

14.—Mail Subsidies and Steamship Subventions, fiscal years ended Mar. 31, 1935-37
—concluded.

Service.	1935.	1936.	1937.
	\$	\$	\$
Local Services—concluded.			
Saint John, Westport and Yarmouth, and other way ports.....	13,000	13,000	13,000
Saint John and Weymouth.....	75	633	1,000
Summerville, Burlington and Windsor, N.S.....	750	750	750
Sydney and Bay St. Lawrence, calling at way ports.....	18,000	25,000	25,000
Sydney and Bras d'Or Lake ports, and ports on the west coast of Cape Breton.....	20,000	22,500	22,500
Sydney and Whyecomagh.....	12,000	16,000	16,000
Inspection of subsidized steamship services.....	2,831	4,526	4,853
Totals.....	2,274,255	2,426,609	2,119,914

Merchant Marine Services Operated by the Canadian Government.

Canadian Government Merchant Marine.—The circumstances under which the Canadian Government became possessed of and responsible for the operations of a merchant marine are explained on p. 776 of the 1934-35 Year Book.

This merchant fleet reached its greatest development in 1924 and at Dec. 31 of that year numbered 57 vessels of a total deadweight tonnage of 353,450, representing an original capital investment of \$79,661,921. On June 8, 1936, the 10 remaining vessels were disposed of for a consideration of \$389,444. A table showing the operating results from 1919 to 1936 appeared at p. 689 of the 1937 Year Book.

Canadian National (West Indies) Steamships.—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 eleven vessels of a total deadweight tonnage of 62,486. Five of these boats, known as the 'Lady' ships, were specially constructed for passenger service on this route, while the remaining six 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 respective companies which owned the ships. The investment in vessels at Dec. 31, 1936, amounted to \$10,942,896, mainly made up of the construction cost of the 'Lady' ships and the present-day valuation of the other six ships, together with the cost of conversion for use in the West Indies service of three of the latter. The financial results of the operations of the Canadian National (West Indies) Steamships, Ltd., have been as follows:—

Calendar Year.	Operating Revenues.	Operating Expenses.	Operating Net.	Depreciation.	Interest.	Book Loss.
	\$	\$	\$	\$	\$	\$
1929.....	3,332,683	3,780,524	-447,841	227,315	442,739	1,117,895
1930.....	3,792,694	4,315,831	-523,137	288,999	550,519	1,362,655
1931.....	3,648,986	4,095,555	-446,569	294,141	604,651	1,345,361
1932.....	3,323,077	3,606,793	-283,716	321,261	688,037	1,293,014
1933.....	2,956,974	3,454,972	-497,998	319,967	726,108	1,544,073
1934.....	3,509,738	3,606,416	- 96,678	319,967	762,033	1,178,678
1935.....	3,816,246	3,616,215	+200,031	325,513	788,814	917,390
1936.....	4,322,593	3,765,194	+557,399	328,235	800,282	574,213