

source of strength to Canada and to Great Britain. It requires two minutes to sign a cheque and a few minutes more to draw the bills of exchange, and in a few minutes more the contribution is in the postal car and on its way to the Bank of England. What policy is that? Every business man does that every day. There is no policy about it. But think of the other method. You are building ships in your own navy yard. There is some policy about that. That is the Canadian policy. It gets at the very root of the matter. We have a navy yard in which to build ships. You are using Canadian steel, and there is no better in the construction of these ships. We send our nickel to England to harden her steel against the guns of her enemy. We have our own nickel and steel. We have timber of every kind necessary to construct the ship and that is an important thing. We give employment to our people and such skilled labour that will come and add thus to our population. We will man those ships with Canadian sailors. We have 98,000 fishermen to-day hardened by the stiff breezes of the gulf and by the perils of the sea to help us, as I am sorry to say some of them did the Americans during the Spanish war. No better men could be found to face the perils of the deep and to stand by the Admiral on the bridge as he swings out his signal to bear down on the enemy. That is a Canadian policy. It looms large in itself. It presents before us ideals which we require to present to the young Canadian so that he may raise to the full stature of Canadian manhood. What would England be without her navy? The first pulsation of true English nationality was in the days of the Commonwealth. Cromwell laid the foundation of the British navy. He was confronted by the Dutch who were then the greatest sailors on the seas and whose Admiral, Van Tromp, had nailed a broom to the mast head to indicate that he had swept Britain from the sea. The sturdy old Republican thought that England's dignity was insulted and straightway went to repair the breach and made preparations for a navy that would do credit to his land, and out of that has grown the British navy. We must begin some time. We have an

Hon. Mr. ROSS.

abundant revenue and now is a good time to begin. Our mineral resources are being developed and it is a good time to draw on them. There is a good spirit among the people, a good time to give it something to do; and we have a great commerce about one-half of which comes by sea. Who should defend it if not ourselves? Who profits by it? We in Canada, and shall we sit back and loiter in our places in parliament and by our firesides and say to England you have nineteen million tons of merchant shipping, and so many iron clads and cruisers and gun boats and you can defend us; why should you not, for we are a British possession? That is not the Canadian spirit we want, nor is that the way to develop whatever spirit may be necessary for the purposes of defence. There should be no retreat from that position. Our navy should have been under way already. It might be required and we should be prepared to aid England wherever necessary. We should be prepared to send a war ship to assist Australia in maintaining the defence of the Pacific unit, and in this way fill some proper efficient place in the navy of the Empire. then if we give this money the vessel will be built in British navy yards. That is not so bad, but will it be spent to aid the present British navy, or will it be made to take the place of ships that would have been built by Britain had this grant not have been made? What are the conditions of the grant? Will the vessels float in Canadian waters when built? Will they go to the Mediterranean? Will they be identified as Canadian war ships? If in a hot fight a vessel behaved in a proper way would our sailors receive the honour? The whole thing is as shady as the mists of Ben Nevis. No fog of Newfoundland is more difficult to penetrate than this naval policy to which hon. gentlemen refer in the address. I pass it over. I have said enough, perhaps too much, and will let it go until it is disclosed in the other House and later as our benighted minds in this Chamber a few days hence.

I am glad to observe that the hon. gentlemen opposite are prosecuting the construction of the Hudson Bay railway. They are following in the footsteps of their predecessors. A contract was let before a