

the people themselves could and would solve the problems of society if properly directed and enlightened. They met with much discouragement at first, and had to overcome many obstacles, so progress was slow, but their perseverance has been crowned with success. It was my pleasure and privilege to sit in at the annual Rural and Industrial Conference held by the university last August. This conference was attended by more than a thousand persons coming from nearly every part of North America, and the mere recital of the work already accomplished was almost marvellous. Among other things I was told that when the movement was launched the people in some fishing settlements were so poor that there was not a cow in the settlement, and the leaders had to begin with a few goats because the people could feed no other kind of animal. To-day there is not a family in these same settlements that has not at least one cow. This remarkable change was brought about by economy, industry and co-operation among the people themselves. Nearly everybody is working and trying to save, and both adults and children are going to schools of some kind and learning how to work. Some years ago a great deal of Communism and other subversive doctrines were openly preached in the Sydneys and other industrial centres. To-day there is very little of such talk. If it has not been killed, it has at least been scotched.

The people now fully realize that while there are, and perhaps always will be, wrongs to be righted, there is a living for every sober, honest, industrious man in Canada, when and where there is co-operation, and that few countries in the world offer equal opportunities and none offer better. The successful application of the ideas behind somewhat similar efforts in other parts of the world gives the well-founded hope that the rapidly growing Nova Scotia movement may be a potent factor in the reconstruction of this Dominion. It will soon cover the Maritime Provinces, and from there may spread over North America. What far-reaching help and leadership men like Sir Edward Beatty, Sir Herbert Holt, Sir Charles Gordon and others could give to such a movement! Perhaps these men or some of them may come to think that their great talents and executive ability could not be better employed than in such work. So far, everything that has been undertaken in the Antigonish movement, and every day's activities, have been begun in the name of God. While that attitude is maintained all will be well. We are told on the best of authority that God is delighted to be with

the children of men, and desires nothing more than an invitation from the hearts of His children.

The Address was adopted.

TRANSPORT BILL

INTRODUCTION POSTPONED

Hon. Mr. DANDURAND: Honourable members, I expected to have the Transport Bill, relating to an extension of jurisdiction of the Board of Railway Commissioners, ready for this afternoon. I now find it will not be in shape for presentation this week nor in the early part of next week. In these circumstances, as there is nothing on the Orders of the Day and nothing is likely to be forthcoming within the next few days, I move that when the Senate adjourns to-day it stand adjourned until Tuesday, February 2, at 8 p.m.

The motion was agreed to.

The Senate adjourned until Tuesday, February 2, at 8 p.m.

THE SENATE

Tuesday, February 2, 1937.

The Senate met at 8 p.m., the Speaker in the Chair.

Prayers and routine proceedings.

FREE FOREIGN TRADE ZONES BILL

FIRST READING

Bill A, an Act to enable the establishment, operation and maintenance of Free Foreign Trade Zones.—Hon. Mr. Casgrain.

EXPENDITURE ON ST. LAWRENCE RIVER AND CERTAIN CANALS

INQUIRY

Hon. Mr. CANTLEY inquired of the Government:

1. What was the total cost up to December 31, 1935, of deepening St. Lawrence river, Quebec to Montreal, including buoying and lighting of the river between those points?
2. What is the total cost to December 31, 1935, of the canal system between Montreal and Lake Ontario?
3. What is the annual interest on such expenditure?
4. What is the annual cost of lock upkeep, lock tenders, and other staff connected with the above canal system; also similar data in regard to the Chambly Canal, Quebec, St. Peter's Canal, Cape Breton, and the Sault Ste. Marie Canal?

Hon. Mr. DANDURAND: Honourable members, I am to-day giving a partial answer to the questions which appear in the name of the honourable gentleman.

1. \$56,214,137.21 up to March 31, 1936.