

Parts X and XI govern the creation and extension of Public Harbours, the appointment of Harbour Masters and Port Wardens.

Part XII lays down the rules, regulations and orders regarding collisions and limitation of liability of owners.

Parts XIII–XVI are taken up with matters pertaining to the coasting trade, delivery of goods, legal proceedings, etc.

Appended to the Act are twelve schedules, the first six set out the text of certain international conventions which have been incorporated to a large extent in the Act and which are referred to in the definition section and in other sections of the Act. The other schedules are forms which are used in connection with the administration of the Act.

Section 1.—Equipment and Facilities.

The developments and equipment to facilitate water traffic are classified under the sub-headings of shipping, aids to navigation and miscellaneous works, canals, and harbours. A subsection is added giving figures of administrative activities regarding the pilotage service, steamship inspection, personnel, and accidents to shipping.

Subsection 1.—Shipping.

Although a large part of the water-borne traffic, especially inland and coastwise, is carried in ships of Canadian registry, the commerce of the Dominion is by no means entirely dependent upon Canadian shipping since all waterways, including canals, and inland lakes and rivers, are open upon equal terms, except in the case of the coasting trade, to the shipping of all countries of the world.

Canadian Registry.—Statistics are given below showing the numbers and tonnages of vessels on the Registry of Shipping of Canada, and of vessels built in Canada and vessels sold to other countries. As is found by reference to Part I of the Canada Shipping Act, every ship that falls under the definition of ‘British ship’ given in Sec. 6 of the Act and is controlled, as to management and use, in Canada, must, unless registered elsewhere in the Empire, be registered in Canada. An exception is made in the case of ships not exceeding 10 tons register and engaged solely in coastal or inland navigation. A ship (whatever her qualification for British registry) which is not registered in any part of His Majesty’s dominions, is not entitled to the privileges accorded to British ships. Vessels about to be built *may* be recorded, and vessels being built or equipped *must* be recorded, by a registrar of British ships under the Act. The procedure for the registration in Canada of British ships and the issuance of certificates is covered in Secs. 9-36. Secs. 64-70 govern the registry of alterations (or the registering anew if such be required) and lay down penalties for non-compliance with the requirements. The conditions governing transfer of registry are also laid down.

For a record of the number and tonnage of ships engaged in the carrying trade of Canada, see the tables under Section 3 (pp. 698-702) of this Part of the chapter. The tables are included there under traffic statistics because they relate more directly to traffic and services than merely to the shipping available. For an account of the shipping services operated by the Dominion Government, see p. 696.