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Canada has no naval militia in training on the Lakes, and her only armed boats are the revenue cutters, used purely for fisheries protection purposes. On the United States side of the Lakes there has been created a considerable fleet in recent years in violation of this agreement. Of the several vessels used for naval militia training purposes, the smallest exceeds in tonnage the limit fixed by the Rush-Bagot Agreement. Two of these vessels are thirteen times the tonnage agreed upon, and have batteries of from fifty to a hundred times the offensive power of the old eighteen-pounders. These vessels are ten in number, have a total of over 8,000 tons, 759 officers and men, and 70 guns, most of which are modern rapid-fire guns. It is assumed that the only service intended in actual war for these vessels would be on salt water, but if so, then the proper place for their training is upon salt water where they are to be used. If the United States were to engage in a war with any other country than Great Britain, Canada would be violating the spirit of neutrality laws by permitting these vessels to use Canadian waters in getting to the sea. It does not lessen the feeling of uneasiness to be told that these training ships do not belong to the regular navy, but are only training ships paid by the States along the lakes. This is a sleight-of-hand. The State is a part of the Union. If not, what was settled by the civil war, which was undertaken to decide the sovereignty of the Union, and in denial of the right of the South to secede? If the United States embarked in war the State naval militia would of course be called on as the State land forces are. It is only fair to say that the mass of the people of the United States are not aware of these things.

NAVALOMANIA.

We now come to the point where this disease of navalomania is going to affect Canada. No doubt the more enlightened opinion of the United States, as well as of Great Britain, Germany and other nations, would fain withdraw from a course which has handicapped the industrial progress of each country and threatened it with perils which their wisest men dread but cannot define or forecast, but they are confronted with the practical difficulties raised by their own creation of those vested interests that are bound up with war and are incapable of serving the peaceful development of the country. A modern naval pro-