

Subsection 1.—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, the commerce of the Dominion is by no means entirely dependent upon Canadian shipping. However, a large part of the inland and coast-wise traffic is carried in ships of Canadian registry.

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. A table showing the number and tonnages of vessels of Canadian shipping registry, by provinces, 1935–39, is given at p. 581 of the 1941 edition of the Year Book. War-time restrictions preclude the publication of these data for later years.

For a record of the number and tonnage of ships engaged in the carrying trade of Canada, see the tables under Sect. 3 (pp. 621–627) 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. 610–612.

Subsection 2.—Aids to Navigation and Miscellaneous Works

Included under this heading are the lighthouses and the whole system of marine danger signals on the east and west coasts of Canada, on Hudson Bay and Strait, the St. Lawrence River and Gulf, the inland rivers and lakes, and at the entrances to harbours—a very extensive system designed to provide safe navigation in all Canadian waters. In addition, a pilotage service is maintained in waters where navigation is difficult; this service is described under marine services at p. 610. As a further aid to safe navigation, there are chains of radio signal and direction-finding stations which are described under radiotelegraphy, at p. 645.

Aids to navigation, excepting very minor ones, are listed in three annual publications of the Department of Transport covering the Atlantic Coast, Inland Waters and Pacific Coast, respectively. A summary table showing marine danger signals maintained in Canada during the fiscal years 1929–40 is given at p. 581 of the 1941 Year Book.

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