

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 may be found in the bulletin "Canals of Canada", published by the Department of Transport. 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 Federal Department of Public Works are the St. Andrews Lock (length, width and draft, respectively, 215, 45 and 17 feet) at Selkirk on the Red River, Man., and the lock at Poupore, Que. 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. Facilities provided to enable interchange movements include 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. Facilities 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 other harbours come under the supervision of the Department of Transport and are administered by commissions that include municipal as well as Federal Government appointees. In addition, there are about 300 public harbours coming under the direct supervision of the Department of Transport of which 131 are in charge of harbour masters.

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 railway, pulp and paper, oil, sugar industries, etc. At a number of ports there are also graving docks which are dealt with separately.

3.—Facilities of Six of the Principal Harbours, as at Dec. 31, 1946

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

Item	Halifax	Saint John	Quebec	Three Rivers	Montreal	Vancouver
Minimum depth of approach channel..... ft.	50	30	30	32.5	32.5	35
Harbour railway..... miles	31	63	22	5	60	75
Piers, wharves, jetties, etc. No.	46	20	36	3	105	28
Length of berthing..... ft.	33,416	15,175	32,505	8,690	51,060	31,436
Transit-shed floor space.....sq. ft.	1,236,804	812,000	743,642	173,600	2,063,033	1,415,514
Cold-storage warehouse capacity.cu. ft.	1,655,350	900,000	500,000	Nil	2,909,210	1,312,104
Grain Elevators—						
Capacity..... bu.	2,200,000	3,000,000	4,000,000	2,000,000	15,162,000	18,716,500
Loading rates.....bu. per hr.	75,000	150,000	90,000	32,000	400,000	312,000
Floating crane capacity..... tons	75	65	75	Nil	75	50
Coal-dock storage capacity..... "	111,000	61,000	215,000	300,000	1,380,000	Nil
Oil-tank storage capacity..... gal.	116,303,000	9,179,510	26,280,000	Nil	30,000,000	96,339,592

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