

A fleet of ice-breaking vessels is maintained to facilitate the movement of shipping between Montreal and the sea during the opening and closing of navigation, and to alleviate flood conditions in low lying areas.

17.—Seasons of Open Navigation on the St. Lawrence Ship Channel 1936-55

NOTE.—Figures from 1882 are given in the corresponding table of previous Year Books, beginning with the 1934-35 edition.

Year	Channel Open, Quebec to Montreal ¹	First Arrival from Sea, Montreal Harbour	Last Departure for Sea, Montreal Harbour	Year	Channel Open, Quebec to Montreal ¹	First Arrival from Sea, Montreal Harbour	Last Departure for Sea, Montreal Harbour
1936.....	Mar. 28	Apr. 13	Dec. 11	1946.....	Apr. 1	Apr. 12	Dec. 18
1937.....	Apr. 9	" 19	" 8	1947.....	" 16	" 19	" 5
1938.....	" 12	" 18	" 4	1948.....	" 10	" 19	" 10
1939.....	" 29	" 29	" 12	1949.....	" 7	" 7	" 15
1940.....	" 23	" 24	" 5	1950.....	" 18	" 18	" 7
1941.....	" 14	" 19	" 17	1951.....	" 11	" 13	" 13
1942.....	" 17	May 2	" 16	1952.....	" 12	" 13	" 10
1943.....	" 29	" 24	" 13	1953.....	Mar. 30	" 2	" 21
1944.....	" 20	Apr. 21	" 9	1954.....	Apr. 15	Mar. 30	" 15
1945.....	" 1	" 9	" 3	1955.....	" 17	Apr. 5	" 15

¹ "Channel Open" means the route can be navigated although there may be floating ice in the river.

Subsection 5.—Marine Services of the Federal Government

The services covered in this Subsection deal with steamship inspection, pilotage service, sea-faring personnel and the operations of the Canadian National (West Indies) Steamships Limited.

Steamship Inspection.—The Steamship Inspection Service, provided for under Part VII of the Canada Shipping Act 1934, is responsible for the administration and carrying out of the provisions 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; the protection against accident of workers employed in loading and unloading ships; and also for the administration and carrying out of the provisions relating to the certification and employment of marine engineers. The Service has a headquarters staff at Ottawa and staffs of inspectors at the principal ocean and inland ports.

The Board of Steamship Inspection decides on questions arising out of the administration of the Act and takes care of the interests of the Federal Government in schools for marine engineers. A matter of recent concern has been the pollution of the sea by oil, and an international conference of the world's leading maritime nations, at which Canada was represented by the Chairman of the Board of Steamship Inspection, was held at London, England, in April 1954 for the purpose of deciding on measures to deal with this problem. A Convention was drawn up at the Conference and signed by the Canadian delegate, subject to ratification by the Canadian Government.