At Montreal, the Board operates all the port facilities, including 28 piers and wharves, with 27 transit sheds and over 10 miles of berthing; 4 grain elevators with a total capacity of 15,000,000 bushels, served by 3½ miles of grain galleries; a cold-storage terminal with a capacity of over 4,500,000 cubic feet; and over 60 miles of terminal railway. The Board also operates the Jacques Cartier Bridge over the St. Lawrence which was completed some years ago at a cost of $19,000,000.

At Chicoutimi, the Board operates 2,600 linear feet of wharf, 2 transit sheds, and 8,500 feet of railway tracks.

At the port of Vancouver on the Pacific Coast, the Board operates 2 piers and 2 jetties, with 1¾ miles of berthing and 6 transit sheds. The Board also administers 4 grain elevators with a capacity of nearly 9,000,000 bushels, which are operated under leases by private parties. It operates 30 miles of terminal railway and maintains storage for almost 500,000 gallons of vegetable and fish oil, and operates a fish dock and ice plant as well as other smaller facilities. The Board also has under its jurisdiction the Second Narrows Bridge.

At the Port of Churchill on Hudson Bay, the Board operates a large pier and transit shed and a grain elevator with a capacity of 2,500,000 bushels.

At Prescott, Ont., on the upper St. Lawrence River, the Board operates the large terminal grain elevator which has a capacity of 5,500,000 bushels.

At Port Colborne, Ont., at the Lake Erie entrance to the Welland Ship Canal, the Board operates a grain elevator with a capacity of 3,000,000 bushels.

Operating revenues and expenditures of each of these harbours and elevators are given for the years 1935-39 in Table **15**, p. 690.

Since the entry of Canada into the War, the importance of the national harbours, as a link between Canada's extensive railway systems and inland waterways and the great ocean trade routes of the world, has greatly increased. Expeditious handling of supplies destined for overseas is of vital importance to the success of Canada's war effort. The increased harbour facilities under governmental control in 1938 as compared with the year preceding the War of 1914-18 is an important factor in the solution of the shipping problems of the Government during the present conflict. Canadian ports are in a much better position for the smooth and expeditious handling of traffic than at the outbreak of war in 1914.

5A.—Facilities Operated and Controlled by the National Harbours Board in the Six Principal Harbours, 1938, Compared with Government-Operated Facilities in 1913.

Port.	Berthage Space.		Transit Shed Space.		Elevator Capacity.		Cold Storage Space.	
	1913.	1938.	1913.	1938.	1913.	1938.	1913.	1938.
	ft.	ft.	sq. ft.	sq. ft.	bu.	bu.	cu. ft.	cu. ft.
Halifax	4,030	13,600	109,768	1,273,000	Nil	2,200,000	Nil	1,000,000
Saint John	7,795	11,800	394,000	745,700	"	1,500,000	"	Nil
Quebec	11,600	19,000	362,600	721,260	250,000	4,000,000	"	500,000
Three Rivers	4,052	7,400	47,925	192,000	Nil	Nil	"	Nil
Montreal	37,488	54,384	1,500,000	2,015,000	5,750,000	15,000,000	"	4,628,000
Vancouver	Nil	9,500	Nil	567,000	Nil	8,610,000	"	Nil
Totals	64,965	115,684	2,414,293	5,513,960	6,000,000	31,310,000	Nil	6,128,000

Public Harbours and Harbour Masters.—In other ports, the Governor in Council as formerly, may create public harbours by proclamation, as provided