.

The second annual report of the same company, and for the year ended Dec. 31, 1930, shows operating revenues amounting to \$3,792,694 and operating expenses to \$4,315,831, or a net operating loss of \$523,137. Taking into account \$288,999 for depreciation and \$550,519 for interest on notes, etc., the total book loss was \$1,362,655 for the year.

PART X.—TELEGRAPHS.

Section 1.—Telegraph Statistics.¹

The Toronto, Hamilton and Niagara Electro-Magnetic Telegraph Co., organized by a group of Toronto men, was the first to establish an electric telegraph service in the pre-Confederation province of Canada. It was formally organized on Oct. 22, 1846, and its Toronto-Hamilton line was opened on Dec. 19 of the same year. In January, 1847, the line was completed to Queenston, whence there was a connecting line to Buffalo. The Montreal Telegraph Co. commenced the construction of a line to Toronto in February, 1847, and began actual operation between the two cities on Aug. 3 of the same year. By the end of the year it had 540 miles of wire in use, 9 offices and 35 employees, and had sent out 33,000 messages. Both the Montreal and the Toronto companies were incorporated by special Acts at the 1847 session of the Legislature. In 1852 the Toronto, Hamilton and Niagara Co. sold out to the Montreal company.

¹ Revised by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics, which issues an annual report dealing with telegraph statistics.