

10.—Persons Killed or Injured in Motor Vehicle Accidents, as Reported by Provincial Motor Vehicle Authorities, showing Status of Persons, 1936—concluded.

Item.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask. ¹	Alta.	B.C.	Total.
Persons Injured.										
Pedestrians.....	2	-	2	2,226	3,362	605	73	172	535	6,973
Motor cyclists (drivers and passengers).....	2	-	67	2,704	212	36	7	18	104	11,656
Drivers of other motor vehicles.....	2	-	2		1,815	755	266	376	1,038	
Passengers and attendants of other motor vehicles....	2	-	300	3,633	325					
Occupants of horse-drawn vehicles.....	2	-	2	174	175	47	37	12	15	460
Pedal cyclists.....	2	-	2	582	1,106	192	24	73	256	2,830
Others.....	2	-	2		7	10	3	Nil	577	
Totals, Persons Injured.....	2	1,288⁴	367²	5,686	10,310	1,645	735	651	2,525	23,207⁵

¹ For the period Mar. 1 to Dec. 31, 1936.
See footnote 2.

⁴ Not distributed.

² Not reported.

⁵ This figure is incomplete.

³ This figure is incomplete.
See previous footnotes.

PART IV.—WATERWAYS.*

Under this heading the statistics relating to shipping, aids to navigations, canals, and harbours are brought together because they are all essential and integral parts of the facilities for water-borne traffic; these facilities work together to promote the expeditious handling of the same freight without transshipment intervening. Under this form of treatment all the facilities for water-borne traffic are first presented, then the cost of other available financial statistics and, finally, figures which give some indication of the traffic handled. The general aim is to present a rounded picture of water transportation, rather than details of the activities of Government Departments dealing with certain phases of it. Legislation regarding all phases of shipping has now been consolidated under the Canada Shipping Act.

The Canada Shipping Act.—The Parliament of Canada, since the passage of the Statute of Westminster in 1931, has exercised full responsibility for the regulation of Canadian shipping. Previously certain phases of Canadian shipping business were regulated by the provisions of the Imperial Merchant Shipping Acts. The Parliament of Canada may now repeal sections of the Imperial Statutes, so far as they relate to Canada, if it so desires, and re-enact their provisions or substitute other provisions in lieu thereof.

The shipping legislation of Canada was remodelled in 1934 by the Canada Shipping Act, c. 44 of the Statutes of that year, and was brought more into conformity with present developments. The Act incorporates important provisions of certain international conventions including the Safety of Life at Sea Convention; the Load Line Convention; the International Convention Concerning Seamen's Articles of Agreement; and the International Convention Concerning Repatriation of Seamen. This comprehensive piece of legislation was, in fact, the incorporation into the shipping law of Canada of features of International, British, and previous

* Information and statistics dealing with the indicated subject have been supplied as follows: aids to navigation, harbours, administrative services, and Government merchant marine, by the Department of Transport; shipping, by the Department of National Revenue; graving docks and part of the financial statistics, by the Department of Public Works; Panama Canal, by the Governor of the Panama Canal Zone; and other canal traffic, by the Transportation and Public Utilities Branch, Dominion Bureau of Statistics.