

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. These harbours are administered under rules and regulations approved by the Governor General in Council. Harbour masters have been appointed by the Minister of Transport for 131 of these harbours, their remuneration being made from fees levied on vessels under the terms of the Canada Shipping Act.

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 that are dealt with separately, see p. 767.

15.—Facilities of the Six Principal Harbours, as at Dec. 31, 1949

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	35	32.5	32.5	35
Harbour railway..... miles	31	63	23	5	62	75
Piers, wharves, jetties, etc.... No.	46	22	36	3	105	28
Length of berthing..... ft.	33,416	16,250	32,505	8,690	51,060	31,436
Transit-shed floor space..... sq. ft.	1,300,411	879,000	743,642	192,000	2,134,551	1,415,514
Cold-storage warehouse capacity..... cu. ft.	1,655,350	900,000	500,000	—	2,909,210	3,023,365
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	135,000	90,000	32,000	400,000	312,000
Floating crane capacity..... tons	75	65	75	—	75	50
Coal-dock storage capacity..... tons	87,000	56,000	215,000	300,000	1,380,000	—
Oil-tank storage capacity..... gal.	117,365,000	9,800,000	50,061,500	1,225,000	54,000,000	99,489,592

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 (representing a capital investment of approximately \$231,000,000): 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; the Jacques Cartier Bridge at Montreal and the Second Narrows Bridge at Vancouver. Operating revenues and expenses for these properties are given in Table 28, p. 776.

Harbour Traffic.—The freight movement through a large port takes a number of different forms. The overseas movement, i.e., the freight loaded into or unloaded from sea-going vessels, frequently constitutes a surprisingly small part of the total. Usually, the volume coming in and going out by coasting vessels is larger. Then