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MARINE AND INDUSTRIAL EXHIBITION OF 1948

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PORT OF HALIFAX WEEK

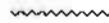
November 14th. to 20th. 1948

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OF 1948

Held in conjunction with

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In the

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November 15th. to 20th. 1948



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EXHIBITORS

Exhibitors Booths are numbered from one up commencing at the right of the main entrance and continuing along the walls, North, East, West and South to the entrance. Booths shown with letters are in the center of the Floor space.

Booth No.	Exhibitor	Type
1.	N. S. Tuberculosis Assoc.	Health Publicity
2.	Municipal Chapter I. O. D. E.	Refreshments
3.	Dept. of National Defence	Recruiting Display
4.	City of Halifax	Industrial Sites
5.	L. E. Shaw Co. Ltd.	Bldg. Materials
6.	Town of Dartmouth	Industrial Sites
7.	International Paints (Canada)	Paint & Materials
8.	Northern Electric Co. Ltd. & Dominion Sound Equipment	Electronic
9.-10	National Fish Company	Fast Frozen Products
11.	Schooner Outfitting Co. Ltd.	Ships Chandlery
12.	Canadian Liquid Air Co. Ltd.	Welding Equipment etc.
13-14-15	Wm. Robertson & Son Ltd. Gabriel Aero-Marine Instruments & Cossor (Canada) Ltd.	Machinery-Ships Chandlers Marine Instruments & Radar Equipment.
16.	Manning Equipment Ltd.	Marine Refrigeration
17.	Gabriel Aero-Marine Instruments Ltd & Cossor	Radar and Electronics
18.	Canadian Atlas Diesel Engines	Engineering
19.	Maritime Canvas Converters Ltd.	Canvas & Rope Products
31.	Royal Canadian Navy	Recruiting Display
21	Moirs Limited	Confectionery
22.	Canadian Marconi Co. Ltd.	Electronic Equipment
23.	A. R. Williams Machinery Limited	Engineering & Moving Equipment
24.	Dept. Trade & Industry Prov. N. S.	Publicity
25.	Canadian General Electric Co. Ltd.	Electronic Equipment-Radar
26.	Silver's Agencies Limited	Handling & Forwarding Services Marine Equipment
27.-28	Maritime Telegraph & Telephone Co.	Communications Equipment
29.	Canada Packers Limited	Export Meat & Produce
20.	Guildford's Limited	Insulation and Packing
32.	Catholic Women's League	Refreshments
33.	Dept. of Agriculture Prov. N. S.	Publicity
30.	WCAF Search & Rescue Division	Dropping Equipment
A.	Crowell Bros. Co. Limited	Refrigeration etc.
B.	Can. Nat. Tel. & Can. Pac. Tel.	Communications
C/D/E/F. G-H-I-J-K-L	Industrial Shipping Co. Ltd. Shipping Committee Halifax Board of Trade-National Harbours Board	Laminated Plywood Products
MNPO O-R	Halifax Shipyards Limited Russel-Hipwell Engines Ltd.	Shipping Ship Repair Industry Engineering & equipment
West Balcony	Rotary Club, Boy Work Committee	Seating area.
Lecture Room East Balcony	Travelling Art Exhibit Dept. Dept. of Education.	Oil Paintings.

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PROGRAM

The Band of R.C.N. Barracks, Halifax,
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Mon. Nov. 15

- 8.30 P.M. Grand Opening, Speaker, Hon. Harold Connolly
Minister, Department of Trade & Industry.
Nelson Sea Cadets Bugle Band.
- 9.30 P.M. Armdale Chorus under the direction of
Mary Dee-Gerrior.

Tues. Nov. 16.

- 8.00 P.M. R.C.N. Barracks Band
- 8.30 P.M. Acadian Quartette—Robie Porter, Austen Gough,
Raymond Simpson, Carl Ritcey.
- 9.00 P.M. R.C.N. Barracks Band
- 10.00 P.M. Drawing For Door Prizes

Wed. Nov. 17.

- 8.00 P.M. R.C.N. Barracks Band
- 8.30 P.M. Cornwallis St. Baptist Church Choir—Spirituals.
- 9.00 P.M. R.C.N. Barracks Band
- 10.00 P.M. Drawing For Door Prizes.

(Continued on page 13)

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The Port of Halifax Club

The Port of Halifax Club was formed in 1946 for the purpose of assisting other agencies in bettering the business of the Port of Halifax. Its origin stems from a dinner meeting which was held in a local hotel when a group of businessmen associated with the shipping industry foregathered to pay tribute to one of their associates. It was suggested at that meeting that a club be formed where members of the shipping fraternity could gather to discuss their mutual problems. From that idea the Port of Halifax Club was born. The original 25 members has increased to ten times that number and today the 250 members are representative citizens from all walks of life having a common interest in the advancement of Port facilities, service and business.

During its two years of life the Club has sought out and attempted to improve conditions affecting the efficiency of the Port. This year the Club has launched an ambitious program of "self-help" publicizing and promoting the Port of Halifax, and the establishment of a Port Freight Solicitor Fund. The quota set for this special fund is \$150,000.00; already \$100,000.00 of the amount has been assured by the businessmen of Halifax and Dartmouth. The plan of the Club to raise funds by voluntary subscription necessitated the incorporation of the Club by an act of the Provincial Legislature. The Club was duly incorporated at the 1948 session of the Legislature and a Board of Trustees named to administer the Fund. It is anticipated that the Port Freight Solicitor will be actively employed under a five year contract early in 1949.

Strategically situated as an Atlantic Port, Halifax was utilized as "Canada's Gateway to the World" in two World Wars, and was on many occasions referred to in terms which left no doubt that this Port was the most important of all North Atlantic Ports in strategic and military operations. When the sounds of conflict had ceased, Halifax slid back to its pre-wartime role as a port of call during the period when the St. Lawrence is frozen over and therefor impassable. The Port of Halifax Club now seeks to rectify this greivous neglect of Canada's finest natural harbour and will attempt by working in close harmony with our local Boards of Trade, Civic and Provincial Governments, to make this great Port as busy in Peace, as it has been in War.

Much has been written and said of our geographic location and the longer rail haul which is required to move freight from the Port of Halifax to inland Canadian points. Little, how-

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ever, has been mentioned of the fact that the longer rail haul was imposed upon the people of Nova Scotia for "strategic and political reasons" in the building of the old InterColonial Railway by the "Fathers of Confederation", which railroad was essential to link the industries of this Province to all parts of Canada and was the prime consideration offered to Nova Scotia for her entry into the Confederacy of the Provinces. Likewise little attention is paid the fact that Halifax as a Port is closer to ALL the ports of Europe, South Africa and South America, that it is even closer to Hong Kong, the Strait Settlements and India, than any other North Atlantic Port. Linking these facts with the physical information of our Port facilities; its great natural waterway free of ice in winter and open year round to all ships; capable of berthing at our Ocean Terminals the largest ships the World has yet seen; The Port of Halifax Club feels that we have something to sell, "a product" that is worthy of world-wide trade. The campaign which the Club is launching is based upon "selling" our wares in the open market.

Realizing that many of these facts are not well known by our citizens at home, as well as in other parts of the Dominion, the Port of Halifax Club has instituted this Marine & Industrial Exhibition as a means of conveying information and demonstrating the economic and political importance of Halifax as a great National Canadian Port. This year, 1948, the main objective of the Marine & Industrial Exhibition is to educate the citizens of Halifax, and its environments, by showing the relationship of business and industry to the commerce of the Port, and the economic effect which is felt in the average citizens pocketbook when the business of the Port is improved. With this in mind the displays of the exhibitors have been built around the theme of "bettering the business of the Port of Halifax" 1949 should see



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every citizen an ambassador of goodwill, a salesman for the Port of Halifax. "Port of Halifax Week" this year is November 14th to 20th, and has been proclaimed such by His Worship the Mayor of Halifax at the request of the Port of Halifax Club. It is but the first step in the long range program of development and betterment which the Club is seeking. The assistance of other local bodies was solicited for this program and has been assured. Committees of volunteer members of the Club have been hard at work since August last rounding out the program of events which are taking place this week. In addition tentative plans are now being drawn for "Port of Halifax Week" for 1949. The lines have been cast off and the voyage to the "Port of Destiny" has commenced.

There are many uncharted shoals in the path of our "ship". There will be storms and hurricanes besetting our course, but with an unflinching faith in our future, with courage, and conviction, assisted always by the rank and file of our citizens, who can doubt the ultimate success of our voyage. We offer the finest natural harbour on the Atlantic Coast as a safe haven in all weathers. We offer the most efficient handling of cargo and passengers of any Canadian Port. We offer the shortest turn-round port to port, from Europe, South Africa, the Strait Settlements, India or Hong Kong, of any port on the coast of North America. We offer a harbour capable of berthing the largest ships in the world 365 days in the year. We offer safe anchorage to the merchant fleets of the world in a harbour free from silting and with hard bottom. But who will know what we have to offer unless we ourselves go out and sell these "products"?

That is the task which the Port of Halifax Club; merchants, private citizens, longshoremen, shipping operators, manufacturers, brokers and commission agents, food packers, salesmen, engineers, clerks, and all the multitude

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of professions which make up the business life of Halifax, has set and which unites all in a common effort. The Port of Halifax Club is indeed a cross section of the commercial life of this ancient city.

The President and Board of Directors of the Port of Halifax Club were recently returned to office for another year by unanimous vote of the members at the annual meeting. Led by the vigorous energy and initiative of these officers the Club is indeed one of the most active bodies rendering service to its community in the Dominion. The spirit of service is the predominant theme in all the Club's activities and no financial profit is desired nor sought in the promotion of the projects which the Club has launched or will launch in the future.

Cost of operation has been the basis of all planning and to date the Club has been successful in all its ventures, paying as it goes, operating on a small sum derived from the annual membership fee of five dollars per member.

"We shall strive towards our goal unceasingly, so that, in the years to come, poverty and want will be unknown in our community. We will work hard to utilize this natural port with which the Great Architect of the Universe has endowed us, to its fullest advantage, for the glory of our God, our Country, and our King." With these words the Club's President, Captain George P. Elliott, set forth the policy and the thoughts of the Directors and members of the Port of Halifax Club, as he closed his speech at a recent dinner meeting.

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Member Port of Halifax Club

Program (Continued from page 5)

Thurs. Nov. 18.

8.00 P.M. R.C.N. Barracks Band.
8.30 P.M. Acadian Quartette, Cornwallis St. Baptist Church
Choir—Spirituals.
9.00 P.M. R.C.N. Barracks Band.
10.00 P.M. Drawing For Door Prizes.

Fri. Nov. 19.

8.00 P.M. R.C.N. Barracks Band.
8.30 P.M. Armdale Chorus under the direction of
Mary Dee-Girnoir.
9.00 P.M. R.C.N. Barracks Band.
10.00 P.M. Drawing For Door Prizes.

Sat. Nov. 20.

8.00 P.M. Nelson Sea Cadets Band.
8.30 P.M. Cornwallis St. Baptist Church Choir—Spirituals.
9.00 P.M. Nelson Sea Cadets Band.
10.00 P.M. Drawing for Program Prize.
10.30 P.M. Drawing For Grand Door Prize.

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Contributed

A few days ago I boarded the SS "Maritime" at Southampton and now we are approaching the Canadian mainland. Off our starboard bow the dim outline of headlands is slowly emerging through the early morning mists. Our position is Latitude 44-30° North, Longitude 63-35° West and the Captain tells me that we are about to enter Halifax Harbour. We have been on the broad Atlantic Ocean for nearly five days, and have travelled approximately 2540 nautical miles since leaving Southampton.

As we approach the entrance to Halifax Harbour we note that it is very wide, something over five miles in width. The Captain says that the entrance is almost a straight run with only two small deviations of course, also that Halifax is one of the finest harbours in the world boasting many advantages over other ports. Our curiosity is aroused by this and we ask the Captain, "What are these advantages?"

"Halifax has a great number of advantages and an interesting history," he replies. "The harbour entrance as I have told you, is almost straight with deep water under the keel all the way in. It is a landlocked and sheltered body of water offering a safe haven to shipping at all times of the year. There is a complete absence of silting, strong currents, and the harbour bottom is solid rock with a layer of clay, which affords ideal conditions for anchorage. The tide rises 6.5 feet in the Spring and decreases to 4 feet during the Neap tides. You never have to delay your ship at Halifax to load or discharge cargo due to tidal conditions. The Port is open all year round and

is free from ice. The largest ships in the world have docked at the Halifax quaysides with out the least difficulty, and many of the world's largest naval vessels have anchored in the harbour safely."

This was my first visit to Halifax. The time which I spent in the Port was not only interesting but also educational. During the latter half of the Nineteenth Century Canada's statesmen were urging the Confederation of the Provinces of Upper and Lower Canada and the Maritimes. Such National figures as Sir John A. MacDonal, Honorable George E Cartier, Honorable W. S. Fielding, Honorable George Brown, Honorable A. T. Galt, all spoke in favor of the confederacy and in doing so visualized Halifax as a great Atlantic Gateway of Canadian Commerce in the centuries to come. This visualization was not only founded upon the Port's natural position on the extreme eastern coast of North America but also as a part of a great national policy, which was then in the making and which was to be the backbone of the development of Canadian Trade.

The National Policy

Later on, in 1904, a national policy of development was ratified by Canadians by the exercise of their democratic franchise at the polls. The sole issue was whether the country was to build or not to build a Transcontinental Railroad system. As a result of this election the National Transcontinental Railroad was constructed and absorbed into its system the Intercolonial Railway, which had been built after 1867 and which was the premium offered to the people of the Maritime Provinces for their entry into the Confederation. The National Transcontinental Railroad now is incorporated in the two Railways of Canada, the Canadian National and the Canadian Pacific. From this it may be seen clearly that Halifax as a port is part of the great Canadian Trade Route to all parts of world, and as such is not only

of local import but is a national asset, the property of the people of the Dominion.

Port Development

In more modern times, and as a result of the election of 1904 with the development of a national policy, Halifax became the scene of much activity. The present Ocean Terminals were partially constructed and these were at first under the control of a local Harbour Commission. Subsequently control of these facilities was handed to the National Harbour Board with centralized control from the Dominion's capital, Ottawa. The original plan for the development and construction of port facilities called for the building of a great passenger quay and four piers. Of these the passenger quay and two piers have been built.

The Passenger Landing Quay is the long seawall, known locally as Piers 20, 21, 22, 23, and 24. It is 2007 feet long in the length and can berth three of the largest ships in the world. At the southerly end of this quay there is a 700 seawall providing berths and thence southwesterly the wall continues another 500 feet. There are five transit sheds in the quay for the discharge of passengers and cargo.

Pier "A" is situated to the south of the Passenger Quay. It extends out into the harbour waters 1250 feet. It is 320 wide at its outer end and broadens out to 360 feet at the shoreline. The depth of water at all ships berths is 45 feet at low tide; it takes a very great ship to draw 45 feet of water. The body of water between the Passenger Quay and Pier "A" is known as Basin No. 1. This Basin is about 350 feet wide at its outer end, which width it maintains for a distance of 700 feet shoreward when it narrows rapidly and is only 95 feet in width at the shoreline. Pier "A" has four transit sheds.

Pier "B," the second of the great docks is almost exactly the same as Pier "A," situated still further to the south of Pier "A." Pier "B" has four transit sheds similar to "A." The water-

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New Fall Colors.

New Fall Styles.

front property lying between Piers "A" and "B" is now occupied by a large fish processing plant. The products of this plant are sold in the markets of Ontario, Quebec and the United States and are shipped out of Halifax in refrigerated railway cars.

We are now well inside the outer harbour and we can see the long seawall of the National Harbour Board Piers. Our Captain turns and says, "You should have seen Halifax Harbour during the two world wars. It was a sight to gladden the heart of any seafaring man. Up to the North, about four miles, you sail into a great basin of water called Bedford Basin. As far as your eye could see in those days the Basin was filled with ships, there were tankers, freighters, troop transports, and tramp steamers of every size and description. Every maritime country in the world was represented in the motley fleet. From the yardarm halyards the convoy signals were flying and all about there was a hustle and

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bustle of men and ships. It was from this Basin that the supplies and materials of war were carried in convoy of the Allied Fleets to the war torn countries of England and Europe."

"I can well realize what a sight that must have been. But why is the harbour so empty now?" I asked. "I don't see a ship in sight. Are they all in the docks or are they anchored in Bedford Basin?"

That is another story my friend, replied the Captain. "Halifax has played her great role for the Dominion of Canada on two occasions of national emergency. Between wars however the people forget those things and this great port slips back to a position in peacetime that not to their credit nor the country's government.

Strategic and Political Position

There are many reasons why Halifax should be utilized as Canada's greatest Atlantic Port, but paramount amongst them is the fact that it is the only Atlantic Port which Canada has that is open 365 days of the year, 24 hours per day, capable of berthing any ship or ships and providing safe anchorage grounds for vessels awaiting convoy. For these reasons Halifax was on many occasions hailed as the most strategic of all North Atlantic Ports in two world wars."

"The Port of Halifax is the eastern terminus of the Canadian National Railways linking the Atlantic and Pacific coast by a thin line of steel rails that run only on Canadian soil. During World War II, before the Japanese attacked Pearl Harbour the United States was neutral. Neutral countries cannot permit the passage of arms and munitions of war through its territory without invoking acts of war on the part of the other belligerents. Can you visualize a national emergency when the British Commonwealth of Nations might be involved solely? In such a case it is essential that Canada should have ports on both coasts which can be readily accessible over rail lines lying entirely within her own boundaries.

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It is a matter of great national importance, and these were the reasons advanced by the Fathers of Confederation for the building of the great transcontinental railway system. Yes, Halifax looms largely in any plans for national defence, not only for Canada but also for the British Empire."

"But surely the people of Canada know these things, Captain?" we asked.

"No I'm afraid that many of them don't he replied. "Even those people in high places, who should, do not appear to extend themselves towards bettering the business of this port. With active stimulation on the part of Canada's two great Railways and local organizations, Halifax could be as busy in peace as in war."

"Here, if your are interested in learning about Halifax, are a few facts about the Port and its facilities," and the Captain handed me a small pamphlet entitled "The Port of Halifax and it's Facilities." I opened it and started to read.

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HALIFAX, N. S.

A TABLE OF SAILING DISTANCES

The sailing distances in the following table are shown in nautical miles, with comparisons of other Atlantic Ports.

Distance From	Halifax	New York	Boston	Portland	Montreal
Europe to					
Antwerp....	2795	3310	3128	3050	3281
Bristol.....	2462	3006	2831	2753	2977
Liverpool...	2485	3036	2854	2776	2760
London.....	2719	3270	3088	3010	3241
Bordeaux...	2647	3279	3016	2938	3169
South America to					
Buenos Ayres..	5701	5836	5804	5849	6421
Montevideo...	5586	5723	5689	5734	6306
Pernambuco...	3541	3678	3644	3689	4261
Rio de Janerio.	4611	4748	4714	4659	5331
Asia via Suez Canal to					
Hong Kong...	11046	11130	11390	11334	11569
Colombo.....	8060	8595	8404	8348	8583
Singapore.....	9606	10141	9950	9894	10129
Calcutta.....	9260	9795	9604	9548	9783
South Africa to					
Capetown....	6423	6795	6776	6787	7108
Phillipine Islands to					
Manilla.....	10949			via Suez Canal 11293	11237
Manilla.....				11405 via Panama Canal	11472

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It will be seen from this table that Halifax is most advantageously situated in terms of distance from the main trading centers of the world. Time spent at sea and in port by ships enter into the make-up of Ocean Freight Rates. A shorter journey or voyage means less freight costs to shippers and ultimately consumers.

Port Development and Facilities

The Port of Halifax has had three separate developments of its facilities. The first was the construction of privately owned wharves on crown grants of waterfront lots, or parcels of land, as early as 1750. In 1874 a railway pier was built at Richmond, presumably the site of what is today known as Pier 9. This pier cost \$70,000.00 when built. From 1892 to 1915 at various intervals Piers 2, 3 and 4 were constructed by the Government of Canada. One of these piers, number 4 is not now usable. Pier 2 is still in use and Pier 3 is to be rebuilt in 1949 according to a recent announcement. The third phase of development was the construction of the Ocean Terminals which was begun in 1913 and which has not yet been completed.

The National Harbours Board operates eight main piers having total of about 17,000 linear feet of berthing. These piers are equipped with 13 transit sheds and have a combined floor area of 1,100,000 square feet. In addition the Board operates a 2,200,000 bushel grain elevator from which can be loaded into ships 75,000 bushel per hour. Grain ships or railroad cars can be unloaded at the rate of 15,000 bushels per hour. There is a modern cold storage terminal warehouse with 1,655,350 cubic feet capacity storage space. This warehouse is completely equipped with freezing, storing and packing equipment and has direct rail connections. The Board also operates a cattle shed with yards and runways with a capacity of 1000 head.

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Railway Facilities

The Canadian National Railways is the sole direct rail connection linking Halifax with the rest of Canada. The Canadian Pacific Railway operates through the Annapolis Valley the Dominion Atlantic Railway, a subsidiary company, from Halifax to Yarmouth with connections for passengers and motor vehicles to Saint John, N.B. via a ferry service across the Bay of Fundy from Digby, N. S. The Canadian National System links Halifax with Yarmouth via the South Shore of the Province running through Lunenburg, Bridgewater, Liverpool, and Shelburne; to Sydney via Truro, New Glasgow, Antigonish, the Strait of Canso thence through the Island of

Cape Breton; to Moncton from Truro through Parrsboro and Amherst. The Dominion Atlantic Railway operates a cross country line from Windsor in the Annapolis Valley to Truro, and the Canadian National Railways operate a line from Bridgewater through the center of the Province to Middleton in the Annapolis Valley.

The Port of Halifax has four main assembly yards operated as terminal facilities of the Canadian National Railways. These are located at the Ocean Terminals, Deep Water (in the vicinity of Pier 2), Richmond yards (from North Street through to the City Line at Fairview), and Rockingham Yards. The following shows the physical properties of those yards:

Yard	Mileage of Track	Car Storage Capacity	Main Lines
Ocean Terminals...	28 miles	2000	2
Deep Water.....	8 "	617	2
Richmond.....	10 "	715	2
Rockingham.....	14 "	1295	2
	60 miles	4627 cars	2 lines

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There is no direct connection between the Richmond and Deep Water yards with the Ocean terminals except via Fairview around the North end of the city and thence through a roadway cut through solid rock into the Ocean Terminal yards. The switching charges for movement of cars from and to these points is based on a mileage of 8.65 miles. The distance from Deep Water yards direct to the Ocean Terminals, could a line be extended along Water Street, would be one mile. Switching of cars play a large part in the cost of terminal operations although the question of extending the railway line along Water Street to make a direct connection between these yards and the Ocean Terminals has been often discussed no action has yet been taken to effect this proposal.

The Canadian National Railways installed a modern Central Traffic Control system, (This is commonly referred to as a "Block Control System"

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and is the same type of signal control used on (English Railways) linking the Port of Halifax with Moncton, on February 4th, 1944. This system of controlling the operation of trains is the largest in Canada. There is a total mileage of 202 miles of railway track-age controlled by this system.

The Future Development of Halifax

The Port of Halifax is one of general commerce, handling a comparatively large volume of foreign trade during the winter months when the St. Lawrence River is frozen over. The chief exports of the Province of Nova Scotia through the port are products of farm, forest, mine and the Sea. There are splendid opportunities for the establishment of industries devoted to the manufacture of products for world markets. With a consistent development of water power for the generation of electricity and with adequate supply of low cost bituminous fuel within a few hundred miles, tide-water sites available for purchase or lease, the Port of Halifax can become a center of great industrial activity. Coal, steel, hard and soft woods, basic minerals and other raw materials are available in abundance. Halifax is the center of the coastwise shipping trade and serves a market of more than 1,000,000 people in the hinterland.

Although the main railway line connecting Halifax with Montreal is not double-tracked all the way, the system is capable of handling a great volume of traffic. This was proven beyond any doubt during the Second World War 1939-1945 when the system was taxed far beyond its capacity but the movement of goods and supplies, to say nothing of the hundreds of thousands of Canada's Servicemen, passed through the Port of Halifax. It is unquestionably a fact that double tracking of the old Intercolonial or the construction of a shorter line would result in faster and more economical

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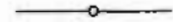
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movement of trains between Halifax and Montreal. It is also desirable that operational-co-operation between the Canadian National Railways and the Canadian Pacific Railways, in the combined use of their existing facilities for the development of national ports such as Halifax, be exercised. The strategic importance of Halifax as a great national asset has been amply demonstrated in the past and the problem of its development is national in character and not solely a local responsibility.

Port Facilities and Service

One of Canada's greatest contributions to the War Effort 1939-45 was made by the Ship Repair and Building Industry at Halifax. More than 7000 crippled ships, merchantmen and naval, were repaired in the Halifax yards. Today Halifax boast one of the most modern Ship Building and Repair Industries in all Canada. It has a 25,000 ton floating dock;

five modernly equipped marine railways; a floating crane with a 75 ton lift capacity; a 568 foot graving dock; four 615 foot building berths; and is complete with lofts and shops second, to none on the Dominion.

Halifax has bunkering facilities for Coal and Oil, adequate supplies of fresh and salt water, ballast. Amongst its services it has competent ships chandlers, freight handlers and stevedores, machinery and equipment for material handling. It has the most modern radio and radar aids to navigation and adequate communications services. The transit sheds on the waterfront are equipped with weigh scales, and shipping companies either own or hire material handling machinery with motorized vehicles available for the movement of freight from point to point. Aids to navigation are maintained by the Department of Transport of the Dominion Government and the Port of Halifax is one of the safest on

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I still have the Captain's pamphlet, having shoved it into my pocket in the excitement of the ship docking. Many Canadians have since read these few pages and I am proud to have been able to sow the seed that Halifax is indeed a great national asset of the people of Canada.

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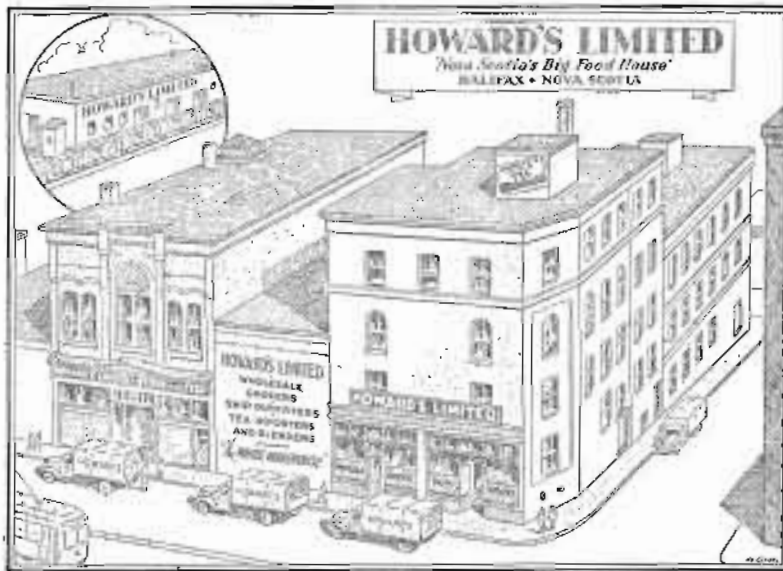
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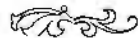
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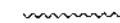


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