

bridge revenue, etc.) amounting to \$1,136,281. Operating and maintenance expenses amounted to \$5,911,284 and administrative expenses were \$1,759,721, making a total of \$7,671,005, excluding an amount of \$324,432 for non-toll canals. Other financial statistics are given in Section 2, pp. 802-803

Pleasure craft locked through the Montreal-Lake Ontario Section canals numbered 335 upbound and 402 downbound in 1962, and those locked through the Welland Canal numbered 95 upbound and 127 downbound.

Subsection 5.—Marine Services of the Federal Government

The services covered in this Subsection deal with the Canadian Coast Guard and aids to navigation, including the maintenance of the St. Lawrence River Ship Channel, steamship inspection and pilotage service.

Canadian Coast Guard.—The Canadian Coast Guard, known by that name only since January 1962, has played a vital part in Canada's maritime economic and industrial development since Confederation. At that time several previously established government marine organizations were brought together as a single marine service, founding the fleet that became the responsibility of the Department of Transport when it was established in 1936.

From a small beginning, the fleet has expanded into an organization consisting of nearly 200 vessels of all types, of which nearly 50 are of a larger size. Of these, 28 measure more than 1,000 tons gross. They include 10 fully strengthened icebreakers and eight lighthouse supply-and-buoy ships with icebreaking capabilities. These vessels comprise in numbers the world's second largest icebreaking force. The greater part of the fleet's expansion has occurred within the past few years to meet a new and fast-growing requirement for icebreaker support of shipping activities in the Canadian Arctic during the summer and for commercial shipping in the Gulf of St. Lawrence in the winter.

The Department's concern with marine search-and-rescue activities has also increased, not only in the field of commercial shipping but also in connection with the mushrooming public interest in pleasure boating with its attendant safety problems.

The duties of the Canadian Coast Guard are civilian in nature and no armaments are carried on the ships. It maintains and supplies shore-based and floating aids to navigation in Canadian waters, including the Atlantic and Pacific coastal areas, the St. Lawrence River and Great Lakes, the channels of both the eastern and western Arctic, Hudson Bay, the Mackenzie River system and other inland waters. The territory covered is vast and the duties involved are extensive.

Since its beginning, the fleet has carried out icebreaking as one of its important undertakings. In its earliest years, such work was done mainly to aid shipping in eastern port areas and in the St. Lawrence for whatever winter period was allowed by weather conditions and the limitations of ships of that area. Icebreaking has also been carried out through the years at Montreal to prevent floods caused by ice jams in the river. When the development of the sea route from Churchill, Man., to Europe became a factor in the country's maritime economy, icebreaker assistance was extended to commercial shipping using that route. Since 1954, as a result of the opening up of the Canadian Arctic, the Department has handled all icebreaker requirements in these waters, extending to within a few hundred miles of the North Pole.

Arctic operations necessitate ice reconnaissance services, which are carried out by fixed wing aircraft flying out of such ports as Churchill, Man., and Frobisher Bay and