

Under the Agreement, all Commonwealth ships enjoy equal privileges with Canadian ships in the carriage of goods and passengers from one port in Canada to another port in Canada, commonly known as the coasting trade. Prior to the completion of the St. Lawrence Seaway most of the domestic Great Lakes traffic was moved in Canadian-registered ships and the rights of other Commonwealth ships in this trade were largely theoretical. After the Seaway was finished the intrusion of other Commonwealth ships, particularly United Kingdom ships, became a reality. The new policy gives legal recognition to a state of affairs that has prevailed in point of fact for many decades and restores the *status quo* as it existed before the advent of the Seaway.

When the statement of policy becomes translated into law, the exclusive right to carry goods and passengers between Canadian ports in the Great Lakes and the St. Lawrence River system from Havre St. Pierre westward will be restored to Canadian-registered ships.

**Canadian Registry.**—Under Part I of the Canada Shipping Act, ships in excess of 15 tons net register and pleasure yachts in excess of 20 tons net are required to be registered; ships of lower tonnage may be registered voluntarily, otherwise they are required to be operated under a Vessel Licence if powered by a motor of 10 hp. or more. Sect. 6 of the Act restricts ownership to British subjects or bodies corporate incorporated under the law of a country of the Commonwealth or of the Republic of Ireland, and having their principal place of business in those countries. Under the British Commonwealth Merchant Shipping Agreement, all Commonwealth ships are given the general designation 'British Ship'; and a ship that should be but is not registered is not entitled to the privileges accorded to British ships. Ships in the planning stage or in course of construction may be recorded before registry by a Registrar of Shipping at one of the 75 Ports of Registry in Canada.

### 1.—Vessels on the Canadian Shipping Registry, by Province, as at Dec. 31, 1959-61

NOTE.—Figures for 1935-58 are given in the corresponding table of previous Year Books beginning with the 1941 edition.

Province or Territory	1959		1960		1961	
	Ships	Gross Tonnage	Ships	Gross Tonnage	Ships	Gross Tonnage
	No.	No.	No.	No.	No.	No.
Newfoundland.....	797	69,699	797	70,452	808	73,034
Prince Edward Island.....	527	15,465	581	16,643	668	17,376
Nova Scotia.....	5,607	120,098	5,858	124,288	6,055	123,386
New Brunswick.....	1,650	65,139	1,853	65,467	1,983	74,188
Quebec.....	2,394	776,998	2,511	823,177	2,546	816,325
Ontario.....	2,296	814,653	2,336	859,955	2,376	890,574
Manitoba.....	104	13,662	107	14,491	107	16,761
Saskatchewan.....	—	—	—	—	—	—
Alberta.....	11 <sup>1</sup>	531 <sup>1</sup>	11 <sup>1</sup>	531 <sup>1</sup>	11 <sup>1</sup>	531 <sup>1</sup>
British Columbia.....	6,113	592,491	6,319	601,811	6,499	617,330
Yukon Territory.....	8	3,411	8	3,411	6	1,435
Northwest Territories.....	2	2	2	2	2	2
<b>Canada.....</b>	<b>19,507</b>	<b>2,472,147</b>	<b>20,381</b>	<b>2,580,226</b>	<b>21,059</b>	<b>2,630,940</b>

<sup>1</sup> Includes N.W.T.—see footnote 2.

<sup>2</sup> Aklavik, N.W.T., closed as a port of registry Dec. 12, 1958. Ships using the Mackenzie River system are registered at Edmonton, Alta.

**Shipping Traffic.**—Before 1952 the only information available on shipping activity in Canada was the number and registered net tonnage of vessels operating in and out of Canadian customs ports and the tonnage of cargoes loaded and unloaded at these ports destined for or arriving from foreign countries. In 1952 the coastwise movement of cargo in and out of customs ports was reported for the first time and in January 1957 the coverage was extended to include tonnage of vessels and tons of cargo in and out of non-customs ports. Reports are not required for vessels of less than 15 registered net tons.