

17.—Pilotage Service, by Pilotage District, 1961 and 1962

District	1961		1962	
	Pilotage Trips	Net Registered Tonnage	Pilotage Trips	Net Registered Tonnage
	No.		No.	
Bras d'Or Lakes, N.S.....	224	595,240	230	774,415
Sydney, N.S.....	2,108	6,213,612	1,873	5,711,694
Halifax, N.S.....	3,374	12,630,448	3,591	14,370,845
Saint John, N.B.....	1,576	6,134,417	1,499	5,759,618
Quebec, Que.....	7,404	31,834,229	7,538	33,239,991
Montreal, Que.....	10,535	38,944,901	9,067	40,466,625
Cornwall, Ont.....	2,606	8,202,378	2,646	8,800,086
Kingston, Ont.....	2,806	8,976,394	3,193	20,272,318
Churchill, Man.....	139	260,996	143	304,140
British Columbia.....	6,370	30,952,650	8,669	32,217,850
Totals.....	37,142	144,745,265	38,449	161,917,582

In addition there are known to be five districts in Newfoundland under the local pilotage authority. These districts continued to be administered under Newfoundland statutes after union with Canada (Mar. 31, 1949). Part VI of the Canada Shipping Act with respect to pilotage has not been proclaimed in force in Newfoundland.

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 are confined almost entirely to terminal or dockage facilities. On the other hand, most of the investment in shipping has come 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 contained in the *Public Accounts* and the annual reports of the Departments of Transport, Public Works and Finance and in the annual report of the St. Lawrence Seaway Authority. It must be realized that such expenditure cannot be regarded as an accurate 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 example, the first Welland canals and the now flooded St. Lawrence River canals. To this extent, such figures are an over-statement 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. Thus, such capital expenditure on waterways is not included in this publication, with the exception of that made by the National Harbours Board on facilities under its jurisdiction. Capital values of the fixed assets administered by the Board are shown as at Dec. 31, 1961 and 1962 in Table 18. These figures include all buildings, machinery and durable plant improvements and have been subject to deductions for depreciation and the scrapping or abandonment of plant and therefore represent a fair approximation of the present value of the properties.