

## 5.—Facilities of the Six Principal Harbours as at Dec. 31, 1954

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	Three Rivers	Montreal	Vancouver
Minimum depth of approach channel ft.	50	30	35	35	35	40
Harbour railway..... miles	31	63	23	5	62	75
Piers, wharves, jetties, etc..... No.	84	23	39	19	111	102
Length of berthing..... ft.	33,236	14,450	33,650	8,690	53,060	31,440
Transit-shed floor space..... sq. ft.	1,379,732	918,200	691,000	265,250	2,225,000	1,450,600
Cold storage warehouse capacity.... cu. ft.	1,719,000	820,000	528,000	—	2,909,200	3,031,417
Grain Elevators—						
Capacity..... bu.	4,152,000	3,000,000	4,000,000	5,000,000 <sup>1</sup>	15,162,000	18,716,500
Loading rate..... bu. per hr.	75,000	150,000	90,000	32,000	445,000	312,000
Floating crane capacity..... tons	80	65	75	—	75	85
Coal dock storage capacity..... tons	57,400	—	215,000	300,000	1,380,000	—
Oil tank storage capacity..... gal.	138,211,000	22,526,610	108,200,000	1,410,000	68,000,000	204,949,498

<sup>1</sup> Includes a 3,000,000 bu. grain-storage shed connected with the elevator.

**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, Three Rivers, Montreal, Vancouver, and Churchill; grain elevators at Prescott and Port Colborne; and the Jacques Cartier Bridge at Montreal. These facilities represent a capital investment of approximately \$245,000,000. Current operating revenues and expenditures are given in Table 29, pp. 852-853.

**Harbour Traffic.**—The freight movement through a large port takes a number of different forms. The overseas movement, i.e., the freight loaded on and unloaded from sea-going vessels, frequently constitutes a surprisingly small part of the total. Usually the volume coming in and going out by coasting vessels is larger. There is, as well, the in-transit movement in vessels that pass through the harbour without loading or unloading and the movement from one point to another within the harbour, which in many ports amounts to a large volume. It is not possible to obtain statistics of the total freight handled at all the ports and harbours of Canada because many of them are small and without the staff necessary to maintain detailed records. However the National Harbours Board prepares an annual report of the water-borne cargo loaded and unloaded at the eight ports under its control. Six of these are the principal ports of Canada and the cargo handled at each is shown in Table 6. The figures include freight carried by coasting and inland international as well as by sea-going shipping; they include all cargo loaded and unloaded whether by facilities under the jurisdiction of the Board or at private docks and terminals. Cross-harbour movements, ballast (non-revenue), bunkers, ships' stores, mail and passengers' baggage are not included.