

National Harbours Board.—A description of the origin and functions of the National Harbours Board is given at pp. 679-681 of the 1940 Year Book. The Board is responsible for the administration and operation of the following properties (representing a capital investment of approximately \$225,000,000): 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, Three Rivers, Montreal, Churchill and Vancouver; grain elevators at Prescott and Port Colborne; and the Jacques Cartier Bridge at Montreal and the Second Narrows Bridge at Vancouver. Operating revenues and expenses for these properties are given in Table 15, p. 685.

Public Harbours and Harbour Masters.—In other ports, the Governor in Council may create public harbours by proclamation (Part X of the Canada Shipping Act c. 44, 1934), and the Minister of Transport may from time to time appoint harbour masters for these ports, who will administer them under rules and regulations approved by the Governor in Council. Remuneration of these harbour masters will be made from fees levied on vessels under the terms of the Act.

Graving Docks.—The Department of Public Works of the Dominion Government has constructed five dry docks. The dock at Kingston, Ont., is under lease to the Kingston Shipbuilding Company, while the old Esquimalt dry dock was temporarily transferred to the Department of National Defence on Nov. 1, 1934. This transfer is to be effective until such time as the dock is commercially required, when it will be returned to the control of the Department of Public Works. The large dry docks at Lauzon, Que., and Esquimalt, B.C., can be divided into two parts and were built at a cost of approximately \$3,850,000 each. Under the Dry Dock Subsidies Act, (9-10 Edw. VII, c. 17, 1910), several docks have been subsidized by payments of 3 to 4½ p.c. per annum on the original cost for a given number of years, as shown in Table 5.

4.—Dimensions of Graving Docks Owned by the Dominion Government

Location	Length	Width at—			Depth of Water on Sill	Rise of Tide	
		Coping	Bottom	Entrance		Spring	Neap
	ft.	ft.	ft.	ft.	ft.	ft.	
Lauzon, Que., <i>Champlain</i>	1,150-0	144-0	105-0	120-0	40-0 H.W.	18	13-3
Lauzon, Que., <i>Lorne</i>	600-3	100-0	59-5	62-0	25-8 H.W.	18	13-3
Esquimalt, B.C. (old dock).....	450-0 ¹	90-0	41-0	65-0	29-0 H.W.	7 to 10	3 to 8
Esquimalt, B.C.....	1,173-0	149-0	126-0	135-0	40-0 H.W.	7 to 10	3 to 8
Kingston, Ont.....	353-5	79-0	47-0	55-0	14-7 L.W.	-	-

¹ With caisson in outer berth 481-0 ft., with caisson in inner berth 450-0 ft.

5.—Dimensions and Cost of Graving Docks Subsidized under the Dry Docks Subsidies Act, 1910

Location	Length	Width	Depth Over Sill	Total Cost	Subsidy
	ft.	ft.	ft.	\$	
Collingwood No. 1, Ont. ¹	515-8	59-8	13-0	500,000	3 p.c. for 20 years
Collingwood No. 2, Ont. ¹	413-2	95-0	13-0	306,965	3 p.c. for 20 years
Port Arthur, Ont. ¹	708-3	77-6	16-2	1,258,050	3 p.c. for 20 years
Montreal, Que. (floating dock), <i>Duke of Connaught</i>	601-0	100-0	31-5	3,000,000	3½ p.c. for 35 years
Prince Rupert, B.C. (floating dock).....	600-0	100-0	32-0 ²	2,199,168	3½ p.c. for 35 years
Saint John, N.B.....	1,162-7	133-0	40-2	5,500,000	4½ p.c. for 35 years
North Vancouver, B.C. (floating dock).....	556-5	98-0	27-3 ¹	2,500,000	4½ p.c. for 35 years

¹ Subsidy payments have been completed.

² 28 ft. over blocks.

³ Over blocks.