

1.—Numbers and Net Tonnages of Vessels on the Registry of Shipping of Canada, by Provinces, Dec. 31, 1926-35—concluded.

Province.	1931.		1932.		1933.		1934.		1935.	
	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage
P. E. Island.....	128	10,996	134	11,124	135	11,067	140	11,060	140	11,077
Nova Scotia.....	1,434	112,891	1,400	113,352	1,379	105,737	1,391	99,863	1,434	99,115
New Brunswick.....	983	39,766	983	39,293	1,010	41,247	1,061	43,911	1,025	42,520
Quebec.....	1,277	506,787	1,321	509,634	1,320	482,579	1,291	463,591	1,312	460,313
Ontario.....	1,771	378,925	1,761	422,336	1,857	419,828	1,772	418,167	1,777	421,203
Manitoba.....	110	11,461	112	11,485	113	11,505	114	11,943	87	8,157
Saskatchewan.....	6	486	6	486	5	397	5	397	5	397
British Columbia.....	3,178	361,305	3,161	362,407	3,084	352,187	3,086	341,650	3,096	341,372
Yukon.....	17	5,031	17	5,031	17	5,031	17	5,074	18	5,179
Totals.....	8,905	1,427,648	8,891	1,475,143	8,930	1,429,578	8,877	1,395,653	8,894	1,389,343

Subsection 2.—Aids to Navigation and Miscellaneous Works.

Included under this heading are the lighthouses and the whole system of marine danger signals on the east and west coasts of Canada, on Hudson bay and strait, the St. Lawrence river and gulf, the inland rivers and lakes and at the entrances to harbours—a very extensive system designed to provide safe navigation in all Canadian waters. In addition, a pilotage service is maintained in waters where navigation is difficult. As a further aid to safe navigation, there are chains of radio signal and direction-finding stations which are described under that section of this chapter dealing with radiotelegraphy. on pp. 716-718.

2.—Comparative Statement of Marine Danger Signals, fiscal years ended Mar. 31, 1925-36.

NOTE.—In addition to the aids to navigation listed in the following table, approximately 9,205 unlighted buoys, balises, dolphins and beacons are maintained. The figures are supplied by the Department of Transport.

Description.	1925.	1926.	1927.	1928.	1929.	1930.	1931.	1932.	1933.	1934.	1935.	1936.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Lights.....	1,654	1,675	1,725	1,771	1,815	1,855	1,912	1,923	1,922	1,924	1,920	1,938
Lightships.....	10	10	11	11	11	11	11	11	11	11	12	12
Light-keepers.....	1,134	1,143	1,156	1,179	1,192	1,207	1,227	1,230	1,230	1,226	1,223	1,223
Fog whistles.....	8	8	8	8	8	8	8	8	8	8	8	8
Sirens.....	1	1	2	2	2	2	2	2	2	2	2	2
Diaphones.....	146	146	147	153	158	162	165	170	171	171	170	169
Fog bells.....	35	36	35	36	38	38	38	38	38	38	38	38
Hand fog horns.....	149	148	148	151	147	151	152	153	154	154	155	158
Hand fog bells.....	4	4	5	4	4	4	4	4	4	4	4	4
Gas, whistling and bell buoys.....	374	374	380	401	411	425	429	436	444	440	438	441
Whistling buoys.....	32	34	36	38	40	40	40	42	42	41	41	41
Bell buoys.....	98	99	101	104	111	119	119	119	122	122	122	124
Submarine bells.....	7	6	6	6	4	4	4	3	2	2	2	2
Fog guns and bombs.....	6	6	6	6	5	5	5	5	5	5	4	6
Fog alarm stations only.....	12	12	12	13	13	13	13	13	13	13	13	13

A great deal has been done to improve navigable waters by dredging in channels and harbours, by the removal of obstructions, and by the building of remedial works to maintain or control water levels. Probably the largest task of this nature has been the St. Lawrence River Ship Channel. An extensive floating plant is in service to maintain and improve the deep-water channel from Montreal to the sea for ocean-going shipping. Incidental to these developments of navigable waters are works to guard shore lines and prevent erosion, and also the control of roads and bridges which cross navigable channels. In order to prolong the season of navigation in important waters which freeze over in winter, ice-breaking operations are carried on at both the beginning and end of winter. This is particularly the case in connection with sea-going shipping from Montreal.