the development of railways in Canada, and even more since the growth of motor-vehicle traffic, the canals, with the exception of those on the Great Lakes-St. Lawrence River route, are playing a minor part in the transportation activities of the country.

The principal canals of Canada are under the jurisdiction of the Dominion Department of Transport and each is accessible from the Atlantic Ocean. They serve six routes: (1) Montreal to Port Arthur and Fort William, via the St. Lawrence River and Great Lakes; (2) Montreal to the International Boundary near Lake Champlain, via the Richelieu River; (3) Montreal to Ottawa, via the Ottawa River; (4) Ottawa to Perth and Kingston, via the Rideau and Cataraqui Rivers; (5) Trenton, at the mouth of the Trent River on Lake Ontario, to the mouth of the Severn River on Lake Huron; and (6) St. Peters, Nova Scotia, on the Atlantic Ocean, to the Bras d'Or Lakes. The aggregate length of these six routes is 1,890 miles, the total of actual canal being 509 miles. A detailed description of the individual canals is given at pp. 626-629 of the 1926 Year Book.

Under the jurisdiction of the Dominion Department of Public Works are St. Andrews Lock (length, width, and draft, respectively, 215, 45, and 17 feet) at Selkirk on the Red River, Man., and two or three smaller and widely separated locks in other provinces. There are also a few small isolated locks, each controlled under the authority of the province in which it is situated.

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 ports. Equipment designed to facilitate interchange movements 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 administered by the National Harbours Board; seven others by commissions which include municipal as well as Dominion Government appointees; and the remainder by harbour masters directly under the authority of the Department of Transport.

At most ports, in addition to the harbour facilities owned by the National Harbours Board or other operating commission, there are dock and handling facilities owned by private companies such as railways, pulp and paper, oil, and sugar industries, etc. At a number of ports there are also graving docks which are dealt with separately.

5.—Facilities of Six of the Principal Harbours of Canada, as at Dec. 31, 1939.

Item.	Halifax.	Saint John.	Quebec.	Three Rivers.	Montreal.	Vancouver.
Minimum depth of approach channel. ft.	50	30	35	30	32·5	35
Harbour railway..... miles	31	57	32	5	57·6	35
Piers, wharves, jetties, etc..... No.	46[1]	17	36	3	116	27
Length of berthing ..... ft.	32,716	14,383	32,505	7,400	52,111	28,600
Transit shed floor space..... sq. ft.	1,236,804	824,000	743,642	192,000	2,039,000	1,310,000
Cold storage warehouse capacity cu. ft.	1,000,000	880,000	500,000	Nil	4,628,000	1,277,000
Grain Elevators—						
Capacity..... bu.	2,200,000	3,000,000	4,000,000	2,000,000	15,162,000	18,641,500
Loading rate..... bu. per hr.	75,000	150,000	90,000	32,000	400,000	312,000
Floating crane capacity..... tons	75	[2]	50	Nil	75	50
Coal dock storage capacity..... "	63,000	34,000	215,000	300,000	2,000,000	Nil
Oil tank storage capacity..... gal.	75,307,610	9,818,000	26,280,000	Nil	4,200,000	79,854,000

[1] Excluding Government piers. [2] Not [illegible]