A Canadian Coast Guard Officer Training College, established in 1965 by the Department of Transport at Sydney, N.S., will provide a four-year course for students who will graduate with certificates as either Marine Engineer, First Class, or Master Mariner. The first class comprised forty cadets from all across Canada.

Aids to Navigation.—The Canadian system of aids to navigation is similar to that of other North American countries. Such aids maintained by the Department of Transport for Canadian and contiguous waters consist of buoys, lightships, lighthouses, day beacons, radio beacons and two electronic networks operating on the hyperbolic principle—Loran and Decca. The numbers of danger signals maintained during the years ended Mar. 31, 1965 and 1966 were:—

Type of Signal	*1964-65*	*1965-66*
	No.	No.
Lights	3,447	3,536
Lightships	2	2
Light-keepers	915	895
Fog whistles and sirens	54	59
Diaphones and tyfons	271	273
Mechanical bells and gongs	10	10
Hand fog horns and bells	81	66

Type of Signal	*1964-65*	*1965-66*
	No.	No.
Lighted and combination lighted whistling and bell buoys	1,582	1,675
Unlighted bell and whistling buoys	43	20
Electronic signals	—	22
Unlighted beacons and buoys	12,786	13,037

All aids incorporating light or sound devices are listed in the Department of Transport annual publication *List of Lights and Fog Signals*. Information on the radio beacons and on Loran and Decca is published in *Radio Aids to Marine Navigation*.

Navigable waters have been improved greatly by dredging in channels and harbours, by the removal of obstructions, and by the building of remedial works to maintain or control water levels. Incidental to these developments of navigable waters are works to guard shorelines and prevent erosion, and for the control of roads and bridges that cross navigable channels. Icebreaking operations are continuous throughout the winter.

St. Lawrence Ship Channel.—This channel extends from about 40 miles below Quebec City to the foot of the Lachine Canal at Montreal, a distance of 200 miles. About 130 miles of this distance is dredged channel.

Above Quebec the channel has a limiting depth of 35 feet at extreme low water and a minimum width of 550 feet, with additional width up to 1,500 feet at all curves and difficult points, and additional anchorage and turning areas. Widening of the channel to a minimum width of 800 feet, commenced in 1952, is about 69 p.c. completed. This section comprises about 115 miles of dredged channel. Below Quebec the limiting depth of dredged channel, about 15 miles in length, is 30 feet at low tide, with a width of 1,000 feet. An average tidal range of 15 feet in this area provides ample depth for any vessel using the St. Lawrence route. Above Quebec, maintenance requirements as a result of silting in this dredged channel are relatively minor but below the city silting is more pronounced because of tidal action.

The ship channel is well defined by buoys and the centre marked by range lights, permitting uninterrupted day and night navigation throughout the open season from about mid-April to early December. The movements of all shipping, weather and ice conditions and obstructions to traffic throughout the St. Lawrence waterway from Fame Point, Que., to Kingston, Ont., are recorded and made available to all concerned through a series of reporting stations known as the Marine Reporting Service.

Steamship Inspection.—The Steamship Inspection Service was established by authority of the Canada Shipping Act. Its functions include the formulation and subsequent enforcement of regulations concerned with the approval of design of hulls, machinery and equipment of ships; inspection during construction; periodic inspection and the issue