

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 operating authorities, there are dock and handling facilities owned by private companies such as railway, pulp and paper, oil and sugar industries. At several of the ports there are also dry docks, as shown in Table 7.

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 28, p. 868.

6.—Facilities of the Larger Harbours Administered by the National Harbours Board, as at Dec. 31, 1958

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	39
Harbour railway.....miles	31	64	23	5	63	75
Piers, wharves, jetties, etc..... No.	88	34	42	21	126	105
Length of berthing..... ft.	35,445	23,961	33,650	9,188	61,482	34,636
Transit-shed floor space..... sq. ft.	1,464,774	1,000,000	693,000	290,800	2,816,700	1,552,600
Cold storage warehouse capacity.....cu. ft.	1,719,000	900,000	500,000	—	2,900,000	3,031,417
Grain Elevators—						
Capacity..... bu.	4,152,500	3,000,000	6,000,000 ¹	6,800,000	16,762,000	21,775,500
Loading rate..... bu. per hr.	90,000	150,000	90,000	40,000	560,000	320,000
Floating crane capacity (1)..... tons	80	65	75	—	90	85
Coal dock storage capacity..... “	57,000	—	215,000	300,000	1,415,000	—
Oil tank storage capacity..... gal.	195,583,000	27,646,820	138,156,300	1,410,000	872,384,100	234,589,277
Locomotive crane capacity (2) tons	—	25	—	—	—	—
Electric luffing crane capacity (2)..... tons per hr.	—	180 ²	—	—	—	—

¹ Includes a 3,000,000 bushel grain storage shed connected with the elevator.

² Sugar.