

Dry Docks.—The Department of Public Works of the Federal Government has constructed five dry docks. The dock at Kingston, Ont., is at present under lease to the Kingston Shipbuilding Company. There are two dry docks at Esquimalt, B.C., and at Lauzon, Que. The old Esquimalt dry dock was temporarily transferred to the Department of National Defence on Nov. 1, 1934, and, when commercially required, it will be returned to the control of the Department of Public Works. Each of the larger dry docks at Lauzon, Que., and Esquimalt, B.C., can be divided for use of small vessels; the Lauzon dock cost approximately \$4,500,000 and the Esquimalt dock approximately \$7,000,000.

The dimensions of the dry docks owned by the Federal Government and the dimensions and cost of those subsidized under the Dry Dock Subsidies Act (9-10 Edw. VII, c. 17) are given at p. 720 of the 1948-49 Year Book. Subsidy payments have now been completed on the *Duke of Connaught* dock at Montreal, Que.

Subsection 3.—Canals

The canals and canalized waters of Canada, under the jurisdiction of the Department of Transport, comprise a series of waterways providing navigation for 1,875 miles inland from salt water. The canals may be divided into two classes: (1) the main or primary canals on the St. Lawrence River and the Great Lakes, including the Lachine, Soulanges, Cornwall and Williamsburg Canals on the St. Lawrence River, the Welland Ship Canal between Lakes Ontario and Erie, and the Sault Ste. Marie Canal between Lakes Huron and Superior; and (2) subsidiary or secondary canals including the St. Peters Canal between Bras d'Or Lake and the Atlantic Ocean, Cape Breton, the St. Ours and Chambly Canals on the Richelieu River, the St. Anne, Carillon and Grenville Canals on the Ottawa River, the Rideau Canal between the Ottawa River and Lake Ontario, and the Trent and Murray Canals between Lake Ontario and Georgian Bay.

The importance of this transportation system as a highway of commerce is evidenced by the fact that, during 1951, 29,325,034 tons of freight passed through, surpassing the peak reached in 1950 when freight traffic amounted to 27,439,076 tons and comparing with 24,636,462 tons in 1938. In 1951, 25,548 vessels passed through the canals compared with 24,420 in 1950.

In addition to freight and passenger vessels there are thousands of pleasure craft locked through the canals. The number of passengers on vessels locking at Sault Ste. Marie was 88,153 in 1951 as compared with 56,765 in 1950.

Revenue from canals during the year ended Mar. 31, 1952, amounted to \$1,502,232, of which \$1,231,774 were derived from rentals for hydraulic and land privileges and wharfage. In the previous fiscal year the total revenue was \$1,335,286, with rentals and wharfage \$1,152,449.

The names of the various canals along these routes, their locations and lengths, together with the numbers and dimensions of the locks thereon and other information may be found in the bulletin, *Canals of Canada*, published by the Department of Transport.