

\$322,000,000; the Saint Lawrence Seaway Development Corporation of the United States, \$132,000,000; the Hydro-Electric Power Commission of Ontario, \$300,000,000; and the Power Authority of the State of New York, \$300,000,000.

The Seaway is a self-liquidating project and costs of construction and operation of the navigation facilities are to be recovered from the imposition of tolls on shipping. In June 1958, a joint report was presented by Canadian and American Tolls Committees on proposed tolls to be assessed shipping using Seaway facilities. Hearings by the Seaway entities on the recommended tariff of tolls took place in August, for the purpose of giving users an opportunity to express their views on the recommendations.

The Canadian and United States entities earlier came to the conclusion that ships having an over-all length of not more than 730 feet and a beam of up to 75 feet can be accommodated in the Seaway, subject to the proviso that vessels exceeding 715 feet in length or 72 feet in beam should be classified in the category of vessels having characteristics which will subject them to appropriate scheduling and handling so as not to interfere with other traffic.

During 1958, the St. Lawrence Seaway Authority continued the supervision and inspection of contracts that were in operation and the testing of locks and river models and continued investigation into the performance of ships in restricted channels.

Section 2.—Financial Statistics of Waterways

The principal statistics available on the cost of facilities for water-borne traffic consist of the record of public expenditure on waterways. Such expenditure may be classified as capital expenditure, or investment and expenditure for maintenance and operation. Revenue from operation is also recorded. The major part of the capital expenditure for the permanent improvement of waterways is provided by the Federal Government. Capital expenditure by municipalities and private capital expenditure is confined almost entirely to terminal or dockage facilities. On the other hand, investment in shipping has come almost entirely from private sources. No figures are available regarding private investment in shipping except those appearing in the reports of the operating companies that cover only a portion of the field. There are no statistics showing the revenue of ship operators from passenger and freight traffic.

Capital Expenditure.—The only figures available of federal capital expenditure on Canadian waterways are those compiled from the *Public Accounts* and the annual reports of the Departments of Transport, Public Works and Finance. It must be realized that such expenditure cannot be regarded as any indication of the present worth of the undertakings represented. The cost of building canals and other waterways and permanent works to facilitate water transportation in Canada is represented in such reports at their original book values, no deductions having been made from the cumulative totals for depreciation from year to year or for abandonment of works that have been superseded such as, for instance, the first Welland Canals. To this extent such figures are an overstatement of the present value of the works in use. The figures are further limited by the fact that they do not include the cost of maintenance and improvements or the operation of these works, such charges having been made to the consolidated deficit account as annual expenditure and not to capital account. Table 23 shows that capital expenditure on canals, marine services and miscellaneous water-transport facilities reached the grand total of \$443,841,168 by the end of March 1957, but this must be interpreted with the above qualifications in mind. In Table 24 the capital values of the fixed assets administered by the National Harbours Board are shown as at Dec. 31, 1956 and 1957, and are additional to the capital expenditure of Table 23. Figures in Table 24 reflect the capital situation in regard to the national harbours of Canada far better than do those of Table 23 for waterways and facilities, inasmuch as they include all buildings, machinery and durable plant improvements; they also have been subject to deductions for depreciation and the scrapping or abandonment of plant and therefore more nearly approach the present value of the properties under the administration of the National Harbours Board.