

I want to call attention also to our mercantile marine. At present, Great Britain stands first in the world with 12,000,000 tons odd, Germany comes second and the United States third, and Canada at present stands ninth. But, with 70,000 more tons, Canada would pass Italy and stand sixth.

Criticism has been made regarding the building of these ships in Canada. Well, it does seem to me that that is the very best thing the government of this country could do. It excites one's ire to hear men talking about our not being able to go into this line of business. Why, we have had to bring skilled operators from other countries to start our manufactories, and Canada, in the old days of wooden ships, was able to build the best ships in the world. Scotland could not compete with her. We know that the fastest skipper ship ever built, came out of a St. John shipyard—the 'Mareo Polo.' And now when steel plate has taken the place of wood, we know that we have all the raw material necessary for steel ship building and all that we require is the plant and trained mechanics. Of course, it is not possible for any private individual at present to establish a plant large enough, but on looking over the register, I find that over 600 steam vessels now on our register were built outside of Canada and that practically very few have been built here. Take the one firm in St. John, Wm. Thompson & Company; they had fourteen steel steamships—ocean steamers—built on the other side. But as against these croakers who decry our capabilities, let me point to the example of Germany, and let me point out that Japan 18 years ago did not have a steel vessel. But Japan started to build up her navy, she got one of these big contractors from Scotland and started a plant, and she is to-day not only building her own ships of war, but also her mercantile vessels, and she is doing this to such an extent that she is now eighth in the list of countries owning ships. Germany's example, however, is still more marked. The first liner built in a German yard was built in 1887. To-day, in the German yards, are built not only her own ships, but also ships for foreign powers. They have built 757 steel ships besides four warships for foreign nations, and yet only fifty years ago, her whole navy was sold at auction.

When you think that, in 1887, her first vessel was built, when you think that it was not till 1898, that she commenced really to put down the keels and build her own steel vessels, and when you find these results, this great development of steel shipbuilding, and when you remember also that German plants were started by Scotchmen—of course the Germans rapidly learned the business, and they are able to carry it on now—why should any man say that

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what Japan has done, what Germany has done, what other nations have done, in establishing these building plants, we cannot do in Canada? And it is a frivolous, childish objection, it seems to me, to say that it is going to cost you more to build your ships here than in England, and it is going to take you a year longer. But is it not a great thing to know that the establishment of a steel building plant in Canada, and the building of these war vessels, eleven in all, will start the steel building industry and shipyards, providing new employment for thousands of skilled men at big wages—for these men do get big wages? We shall be starting in Canada the biggest industry we ever had. For we are a maritime nation. Men who live by the sea, as do a number of the gentlemen present, know the enormous amount of money that is made by carrying freights. They know that for us to pay out the best part of our money to foreign ships to carry our produce is not Canadian, it is not business. Surely it would be better for us, with the enormous amount of our export business, that we should carry it in Canadian ships? A further fact is that which I have already mentioned—that over 600 steam vessels on the registry were built outside of Canada. Then, there is the point that made a great impression upon me, that nine-tenths of the cost of a steel vessel goes out in wages. Of course, you understand, there is the ore to be taken from the mines. Then it has to be smelted—and we can do that at Sydney. Then there is the work to be done on the hull, and all the rest, so that nine-tenths of the cost goes in wages to those employed in connection with it. That is a marvellous fact. It shows, when this industry is started, what a great thing it will be for Canada. I do hope, Mr. Speaker, that the day will come when we shall be united in one great power, forming a federation of great nations, a confederation for the purpose of consolidating power against foreign countries, and a moral influence on all international questions. Nations can only enjoy their freedom by being able to defend it. The true policy for us is to be closely united, to be thoroughly organized and equipped, and to be able to use our whole strength to the greatest advantage for the common safety of Great Britain. Canadians desire to be free and safe. It must be in an empire to which we are attached by every tie, to which we must render effective service, if necessary give our all, for the common defence, if we are to expect the forces of that mighty empire to be at our back when our lives as free people are threatened, we should show a square front to any enemy that may attack us. We must be ready to play our part towards the security of our country, and if occasion offers, be ready to defend. For de-