

**4.—Cargoes at Canadian Ports Loaded or Unloaded from Vessels in Foreign Service
by Province 1952-54**

Province and Year	Loaded	Unloaded	Province, Territory and Year	Loaded	Unloaded
	tons	tons		tons	tons
Newfoundland—			Ontario—		
1952.....	2,069,750	698,138	1952.....	6,113,558	23,881,456
1953.....	2,742,764	671,606	1953.....	6,320,032	23,808,278
1954.....	2,702,943	790,442	1954.....	4,959,342	17,670,912
Prince Edward Island—			Manitoba—		
1952.....	76,248	18,246	1952.....	283,157	14,997
1953.....	55,173	27,741	1953.....	322,551	2,784
1954.....	51,581	29,021	1954.....	367,511	4,685
Nova Scotia—			British Columbia—		
1952.....	3,987,639	2,373,939	1952.....	8,507,443	3,236,052
1953.....	4,138,305	2,115,749	1953.....	8,871,878	3,140,263
1954.....	4,107,616	1,980,140	1954.....	8,810,720	2,115,586
New Brunswick—			Yukon and N.W.T.—		
1952.....	2,274,696	619,443	1952.....	258	8
1953.....	1,643,060	636,729	1953.....	—	3
1954.....	1,334,504	741,042	1954.....	—	—
Quebec—			Totals—		
1952.....	9,241,694	7,913,927	1952.....	32,554,443	38,756,206
1953.....	8,108,442	8,288,724	1953.....	32,202,205	38,691,877
1954.....	8,396,138	8,942,338	1954.....	30,730,355	32,274,166

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, grain, etc. 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 made 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 National Harbours Board or other operating commission, there are dock and handling facilities owned by private companies such as railway, pulp and paper, oil, sugar industries, etc. At a number of ports there are also dry docks but these are dealt with separately at p. 835.