

Hon. Mr. DAVID: Was the honourable member obliged to make speeches everywhere?

Hon. Mr. MURPHY: Certainly he was; and he could do it too.

Hon. Mr. BEAUBIEN: I was. The most spacious and central public square is soon reached and encircled, the inner sides of the trailers are swung upwards on their hinges, the awnings stretched and joined from car to car—the electric light turned on—and, as by magic, a most attractive commercial street has been created, with its succession of show-windows running all around the outer edges of the square. The moving picture equipments are rolled into position, screens erected, police distributed and the crowds by thousands flow in, press around the square and congregate before the moving-picture batteries until the square is jammed to its full capacity.

Of the several millions who viewed the Canadian Exhibition, how many knew Canada otherwise than historically and sympathetically? Now that they have seen they know that Canada produces more than wheat and agricultural instruments: They are aware that Canada produces yearly even more by manufacturing than farming, and that her production covers the whole scale of commodities.

But I intend giving you other impressions than my own on this score. Here is the opinion expressed by the wonderfully gifted Prime Minister of France, Mr. Herriot, in an article written by him on the Canadian train for l'Information:

Our friends, the Canadians, are again in our midst. I have just welcomed them under the leadership of the Hon. Senator Beaubien, and accompanied by the Exhibition train, which they are circulating all through our country. They have helped us make the products of our country known throughout the Dominion, and likewise they ask us to back their vigorous effort with a view to develop their export trade. After the war, in which we were associated in sacrifice, it is our duty to respond to their appeal. Too often do we sin by ignorance. It would be a mistake for us, in view of the coming hard times, not to establish bonds of interest to reinforce the bonds of sentiment. Why, for instance, should we persist in buying on the Berlin market, as before the war, such products as nickel and asbestos, which we need and which are offered to us on the Canadian market? With good-will we could render innumerable services to each other. Let us try.

The Sunday Times, October, 1923:

After visiting 29 principal cities in France and Belgium, and being attended by 3,000,000 people, the Canadian Exhibition train, whose progress has everywhere been marked by scenes of enthusiasm and with substantial reciprocal trade benefits, will terminate its tour to-day.

Composed of thirty Renault trucks of uniform type and colour, followed by cars containing the personnel,

electrical apparatus, cinemas and mechanics, the imposing column has been both welcomed and heralded by the authorities. Its advent, indeed, has been made the occasion of visits by Ministers of State, by senators, and by deputies, and other prominent personages. Nowhere has it figured as a mere travelling "show"; it has been more in the nature of a state procession. Receptions and banquets were everywhere the order of the day.

At Nancy, for example, which still has many of the dignities of a once royal city, the immense Place Stanislas was the scene of a civic fête, the municipality providing an open-air spectacle, witnessed from the windows and galleries all around. "Vive le Maire" and "Vive le Canada" ascended from 30,000 throats.

La Libre Parole—M. François Veullot:

In three months this splendid travelling exhibition has been able to show its treasures in 35 of the largest cities in the country. In cities with a population of 100,000 or less the exhibition was visited by half of the inhabitants; and it was certainly known, through the newspapers, official welcomes and the echoes of these functions, to the other half. The proportion attending in the case of larger centres was necessarily not so high; nevertheless, the attendances exceeded all expectations. Beyond doubt, a most remarkable movement has by this means been launched in France in favour of Canada.

Revue Française—M. George Oudard:

This exhibition train is, however, one of the most ingenious attempts ever made to draw closer together two countries with historic ties and a common language, but separated by distance and absolutely unacquainted with each other.

When a firm wishes to do business in a district in which it is not known, it sends one of its travellers equipped with samples to visit the prospective customers. That is what Canada has done. Only, as a nation has more goods to show to the public than the largest firm, Canada has sent her agents, not with grips, but with a train; an itinerant train comprising 30 large automobile trucks and arranged somewhat after the old style of vendors with their shops on wheels.

The train stops in a city; assembles in an open square; the blinds are pulled up, and a real exhibition is offered to the public gaze. Within an hour, after going the rounds of this new sort of fair, you know more about the economic possibilities of Canada and its present activities than if you had read ten huge time-worn volumes dealing with these questions.

France et Monde—M. Dal Piaz:

This evident prosperity, which contains the germ of a still greater prosperity in the future, the French people have been able to appreciate during the triumphant tour of the Canadian exhibition train through our country. For weeks, this convoy has travelled through all our districts, covering more than 5,000 kilometers (about 3,000 miles) before arriving at the Orangerie in the Tuileries, where Parisians and visitors to Paris may see it to-day. Thus the entire population of France has had the unparalleled opportunity of acquainting itself with the immense resources offered by Canada. It has also welcomed our Canadian friends everywhere.

Exportateur Français—M. Guénard-Hodent:

The Canadian Exposition, which the people of Paris are to visit in the Tuileries, in the buildings of the Orangerie, is the last stage of this novel exhibition which has traversed the entire country. It has wonderfully achieved its purpose, which was to make known

in all our provinces, from Artois to Provence and from Alsace to Brittany, the truly extraordinary economic development of Canada in the past 25 years.

The Itinerant form of the Exhibition has proven its value, and the boldness of the undertaking has been repaid by a double success. The French Exposition on Canadian railways in 1921 spread the reputation of our industries de luxe from the Atlantic to the Pacific. The thirty vans and their thirty tractors, built by the Renault firm, and driven by skilful hands all through France, according to a very strict timetable, have convinced all the French people that the Canadian market, which they were neglecting, is a market in which they could do business with great advantage.

May I add to the above press opinions, that of two eminent men in France. One, M. de Wendel, is an outstanding figure in the industrial life of France, being the head of huge iron and steel works. M. de Wendel is besides a Member of Parliament. In welcoming the Canadian Mission at Nancy, in the name of the Chamber of Commerce of that city, he said:

Permit me to thank you on behalf of the manufacturers and business men here present for having given us a glimpse of what you are doing and what you can do, and of the resources contained in that vast country extending from the Atlantic to the Pacific—a country which, after having long been engaged in hunting, fishing and agriculture, is rapidly becoming, while continuing to develop its primary sources of wealth, a country whose manufactures in many respects will soon rival those of the great neighbouring Republic.

The other is Mr. Camille Chautemps, the young and remarkably talented Mayor of Tours, recently chosen as Minister of the Interior in Mr. Herriot's cabinet. In an article published in Métallurgie Française, Mr. Chautemps says:

The success achieved by the French and Canadian trains should not only gratify us as being full of hope for the near future; it should also teach us a lesson. This method of propaganda, which has twice been demonstrated so brilliantly, and the effectiveness of which we have explained above, is one that ought to be kept in constant use in all countries wherein we have to meet foreign competition.

It was a happy omen that the Canadian Caravan should have started from Havres on its conquest of a fair share of the French market, on its intensive campaign to educate an ancient people of an old country of Europe upon the resources, wealth, and possibilities of a new country of America and of the achievements of a young race, already highly developed and full of hope in its still greater destinies.

Havres de Grâce, at the command of the Great Francis the First, sprang up from the rocks and weeds of the shore of Caux to form the basis of his peaceful conquest of a new world to Christianity and civilization. It became the great ocean gateway of Normandy, the land of the Conquerors of old. From it,

during the seventeenth and most of the eighteenth century was instilled the very life of New France.

Roberval, Des Monts, Champlain, the Société des Cents associés, all organized their expeditions from Rouen, the capital of Normandy. Cavalier de La Salle, who faced alone, unafraid, innumerable ferocious tribes and discovered Louisiana, was born in Rouen, and left his native city at the age of 23 to seek a home in Montreal.

It was around the marble table of the palace of Rouen that all important contestations respecting Canada were heard and settled. Rouen was practically ruined by the Seven years' War. Through it she lost more than 300 ships to Great Britain and for a century thereafter lay prostrate under this staggering blow. Nowhere in France could be found so many stately ruins of past history to which could be anchored new bonds of sympathy and of intensified commercial relations.

The inauguration of the train was a most brilliant function. The city of Havres was gay with festivities, elaborate decorations and crowds pouring in from the vicinity. To the local authorities, the French Government wished to add a large delegation from Paris presided over by Mr. Dior, Minister of Trade and Commerce. Immense gatherings, imposing receptions and warm words of welcome marked the occasion with great solemnity. Every authority was represented by those first in rank of dignity the State, and Parliament, the Church, Army, Judiciary, the municipal and industrial and commercial bodies, the French press headed by the great Parisian leaders. Frankly, the occasion was solemn to the point of being almost awe inspiring.

As to those charged with the responsibility of the Canadian Mission, they were anxious lest their country should not be fittingly represented. They were comforted by the timely arrival of a gentleman who, notwithstanding serious sickness in his home, had, at his own expense, raced to and back from Europe for the sole purpose of delivering to France a message of friendship from the Government and people of Canada. The honourable gentleman who accomplished this rare feat of self-abnegation must have found some satisfaction in the remarkable success of his speech, which rang like a clarion call thru the whole of France and also from the marks of respect and esteemed paid to him by Mr. Poincaré as well as the Press and the people of France. It is indeed a great pleasure for me to express to this honourable gentleman, who is no other than the leader of this House (Hon. Mr. Dandurand), the deep appreciation of the Cana-