

9.—Canadian Wrecks and Casualties, years ended June 30, 1911-17, and calendar years 1918-35.

NOTE.—For details of the years 1870-1910, see Canada Year Book, 1911, p. 381.

Year.	Casualties.	Net Tonnage.	Lives Lost.	Stated Damages.	Year.	Casualties.	Net Tonnage.	Lives Lost.	Stated Damages.
	No.	tons.	No.	\$		No.	tons.	No.	\$
1911.....	271	122,619	48	942,093	1924.....	224	215,470	54	4,355,217
1912.....	293	269,569	59	1,053,768	1925.....	298	305,798	53	3,317,020
1913.....	275	270,905	160	1,963,870	1926.....	300	293,310	91	4,630,267
1914.....	255	210,368	1,083 ¹	4,983,775	1927.....	434	566,011	128	6,879,825
1915.....	280	214,036	70	1,459,012	1928.....	504	558,251	64	5,418,236
1916.....	308	242,996	67	1,377,442	1929.....	451	459,394	12	4,740,620
1917.....	239	715,384	152	4,850,145 ²	1930.....	551	447,169	66	3,077,009
1918.....	226	312,928	402 ³	1,818,895	1931.....	477	404,157	7	2,696,019
1919.....	240	205,720	100	1,808,690	1932.....	452	406,194	40	3,478,575
1920.....	227	222,928	28	1,643,825	1933.....	445	372,545	19	1,292,618
1921.....	260	588,503	38	1,809,328	1934.....	484	400,714	39	1,716,294
1922.....	277	604,423	27	451,312	1935.....	467	496,109	19	2,842,402
1923.....	376	480,713	50	3,184,749					

¹ Includes 1,042 lives lost in the *Empress of Ireland* disaster. estimated at \$1,310,350.

² Excluding damage to cargo
³ Includes 328 lives lost in the *Princess Sophia* disaster.

Section 2.—Financial Statistics of Waterways.

The principal statistics available to aid in making an appraisal of the cost of water-borne traffic consist of the record of public expenditures on waterways. Such expenditures are classified as investments which are shown in Table 10, and as annual expenditures for maintenance and operation, shown in Table 11, which are partly balanced by the revenues shown in Table 12. Undoubtedly, insofar as capital expenditures for the permanent improvement of waterways are concerned, those of the Dominion Government cover the major part. There has been some expenditure by municipalities on local harbour facilities, while private capital expenditure is also confined almost entirely to terminal or dockage facilities. The investment in shipping, however, with the exception of the Canadian Government Merchant Marine and the Canadian National (West Indies) Steamships, as shown at pp. 689-690, has come almost entirely from private sources such as railway companies, steamship companies, industrial corporations, and private individuals. No figures are available regarding private investments in shipping except those appearing in the reports of the operating companies which cover only a portion of the field. Neither are there statistics showing the revenues of ship operators from passenger and freight traffic. In the case of railways, statistics show fairly completely: (1) the investment in plant, roadbed, etc.; (2) the revenues of the railways or the annual payment by the people of Canada for the passenger and freight transportation; and (3) the annual deficits which are also indirectly paid by the public whether as investors or taxpayers. No such picture can be given for water-borne traffic.

Capital and Operation Expenditures.—In the following statement of investments by the Dominion Government, no amounts have been written off because of the destruction or abandonment of property such as the first, second, and third Welland canals and the Port Nelson terminals. Neither have the capital expenditures been reduced by allowances for depreciation.

The classification as between capital and operation expenditure is very difficult to make with respect to some items and cannot be regarded as minutely exact for the long period. This difficulty applies particularly in the case of dredging where the distinction between the removal of accumulating silt and the deepening of a channel is largely one of opinion. For this reason the dredging account of the Department of Public Works is not included in the total investments of Table 10,