

2.—Marine Danger Signals Maintained in Canada, Fiscal Years 1928-39.

NOTE.—In addition to the aids to navigation listed, approximately 9,268 unlighted buoys, balises, dolphins, and beacons are maintained. The figures are supplied by the Department of Transport.

Description.	1928.	1929.	1930.	1931.	1932.	1933.	1934.	1935.	1936.	1937.	1938.	1939.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Lights	1,771	1,815	1,855	1,912	1,923	1,922	1,924	1,920	1,938	1,959	1,983	2,012
Lightships	11	11	11	11	11	11	11	12	12	11	10	11
Light-keepers	1,179	1,192	1,207	1,227	1,230	1,230	1,226	1,223	1,223	1,227	1,233	1,236
Fog whistles	6	8	8	8	8	8	8	8	8	8	8	8
Sirens	2	2	2	2	2	2	2	2	2	2	2	3
Diaphones	153	158	162	165	170	171	171	170	169	168	168	169
Fog bells	36	38	38	38	38	38	38	38	38	37	38	38
Hand fog horns	151	147	151	152	153	154	154	155	158	158	158	156
Hand fog bells	4	4	4	4	4	4	4	4	4	4	4	4
Gas, and combination gas, whistling, and bell buoys	401	411	425	429	436	444	440	438	441	445	460	456
Whistling buoys	38	40	40	40	42	42	41	41	41	41	39	41
Bell buoys	104	111	119	119	119	122	122	122	124	126	127	124
Submarine bells	6	4	4	4	3	2	2	2	2	2	2	2
Fog guns and bombs	6	5	5	5	5	5	5	4	6	9	12	13
Fog alarm stations only	13	13	13	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 shorelines and prevent erosion, and also the control of roads and bridges that cross navigable channels. In order to prolong the season of navigation in important waters that 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.

3.—Duration of the Season of Open Navigation in the St. Lawrence Ship Channel, 1911-39.

NOTE.—For the years 1882-1910, see Canada Year Book 1934-35, p. 756.

Year.	Channel Open, Quebec to Montreal. ¹	First Arrival from Sea, Montreal Harbour.	Last Departure for Sea, Montreal Harbour.	Year.	Channel Open, Quebec to Montreal. ¹	First Arrival from Sea, Montreal Harbour.	Last Departure for Sea, Montreal Harbour.
1911	Apr. 25	Apr. 26	Dec. 3	1926	May 1	May 3	Dec. 6
1912	" 29	" 30	" 3	1927	Apr. 11	Apr. 12	" 6
1913	" 14	" 19	Nov. 29	1928	" 26	" 26	" 9
1914	" 25	" 29	Dec. 4	1929	" 10	" 20	" 7
1915	" 14	" 30	" 11	1930	" 12	" 21	" 12
1916	" 22	May 1	" 3	1931	Mar. 19	" 15	" 11
1917	" 22	" 1	" 7	1932	" 27	" 14	" 8
1918	" 22	" 7	" 14	1933	" 23	" 14	" 6
1919	" 16	Apr. 22	" 10	1934	" 28	" 26	" 8
1920	" 18	" 25	" 7	1935	" 30	" 15	" 9
1921	Mar. 29	" 21	" 8	1936	" 28	" 13	" 11
1922	Apr. 13	" 24	" 2	1937	Apr. 9	" 19	" 8
1923	" 29	May 3	" 2	1938	" 12	" 18	" 4
1924	" 17	Apr. 24	" 3	1939	" 29	" 29	" 12
1925	" 10	" 22	" 9				

¹"Channel Open" means it can be navigated although there may be floating ice still in the river.