

## 7.—Harbour Commissions.

A number of the harbours of Canada are administered by corporate bodies known as Harbour Commissions. Each Commission is constituted by a special Act of the Dominion Parliament, the number of Commissioners varying from 3 to 5. The property of the Crown in the harbour is placed under the jurisdiction of the Commission and the Commissioners are authorized to acquire and hold real and personal property for the improvement and development of the harbour; but any property acquired from the Crown may not be alienated or in any way disposed of by the Commissioners without the consent of the Governor in Council. The Commissions are given power to make by-laws for all purposes of governing the harbour, and for the imposition and collection of rates on vessels and on cargo landed and shipped in the harbour, and penalties for infraction of their by-laws (but every such by-law must be confirmed by the Governor in Council before becoming effective), and they have control of the expenditure of the revenue received from these sources. For the purpose of harbour development and the construction of improvements, the Commission may, with the consent of the Governor in Council, expropriate land and borrow money on debentures issued against the security of the real and other property of the harbour. For the harbours of Quebec, Montreal and Vancouver, the Dominion Government has advanced the Commissioners large sums against such debentures. All the Commissions are under the direct supervision of an official of the Marine Department and are subject to the jurisdiction of the Minister of Marine and Fisheries in all matters.

The following harbours are administered by Commissions, the date of the Act under which each Commission received its present constitution and powers being given:—Montreal, 1894; Quebec, 1899; Three Rivers, 1882 (amended 1923); Toronto, 1911; Hamilton, 1912; Belleville, 1889; Winnipeg and St. Boniface, 1912; Vancouver, 1913; New Westminster, 1913; North Fraser, 1913. The harbours of North Sydney and Pietou, Nova Scotia, were formerly under the Commission form of administration, but the legislation providing for Commissions in these harbours was repealed and all property and rights held by the Commissioners were re-vested in His Majesty by legislation passed in the years 1914 and 1920 respectively, repeal in each case being effective from Jan. 1 following.

A statute was passed by Parliament in the year 1919 providing for the taking-over of the harbour of Saint John, N.B., by the Dominion Government, and the payment to the city of Saint John, which held the harbour by virtue of a Royal Charter of His late Majesty King George III, of the value of the improvements made to the harbour by the city, being \$2,000,000. The conditions of transfer were submitted to the electors of the city in a plebiscite, with the result that there was a majority against the acceptance of the terms proposed, so that the provisions of the Act have never been made effective, although the statute stands unrepealed.

A statute was passed during the 1926 session of Parliament (16-17 Geo. V, c. 6), creating a harbour out of a portion of the waters of the river Saguenay, from the head of tidewater just above the town of Chicoutimi, to a line drawn across that river from Cape East to Fort Point and including the waters of Ha Ha Bay; and authorizing the creation of a Commission of three members to be known as "The Chicoutimi Harbour Commission" to administer this harbour area. The powers granted to this Commission are similar to those granted to the other Harbour Commissions. No appointment of personnel to the Commission had been made up to Feb. 1, 1927.