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 dry docks that are dealt with separately, *see* p. 785.

6.—Facilities of the Six Principal Harbours, as at Dec. 31, 1951

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	35	35	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.	33,420	16,250	32,500	8,690	51,060	31,440
Transit-shed floor space.....sq. ft.	1,429,500	868,000	743,600	193,000	2,179,000	1,415,500
Cold-storage warehouse capacity..cu. ft.	1,655,350	900,000	500,000	—	2,909,200	3,023,350
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	312,000
Floating crane capacity..... tons	75	65	75	—	75	50
Coal-dock storage capacity..... tons	82,000	—	215,000	300,000	1,380,000	—
Oil-tank storage capacity..... gal.	119,245,000	17,026,600	54,186,500	1,410,000	54,000,000	99,490,000

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 $236,000,000): 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. Operating revenue and expenditure for these properties are given in Table **28**, pp. 801-802.

Harbour Traffic.—The freight movement through a large port takes a number of different forms. The overseas movement, i.e., the freight loaded on 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 there is the in-transit movement in vessels that pass through the harbour without loading or unloading. Finally, there is the movement from one point to another within the harbour, which in many ports amounts to a large volume. It is not possible to obtain statistics of the total freight handled in all the ports and harbours of Canada, as many of them are small and without the staff necessary to obtain a detailed record of freight handled. The National Harbours Board reports annually the water-borne cargo loaded and unloaded at the eight ports under its control. Six of these are among the principal ports of Canada and the cargo handled in each is shown in Table **7**. The figures include freight carried by coasting and inland international, as well as by sea-going shipping; they include all cargo loaded or