

Subsection 2.—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 and grain. 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 that are 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 paid 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 and sugar industries. At a number of ports there are also dry docks; these are dealt with separately at pp. 814-815.

5.—Facilities of the Six Principal Harbours as at Dec. 31, 1957

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	Trois Rivières	Montreal	Vancouver
Minimum depth of approach channel..... ft.	51	30	35	35	35	40
Harbour railway.....miles	31	64	23	5	62	75
Piers, wharves, jetties, etc.... No.	88	33	41	19	123	102
Length of berthing..... ft.	35,445	18,710	33,650	8,690	58,954	31,440
Transit-shed floor space.....sq. ft.	1,401,942	1,000,000	659,600	255,840	2,580,408	1,450,600
Cold storage warehouse capacity.....cu. ft.	1,719,000	900,000	500,000	—	2,909,200	3,031,417
Grain Elevators—						
Capacity.....bu.	4,152,500	3,000,000	4,000,000 ¹	7,500,000	15,162,000	21,000,000
Loading rate.....bu. per hr.	90,000	150,000	90,000	40,000	530,000	320,000
Floating crane capacity..... tons	80	65 ²	75	—	90	85
Coal dock storage capacity... “	57,000	—	215,000	300,000	1,415,000	—
Oil tank storage capacity..... gal.	192,584,000	27,646,820	130,826,000	1,410,000	872,384,100	234,589,277

¹ Includes a 3,000,000-bu. grain-storage shed connected with the elevator. ² Two 5-ton locomotive cranes and two electric Luffing cranes capable of lifting 180 (sugar) tons per hour are also available.

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, Trois Rivières, 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 \$280,000,000. Current operating revenues and expenditures are given in Table 30, pp. 830-831.

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 seagoing 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