

until the Department of Trade and Commerce now have commissioners at thirty-six strategic points. These, however, are more than trade commissioners. As they promote trade, so do they promote good will between Canada and the country where they may be stationed, and just as the Canadian legations established by this government have brought about a better understanding between Canada and the nations to which they are attached, the Canadian trade commissioners have made progress of a similar kind in their more limited spheres.

To meet this ever increasing volume of trade, particularly between Canada and other British dominions, additional steamship services have been inaugurated to Australia and South America, and it is to be noted that in anticipation of a further increase in 1930 and future years tenders have been called to extend the service to India and East Africa.

Just as we have extended our steamship connections, so have we extended and developed our own Canadian National railways. Much has been told of the substantial progress made by the Canadian National Railways during the last few years, under the able administration of Sir Henry Thornton, but it may be of interest to recall that the Canadian National is now engaged on the third of its three-year branch line construction programs, the first having been launched in 1924 at an estimated cost of \$13,914,759, the second in 1927 at an estimated expenditure of \$21,519,654, and the third at last year's session at an estimated cost of \$50,136,325. The new mileages provided for by the three programs respectively were 548, 510 and 701 miles, or 1,759 miles in all.

In addition, last session parliament authorized the acquisition by the Canadian National Railways of five small lines in eastern Canada, involving 640 miles of railway. In western Canada the Canadian National Railways and the Canadian Pacific Railway have jointly been authorized to purchase and operate the northern Alberta provincial railways, involving financial obligations amounting to \$25,000,000, but which will result in a large benefit to the province.

The joint grade separation and union station arrangements at Toronto are nearing completion. In Montreal an extension scheme of terminals and grade separation has already been provided for, involving an expenditure of \$50,000,000 over a five-year period, and a very necessary second car ferry is about to be constructed for the Prince Edward Island service. The Hudson Bay railway has been completed to Churchill and is expected to be placed in operation this coming summer. With the completion of the railway, work on the

harbour development will be expedited and I believe it is anticipated that port facilities will be sufficiently advanced to permit of the inauguration of the route as a whole, with proper facilities in time to participate in the movement of the crop of 1931. Not only will the Hudson bay route shorten the distance between prairie points and Liverpool to the extent of something over a thousand miles, but Churchill promises well to become the centre for the development of the entire bay region and much of the hinterland. Who at the present would venture a prediction just what part the Hudson Bay railway and its terminal may play in the development of new regions hitherto scarcely touched?

Of particular importance is the reference in the speech to the completion of the Welland ship canal, which has been under construction with some delay due to the war since 1913. The dimensions of the structures are those proposed by the engineers for consideration in connection with the St. Lawrence project and the 800 foot locks will admit to lake Ontario and the upper St. Lawrence ports the immense grain boats now restricted to the upper lakes. To provide for this, the Department of Public Works is now constructing a large grain terminal at Prescott, which upon completion this autumn will be operated by the Department of Railways and Canals. The cost of this enormous undertaking will be in the neighbourhood of \$120,000,000, and the success of the venture, one of the great engineering feats of this century, will stand as a lasting memorial to our Canadian engineers and the industry and enterprise of our people.

Time will not permit of review of all the other departments of the government, but I would like at least to point out that the promises of the late Hon. Mr. Robb, have been fulfilled. The loan of \$60,000,000 which matured on the first of August last, was redeemed out of our surplus revenue, and more recently, under the present Minister of Finance (Mr. Dunning), a loan of \$20,000,000 has been paid out of revenue.

I would also like to bring to your attention that the air mail service throughout Canada has now become an accepted fact, and is one of the chief factors in the opening up of new country, where hitherto an adequate mail service has been impossible. From time to time this service will be extended.

It is also interesting to note that notwithstanding the reduction of letter postage rates from three to two cents, which reduction resulted first in a deficit of nearly seven million dollars, revenues of the Post Office Department have been so increased by the additional