

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 handling of general cargo, and special equipment for bulk freight of all kinds. 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.

Nine of the principal harbours of Canada are administered by the National Harbours Board and 11 other major harbours are administered by Harbour Commissioners, which include municipal as well as Federal Government appointees. In addition, there are some 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 are appointed by the Minister of Transport for 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 wharves and breakwaters administered by the Department of Transport under the Government Harbours and Piers Act. These facilities are for the accommodation of cargo ships and commercial fishing craft and are under the general supervision of the Department of Transport District Marine Agents. Wharfingers, whose remuneration is determined as a percentage of wharfage fees collected, are appointed for the direct supervision of these public wharves and floats. They are designed to accommodate the smallest fishing or pleasure craft or the largest ocean-going vessels, according to local requirements. At many ports, in addition to public harbour works operated by the administering authority, there are extensive dock and handling facilities owned by private companies including railway, lumber, pulp and paper, coal, steel, iron ore, petroleum, grain, fish and other industries moving large volumes of bulk materials.

In 1966, the harbours of Canada handled more than 258,000,000 tons of cargo in 263,000 vessel arrivals and departures in international seaborne and coastwise shipping.

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, 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 1965 and 1966 in Table 6. Operating revenues and expenditures are given in Table 20, p. 841.

5.—Facilities of the Larger Harbours Administered by the National Harbours Board, as at Dec. 31, 1966

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.	70	30	30	35	35	39
Harbour railway..... miles	104	64	26	5	61	78
Piers, wharves, jetties, etc. No.	88	34	44	18	135	109
Length of berthing..... ft.	35,445	24,931	36,300	9,188	74,000	40,632
Transit-shed floor space...sq. ft.	1,451,902	938,000	739,000	482,365	3,725,000	1,552,600
Cold storage warehouse capacity.....cu. ft.	1,719,000	900,000	500,000	—	2,900,000	3,633,297