

1876—1893 average	23	thousand	krónur
1894—1903	— 107	—	—
1904—1913	— 150	—	—
1914—1923	— 431	—	—
1924—1928	— 789	—	—

In the budget for the present year (1930) the State expenditure on roads and bridges is put at one million krónur, as follows: administration of matters concerning roads, 46 thousand; national roads, 580 thousand; bridges, 200 thousand; mountain roads, 25 thousand; district roads, 110 thousand; tools for road-making work, and sundry other expenses, 41 thousand.

For particulars respecting parish and district expenditure on roads, see article on State and Municipal Finance, p. 48.

### SHIPPING AND NAVIGATION

The Icelandic *mercantile marine* is comparatively large, and consisted in 1929 of 69 steamers and motor ships of over 100 tons, aggregating some 25 000 tons gross register tonnage, or about 240 tons per every 1000 inhabitants. In 1928 (Lloyd's Register of Shipping) only Norway, The United Kingdom, the Netherlands and Denmark had proportionately larger merchant fleets, or respectively 1063, 502, 374 and 308 tons per every 1000 inhabitants. Besides ships of 100 tons and upwards, there is also a great number of smaller craft, especially motor boats, which are almost all engaged in the fisheries, as are also the majority of the ships of over 100 tons (trawlers, herring boats, and long-liners). For the fishing fleet, see p. 65.

Down to the Great War almost all transport to and from Iceland as well as the majority of the coastwise trade was carried on in foreign, mostly Danish or Norwegian, bottoms. From 1870 to 1875 the mail service between Iceland and other countries was performed by one single steamer, owned by the Danish government, and making 7 trips a year, generally touching at only one port in the country (Reykjavík).

Since 1876 the United Steamship Company, Copenhagen (Det forenede Dampskibsselskab) has kept up a regular steam service between Iceland and Denmark, usually with a port of call in Scotland (Leith). For many years, too, the coastal traffic was also in the hands of this company which in consequence was subsidized by the Icelandic government. At present the Company is running ships regularly every fortnight both between Reykjavík and Leith in Scotland, and between