

to the Empire would be best done by the application of its revenues to the development of its own resources, and that the colonies should claim the privilege of taking their own initiative as to the nature and mode of aid to be given in the defence of the Empire. In order that unity of policy might be reached, a conference was held between the parties to the resolutions on this subject, and a compromise resolution agreed upon and passed, affirming it to be the duty of the self-governing colonies to participate in the cost of defending the Empire, but leaving each colony to determine the nature and mode of help towards this defence.

It is creditable to the hearts and minds of those representing the French-Canadian Chamber of Commerce that they consider their first duty to be the peaceful development of the resources of Canada. But the predatory instincts of mankind have not changed since primitive days, and how can we carry on these peaceful developments except under the shelter of the mighty armaments which Great Britain has raised, at such a great sacrifice, for our protection as well as her own? If to-day these armaments were destroyed, we know what would happen to our peaceful developments to-morrow. What, then? Are we to go on forever shouting our loyalty to the old flag while not lifting a finger, as a nation, towards the maintenance of those means of protection by which the Mother Nation has enabled Canada to grow to what she is to-day? The Cape of Good Hope colony has contributed a cruiser to the British navy, Natal has offered to furnish free coal to the navy, and the Australian Commonwealth has established the nucleus of a navy for her own coast defence. Canada—that is official Canada—cuts a mean and measly figure in the test, or rather no figure at all, for the amount spent on the militia and local defences cannot be called a contribution to that arm of the Imperial service to which this country is indebted for its safety from foreign invasion, namely the navy. We are, of course, not considering exigencies like the South African war, but a permanent policy of defence. For this the only thing we are now doing, apparently, is a contribution of \$150,000 towards the fortifications of Esquimaux, while the annual cost of maintaining these forts, and those of Halifax, is about \$1,000,000. These in a large sense are really local works, and ought certainly to be paid for and maintained by the Canadian Government. Towards the navy, which really shields us from foreign interference, we contribute nothing.

This is all the more strange when we take into account the natural aptitude of Canadians to the sea, the extent of our mercantile marine (only five nations in the world exceeding us in this respect), and the extent of our sea coasts and the vast stretches of lake and river, which keep alive our taste for navigation. Nature has given us in a supereminent degree the opportunity of being expert seamen and marine engineers, and our relations to our kindred peoples thus point out naval defence as our special share of duty in the burden of Empire. Strange it is, therefore, that with this special capacity for developing power on the sea, with a supply of sailors and sea-faring

people equal to any in the world, and an equal supply of men able to furnish the engineering and mechanical talent required for a modern navy, no Canadian Government, Conservative or Liberal, has as yet appreciated its opportunity or followed up the natural bent of the people.

The opinions expressed by Mr. Drummond will be found to voice those of a considerable majority of the people of Canada, if this question were put to a test vote. In his speech, in proposing his resolution, he said: "While it was true that Canada had done and was doing something in connection with the land defences of the Empire, its position with regard to the maintenance of the Royal Navy was indefensible and inexcusable. Canada contributed absolutely nothing to the maintenance of the navy, and yet His Majesty's ships made it possible for Canadian shipping and Canadian commerce to flourish in all seas. The British navy was an insurance guard on all British, including Canadian, and the whole of the cost fell upon the British taxpayer. Canada carried in her registers no less than 660,000 tons of shipping afloat, and was dependent for the protection of it upon a fleet to the maintenance of which she did not contribute one single cent. Such a position was humiliating and intolerable to a free and high-spirited people. He presented a calculation showing that on the basis of British tonnage afloat Great Britain pays in the royal naval expenditures a national marine insurance at the rate of 50 cents a ton. If Canada paid her share she would have to pay some \$9,000,000 a year as her share towards the navy. This might appear at first too large a sum, and perhaps it was, but this Canada could and should do—relieve the Mother Country of the cost of the warships maintained on our Atlantic and Pacific coasts. These vessels cost a little over \$18,000,000, and they should be replaced within the next fifteen years by ships built in Canadian shipyards, with Canadian money, maintained by Canada and manned by Canadian seamen. The giving out of the contract for the construction of these ships would produce a new shipbuilding trade in Canada, for the speaker had no doubt that with such a Government contract in view some of the great British shipbuilding firms could be induced to establish branch shipyards in Canada. The industry was a most desirable one for the country. Then something should be done towards making Canada a centre of production for warlike supplies. The country's natural resources fit it to become a manufacturer of cordite, guns, projectiles and arms and ammunition of every description. The money spent by Canada on Imperial defence would thus tend to the development of Canadian industries. If Canada had been behind Australia and Natal in the matter of contributions to the Royal Navy, it was not that the hearts of Canadians were not warm to Britain. It was the public man to take the question up that was needed. As to the men who would be required to man the Canadian ships in the Royal Navy, he would only say that on our lakes and coasts are seamen as brave and experienced as any Blake or Nelson ever led, and, thank God, they are British to the core.

As Mr. Drummond observes, the creation of