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CANADA'S BUSTLING PORTS

Every year, nearly 150 million tons of water-borne cargo are handled by about 180 reporting harbours that serve the foreign and domestic trade routes of Canada. About 30 per cent constitutes shipments loaded for foreign markets, about 25 per cent consists of goods arriving from foreign ports, and about 45 per cent represents coastwise traffic. One-third of the total tonnage (about 50 million tons, made up of exports 34 per cent, imports 22 per cent, and Canadian coastwise trade 44 per cent), moves through the eight national harbours of Halifax, N.S.; Saint John, N.B.; Chicoutimi, Quebec, Three Rivers and Montreal, P.Q.; Churchill, Man., and Vancouver, B.C. Altogether 77 Canadian ports share in this water-borne movement of foreign commerce.

These facts are contained in an article prepared for the May 11 issue of "Foreign Trade" by Mr. W.C. Perron, Chairman, Canadian Port Committee, in collaboration with Committee members. The article goes on to point out that because foreign trade is so vital to our economic welfare and because it is important to encourage direct trade between Canada and other countries through Canadian ports, the Government of Canada has spent millions of dollars in developing these ports. Expenditures on capital account for the eight national harbours alone have reached over \$250 million. This money went to provide wharves, transit sheds, grain elevators, refrigerated warehouses, terminal railways, shore and

floating equipment--in fact, every facility essential to the efficient and economical operation of these ports.

The development of the national and other important Canadian harbours has gone forward with the expansion of Canadian waterways, railways, highways and airways--and this development is continuing. New construction recently completed or under way will give somewhat greater flexibility. Many of the ports are being geared to handle the increased volume of business which is expected with the opening of the St. Lawrence Seaway.

PORTS GIVE GOOD SERVICE

The earning capacity of a ship depends largely on the number of pay-voyages in a year, and turn-round time in port is therefore an important factor in ship operation. Each day in port requires an outlay of money with no compensating income from freights. Canadian harbours are noted for a high standard of efficiency that ensures quick turn-round. Cargo is carefully handled and dispatched promptly. Contributing to port efficiency are accessibility to shipping, adequate port facilities, good transportation services, and modern cargo-handling methods. For example, good pilotage, tug services where necessary, and efficient aids to navigation in the form of lights, buoys, and reporting stations for direct communication of vessel-movements, weather and other shipping intelligence enable

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