

and the operations are those of the Canadian Government Merchant Marine, and the Canadian National (West Indies) Steamships.

**Pilotage.**—This service functions under the provisions set forth in Part VI of the Canada Shipping Act (c. 44, 1934). Qualified pilots 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.

Table 8 shows the number and aggregate tonnage of ships using pilots for the major Canadian ports during the two latest fiscal years. Corresponding statistics are not available for the St. Lawrence-Kingston-Ottawa District.

**8.—Details of Pilotage, by Districts, Fiscal Years 1938 and 1939.**

District.	1938.			1939.		
	Pilots.	Ships Piloted In and Out.	Net Tonnage.	Pilots.	Ships Piloted In and Out.	Net Tonnage.
	No.	No.	tons.	No.	No.	tons.
Sydney.....	19	2,332	2,758,292	19	2,130	4,614,437
Halifax.....	20	2,190	7,757,549	20	2,057	7,545,185
Saint John.....	12	958	2,887,054	12	980	3,003,537
Quebec.....	60	3,621	13,620,553	61	3,882	15,124,634
Montreal.....	78	5,863	14,645,178	78	6,518	15,825,177
Churchill.....	1	7	17,157	1	8	20,598
British Columbia.....	34	3,514	14,141,137	35	3,675	14,572,084
New Westminster.....	7	966	3,457,444	7	1,034	3,638,646

**Steamship Inspection.**—The Steamship Inspection Service provided for under Part VII of the Canada Shipping Act, 1934, consists of a headquarters staff, at Ottawa, and staffs of inspectors at the principal ocean and inland ports. The Act provides for a Board, known as the Board of Steamship Inspection, which decides on questions arising out of the administration of the Act. The Steamship Inspection Service is responsible for the administration and carrying out of the provisions of Part VII of the Act respecting the periodic inspection of power-driven ships and the issue of inspection certificates, the assignment of load lines, the conditions under which dangerous goods may be carried in ships, and the protection against accident of workers employed in loading or unloading ships. The Steamship Inspection Service is also responsible for the administration and carrying out of the provisions of Part II of the Act relating to the certification and employment of marine engineers.