

old Esquimalt Dry Dock was temporarily transferred to the Department of National Defence on Nov. 1, 1934. This transfer is to be effective until such time as the dock is commercially required, when it will be returned to the control of the Department of Public Works. The large dry docks at Lauzon, Que., and Esquimalt, B.C., can be divided into two parts and were built at a cost of approximately \$3,850,000 each. Under the Dry Dock Subsidies Act, 1910 (9-10 Edw. VII, c. 17), several docks have been subsidized by payments of 3 to 4 p.c. per annum on the original cost for a given number of years, as shown in Table 7.

6.—Dimensions of Graving Docks Owned by the Dominion Government.

Location.	Length.	Width at—			Depth of Water on Sill.	Rise of Tide.	
		Coping.	Bottom.	Entrance.		Spring.	Neap.
	ft.	ft.	ft.	ft.	ft.	ft.	ft.
Lauzon, Que. <i>Champlain</i>	1,150	144	105	120	40.0 H.W.	18	13.3
Lauzon, Que. <i>Lorne</i>	600.3	100	59.5	62	25.8 H.W.	18	13.3
Esquimalt, B.C. (old dock).....	450.7	90	41	65	29.0 H.W.	7 to 10	3 to 8
Esquimalt, B.C.....	1,173	149	126	135	40.0 H.W.	7 to 10	3 to 8
Kingston, Ont.....	353.5	79	47	55	16.0	-	-

7.—Dimensions and Cost of Graving Docks Subsidized under the Dry Dock Subsidies Act, 1910.

Location.	Length.	Width.	Depth over Sill.	Total Cost.	Subsidy.
	ft.	ft.	ft.	\$	
Collingwood No. 1, Ont. ¹	515.8	59.8	14.8	500,000	3 p.c. for 20 years.
Collingwood No. 2, Ont. ¹	413.2	95	19.2	306,965	3 p.c. for 20 years.
Port Arthur, Ont.....	708.3	77.6	16.2	1,258,050	3 p.c. for 20 years.
Montreal, Que. (floating dock), <i>Duke of Connaught</i>	601	100	31.5	3,000,000	3½ p.c. for 35 years.
Prince Rupert, B.C. (floating dock).....	600	100	32	2,199,168	3½ p.c. for 35 years.
Saint John, N.B.....	1,164.5	133	40	5,500,000	4½ p.c. for 35 years.
North Vancouver, B.C. (floating dock).....	556.5	98	28	2,500,000	4½ p.c. for 35 years.

¹ Subsidy payments on these two dry docks have been completed.

Subsection 5.—Government Administrative Services.

The services covered by this subsection are those dealing with the pilotage service, steamship inspection, sea-faring personnel, and accidents to shipping.

Pilotage.—This service functions under the provisions set forth in Part VI of the Canada Shipping Act (c. 44, 1934). The necessity for pilots is that qualified men may offer their services to the stranger in local and confined waters. At the same time, pilotage might also be considered as a method of insurance—the fewer accidents, the cheaper insurance rates will be.

There are 40 pilotage districts in Canada, eight of which, namely, Sydney, Halifax, Saint John, Quebec, Montreal, St. Lawrence-Kingston-Ottawa, British Columbia, and Churchill, are under the Minister of Transport as Pilotage Authority. The Pilotage District of New Westminster, B.C., is under a local authority. The other districts function under local Pilotage Authorities appointed by the Governor in Council under the provisions of the Canada Shipping Act (see p. 681).

The following statement shows the number and aggregate tonnage of ships using pilots for our major Canadian ports during the year ended Mar. 31, 1937. Corresponding statistics are not available for the St. Lawrence-Kingston-Ottawa District.