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assistance. As it could not hire help, the management attempted to borrow it.

Through the kind collaboration of the Minister of Trade, two precious recruits were obtained: Col. Barre, Trade Commissioner in France, and Mr. G. Parizeau, Junior Trade Commissioner in Ottawa. The former, on an important part of the circuit took charge of the staff and lectured on the resources of Canada; the latter directed the information bureau, and assumed the responsibility for part of the accounting. Both acquitted themselves of their respective duties in a highly creditable way. The Minister of Agriculture named as his special representative Mr. Bouchard, M.P. for Kamouraska and Professor of Agriculture at the College of St. Anne, Quebec. Mr. Bouchard lectured with great competency on the agricultural resources and wealth of Canada. The Minister of the Interior selected Mr. Buisson, who efficiently took charge of an excellent mineral display and also lectured on our mineral possibilities.

The honourable Speaker of the Senate, jointly with the honourable Speaker of the Commons, was good enough to grant leave of absence to Mr. Tarte of the Parliamentary Library, who took in hand the secretariat, fulfilling its arduous and exacting duties to the satisfaction of all, which, under the circumstances, was a rare feat. Three very precious accessions were due to the Government of the Province of Quebec, and in particular to the Hon. Messrs. Taschereau and Caron.

Mr. Laureys, the able principal of the High Commercial School of Montreal, who in France gave a series of remarkable lectures, assumed supervision of the staff for part of the time, and took full charge of the entire train in Belgium. Mr. Désilets, the Director of Agricultural propaganda in the Province of Quebec, and Mr. Giroux, of the Department of Mines and Forests, both lectured with marked success on their respective specialties.

But this was by no means sufficient and, as no further borrowing of help seemed possible, of necessity the management got bolder and attempted to obtain by pure gift what it could not borrow. An appeal to young men of excellent education and special training for international trade was made by the High Commercial School and our universities. The result was most gratifying. Four young university graduates volunteered to serve gratuitously. They were Messrs. Bruchesi, Belanger, Derome and Rochon. Mr. Bruchesi, in addition to his exacting duties, crowded in a few excellent lectures on the intellectual development of Canada. It is a pleasant duty for me to attest that for 6 months all

these gentlemen fulfilled their functions, which were often trying—with admirable devotion, and without receiving any remuneration whatsoever from the funds allotted to the Train.

Good fortune willed it that three more precious recruits were obtainable in France who were willing to serve without any compensation. Mr. Godfroy Langlois, the able Commissioner of the Province of Quebec in Belgium, who assumed the responsibility of the English and French press, was one of them: he rendered very valuable services. A second recruit was Dr. Ami, the well-known Canadian geologist, who gave numerous lectures which were highly praised, on the mineral resources of Canada. The third one was Mr. Michel Laglenne, director of an important banking house in Paris, who generously assumed to control expenditure.

The two railway systems were wise in the selection of their officials—Mr. Clouthier of the C.P.R., and Mr. Regamey of the C.N.R. The attractiveness of their booths, and the distribution of their special literature, etc., contributed in no small measure to the general success.

An effort was made to complete this staff by the addition to it of ten students from Paris, who would also serve gratuitously. This proved unsatisfactory, as the students from the very first were dissatisfied, mainly on account of accommodation in the hotels. After a short trial, this was found impracticable, and their services were dispensed with.

Again, plans had to be modified. A bureau of information was formed and the unmanned show-windows were left in charge of the local police. This readjustment resulted in reducing expenses and increasing efficiency.

The personnel, so compressed, permitted savings which were utilized in securing two excellent newspaper representatives: Mr. Ingram, the Canadian Associated Press agent in France, and Mr. Hubert-Morand, one of the editors of the well known Parisian daily, "Le Journal des Debats."

In brief, when ready to depart, the train counted 8 or 10 agents of the exhibitors, two of the railways, and about 20 other members of the staff, of which only half a dozen were paid, and most of them but a scanty indemnity.

May I ask you now to turn to France's contribution to the venture? Early in 1923, at the special request of Mr. Poincaré, Prime Minister of France, and Mr. Dior, Minister of Trade, the French Parliament and French railways had voted a sum of no less than five million francs to fittingly acknowledge and re-

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pay Canadian hospitality. At the rate of exchange, then prevailing, this represented approximately \$350,000. Burdened with colossal financial obligations, such a handsome contribution showed that France, as a unit, had accepted the eloquent and moving appeal of Mr. Geo. Gérald, M.P., concluding with the message of Mr. Poincaré that nothing was too good for the valiant Canadian nation. These words found a ready response in the heart of every Frenchman and were lived up to in a manner which I can but faintly and very inadequately portray.

Before stating more specifically what facilities were extended by France to the Canadian train, a very short explanation is required. The experience of the French train in its circuit through the Dominion had demonstrated some of its weaknesses. The course followed by the Exhibition rigidly tied to the rails was found sometimes unsatisfactory, as stations are not always conveniently situated for the purposes of an exhibition. Besides, the capacity of the train to rapidly absorb a large attendance was very limited. The procuring of theatres for cinematographic displays was found difficult and the displays themselves would rather divert the attention of the public from the Exhibition. On the other hand, its educative pictures would hardly compete with the sensational films now universally in use. Prompted by this experience, Canada requested the French government to substitute a motor train in lieu of a railway train for the Canadian Exhibition. Indeed, the difficulties encountered on the Canadian lines would have been well nigh insurmountable on the French lines. Further, the French government was requested to furnish specially fitted motor cars for open-air cinema, instead of the chain of theatres provided by Canada. To this they readily agreed.

When the Canadian personnel arrived in France at the beginning of July, 1923, they found assembled in an immense warehouse in Havre the entire train equipment freshly turned out of Renault's great works at Billancourt, near Paris. It comprised 30 motors, short, strong and supple, with special devices to hitch instantly to trailers; 30 steel trailers, each in the shape of a large show-window opening on one side by the lifting of panels hinged at the top; two additional motors and trailers fitted up for moving-picture displays; one dynamo car; two baggage cars; two auto-cars for the personnel and one pilot car, and one repair car. It would be difficult to imagine a more artistic and practical equipment. It was of battleship grey, with a wide blue band bearing in large letters, "Exposition

Canadienne—Canadian Exposition." With it all was a military trained corps of some fifty chauffeurs, mecaniciens, etc., under the orders of Capitaine Delest, a splendid efficient French officer, who, during the war commanded 5,000 trucks. Back of Capitaine Delest was the executive entrusted by the French government with the organization of the tour of the Canadian train. Back of the executive was an honorary committee headed by the President and Prime Minister of the French Republic, the members of the Cabinet and many of the most prominent men of France. The executive committee comprised the executive heads of several Government departments, of all the French railways, etc., and was presided over and directed by Mr. John Dal Piaz, the well known and highly respected president of the French liners. Actively collaborating with the executive committee were all the different governmental departments, members of both Houses of Parliament, prefects and sub-prefects, chambers of commerce or other commercial bodies, military governors, generals, etc., municipal corporations, religious congregations, including cardinals, archbishops, bishops, universities, colleges, etc., great bodies of manufacturers, merchants, professional men and the mass of the people in France, ready and anxious to receive and honour Canada through its delegates.

No more complete and effective organization was ever conceived. It was ready on time, started on time, and functioned for three months without one single mishap or delay. For it all, the greatest praise and the warmest thanks are due to Mr. Dal Piaz, to the members of the executive and to Mr. Ronssin, who, under Mr. Dal Piaz, for months worked day and night to assure the success of the exhibition and the well-being and comfort of the Canadian Mission.

May I now ask you to picture in your mind's eye the progress of the train through the beautiful land of France? An imposing three-mile caravan of huge gray and blue motor cars shining with cleanliness, driven by uniformed chauffeurs, twining its way along country roads or through mediaval villages. The people drop their tools in the fields or run to the door-steps in the villages to gaze with astonishment as each unit silently and swiftly rolls by. As the point of destination is in sight, the long chain crawls to a stop, its links are drawn closer cleaned and polished if need be; then it glides slowly and imposingly along quaint old streets overcrowded, and profusely decorated with flags and inscriptions of welcome.