

The Dominion Illustrated.

\$4.00 PER ANNUM IN ADVANCE
THE SABISTON LITHOGRAPHIC AND PUBLISHING CO
RICHARD WHITE, PRESIDENT.

ALEX. SABISTON, MANAGING-DIRECTOR.

The Gazette Building, Montreal.

JOHN H. GERRIE, WESTERN AGENT.

4 King-street, East, Toronto, Ont.

London (England) Agency:

JOHN HADDON & CO.,

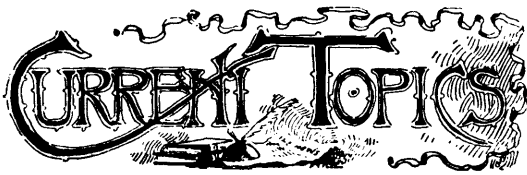
3 & 4 Bouverie Street, Fleet Street, E.C.

SOLE AGENTS IN THE UNITED KINGDOM.

All business communications, remittances, etc., to be addressed to, "THE SABISTON LITHOGRAPHIC AND PUBLISHING CO., MONTREAL."

Literary communications to be addressed to
"THE EDITOR, DOMINION ILLUSTRATED."

14th MARCH, 1891.



The Growth of the Navy.

While the Canadian volunteer militia is in a more or less chaotic state, under-drilled, under-paid, and, practically under the management of a civilian, the existence of her small body of permanent troops is quietly giving an impetus to the development of an honest love and pride in things military; and on that score we are quite able to look after ourselves should occasion rise. In naval defence, however, we have nothing and could do nothing; and even looking at it from the rather selfish view of our own interest, the increase of the Imperial Navy is a matter of great importance. With a merchant marine of over 7,000 vessels, involving over one million tons, we have never taken any steps for its protection against a foreign power, as our cruisers could scarcely be considered of any value in war. In case of insult or outrage committed against any Canadian vessel, even in our own waters, no redress *vi et armis* could be obtained without the intervention of an Imperial man-of-war. The steady growth of the Royal Navy is therefore a subject in which Canada should take a deep interest. The recent pageant at Portsmouth, where those superb new vessels, the "Royal Sovereign" and the "Royal Arthur" were launched under Her Majesty's direct supervision, is but a step in the rapid progress made by the Admiralty on the road to what is now the avowed goal of their ambition—the establishment of a naval force equal in every respect to the combined navies of any two other powers. In view of the fact that when all vessels now under construction are completed the country will have a naval force of about 165 ships, it is rather singular to note how closely this accords with the axiom laid down by an able writer in 1859, during the progress of the great revolution in the building of ships of war. "The national position should be that of the first naval power of the world—the comparison involving all the fleets or navies which singly or in combination could dispute or overthrow that position; anything less is to endanger the commercial supremacy which makes England wealthy, and to abandon the colonial imperialism which makes her great. The standard should be a hundred screw line-of-battle ships, sixty or seventy powerful frigates, and smaller craft in proportion." When we consider that Great Britain is now spending fourteen to fifteen million pounds sterling each year for the protection of the commerce and merchant marine of the Empire, and that not one penny of this vast sum is expected from Canada in spite of her large share of such marine, truly we may congratulate ourselves on belonging to such an Empire.

Canada and Naval Defence.

There is, however, a strong feeling among many of our people that such a dependent position is not calculated to foster national manliness. While as

a struggling crown colony, the interests of Canada were practically those of Great Britain, the revenue controlled by Imperial officers, and a natural preference given to an almost exclusive trade between the two countries, the employment of an army and navy for defence of things colonial at Britain's sole expense, was but natural. But things are now materially changed. Canada is a nation with practical self-government, possessing public works of great value and importance; with a railway system unsurpassed—nay, scarcely equalled throughout the world; with a registered shipping, ranking high up in the merchant marine of the world; and with many other signs of present power and future greatness. While the present state of things with regard to naval defence is certainly satisfactory from a financial point of view, it tends to discourage that feeling of pride which is coupled with the payment of one's debts. Many think that the levying of a small tax on each vessel (proportionate to tonnage) registered in Canadian ports would not be out of the way, the amount so collected to be paid to the Imperial Treasury as our contribution towards naval expense. Such a tax might be a very small one, and would come lightly on the pockets of ship-owners, but it would establish the fact that this country felt itself big enough to contribute something toward the family exchequer, and felt ashamed to any longer receive entirely gratuitous help from the maternal pocket; it would also give a greater right to Canadian ships to invoke the aid of Imperial vessels in cases of necessity. One thing is perfectly sure, that the expense involved by such a grant would be but a drop in the bucket compared with the outlay necessary for defence of our shipping were we an entirely independent nation.

The Snowstorms in England.

We trust that the extraordinary specimens of winter weather experienced in Great Britain during the season now closing will not confound such vagaries with the calm and steady weather to be found at its best on Canadian soil. The English yokel, thinking of emigration, and remembering his late bitter experiences of snow and frost at home, may be apt to shudderingly turn away from the thought of making his future home in a land where snow and ice constitute a large percentage of the visible objects during at least three months of the year. Few people in good health, who spend a year or two in Canada, wish to return to the dreary drizzle of an English winter, to exchange the brightness and cheer of steady yet moderate cold, with all the peculiar means of recreation such affords, for an average of rain, mist and depression, varied occasionally by violent outbursts of ice, snow and sleet which invariably come when people are totally unprepared for them. The officials in the Canadian Government office in London should be taking active steps towards counteracting such impressions unfavourable to this country: it is not at all unlikely that the Emigration agencies of hotter countries will use the recent storms as a lever towards diverting emigration from British North America.

Unnecessary Political Zeal.

Every one, except the paid political "heeler," will rejoice that suspense is a thing of the past, and that the Ship of State can once more go on the even tenor of her way. Whatever one's opinion may be as to the need or desirability of a change of Government, they cannot now effect the situation one iota; and the sooner all humbug and discussion is eliminated from the party press on the question of the exact strength of the Tory majority, the sooner will they be able to work in the lines of their true and only mission—to give the public some information both novel and beneficial. How many columns during the past week have been wasted on dreary attempts to prove that the majority is ten or fifteen less or more than the writers in their inmost souls know to be actually the case. *Cui bono?* One Quebec paper out-Heroded Herod in elaborate statements that the Liberals really were in the majority; but this was too much, even for Quebec, and all united in snubbing this exuberance of party loyalty.

The Dominion Illustrated Prize Competition, 1891. QUESTIONS.

SECOND SERIES.

- 7.—Quote mention of a shipwreck on Lake Ontario; give date and particulars.
- 8.—Where is narrated the escape of a prisoner destined to be burnt?
- 9.—Quote the paragraph mentioning a suicide occurring on the stage of a theatre.
- 10.—Give details of the instance cited of a frontier being kept neutral in war?
- 11.—Where is mention made of a new literary organization in a city in the West of England?
- 12.—Quote the expression or expressions relative to the low standard of morality in Buenos Ayres?

NOTE.—All the material necessary for correctly answering the above questions can be found in Nos. 131 to 139 of the "Dominion Illustrated," being the weekly issues for January and February.

The third series of Questions will be given in our issue of 28th March.