

**4.—Principal Commodities in Water-Borne Cargo Loaded and Unloaded at Ports Handling the Largest Tonnages in 1964—concluded**

Port and Commodity	International Seaborne Shipping		Coastwise Shipping		Total Seaborne and Coastwise
	Loaded	Unloaded	Loaded	Unloaded	
	tons	tons	tons	tons	
<b>Saint John</b> .....	<b>1,463,942</b>	<b>2,742,620</b>	<b>1,148,423</b>	<b>478,146</b>	<b>5,833,131</b>
Crude petroleum.....	—	2,146,027	—	—	2,146,027
Fuel oil.....	17,228	56,168	767,740	290,713	1,131,849
Wheat.....	563,324	—	—	—	563,324
Gasoline.....	—	18,101	330,087	152,250	500,438
Sugar.....	1,415	241,810	—	—	243,225
Fertilizers and fertilizer materials, <i>n.e.s.</i> .....	112,573	37,060	—	—	149,633
Wheat flour.....	87,592	—	—	—	87,592
Lumber and timber.....	63,494	—	4	4,242	67,740
Potatoes.....	64,015	—	—	—	64,015
Other commodities not listed.....	554,301	243,454	50,592	30,941	879,288

**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, vessel repair docks.

Ten of the principal harbours of Canada are administered by the National Harbours Board (two in Newfoundland since Jan. 1, 1965). Eleven other major harbours come under the supervision of the Department of Transport and are administered by harbour commissioners that include municipal as well as Federal Government appointees. In addition, there are about 300 public harbours under the direct supervision of the Department of Transport, 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.

Throughout the country there are several thousand minor wharves and breakwaters administered by the Department of Transport under the Government Harbours and Piers Act. These facilities are for the accommodation of smaller freight vessels and commercial fishing craft and are generally under the direct supervision of wharfingers whose remuneration is determined as a percentage of wharfage fees collected. Small non-revenue wharves are under the general supervision of the Department of Transport District Marine Agents. At most ports, in addition to the public 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.

**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 St. John's and Bay d'Espoir (since Jan. 1, 1965), Halifax, Saint John, Chicoutimi, Quebec, Trois-Rivières, Montreal, Vancouver and Churchill; grain elevators at Prescott and Port Colborne; and the Jacques Cartier and Champlain Bridges at Montreal. Facilities at the larger harbours are listed in Table 5, and summary traffic statistics for 1963 and 1964 in Table 6. All ports, with the exception of Churchill, established new traffic records in 1964. Operating revenues and expenditures for 1963 and 1964 are given in Table 22, p. 808.