

The second portion of space was used by our two railway systems mostly with smaller dioramas, most of which were extremely pretty and most popular, with their minuscule steamers sailing in and out of harbours and toy trains appearing and vanishing in the golden plains of the West and the majestic gorges of the Rockies. The third portion was surrounded by booths which contained the exhibits of the train.

The Paris exhibition was inaugurated by Mr. Poincaré and Sir Lomer Gouin on the 8th of November, and was closed on the 9th of December, after having been twice prolonged to meet the public's pressing demand. It was officially visited by Mr. Millerand, the President of the Republic, who was welcomed by the Prime Minister of Canada, Lord Crewe, the British Ambassador to France, the Speaker of the Canadian House of Commons, and a very large and important delegation of the Canadian colony in Paris, led by Mr. Philippe Roy, our Commissioner General. Often was it stated that the Canadian exhibition had achieved unparalleled success and broken all records of attendance in Paris. This I believe to be true, but I crave the privilege of quoting from some of the leading organs of public opinion, recognized as such the world over:

La Vie Courante—M. Gabriel Hanotaux:

The visit of the Canadian train has been an event of Paris. The crowd that pressed through its galleries, with their never-to-be-forgotten horizons, was instructed, entertained, inspired. It learned much, surprised somewhat, longed intensely. "So this is Canada—a continent!"

Now the train is gone. The continent has been packed up again! That which has traversed all France, showing to our cities the grandeur of its forests, its fields, its rivers, its mountains, its factories, its cities, has been stowed away again in the packing cases that brought it. It came to us upon the flood, it has gone with the ebb, and now it sails across the waters. In the bottom of a hold, it muses upon its glory of a summer, and perhaps still echoes the cheers and demonstrations that welcomed it. Its well wrapped bales retain in some obscure corner a breath of the mother country.

So this is the country which, as Lord Grey said, "contains a population equal to that of London in an area equal to that of Europe."

Along the train, stationed in the narrow space of the Tuileries were unfolded, as far as the eye could see, the vast regions that Champlain first started to explore (187 million hectares, or about 460 million acres). The view, extending beyond prairies and mighty rivers, is arrested only by the walls of mountain peaks, the mantle of eternal snows, or the ice-floes of the polar ocean. What breathing spaces are over there!

Here are the woods—woods of maple, oak and pine—forests that no human foot has ever trod, that have awaited man since the beginning of time.

Here are countless herds that go swinging across the prairie, the cows with their large hanging udders,

the bulls with their broad shining backs, the calves galloping away from barking dogs. These enormous food supplies of all sorts will innocently find their way into tin boxes labelled "preserved meat," and otherwise known as "bully beef."

And here are the crops! stubble so thick that one wonders how the machine will ever penetrate it, sheaves in such number that one wonders how the hand of man can load them all into the big cars—sheaves of Jericho that are baked and rebaked in the burning sun—stacks and granaries crammed to overflowing with golden grain—and it is gold indeed.

Life springs up: here are pretty farm homes, white or ivy-covered, with laneways running between rows of maples, situated on the banks of a clear stream, displaying their neat gardens with rectangular pathways and giving to the countryside the appearance of a brighter Vendée or a quieter Béarn.

Le Petit Parisien:

All Paris was present yesterday at three o'clock, on the Terrace of the Orangerie. Parliament, the Institute, the Army, the Judiciary, the Administration, the highest class of society, crowded in a brilliant gathering to admire at leisure the treasures of the Canadian Exhibition. The attendance, composed of the elite, followed Mr. Poincaré at a respectful distance. The President of the Council was accompanied by Sir Lomer Gouin, Minister of Justice in Canada.

La République Française—M. René Richard:

If we could go and meet Voltaire in the Champs-Élysées we would take him by the hand, bring him to the Tuileries, and make him blush—if spirits still blush—for his past error about Canada—"Those few acres of snow." Marvellous snow it is, from which spring up fair crops and pastures; golden snow, source of wealth which freely yields to the efforts of men of good will.

Le Journal:

The Canadian Train, unlike that of Henry Séguin, did not enter the station. Yesterday morning it assembled its 50 cars on the Place de la Concorde, in sight of the exposition which is to open on the 8th inst. in the pavilion of the Tuileries.

A very curious train it is. Ordinarily, one thinks of a train as something which carries people from one place to another. Not so this train. It does better; it brings a country right to the houses of the people.

Thus we have in Paris a Canada with its prairies, its lakes, its mountains, its waterfalls, its railways, its flora and fauna, and the industries of its towns and cities.

The Sunday Times:

During the last few weeks the contents of the train, products and panoramas alike, have been on exhibition in the Orangerie, and an annex thereto, in Paris. The police state that more people have attended than have visited the Paris Salon. Every day there has been a queue from the Tuileries gates to the Orangerie doors, and on wet days the added feature, curious to English eyes, of a queue, under umbrellas.

The Chicago Tribune:

The Canadian exposition is meeting with even greater success than was anticipated, and on Sunday last between 35,000 and 40,000 persons visited the different stands. So many were waiting for admission that long before the official closing hour cordons of police were obliged to turn the crowd away from the main entrance at the Orangerie of the Tuileries.

The Boston Evening Transcript:

Ever since the phenomenal vogue of Louis Hemon's homely novel of Canadian life, "Maria Chapdelaine," Canada has been very much the fashion in this part of the world.

The latest manifestation of this predilection for things Canadian is the triumph of the Canadian Exposition in the Tuileries Gardens, which (without the slightest street advertising and almost without press announcements) is daily drawing such tremendous crowds that the majority (even after standing patiently in line by the hour, on a wind-swept terrace, at imminent risk of gripe, before passing the turnstile) are unable, by reason of the crush, to catch more than an occasional glimpse of the spectacle they came out to see.

The French Government was particularly pleased with the appreciation shown by Canada through the presence of its Prime Minister of Justice in Paris, for the reception meted out to the Canadian exhibition, not only in the French metropolis but through the whole of France.

Notwithstanding excessive fatigue, which had impaired his health, Sir Lomer Gouin assumed the honourable but heavy task of representing Canada at the inauguration in Paris, and at the several splendid functions which followed. In doing so he won the admiration of the public of Paris and at the same time the gratitude of the Canadians then present, all of whom were proud to see their country so fittingly represented.

The Speaker of the House of Commons, the Hon. Mr. Lemieux, journeying through France on a different errand, was promptly conscripted for the benefit of the exhibition as an excellent sample of Canadian oratory. This was a happy move, for His Honour the Speaker, captured the many and distinguished audiences which he addressed.

One day, in answering a toast of the Minister of Trade, he said, in his usual debonnaire fashion: "The Hon. Minister has been altogether too kind to me, but I am not surprised: why, he is an old neighbour of mine, inhabiting in Normandy the parish next to my good country of Gaspé."

Whatever the train may have otherwise accomplished, it is essential to ascertain whether it proved, as anticipated, to be an economical and effective stimulant for our foreign trade.

In dealing with the first point, nothing could be more instructive than to compare the cost to Canada of this venture with expenditures made by us in the past in connection with the Panama-Pacific and Panama-California exhibitions, the last two international expositions in which we have participated, and which were held in San Francisco and San Diego in 1915 and 1916.

In doing so, it is well to bear in mind that the Canadian Train really comprised three exhibitions: one made up of the journey of the train through France; another, of its circuit in Belgium; and the third, the fixed Exposition in Paris. Besides, I think it can be demonstrated that both these perambulating exhibitions reached a very high percentage of the populations of France and Belgium, and in this respect, at all events, that they were more profitable than our participation to the American expositions.

	Canadian Exhibition.	Panama-Pacific.	Panama-California.
Salaries.. . . .	19,298 00	50,330 42	34,694 50
Trav. exp.	24,403 12	49,471 83	27,887 41
Coll. exp.	12,907 72	48,700 73	Nil
Buildings.	27,045 08	332,443 00	Nil
Supplies.	16,911 30	309,006 73	73,727 26
	\$100,565 22	\$690,012 70	\$136,309 17
Less salvage.		3,776 28	8,267 53
		\$686,236 42	\$128,041 64

The Canadian Exhibition Commissioner, Mr. Hutcheson, in his 1916 report to the Minister of Agriculture, explains that Canada has been relieved of most of the expense of our contribution to the Panama-California Exhibition. I quote from the report as follows:

I may add that the management of the Panama-California Exposition, realizing the great importance of the Canadian exhibit as a drawing card, not only placed at our disposal, free of charge, the magnificent building in which our exhibit is now installed, but assumed also to meet all expenses in connection with the transfer of our goods from our building in San Francisco to the Exposition grounds here, and the supplying of water, gas, electric current and guards, thus bringing down to a considerable extent the cost of our participation.

This exhibition meant practically the restaging of the displays made at San Francisco, with most of the expenses, including transportation, assumed by the Americans. Besides, every dollar spent in 1915-1916 was worth at least two expended in 1923.

The officers of the Exhibition department of the Canadian Government have taken possession of the material of the Paris dioramas used in connection with the Canadian Exhibition train. What the salvage may be in this respect cannot be ascertained for the time being. It will not exceed a few thousand dollars.

The comparisons of the above figures are not intended as a criticism of the expenditures made in San Francisco or San Diego, but solely with the view of demonstrating the relative saving made by the country through the use of this new formula. If it had been anything else than a transfer of an exhibition from one city to another, and without the