

would still have good value for our money in the benefit derived by our commercial marine from that expenditure.

The third year, the expenditure of the next \$3,000,000 would go into construction; and if in that construction, we inaugurated a new era of ship building in Canada on steel lines, that would ultimately lead to our recapturing the position we occupied in the old days of the wooden ships. That, I think, would be well worth the \$3,000,000. So far as the raw material is concerned, according to the reports of the Conservation Commission of Canada, as well as other information, we have abundance of iron and steel in Canada, and all we require is the plant to put that abundance to profitable use. For that reason it only requires some act to stimulate and develop it to reinstate our ship building industry until it occupies the same place as the building of wooden ships in Canada in the old days. If we had that, we would have splendid value for our \$3,000,000 expenditure, when, on the expiration of the fourth year, if our expectations are realized, we will not only have a navy composed of four Bristols, one Boadicea and six destroyers, but we will have expended \$12,000,000 in establishing and in encouraging an industry that we so greatly need in Canada, and in addition to that we will have had an expenditure made in Canada for wages, materials, &c., in the actual construction as well as the allied industries which, on an average, would give a profit to the Canadian people of 25 per cent. So I believe in the organization and encouragement of that industry we would have splendid value for our money in addition to having the foundation for a fairly satisfactory navy.

I have compared these vessels with the vessels of the British navy, and while they have been characterized as a tin-pot navy and tin-pot vessels, I notice that the British navy is made up very largely of the same kind of vessels. If our four Bristols are tin-pots, Britain has 60 or 70 tin-pots of that same type in her navy. If our Boadicea is a tin-pot she has 71 of the same class. If our destroyers are tin-pots, she has 152 of that class, and it would seem that, outside of the advantage of the additional numbers, her eight Dreadnoughts would be about the only superiority of the British navy as compared with the Canadian navy. For that reason I think the Canadian navy will be a credit to Canada and of great value to the empire generally. I do hope that the argument which has been advanced that we could not construct a navy in Canada, that we have not the men and have not the ability, is advanced merely for argument's sake, and is not seriously held by any people in Canada. In entering the library of parliament we pass a tablet:

Mr. SEALEY.

To the honour of the men who constructed the Royal William, the first vessel to cross the Atlantic in her own steam in 1833.

That inscription is evidence that in the early days we were the pioneers in the construction of steam vessels crossing the ocean, and if we bred the people who were in advance and leaders at that time, I think we can do it again. Mr. Samuel Cunard, afterwards head of the famous Cunard line, was associated with the construction of the 'Royal William,' although he afterwards went to the United States to seek a larger sphere for the exercise of his abilities. We have further evidence as to the ability of Canada compared not only with the remainder of the empire, but with the world, even in the matter of the South African contingent. The South African contingent, according to newspaper report and according to the reports and records of the officers and men who were there, seemed to have displayed the greatest ability and to have struck more terror into the enemy than any other body of the same number of men or even of two or three times the number; in fact, it is said that the appearance of the Canadian contingent close to the enemy's front was what finally prompted them to capitulate. That being the case, we certainly have the men here who are able in military matters to rank with the men of the British empire and the rest of the world, and I believe that with a little practice our people would rank equally high in naval matters. I am satisfied that the Canadian contingents in South Africa were worth to the British empire ten times what they cost in money, and I believe that the admiralty will value a Canadian navy at a cost of \$12,000,000 ten times more than they would a contribution of \$25,000,000 and nothing else. I believe that with the establishment of a Canadian navy and with the class of men we have in Canada and with the training that the Canadian government will give them, the whole of the empire will be infinitely better pleased than they would be with a mere contribution.

The importance of the Canadian fleet from the standpoint of the protection of our ocean borne commerce and the policing of our shores must not be overlooked. In Canada we are finding it necessary to increase our police protection not only in the centres of population, but in the rural districts as well. In my own county we have recently decided to establish a thorough system owing to certain cases of lawlessness that occurred. The products of Canada, not only of an agricultural but of all other classes, are protected during their production and transportation to the sea-board by the police, and in case of necessity by the militia of Canada. Once these products reach the sea-board, they are placed on