

son for this statement is rather obvious. Every law student knows it. Every one knows that so soon as war is declared between England and any of the 48 foreign states of the world, composing the society of states, any inch of the British territory, whether within the British Isles, or in any of the British provinces, is on a war footing. Therefore Canada is at war whether she wishes to be at war or not. England's war is Canada's war, so much so that the minute war is declared all our goods and vessels and citizens become hostile in the estimation of the country at war with England, and all things Canadian become ipso facto seizable by the belligerents against England. Is it not by applying those well-known doctrines, that during the eighteenth century, England saw her way clear to destroy the colonial dominions of France in every part of the world, and to conquer even Nouvelle-France? Those same doctrines stand just as good to-day as in the past, Sir, and it is against the revival of this doctrine to our detriment, that I wish to have my Canadian fellow citizens keep themselves prepared. A state may be neutral; a British province cannot. More especially do I not wish to see Canada standing neutral towards England for the sake of not building a navy. Neutrality is a word which only states can use, but never a colony when addressing its metropolis. But if such a condition of affairs from the point of view of international law and of the public law of England exists, is it not better that Canada should willingly aid England, and do it in the happiest way?

After all, what is asked from Canadians? If we take it granted that the total population of Canada is about 8,000,000, a figure that the contribution of each citizen for the maintenance of our fleet (an accomplishment which will satisfy our national pride, and at the same time please England), will not exceed 60 cents per head annually, plus one dollar and a half per head for the building of the same. If we take into consideration the population of the province of Quebec, and make certain allowances for contributions made more especially for creating banks, insurance companies, loan companies, railway companies, all of them mostly organized and kept in existence by British capital, we have to conclude that, estimating the population of that province at about 2,000,000, each inhabitant of Quebec would not pay more than one shilling per year for the maintenance of that fleet, though so useful both to Canada and England, as well for defence as for commercial purposes.

But, some one may say that this creation of a war fleet will tend to diminish our rank both amongst the colonies of Great Britain, and in the esteem of foreign countries. Nothing can be more fallacious.

I do not see in what way the status of Canada will suffer depreciation because she enters into somewhat of a maritime league with other colonies, and the parent state. No one can imagine for a moment that Canada can alone protect her vast seashores. Let me give you an illustration. I will once more go to the ancient world to get my example. You know that it was the fundamental maxim of Athens that she should remain the ruler of the seas. Athens was the greatest sea power of the 300 cities of Greece. Sparta was the largest military power on land. Nevertheless, Athens, with its 30,000 soldiers, its 40,000 mariners, and its total male and female population of 200,000 inhabitants, managed to form a confederation which was called the confederation of the 300 cities, each one of them sending its delegates, furnishing ships, money or men, and later on paying a fixed sum of money, the whole to equip and maintain a fleet strong enough to secure the supremacy of Greece over all other powers, at any time. The federal treasury which was established first, at Delos, where the delegates met, was later on transferred to Athens, and set up in the Temple of the Aeropols. This is, I think, a shining example to our citizens. Imagine a city like Athens, with a total population of but 200,000 citizens, having its two ports of Piræus and Phalerum, and its shipbuilding yard of Munychia, and contributing half of the thousand talents, that is \$5,000,000 for the equipment and manning of the confederation fleet. And, you know, Athens did the right thing in regard to that; as long as the maritime league was maintained, her glory was unimpaired, as soon as it was disrupted all her power vanished. Neither Athens nor Lacedæmon felt depreciated by going into the confederation of Delos. For Athens had not then forgotten the teaching of Themistocles and Aristides, realizing that their country needed not only magistrates and leaders, but also, instruments of defence such as an army, a fleet of war, and a revenue. Athens has given to the world of to-day the most vivid example of national energy. With a small territory, and a limited budget, through the efforts and ability of its public spirited citizens (the greatest lovers of liberty known to history) Athens was able to make first class harbours, build the strongest navy of the day, erect the most marvellous temples and palaces that art can inspire and architecture construct, and through its fleet, and its naval defence demonstrate her capabilities in repulsing invasions much more terrible for her than would be an invasion to-day of England by the Germans.

After this short glimpse of the past, let us come to the question of the protection of our thousands of miles of seashore and territorial boundary. First of all, we have