5.—Canals of Canada, Length and Lock Dimensions, 1938.

Name.	Location.	Length of Canal.	Locks.			
			No.	Minimum Dimensions.		
				Length.	Width.	Depth.
		miles.		ft.	ft.	ft.
St. Lawrence—						
Lachine	Montreal to Lachine	8·74	5	270	45	14[1]
Soulanges	Cascades Point to Coteau Landing.	14·67	5	280	46	15[1]
Cornwall	Cornwall to Dickinson's Landing...	11·00	6	270	43·67	14[1]
Farran's	Farran's Point rapids	1·28	1	800	50	16[1]
Rapide Plat	Rapide Plat to Morrisburg	3·89	2	270	45	14[1]
Galops	Iroquois to Cardinal	7·36	3	270	45	14[1]
Welland Ship	Port Weller, lake Ontario, to Port Colborne, lake Erie	27·60	8	859	80	30[2]
Sault Ste. Marie	St. Mary's rapids, 47 miles west of lake Huron	1·38	1	900	60	18·25[1]
Richelieu River—						
St. Ours lock	St. Ours, Que	0·12	1	339	45	12[1]
Chambly	Chambly to St. Johns, Que	11·78	9	120·5	23·25	6·5
Ottawa and Rideau Rivers—						
Ste. Anne lock	Junction of St. Lawrence and Ottawa rivers	0·12	1	200	45	9
Carillon	Carillon rapids, Ottawa river	0·94	2	200	45	9
Grenville	Long Sault rapids, Ottawa river....	5·94	5	200	45	9·5
Rideau	Ottawa to Kingston	126·25	47	134	33	5
	Rideau lake to Perth (Tay branch)	6·50	2	134	33	5
Miscellaneous—						
Trent	Trenton to Peterborough lock, Peterborough	88·74	18	175	33	6
	Peterborough lock to Swift rapids..	135·71	24	134	33	6
	Swift rapids to Port Severn	16·00	(marine railways)			4[3]
	Port Severn lock	–	1	100	25	6
	Sturgeon lake to Lindsay (Scugog branch)	8·35	1	142	33	6
	Lindsay to Port Perry (Scugog branch)	26·65[3]	Nil	–	–	–
Murray	Isthmus of Murray—bay of Quinte.	5·15[4]	Nil	–	–	–
St. Peters	St. Peters bay to Bras d'Or lakes, Cape Breton, N.S.	0·50	1	300	48	18[5]

[1] Navigable depths are occasionally less at times of extremely low water. [2] Minimum depth between locks 25 feet. [3] Minimum depth of navigable channels is 4·5 ft. [4] Minimum depth of canal with lake Ontario at elevation 244 feet above sea-level is 11 ft. [5] The depth of canal prism is 17 feet.

Subsection 4.—Harbours.

Water transportation cannot be studied with any degree of completeness without taking into consideration the co-ordination of land and water transportation at many of the seaboard and inland ports. Much equipment designed to facilitate interchange movements is provided by the harbours. This harbour equipment includes the necessary docks and wharves, some for passenger traffic but most of them for freight, warehouses for the handling of general cargo, and special equipment for such bulk freight as lumber, coal, oil, grain, etc. Equipment may include cold storage, harbour railway and switching connections, grain elevators, coal bunkers, oil storage tanks, and, in the main harbours, dry-dock accommodation.

Eight of the principal harbours of Canada are under the administration of the National Harbours Board, as explained below. Some other harbours are administered by commissions which include municipal as well as Dominion Government appointees, while the remainder are administered by harbour masters directly under the authority of the Department of Transport.