

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been made from the cumulative totals for depreciation from year to year or for abandonment of works that have been superseded, such as, for example, the first Welland canals and the now flooded St. Lawrence River canals.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, 1962 and 1963 in Table 16. 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.

16.—Capital Values of Fixed Assets Administered by the National Harbours Board, as at Dec. 31, 1962 and 1963

NOTE.—Compiled from the annual reports of the National Harbours Board.

Item	1962	1963	Item	1962	1963
	\$	\$		\$	\$
Harbour dredging	22,479,039	22,862,747	Harbour buildings, service plants and equipment	10,427,200	10,381,288
Land and land improvements ..	16,834,978	17,840,204	Floating and shore equipment	5,263,366	5,203,512
Wharves and piers	145,980,838	146,269,413	Jacques Cartier Bridge	22,278,639	22,279,498
Permanent sheds	38,527,859	39,578,174	Champlain Bridge	31,872,634	34,616,821
Railway systems	6,639,753	6,654,763	Works under construction	13,197,964	4,422,326
Grain elevator systems	71,997,900	86,793,666			
Cold storage systems	6,714,210	6,813,943	Totals	392,214,380	403,716,355