

At most ports, in addition to the harbour facilities operated 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, sugar industries, etc. At a number of ports there are also graving docks which are dealt with separately.

**2.—Facilities of Six of the Principal Harbours of Canada, as at Dec. 31, 1941**

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	63	32	5	60.7	75
Piers, wharves, jetties, etc..... No.	46	20	36	3	118	28
Length of berthing..... ft.	33,416	15,175	32,505	7,400	52,829	32,364
Transit shed floor space.....sq. ft.	1,236,804	824,000	743,642	154,600	2,065,178	1,547,464
Cold-storage warehouse capacity...cu. ft.	1,075,000	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	18,716,500
Loading rate.....bu. per hr.	75,000	150,000	90,000	32,000	400,000	377,000
Floating crane capacity..... tons	75	15	73	Nil	75	50
Coal-dock storage capacity..... "	115,000	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	30,000,000	104,227,727

**National Harbours Board.**—A description of the origin and functions of the National Harbours Board is given at pp. 679-681 of the 1940 Year Book. The Board is responsible for the administration and operation of the following properties (representing a capital investment of approximately \$225,000,000): port facilities such as wharves and piers, transit sheds, grain elevators, cold-storage warehouses, terminal railways, etc., at the harbours of Halifax, Saint John, Chicoutimi, Quebec, Three Rivers, Montreal, Vancouver and Churchill; grain elevators at Prescott and Port Colborne; and the Jacques Cartier bridge at Montreal and the Second Narrows Bridge at Vancouver. Operating revenues and expenses for these properties are given in Table 15, p. 627.

**Public Harbours and Harbour Masters.**—In other ports, the Governor in Council may create public harbours by proclamation (Part X of the Canada Shipping Act c. 44, 1934), and the Minister of Transport may from time to time appoint for these ports, harbour masters who will administer them under rules and regulations approved by the Governor in Council. Remuneration of these harbour masters will be made from fees levied on vessels under the terms of the Act.

**Graving Docks.**—The Department of Public Works of the Dominion Government has constructed five dry docks. The dock at Kingston, Ont., is under lease to the Kingston Shipbuilding Company, while the old Esquimalt dry dock was temporarily transferred to the Department of National Defence on Nov. 1, 1934. This transfer is to be effective until such time as the dock is commercially required, when it will be returned to the control of the Department of Public Works. The large dry docks at Lauzon, Que., and Esquimalt, B.C., can be divided into two parts and were built at a cost of approximately \$3,850,000 each. Under the Dry Dock Subsidies Act, 1910 (9-10 Edw. VII, c. 17), several docks have been subsidized by payments of 3 to 4½ p.c. per annum on the original cost for a given number of years, as shown in Table 4.