

The Board is required to obtain by parliamentary vote funds necessary to meet deficits on account of operation and maintenance, interest due to the public on bonds outstanding, and new capital expenditures. As outstanding bond issues mature, they are retired by moneys voted by Parliament, and the moneys thus voted become capital obligations of the Board to the Government.

Local and maintenance engineering is carried on by the local port staffs. New capital works, where they have been approved by Parliament and funds for the construction thereof have been voted, are planned and supervised by the Board's staff of engineers permanently located at Ottawa. Where such works to be executed involve an expenditure of \$10,000 or more, public tenders must be called.

Local management of each of the harbours under the Board's jurisdiction devolves upon the Board's chief official at the port—the Port Manager. He is entrusted with the actual operation and maintenance of the port and is in charge of the local staff. In addition to his administrative duties, the Port Manager is charged with the responsibility of developing and maintaining close contact with port users, local authorities, and business organizations.

The National Harbours Board at present administers assets representing a capital investment of approximately \$225,000,000, comprising, in the aggregate, wharves and piers providing 25 miles of berthing space capable of accommodating 212 modern passenger and cargo vessels at one time; 84 transit sheds with floor space of 5,500,000 square feet; 14 grain elevators with a total capacity of 43,000,000 bushels; 3 cold-storage terminals with a combined storage capacity of 6,000,000 cubic feet; 3 terminal railway systems with a total trackage in excess of 120 miles; 2 bridges; and a multitude of smaller diversified facilities. In addition, the Board has large areas of land under lease as industrial sites.

The ports and properties administered by the National Harbours Board are as follows:—

The ports of Halifax, N.S., and Saint John, N.B., on the Atlantic Coast, are all year around ports, but have their busiest season in the winter months when the St. Lawrence River is closed to navigation. In both these ports the Board controls and operates practically all the facilities.

At Halifax, 7 large piers with approximately  $2\frac{1}{2}$  miles of berthing, and equipped with 13 transit sheds; a grain elevator with a capacity of 2,200,000 bushels; and a cold-storage terminal with modern freezing facilities and 1,000,000 cubic feet of storage are operated by the Board.

At Saint John, the harbour facilities administered by the Board include 7 piers with between 2 and  $2\frac{1}{2}$  miles of berthing and 15 transit sheds. The Board also administers a grain elevator at this port, with a capacity of 1,500,000 bushels and served by over 2 miles of grain galleries, which is operated by the Canadian Pacific Railway under agreement with the Board.

On the St. Lawrence River, the Board operates the Harbours of Quebec, Three Rivers, and Montreal, and the port of Chicoutimi, situated 75 miles up the Saguenay River, a tributary of the St. Lawrence. These ports are closed to navigation during the winter months.

At Quebec, the Board operates 4 main piers with over  $3\frac{1}{2}$  miles of berthing and 9 transit sheds. Grain elevator space with a capacity of 4,000,000 bushels, a cold-storage warehouse with a capacity of 500,000 cubic feet, a fish-freezing and storage warehouse with a capacity of 1,000,000 pounds, and 32 miles of terminal railway also come under the jurisdiction of the Board.

At Three Rivers, the Board operates 3 large wharves with  $1\frac{1}{2}$  miles of berthing and 8 transit sheds.