

country, and his experience has been such an extensive one as has been had by few in the public life of Canada. He entered this House in 1885, at the early age of thirty-three, and has ever since been one of its most active members. He is an outstanding French Acadian, and among those of us who were born and reared in French Acadian communities his name is honoured and respected. We have followed his contributions to Acadian literature with great interest. Always a staunch Conservative, he has ever been a disciple of his great chieftain, Sir John A. Macdonald. I am certain that the Acadians of Nova Scotia will feel honoured to-day by the presentation which he has made in their native language.

(Translation) Mr. Speaker and honourable colleagues, it is a great pleasure for me to be able to compliment in his own language the honourable mover of this resolution. On all occasions he shows himself to be a worthy representative of the French of Acadia. The English-speaking Acadians are just as proud of him, and claim for the whole of Acadia the honour of possessing this noble son. An orator admired by the public and in Parliament, he has maintained his high reputation in the speech to which we have just listened. We congratulate him and thank him.

(Text) I think we can all agree that the Prime Minister deserves the goodwill of all our people for successfully bringing about the Imperial Economic Conference and obtaining results which will undoubtedly be of considerable benefit to many of the industries of Canada. Two years ago, at the Imperial Economic Conference in London, Mr. Bennett invited the Empire delegates to meet in Ottawa. He went further than any other important statesman at that time by making a definite offer of a further preference to British goods, provided a business arrangement were made between the two countries. The Conference met here in July and was probably the most important ever held within the Empire. It attracted world-wide attention, particularly in countries whose trade with Great Britain or the Dominions was threatened through any agreements that might be made. For nearly four weeks the delegates discussed matters of trade, not only between themselves and Great Britain, but with one another, and from that Conference have come twelve different trade agreements. Four of these directly concern Canada, there being one each with Great Britain, Southern Rhodesia, South Africa and the Irish Free State. These agreements are being placed before Parliament to-day for ratification, and will, no doubt, go into effect.

For the first time Canada has secured in the British market a decided preference on many of her products, particularly wheat, fruit, bacon, canned fish, copper; in fact, on all important products of Canada. It is expected that these preferences will secure a market for Canada and will free this country from the disastrous competition of such countries as Russia in the British wheat market. A tentative arrangement has also been reached to provide a wider market for Canadian lumber in Great Britain, and this will do much to revive the lumber industry, which is so important to almost every province.

On the other hand, Canada gives to Great Britain greater preferences on more than two hundred items, almost exclusively manufactured goods. It is believed that these preferences will not injure any Canadian industry, but will increase the market for British goods. In addition to the immediate benefit which Canada will secure, it is believed that this Imperial Economic Conference was but the beginning of a movement to conserve Empire trade for Empire people, and that Canada, looking to the future, may be confident of a steadily increasing trade with the Motherland.

One of the greatest problems that have concerned governments in Canada is railway transportation. The large and continually increasing debt of the Canadian National Railways threatened the financial stability of the country. The Bennett Government appointed a Royal Commission, presided over by Mr. Justice Duff, to inquire into our transportation systems. In the meantime both railways were urged to practise the most rigid economies, and the Government is being congratulated that the cost of operating the roads has been brought within reasonable bounds. The Commission has reported to the Government, and the report is now before Parliament. The report recommends that the identity of the two railroads be preserved, and competition in transportation maintained, but it provides a court to eliminate unnecessary and expensive competition and to see that justice is done to each of the railways. It is hoped that, through the elimination of unnecessary competition and the increase in business which now appears, the railways may regain some measure of prosperity. This year the Government will have to advance to the Canadian National Railways \$70,000,000. It is also hoped that this deficit will be reduced very rapidly in the years to come and that the system will become self-sustaining.

Honourable senators, it is generally conceded that during the past two years, when there has been a world-wide depression, Can-