

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. Eleven 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 110 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 dock facilities.

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. Current operating revenues and expenditures are given in Table 23, p. 803.

6.—Facilities of the Larger Harbours Administered by the National Harbours Board, as at Dec. 31, 1962

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	60	75
Piers, wharves, jetties, etc.... No.	88	34	43	21	129	109
Length of berthing..... ft.	35,445	24,550	34,300	9,188	67,384	38,572
Transit-shed floor space.....sq. ft.	1,464,774	938,000	707,000	357,200	3,111,000	1,552,600
Cold storage warehouse capacity.....cu. ft.	1,719,000	900,000	500,000	—	2,900,000	3,633,297
Grain Elevators—						
Capacity..... bu.	4,152,500	3,000,000	6,000,000	9,300,000	22,262,000	21,775,500
Loading rate.....bu. per hr.	90,000	150,000	90,000	55,000	728,000	280,000
Floating crane capacity..... tons	100	65	75	—	90	35
Coal dock storage capacity... “	32,000	—	215,000	300,000	1,215,000	—
Oil tank storage capacity..... gal.	206,013,000	41,346,500	150,949,000	11,296,150	1,039,054,590	234,589,227
Electric luffing crane capacity (two)..... tons per hr.	—	180	—	—	—	—

Subsection 3.—Canals

The canals and canalized waters of Canada under the jurisdiction of the Department of Transport, together with those under the jurisdiction of the St. Lawrence Seaway Authority, comprise a series of waterways providing navigation for 1,875 miles inland from salt water.