

may or may not be necessary to overcome intervening obstacles. Under this form of treatment all the facilities for water-borne traffic are first presented, then the cost or other available financial statistics and, finally, figures that give some indication of the traffic handled. The general aim is to present a balanced picture of water transportation so far as the data permit.

The Canada Shipping Act.—Legislation regarding all phases of shipping was consolidated under the Canada Shipping Act (c. 44, 1934). The Act was a sequel to the passage of the Statute of Westminster in 1931, under which the Parliament of Canada accepted full responsibility for the regulation of Canadian shipping. The Canada Shipping Act was a comprehensive piece of legislation and constituted, in fact, the incorporation in the shipping law of Canada of features of international agreements and of British and previous Canadian legislation. A brief summary of the Act is given at pp. 681-683 of the 1938 Year Book.

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 coast-wise, 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.—Under Part I of the Canada Shipping Act, every ship that falls under the definition of "British ship" given in Sect. 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) that 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 Sects. 9-36. Sects. 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. 692-695) 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 pp. 682-686.