

**Seamen Engaged and Discharged.**—Seamen engaged and discharged at Canadian ports under the provisions of the Canada Shipping Act during the years ended Mar. 31, 1949-58 are shown in Table 19.

**19.—Seamen Engaged and Discharged at Canadian Ports, Years Ended Mar. 31, 1949-58**

NOTE.—Figures from 1918 are given in the corresponding table of previous Year Books beginning with the 1941 edition.

Year	Seamen Engaged	Seamen Discharged	Year	Seamen Engaged	Seamen Discharged
	No.	No.		No.	No.
1949.....	50,379	49,544	1954.....	42,837	43,142
1950.....	43,677	43,194	1955.....	43,292	41,030
1951.....	40,241	46,535	1956.....	44,142	44,333
1952.....	43,724	40,664	1957.....	39,717	40,347
1953.....	42,723	36,610	1958.....	22,578	30,100

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

The eight vessels owned by the Company ceased active operations on July 4, 1957, as a result of a strike called by the Seafarers International Union. Prolonged negotiations failed to end the strike and it was decided to sell the fleet and wind up the affairs of the Company. The vessels were sold in August 1958 to the Banco Cubano del Comercio Exterior of Havana, Cuba.

**20.—Financial Statistics of Canadian National (West Indies) Steamships Limited, 1949-58**

NOTE.—Figures for the years 1929-38 are given in the 1942 Year Book, p. 620; for 1939-44 in the 1950 edition, p. 777; and for 1945-48 in the 1956 Year Book, p. 844.

Year	Operating Revenues	Operating Expenses	Operating Profit or Loss	Other Income (net)	Interest	Income Surplus or Deficit
	\$	\$	\$	\$	\$	\$
1949.....	6,595,007	6,582,608	+12,399	88,064	560,961	-460,498
1950.....	5,124,200	5,725,632	-601,432	133,127	560,462	-1,028,767
1951.....	6,808,478	6,840,054	-31,576	130,368	565,784	-466,992
1952.....	7,449,247	7,122,971	+326,276	145,065	475,250	-3,909
1953.....	4,509,342	5,331,788	-822,446	170,866	475,250	-1,126,830
1954.....	5,105,082	5,424,983	-319,901	166,741	475,250	-628,410
1955.....	5,946,605	5,995,684	-49,079	77,780	124,665	-95,964
1956.....	6,125,470	6,052,570	+72,900	—	49,619	+23,281
1957.....	4,012,162	4,617,526	-605,364	—	43,486	-648,850
1958.....	—	1,114,726	-1,114,726	—	37,228	-1,151,954

## 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.