

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, Facilities and Traffic

The developments and equipment to facilitate water traffic are classified under the sub-headings of shipping, aids to navigation, canals and harbours. Subsection 5 gives information regarding pilotage service, steamship inspection, and personnel shipped and discharged.

Under the Terms of Union of Newfoundland with Canada the extensive marine services and facilities of that Province were incorporated with those provided by the Federal Department of Transport. A separate Marine Agency to take in the Province of Newfoundland has been created with headquarters at St. John's. All existing lighthouses, buoys, and other aids to navigation have been taken over.

Certain public harbours in Newfoundland, such as the Harbour of St. John's, which before union were placed under the management and control of harbour commissions, continue under such management and control; however, since union these harbour commissions now come under the jurisdiction of the Department of Transport. Other public harbours in the Province, also wharves and breakwaters, are now administered by the Department of Transport.

Newfoundland's records of shipping have been incorporated in the Register of Shipping of Canada and steamship inspection and nautical inspection services provided by the Department of Transport are now made available in Newfoundland. Merchant seamen with service in the War of 1939-45 have been provided with similar rehabilitation benefits as those who served in the Canadian Merchant Navy.

Ferry services which were operated by the Newfoundland Railway prior to union are now under the administration of the Canadian National Railways.

Subsection 1.—Shipping

Since all waterways including canals and inland lakes and rivers are open on equal terms, except in the case of the coasting trade, to the shipping of all countries of the world, the commerce of Canada is by no means entirely dependent upon Canadian shipping. However, a large part of the inland and coastal 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 Commonwealth, 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 which should be registered, and which is not registered in any part of the Commonwealth, is not entitled to the privileges accorded to British ships. Ships exempt from registry are required to be licensed, and as of Dec. 31, 1949, there were over 61,000 licensed ships in Canada. Vessels about to be built may be recorded, and vessels being built or equipped must be recorded before registry by a registrar of British ships under the Act.