

## 5.—Facilities of the Six Principal Harbours as at Dec. 31, 1956

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

Item	Halifax	Saint John	Quebec	Three Rivers	Montreal	Vancouver
Minimum depth of approach channel..... ft.	51	30	35	35	35	40
Harbour railway..... miles	31	63	23	5	62	75
Piers, wharves, jetties, etc ... No	88	32	41	19	113	102
Length of berthing..... ft.	35,445	18,710	33,650	8,690	53,850	31,440
Transit-shed floor space ....sq. ft.	1,401,942	1,000,000	659,600	255,840	2,564,467	1,450,600
Cold storage warehouse capacity.....cu. ft	1,719,000	820,000	500,000	—	2,909,200	3,031,417
Grain Elevators—						
Capacity..... bu.	4,152,500	3,000,000	4,000,000	7,500,000 <sup>1</sup>	15,162,000	21,000,000
Loading rate.....bu. per hr.	90,000	150,000	90,000	40,000	500,000	320,000
Floating crane capacity..... tons	80	65	75	—	75	85
Coal dock storage capacity.... "	57,400	—	215,000	300,000	1,340,000	—
Oil tank storage capacity .... gal.	175,344,865	27,000,000	130,826,000	1,410,000	1,059,750,000	234,589,277

<sup>1</sup> Includes a 3,000,000-bu. grain-storage shed connected with the elevator.

**National Harbours Board.**—The National Harbours Board, a Crown corporation established in 1936, is charged with the administration and operation of the following properties: 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. These facilities represent a capital investment of approximately \$263,000,000. Current operating revenues and expenditures are given in Table 30, pp. 867-868.

**Harbour Traffic.**—The freight movement through a large port takes a number of different forms. The overseas movement of freight loaded on and unloaded from sea-going vessels frequently constitutes a surprisingly small part of the total. Usually the volume from coasting vessels is larger. There is, as well, the in-transit movement in vessels that pass through the harbour without loading or unloading and 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 at all the ports and harbours of Canada because many of them are small and without the staff necessary to maintain detailed records. However, the National Harbours Board prepares an annual report of the water-borne cargo loaded and unloaded at the eight ports under its control. Six of these are the principal ports of Canada and the cargo handled at each is shown in Table 6. The figures include freight carried by coasting and inland international as well as by sea-going shipping; they include all cargo loaded and unloaded, whether by facilities under the jurisdiction of the Board or at private docks and terminals. Cross-harbour movements, ballast (non-revenue), bunkers, ships' stores, mail and passengers' baggage