

National Harbours Board.—A description of the origin and functions of the National Harbours Board is given at pp. 679-681 of the 1940 Year Book. The Board is responsible for the administration and operation of the following properties (representing a capital investment of approximately \$225,000,000): port facilities such as wharves and piers, transit sheds, grain elevators, cold-storage warehouses, terminal railways, etc., at the harbours of Halifax, Saint John, Chicoutimi, Quebec, Three Rivers, Montreal, Vancouver and Churchill; grain elevators at Prescott and Port Colborne; and the Jacques Cartier Bridge at Montreal and the Second Narrows Bridge at Vancouver. Operating revenues and expenses for these properties are given in Table 11, pp. 618-619.

Public Harbours and Harbour Masters.—In other ports, the Governor in Council may create public harbours by proclamation (Part X of the Canada Shipping Act c. 44, 1934), and the Minister of Transport may from time to time appoint harbour masters for these ports, who will administer them under rules and regulations approved by the Governor in Council. Remuneration of these harbour masters will be made from fees levied on vessels under the terms of the Act.

Graving Docks.—The Department of Public Works of the Dominion Government has constructed five dry docks and assisted in the construction of seven others by means of subsidies. Tables at p. 618 of the 1942 Year Book give the dimensions of these docks and the amount of subsidy paid to the privately owned ones.

Subsection 5.—Marine Services and Operations of the Dominion Government

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

There are 42 pilotage districts in Canada, 9 of which (Sydney, Bras d'Or Lakes, 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.

A table showing the number and aggregate tonnage of ships using pilots for the major Canadian ports during the fiscal year 1940, is given at p. 586 of the 1941 edition of the Year Book. Later figures are not available for publication due to war-time restrictions.

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