

The names of the various canals along these routes, their locations and lengths, together with the number and dimensions of the locks thereon and other information will be found at pp. 626-629 of the 1926 edition of the Year Book, and in the pamphlet of the Department of Transport "Canals of Canada". A table showing the length and lock dimensions of canals as at the end of 1941 will be found at p. 583 of the 1941 edition of the 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 warehouses, harbour railway and switching connections, grain elevators, coal bunkers, oil storage tanks and, in the chief harbours, dry-dock accommodation.

Eight of the principal harbours of Canada are administered by the National Harbours Board, seven others by commissions that 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 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, 1942 and 1943

NOTE.—The facilities include those under the control of other organizations as well as those of the Board at these ports.

Year and Item	Halifax	Saint John	Quebec	Three Rivers	Montreal	Vancouver
1942						
Minimum depth of approach channel ft.	50	30	35	30	32.5	35
Harbour railway..... miles	31	63	32	5	61	75
Piers, wharves, jetties, etc. No.	46	20	36	3	105	28
Length of berthing..... ft.	33,416	15,175	32,505	7,400	51,060	32,364
Transit shed floor space..... sq. ft.	1,236,804	745,000	743,642	154,600	2,063,033	1,547,464
Cold-storage warehouse capacity cu. ft.	1,075,000	880,000	500,000	Nil	4,628,800	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	35	75	Nil	75	50
Coal-dock storage capacity..... "	115,000	34,000	215,000	300,000	1,380,000	Nil
Oil-tank storage capacity..... gal.	75,307,610	9,818,000	26,280,000	Nil	30,000,000	104,227,727
1943						
Minimum depth of approach channel ft.	50	30	35	30	32.5	35
Harbour railway..... miles	31	63	32	5	61	75
Piers, wharves, jetties, etc. No.	46	20	36	3	105	28
Length of berthing..... ft.	33,416	15,175	32,505	7,646	51,060	32,364
Transit shed floor space..... sq. ft.	1,236,804	812,000	743,642	173,600	2,063,033	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	65	75	Nil	75	50
Coal-dock storage capacity..... "	115,000	34,000	215,000	300,000	1,380,000	Nil
Oil-tank storage capacity..... gal.	75,307,610	9,818,000	26,280,000	Nil	30,000,000	104,227,727