

The original fleet of the Canadian Government Merchant Marine Limited consisted of 66 vessels with a total deadweight tonnage of 391,212. The original cost of the fleet was \$79,661,921 and the capital loss thereon was \$74,239,356. The total capital recovery of \$5,422,565 was as follows: (1) the sale of 56 vessels for \$2,378,018; (2) the proceeds of insurance on four vessels lost, amounting to \$2,111,475; and (3) the sale of six vessels for \$933,072 to the Canadian National (West Indies) Steamships Limited.

The charter of the Canadian Government Merchant Marine Limited and its subsidiary companies, although inactive since 1936, was not surrendered and, in 1940, the Company was reconstituted and is operating, on behalf of the Canadian Government, certain ships seized in prize and either requisitioned for use by the Canadian Government or condemned by the Court. Settlement with the owners of requisitioned ships for charter hire has not been completed.

Canadian National (West Indies) Steamships Limited.—In conformity with the Canada-West Indies Trade Agreement of 1926 (16-17 Geo. V, c. 16) the Federal Government has provided direct steamship services to the West Indies through the medium of Canadian National (West Indies) Steamships Limited.

At the end of 1953, the Canadian National Steamships owned and operated eight vessels in service between Canada and the British West Indies.

21.—Financial Statistics of Canadian National (West Indies) Steamships Limited, 1943-52

NOTE.—Figures for the years 1929-38 are given in the 1942 Year Book, p. 620, and for 1939-42 in the 1950 edition, p. 777.

Year	Operating Revenue	Operating Expenditure	Operating Net	Depreciation	Interest	Book Loss or Surplus
	\$	\$	\$	\$	\$	\$
1943.....	4,492,189	2,949,216	+1,542,973	239,363	813,073	+438,837
1944.....	5,378,059	3,160,568	+2,217,491	243,158	651,246	+1,271,387
1945.....	4,412,252	2,569,626	+1,842,626	279,466	612,999	+1,116,086
1946.....	6,669,129	4,671,148	+1,997,981	288,092	596,499	+1,302,052
1947.....	7,857,471	6,534,600	+1,322,871	493,594	573,298	+522,677
1948.....	7,964,720	6,828,392	+1,136,328	492,222	563,794	+166,044
1949.....	6,595,007	5,985,873	+609,134	492,222	577,410	-460,498
1950.....	5,124,200	5,220,806	-96,606	371,699	560,462	-1,028,767
1951.....	6,808,478	6,337,987	+470,491	371,699	565,784	-466,992
1952.....	7,449,247	6,605,514	+843,733	372,392	475,250	-3,909

Subsection 6.—The St. Lawrence Seaway and Power Project

The St. Lawrence seaway project envisages the extension of deep-draught navigation from Montreal, Que., to the head of the Great Lakes. A depth of 27 ft. has been settled upon, whereas at present only 14 ft. is provided in the St. Lawrence Canals and 25 ft. in the Welland Ship Canal. In the channels connecting the upper lakes, the limiting depths are 25 ft. downbound and 21 ft. upbound.

Negotiations related to the matter have been carried on between Canada and the United States since the end of the 19th century. Power development in the international rapids section of the St. Lawrence River became a part of the project at an early date. The proposals were formalized in the St. Lawrence Deep Waterway Treaty of 1932, but this treaty was rejected by the Senate of the United States.