the Blanche and the Blonde. The Boadicea is in commission. She was laid down in July, 1907, and was commissioned in July, 1909. On her trial she attained a speed of 27·9 knots. Her length is 385 feet, beam 41·6 feet, draft 13·6 feet and tonnage 3,360 tons. She will be a most efficient vessel for cruiser purposes, one of the most efficient that could possibly be built. She is fitted with turbine machinery on the Parsons system, of 18,000 horse-power. Her cost will be £284,000. The ship's company numbers 263 officers and men. Our hon. friends of the opposition could not say anything against the Bristol type or the Boadicea type, the most efficient of the stout cruiser class yet built for the British navy; and when we are making a start by getting five of the best type of cruisers possible and six of the latest type of destroyers, surely it is a very good commencement. Of course, many of us would like the government to go a little faster; but one thing this government deserves credit for—this is the first time any government in Canada has ever made a step in this direction. It is the first time that the naval forces of Canada have been put into commission, so to speak. This is the first time that our great sea-faring class, the raw material of a navy, will be trained and ready in case of war. We have our land militia and know they are efficient, and now we shall have our naval militia as efficient as any class of seamen in the wide world.

Mention was made about destroyers—what are called the river class. They are fine powerful boats of from 500 to 550 tons, with a speed of 25½ knots, also armed, and the most effective class known. They will be most efficient for guarding the entrance to the Gulf and Belle Isle straits and the Bay of Fundy. Nothing could be better for coast defence than vessels of the class the government have ordered. Lord Tweedmouth, at the naval conference of 1907, said:

> You can have the most magnificent ships, guns, armour, and everything else, but if the human element is not very properly trained, your guns, your armour, and your ships are absolutely useless.
>
> The history of our navy shows that the self-sacrifice and endurance of British sailors has been beyond compare, and we believe they have reached a higher state of efficiency than has ever been known in the history of our country.

I say we have these men on our coasts, we are rich in seamen of that class, and with proper training they will be as efficient as any in the British navy. Of course we know that warships need highly trained specialists, such as gunners, engineers, wireless operators, and signal men. But, with the exception of the engineers, all that other class can be well trained in five years. In the meantime, while our young men are being qualified, we can get British officers, and we will in five years have a full complement on board these ships of Canadians, well trained men.

It is well to call the attention of the House to the sea trade of Canada, of which I have the figures here. In the year ending March 31, 1908, our export trade in home produce stood as follows:

To Great Britain..	$126,000,000
The rest of the empire..	13,000,000
The United States..	90,000,000
Other foreign countries..	17,000,000
Total..	$246,000,000

In other words:—

Total overseas..	$156,000,000
Trade by land..	90,000,000

Thus over 63 per cent of our trade is maritime. If we were to include the proportion of our trade with the United States which is done by Atlantic and Pacific coasting vessels, it is evident that fully two-thirds of our trade with the outside world is ocean-borne.

I read in the London 'Times' a speech made by Mr. Smithers, chairman of the Grand Trunk railway. Dealing with the resources of Canada, he said:

> Her railway mileage was now 24,100, exceeding that of Great Britain and Ireland by 1,000 miles. The wheat crop of western Canada last year was a record, amounting to 144,000,000 bushels, as compared with 64,000,000 bushels in 1905, and a very remarkable feature was the rapidity of the extension of wheat growing in Saskatchewan. If we took the crops of all Canada, wheat had risen from 84,000,000 bushels in 1901 to 168,000,000 in 1909, oats from 122,000,000 in 1901 to 355,000,000 in 1909, and barley from 24,000,000 in 1901 to 57,000,000 in 1909. It was calculated that the actual cash value of wheat alone to the farmers of the three western provinces in 1909 was 106,000,000 dollars. According to the president of the Canadian Bank of Commerce, the total bank clearings of the fourteen Canadian clearing-houses for 1909 were 5,204 million dollars, against 4,142 million dollars in 1908. The total value of all minerals produced in 1908, as shown by the preliminary government report, was 87,000,000 dollars. He left to the imagination the value of the timber, cattle, dairy produce, and fruit and fisheries.

In case of war, we therefore would be able to supply England with all the food she requires. And by the aid of these cruisers, we would be able to guard and protect our coasts. What a great panic would there be caused should there be any interruption of our trade with England. We know that at the time of the Spanish war, just a few vessels, obsolete vessels, created a panic, and we know that unless England could send us out coasting vessels, a privateer or armed merchantmen could simply paralyze our whole trade.