

11.—Motor Vehicle Traffic Accidents by Province 1953 and 1954—concluded

Item	Nfld.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Yukon and N.W.T.	Total
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1954												
Persons Killed	23	12	157	123	..	1,945	121	74	189	211	5	1,960
Drivers.....	2	5	39	25	..	331	39	31	82	61	1	616
Passengers.....	6	7	57	36	..	329	37	28	68	72	3	643
Pedestrians.....	14	—	57	60	..	339	36	13	32	66	1	618
Bicyclists.....	—	—	4	—	..	29	7	2	3	5	—	50
Motorcyclists and pas- sengers.....	—	—	—	—	..	14	1	—	2	6	—	23
Others.....	1	—	—	2	..	3	1	—	2	1	—	10
Persons Injured	541	219	2,515	1,856	..	24,607	3,021	2,631	3,918	7,582	130	47,020
Drivers.....	107	58	691	522	..	7,350	926	967	1,305	2,268	52	14,246
Passengers.....	158	83	1,024	760	..	10,647	1,295	1,368	1,872	3,763	72	21,042
Pedestrians.....	236	68	711	450	..	4,850	617	239	562	1,067	6	8,806
Bicyclists.....	25	8	83	91	..	991	182	41	98	318	—	..
Motorcyclists and pas- sengers.....	6	1	6	—	..	671	2	7	61	148	—	..
Others.....	9	1	—	33	..	98	1	9	20	18	—	189
Property Damage Caused \$'000	925	309	2,238	1,969	..	25,387	..	3,142	5,469	7,303	263	..

¹ Reports are for accidents causing property damage estimated at \$50 or over except for the following: Saskatchewan reports \$100 or over; Quebec and Yukon report \$25 or over; Alberta and N.W.T. report \$75 or over. Charlottetown, P.E.I. reports all accidents to Sept. 30, 1954 and \$50 or over thereafter. Ontario reports from \$50 to \$100 with effect Apr. 6, 1954. ² Included with "Drivers" and "Passengers."

PART IV.—WATERWAYS*

The Canada Shipping Act.—Legislation regarding all phases of shipping is consolidated under the Canada Shipping Act (R.S.C. 1952, c. 29). Under the Act and its amendments the Parliament of Canada accepts full responsibility for the regulation of Canadian shipping.

Section 1.—Shipping Facilities and Traffic

In view of the current interest in the St. Lawrence Seaway project which, when construction is completed, will provide greatly extended facilities for the movement of commodities along its course, a special article is included here giving an account of the present use of the St. Lawrence waterway and the shipping service it now provides.

Following the special article, developments and equipment to facilitate water traffic are classified in Subsections 1 to 4 under the headings of shipping, harbours, canals and aids to navigation. Subsection 5 gives information regarding pilotage service, steamship inspection and personnel shipped and discharged.

TRAFFIC ON THE GREAT LAKES-ST. LAWRENCE SEAWAY†

The Great Lakes-St. Lawrence waterway is one of Canada's most valuable transportation assets. A natural westward extension of the important North Atlantic route penetrating some 2,200 miles into the middle of North America, it has been aptly described as a "great highway leading into the heart of the continent" Along this highway came

* Information and statistics dealing with this subject, except for the special article, have been supplied as follows: aids to navigation, canals, harbours, administrative services, and marine services, by the Department of Transport and the National Harbours Board; part of the financial statistics, by the Department of Public Works; shipping subsidies, by the Director of Subsidized Steamship Services, Canadian Maritime Commission; Panama Canal, by the Governor of the Panama Canal Zone; other canal traffic and statistics of shipping, by the Public Finance and Transportation Division, Dominion Bureau of Statistics.

† Prepared by Dr. S. Judek (University of Ottawa) of the staff of the Royal Commission on Coasting Trade. Statistical data have been obtained from the following sources: *Canal Statistics*, DBS, Public Finance and Transportation Division; *The Canals of Canada*, Department of Transport; Annual Report of the Lake Carriers' Association, 1954; *Grain Elevators in Canada, 1953-54*, Board of Grain Commissioners. Most of the figures have been rounded.