

form speakers and parliamentary debaters. As Minister of Marine, he had a survey made of the Hudson bay and strait, sufficient to determine what aids and improvements were necessary to enable shipping to navigate the route with safety; hydrographic charts were made and wireless direction finding stations established; a new and powerful icebreaker is now nearing completion in Halifax for service in these waters. Increased activity in the deepening and widening of the river St. Lawrence ship channel between Montreal and the sea is forecast in the proposal for a very much enlarged appropriation now before parliament. Dams have been devised and are now under construction at the head of lake St. Peter with a view to retarding the flow of waters from above. Experiments are being made all the time with a view to keeping these waters free of ice for as long as possible in the spring and fall and to this end an additional icebreaking steamer was placed in commission last fall which helped materially in keeping the channel open. New harbour commissions have been established at various points, where rapid advancement is being made to provide adequate facilities. Efforts are being made towards the production of hydrographic charts of all navigable waters in Canada within as short a time as possible. A complete survey is also being made, as rapidly as possible, of all coastal waters for the determination of ocean currents as they may affect navigation. Persistent effort in recent years has resulted in a material modification of the differential in marine insurance against Canadian ports as compared with United States ports. The meteorological service and radio beacons newly established have proved to be a great help to navigation. In addition to these 161 principal lights, 58 gas and signal buoys and 12 fog alarms have been established within the past four years at various points throughout the country, all with a view to the betterment of navigation.

As Minister of Fisheries, he has done the very best to increase the fisheries production and went personally last year to the maritime provinces in that connection. The marketing value of the fisheries had increased considerably during recent years. I am sorry that the time at my disposal does not permit the opportunity to give more details in this respect but this branch has grown up to such an extent that the government has decided to establish a separate ministry of fisheries.

The Minister of Public Works (Mr. Elliott) comes from an old Liberal family of Ontario. As Minister of Public Works, he is the guardian and has to look after the building,

maintenance and upkeep of the houses of parliament and of all the Dominion public buildings throughout this country. He is a very active man. The growth and progress of the country and the following expansion and development of several departments necessitated the erection of the new Confederation buildings, of which he is justly proud.

The Postmaster General (Mr. Veniot), formerly collector of customs and afterwards premier of New Brunswick, inaugurated the penny postage in this country and extended the same to the British Empire, reduced postage rates between Canada and France and also South America. When he took office, the postage on a parcel of 11 pounds from Canada to South America was \$2.75, the same rate as a 20 pound parcel from the United States to South America. Due to his efforts the rates are now the same, which means a great advantage to trade by providing facilities to Canadian merchants to send samples to South American customers at cheaper rates. He is the father of the air mail service in this country.

The Solicitor General (Mr. Cannon) is a barrister of note. In England the Solicitor General receives a salary of about \$20,000, besides his fees in each case, twice as much as that of the Canadian Solicitor General. In Canada, the Solicitor General receives no fees when he argues a case on behalf of the government and I am glad to say that the Solicitor General has been successful in most of the important cases which he has argued before the Supreme Court of Canada and the Privy Council. The last case that he has won before the supreme court was that of the Sun Life, in which case the decision of the superintendent of insurance, Mr. Finlayson, was supported by the exchequer and supreme courts. I wish to pay that tribute to that honest civil servant who was not impressed by dealing with a big company.

The Secretary of State (Mr. Rinfret), a journalist and a former member of the press gallery settled last year a long pending question—the war claims. He was well fitted for such a settlement because he is such a kind, amiable and peaceful citizen. He is presenting legislation to amend the company law in order to fit it to modern exigencies. He increased, in 1927, the salaries of the civil service by \$3,000,000, and now he is considering the Beatty report on technicians. Before he reaches a decision I would humbly suggest to him to give a flat increase of \$10 per month to everyone in the civil service and to