Canada Will Give $35,000,000 for Three of Most Powerful Battleships Which Science Can Build and Money Supply

DREADNOUGHTS WILL BE BUILT UNDER ADMIRALTY SUPERVISION

Small Cruisers Will Be Built in Canada For the Purpose of Stimulating the Industry---Canada Will Have a Voice in Control of the Foreign Policy of the Empire, and a Canadian Minister Has Been Invited To Live in London---Ships Can Be Recalled if a Canadian Unit of the British Navy Is Decided Upon.

In presenting the naval policy to the house of commons yesterday, Mr. Borden spoke as follows:

"In addressing the house upon so important a subject as that which I propose to discuss I shall speak in no controversial spirit. If a portion of my remarks may controvert opinions which have been expressed by honorable gentlemen on either side of the house, let it be understood that I do so not by way of criticism but purely for the purpose of giving frankly to the house the reasons which have led the government to adopt the course which I shall now outline.

"It is not necessary to dwell upon the increasing power and influence of Canada within the empire, but on its remarkable growth and expansion and on the wonderful and rapid development of its resources during the past quarter of a century. With this increasing power and influence there has necessarily come by sure and gradual steps a certain development in our relations with the United Kingdom and other dominions. The evolution of the constitutional relations within the empire during the past half century has not been less marked than its material progress. In this constitutional development we are necessarily confronted with the problem of combining co-operation with autonomy.

Co-Operation and Autonomy.

"It seems most essential that there should be such co-operation in defence and in trade as will give to the whole empire an effective organization in these matters of vital concern. On the other hand each Dominion must preserve in all important respects the autonomous government which it now possesses. Responsibility for the empire's defence upon the high seas, in which is to be found the only effective guarantee of its existence and which has hitherto been assumed by the United Kingdom, has necessarily carried with it responsibility for and control of foreign policy. With the enormous increase of naval power which has been undertaken by all great nations in recent years this tremendous responsibility has cast an almost impossible burden upon the British Islands which for nearly a thousand years have exercised so profound an influence upon the world's history. That burden is go great that the day has come when either the existence of this empire will be imperiled or the young and mighty dominions must join with the motherland to make secure the common safety of the common heritage of all. When Great Britain no longer assumes sole responsibility for defence upon the high seas she can no longer undertake to assume sole responsibility for and sole control of foreign policy, which is closely, vitally and constantly associated with that defence in which the dominions participate. It has been declared in the past and even during recent years that responsibility for foreign policy could not be shared by Great Britain with the dominions. In my humble opinion the adherence to such a position could have but one and that a most disastrous result. During my recent visit to the British Islands I ventured on many public occasions to propound the principle that the great dominions sharing in the defence of the empire upon the high seas must necessarily be entitled to share also in the responsibility for and in the control of foreign policy. No declaration that I made was greeted more heartily and enthusiastically than this. It is satisfactory to know that today not only His Majesty's ministers but also the leaders of the opposite political party in Great Britain have explicitly accepted this principle and have affirmed their convictions that the means by which it can be constitutionally accomplished must be sought, discovered and utilized without delay.

His Policy in Opposition.

Before proceeding to declare and explain the proposal of the government I desire to call attention to certain remarks which I addressed to this house just two years ago in replying to inquiries as to the course we would pursue after attaining power. These remarks were as follows:

It may be fairly asked what we would do if we were in power today with regard to a great question of this kind. It seems to me that our plain course and duty would be this: The government of this country are able to ascertain and to know, if they take the proper action for that purpose, whether the conditions which face the empire at this time in respect of naval defence are grave. If we were in power we would endeavor to find that out, to get a plain, unvarnished answer to that question, and if the answer to that question, based upon the assurance of the government of the mother country and the report of the naval experts of the admiralty were such—and I think it would be such—as to demand instant and effective action by this country, then I would appeal to parliament for immediate and effective aid, and if parliament did not give immediate and effective aid I would appeal from parliament to the people of the country.

Then, Sir, as to the permanent policy, I think the people have a right to be consulted. I do not know whether I have made my position clear but I have done so according to my humble capacity. I think the question of Canada's co-operation upon a permanent basis in imperial defence involves very large and wide considerations. If Canada and the other dominions of the empire are to take their part as nations of this empire in the defence of the empire as a whole, shall it be that we, contributing to that defence of the whole empire, shall have absolutely, as citizens of this country, no voice whatever in the councils of the empire? I do not think that such would be a tolerable condition. I do not believe the people of Canada would for one moment submit to such a condition. Shall members of this house, representative men, representing 221 constituencies of this country from the Atlantic to the Pacific, shall no one of them have the same voice with regard to those vast imperial issues that the humblest taxpayer in the British Isles has at this moment? It does not seem to me that such a condition would make for the integrity of the empire, for the closer co-operation of the empire. Regard must be had to these far reaching considerations, a permanent policy would have to be worked out, and when that permanent policy had been worked out and explained to the people of Canada, to every citizen in this country, then it would be the duty of any government to go to the people of Canada to receive their mandate and accept and act upon their approval or disapproval of that policy.

Security of the Empire.

After reading to the house the memorandum of the British Government on the naval security of the empire, Mr. Borden said:

"In this twentieth century of Christianity, in this age which boasts of its civilization, the increasing tendency of the nations to arm themselves against each other is not only regrettable but depressing and alarming. May the day soon approach when international differences will be settled by appeal to a tribunal established by international authority and so constituted that its decrees will unfailingly command respect and obedience. But while war is the supreme arbiter between the nations, we to whose care this vast heritage has been committed must never forget that we are the trustees of its security.

"Do Canadians sufficiently realize the disparity between the naval risks of our empire and those of any other nation? The armies of continental Europe number their men by the millions, not by the thousand. They are highly equipped and organized; the whole population have undergone military training, and any one of these countries is absolutely secure against invasion from Great Britain, which could not send an expeditionary force of more than one hundred and fifty thousand men at the highest estimate. Such a force would be outnumbered twenty to one by any of the great European powers. This empire is not a great military power, and it has based its security in the past, as in the present, almost entirely on the strength of the navy. A crushing defeat upon the high seas would render the British Islands or any of the dominions subject to invasion by any great military power; the loss of such a decisive battle by Great Britain would practically destroy the United Kingdom, shatter the British Empire to its foundation, and change profoundly the destiny of its component parts. The advantages which Great Britain could gain from defeating the naval forces of any other power would be non-existent, except in so far as the result would insure the safety of the empire. On the other hand, there are practically no limits to the ambitions which might be indulged in by other powers if the British navy were once destroyed or disabled. There is, therefore, grave cause for concern when once the naval supremacy of the empire seems on the point of being successfully challenged.

Predominant Only in Home Waters.

"The great outstanding fact which arrests our attention in considering the existing conditions of naval power is this; Twelve years ago the British navy and the British flag were predominant in every ocean of the world and along the shores of every continent. Today they are predominant nowhere except in the North Sea. The paramount duty of ensuring safety in home waters has been fulfilled by withdrawing or reducing squadrons in every part of the world, and by concentrating nearly all the effective naval forces in close proximity to the British Islands. In 1902 there were 55 warships on the Mediterranean station; today there are 19. There were 14 on the North Atlantic and West Indian station; today there are three. There were three on the southeast coast of South Africa; today there is one. There were 16 on the Cape of Good Hope station; today there are three. There were eight on the Pacific station; today there are two. There were 42 on the China station; today there are 31. There were 12 on the Australian station; today there are eight. There were ten on the East Indian station; today there are nine. Or, to sum up, in 1902 there were 160 ships on foreign and colonial stations against 76 today.

"Do not imagine that this result has been brought about by any reduction in expenditure, for the case is practically the reverse. Great Britain's total naval expenditure in 1902 was less than one hundred and fifty-two million dollars. For the present fiscal year it will exceed two hundred and twenty million dollars. Why, then, has the naval force of the empire been so enormously reduced thruout the world, while at the same time the expenditure has increased by nearly fifty per cent.? For the simple reason that the increasing strength of other navies, and especially of the German navy, has compelled Great Britain not only to increase her fleet, but to concentrate it in the vicinity of the British Islands; and there has been, of course, a substantial increase of strength in home waters. In short, the strain of meeting changed conditions has been so heavy and unceasing, that, in spite of largely increased expenditure and every possible extertion, the admiralty have been compelled by pressure of circumstances to withdraw or diminish forces thruout the world, which in time of peril safeguarded the security and integrity of the King's dominions, and in time of peace were a living and visible symbol of the tie that united all the subjects of the crown.

Are We Secure?

"It is neither necessary nor desirable in this place to debate or discuss the probability or imminence of war. The real test of our action is the existence or non-existence of absolute security. We cannot afford to be satisfied with anything less than that, for the risks are too great. It should never be forgotten that, without war, without the firing of a shot, or the striking of a blow, our naval supremacy may disappear, and with it the sole guarantee of the empire's continued existence. I especially desire to emphasize this consideration, for all history, and especially modern history, conveys to us many grave warnings that the issue of great events may be determined and often is determined not by actual war, resulting in victory or defeat but by the mere existence of unmistakable and pronounced naval or military superiority on either side.

"The fact that trade routes vital to the empire's continued existence are inadequately defended and protected by reason of necessary concentration in home waters is exceedingly impressive and ever startling. Even during the present year the battleships of the British Mediterranean fleet, based on Malta, have been withdrawn and based on Gibraltar in order that they might become more easily available for necessary aid in home waters. The Atlantic fleet based on Gibraltar has been withdrawn to the vicinity of the British Islands for the same reason. Under such conditions the British flag is not predominant in the Mediterranean and with every available exertion of the whole empire it will be impossible to regain the necessary position of strength in that great highway before 1915 or 1916. Austria-Hungary, with only one hundred and forty miles of sea coast and with absolutely no colonial possessions, is building in the Mediterranean a formidable fleet of Dreadnoughts which will attain its full strength in about three years and which will be supported by strong battleships of the pre-Dreadnought type and by cruisers, torpedo craft and other necessary auxiliaries. The fleet of Italy in the same theatre will be even more powerful and more formidable.

Restore Old Conditions.

"The withdrawal of the British flag and the British navy from so many parts of the world for the purpose of concentration in home waters has been necessary but unfortunate. Our navy was once dominant everywhere and the white ensign was the token of naval supremacy in all the seas. Is it not time that the former conditions should in some measure be restored? Upon our own coasts, but Atlantic and Pacific, powerful squadrons were maintained twelve years ago. Today the flag is not shown on either seaboard. I am assured that the aid which we propose will enable such specific arrangements to be consummated that without courting disaster at home an effective fleet of battleships and cruisers can be established in the Pacific and a powerful squadron can periodically visit our Atlantic seaboard and assert once more the naval strength of the empire along these coasts. I do not forget, however, that it is the general naval supremacy of the empire which primarily safeguards the overseas dominions. New Zealand's battleship is ranged in line with the other British battleships in the North Sea because there New Zealand's interests may best be guarded by protecting the very heart of the empire.

"In presenting our proposals it will be borne in mind that we are not undertaking or beginning a system of regular and periodical contributions. I agree with the resolution of this house in 1909 that the payment of such contributions would not be the most satisfactory solution of the question of defence.

"Upon the information which I have disclosed to the house the situation is, in my opinion, sufficiently grave to demand immediate action. We have asked His Majesty's government in what form temporary and immediate aid can best be given by Canada at this juncture. The answer has been unhesitating and unequivocal. Let me again quote it:

"'We have no hesitation in answering after a prolonged consideration of all the circumstances, that it is desirable that such aid should include the provision of a certain number of the largest and strongest ships of war which science can build or money supply.'

Thirty-five Millions.

"Upon inquiry as to the cost of such a battleship we are informed by the admiralty that it is approximately two million three hundred and fifty thousand pounds, including armament and first outfit of ordnance stores and ammunition. The total cost of three such battleships which when launched will be the most powerful in the world would be approximately thirty-five million dollars and we ask the people of Canada thru their parliament to grant that sum to His Majesty the King of Great Britain and Ireland and of the overseas dominions in order to increase the effective naval forces of the empire, to safeguard our shores and our sea-borne commerce and to make secure the common heritage of all who owe allegiance to the King.

"The ships will be at the disposal of His Majesty the King for the common defence of the empire. They will be maintained and controlled as part of the royal navy, and we have the assurance that if at any time in the future it should be the will of the Canadian people to establish a Canadian unit of the British navy these vessels can be recalled by the Canadian government to form part of that navy, in which case, of course, they would be maintained by Canada and not by Great Britain. In that event there would necessarily be reasonable notice and indeed Canada would not desire or suggest the sudden withdrawal of so powerful a contingent from any important theatre in which the naval forces of the empire might be exposed to severe and sudden attack. In the meantime, I am assured that special arrangements will be made to give Canadians the opportunity of serving as officers on these ships.

"Without intending or desiring to indulge in controversial discussion, I may be permitted to allude to British naval organization. Obviously, one could not make a very complete or thoro study of so great an organization in a few weeks, or even a few months; but during recent years, and especially during the past summer, I have had occasion to learn something of its methods, its character, and its efficiency, and good reason to conclude that it is undoubtedly the most thoro and effective in the world.

A Canadian Navy.

"There have been proposals to which I shall no more than allude that we should build up a great naval organization in Canada. In my humble opinion nothing or an effective character could be built up in this country within a quarter or perhaps half a century. Even then, it would be but a poor and weak substitute for that splendid organization which the empire already possesses, and which has been evolved and built up by centuries of the most searching experience and of the highest endeavor. **Is there really any need that we should undertake the hazardous and costly experiment of building up a naval organization especially restricted to Canada, when upon just and self-respecting terms we can take such part as we desire in naval defence thru the existing naval organization of the empire;** and in that way can fully and effectively avail ourselves of the men and the resources at the command of Canada?

Built in Britain.

"Where shall these ships be built? They will be built under admiralty supervision in the United Kingdom, for the reason that at present there are no adequate facilities for constructing them in Canada. The plant required for the construction of a Dreadnought battleship is enormous, and it would be impossible at present to maintain shipbuilding in this country on such a scale. In any case, only the hull could be built in Canada, because the machinery, the armor, and the guns would necessarily be constructed or manufactured in the United Kingdom. The additional cost of construction in Canada would be about twelve million dollars for the three, and it would be impossible to estimate the delay. No one is more eager than myself for the development of shipbuilding industries in Canada, but we cannot upon any business or economic consideration begin with the construction of Dreadnoughts; and especially we could not do so when these ships are urgently required within two or three years at the outside for rendering aid, upon which may depend the empire's future existence. According to my conception, the effective development of shipbuilding industries in Canada must commence with small beginnings and in a businesslike way.

Start Plant in Canada.

"I have discussed this subject with the admiralty, and they thoroly realize that it is not to the empire's advantage that all shipbuilding facilities should be concentrated in the United Kingdom. I am assured, therefore, that the admiralty are prepared in the early future to give orders for the construction in Canada of small cruisers, oil-tank vessels and auxiliary craft of various kinds. The plant required is relatively small, as compared with that which is necessary for a Dreadnought battleship, and such an undertaking would have a much more secure and permanent basis from a business standpoint. **For the purpose of stimulating so important and necessary an industry, we have expressed our willingness to bear a portion of the increased cost, for a time at least.** I see no reason why all vessels required in the future for our government service should not be built in Canada, even at some additional cost. In connection with the development of shipbuilding, I would not be surprised to see the establishment of a higher class of engineering works, which will produce articles now imported and not presently manufactured in Canada. Therefore, altho the sum which we propose to devote for necessary naval aid at this critical juncture is to be expended in Great Britain, yet we believe that this step will result, under the conditions which I have described, in very marked development of more than one industry in Canada, and that, even from a purely economic and material standpoint, the step has much to commend it.

Maintain Integrity of Empire.

"These ships will constitute an aid brought by the Canadian people to His Majesty the King as a token of their determination to maintain the integrity of the empire, and to assist in repelling any danger which may threaten its security. It is most appropriate that the opportunity should have come when the crown is represented in Canada by His Royal Highness the Governor-General, who has rendered such valuable and eminent service to the state, and who takes so deep and splendid an interest in all that concerns the welfare and safety of every portion of His Majesty's dominions. Canada is sending these ships to range themselves in the battle line of the empire with those of the mother country, of Australia, and of New Zealand. They will be the three most powerful battleships in the world, and they will bear historic names associated with this country. Thus every Canadian will realize, in seeing or reading of these ships, that they are a gift in which he has participated, and that, by their presence in the battle line of the empire he has freely taken a direct and distinct share in maintaining the empire's safety.

Not War of Aggression.

"No modern nation possessing a great sea-borne commerce can afford to neglect its interests upon the high seas. Heaven forbid that in this country we should aid or abet any warlike or aggressive tendencies. This empire will never undertake any war of aggression and all the influences of Canada will assuredly be arrayed against any such course; but we know that war has come many times within the past fifty years without warning, like a thunderbolt from a clear sky and thereby the power, the influence and the destiny of more than one nation has been profoundly affected. A naval war, especially, may come with startling suddenness, for these tremendous engines of war are always ready and prepared for battle. The security, indeed the very existence, of this empire depends on sea power. When we are obliged to abdicate the seas, it may even be without war, but in the face of overwhelming forces, the empire's arteries will no longer pulsate, the blood will cease to flow and dissolution will be at hand.

Our Future Destiny.

"But, if we should neglect a duty which I conceive we owe to ourselves, and if irreparable disaster should ensue, what would be our future destiny? Obviously as an independent nation, or as an important part of the great neighboring republic. What then would be our responsibilities, and what the burden upon us for a protection on the high seas much less powerful and less effective than that which we enjoy today? Take the case of one

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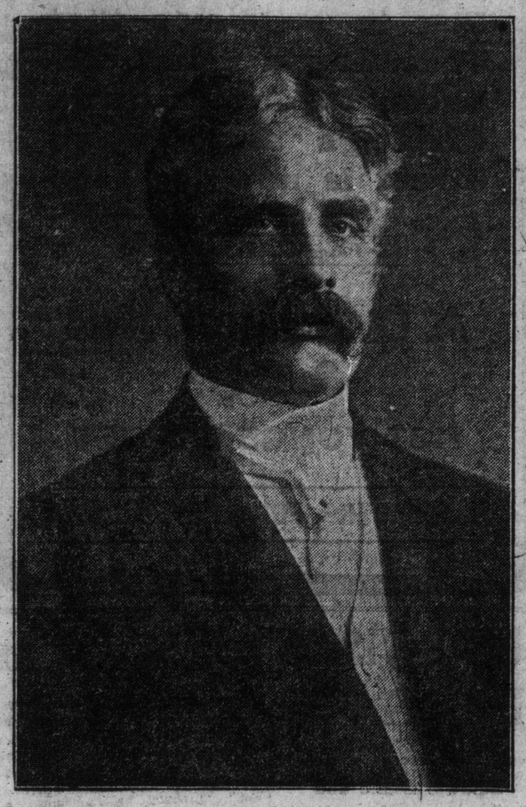
RIGHT HON. R. L. BORDEN



Whose announcement of Canada's gift of $35,000,000 to the imperial navy, made yesterday, was one of the most important ever made in the house of commons.

Memorandum of Admiralty On Security of the Empire

Greatest Store Set by the Important Material And Still More Important Moral, Assistance Which it is Within the Power of Canada to Give to Maintaining British Naval Supremacy On the High Seas.

Mr. Borden said the present government had assumed office on October 10, 1911, and met parliament on November 17, following. After the session he visited Great Britain to consult the admiralty respecting the whole question of naval defence and especially the conditions which confront the empire at present and in the early future. A portion of the negotiations was necessarily of a confidential character and could not be made public. He submitted to the house information received from His Majesty's government in the form of memorandum as follows:

Memorandum

Prepared By the Board of Admiralty on the General Naval Situation and Communicated to the Government of Canada by His Majesty's Government.

1: The prime minister of the Dominion of Canada has invited His Majesty's government thru the board of admiralty to prepare a statement of the present and immediately prospective requirements of the naval defence of the empire for presentation to the Canadian Parliament if the Dominion Cabinet deem it necessary.

The lords commissioners of the admiralty are prepared to comply and to supplement, in a form which can be made public, confidential communications and conversations which have passed between the admiralty and ministers of the Dominion Parliament during the recent visit to the United Kingdom.

The admiralty set the greatest store by the important material, and still more important moral, assistance which it is within the power of Canada to give to maintaining British naval supremacy on the high seas, but they think it necessary to disclaim any intention, however indirect, of putting pressure upon Canadian public opinion, or of seeking to influence the Dominion Parliament in a decision which clearly belongs solely to Canada.

The admiralty therefore confine themselves in this statement exclusively to facts, and it is for the Dominion Government and Parliament to draw their own conclusions therefrom.

2: The power of the British Empire to maintain the superiority on the sea, which is essential to its security, must obviously be measured from time to time by reference to the other naval forces of the world, and such a comparison does not imply anything unfriendly in intention or in spirit to any other power or group of powers. From this point of view the development of the German fleet during the last fifteen years is the most striking feature of the naval situation today. That development has been authorized by five successive legislative enactments, viz., the Fleet Laws of 1898, 1900, 1906, 1908 and 1912. These laws cover the period up to 1920.

Whereas in 1898 the German fleet consisted of:

9 battleships (excluding coast defence vessels),
3 large cruisers,
28 small cruisers,
113 torpedo boats, and
25,000 men.

maintained at an annual cost of 6,000,000l. the full fleet of 1920 will consist of:

41 battleships,
20 large cruisers,
40 small cruisers,
144 torpedo-boats,
72 submarines, and
101,500 men,

estimated to be maintained at an annual cost of 8,000,000l. These figures, however, give no real idea of the advance, for the size and cost of ships has risen continually during the period, and, apart from increasing their total numbers, Germany has systematically replaced old and small ships, which counted as units in her earlier fleet, by the most powerful and costly modern vessels. Neither does the money provided by the estimates for the completed law represent the increase in cost properly attributable to the German navy, for many charges borne on British naval funds are otherwise defrayed in Germany; and the German navy comprises such a large proportion of new ships that the cost of maintenance and repair is considerably less than in navies which have been longer established.

Germany's Naval Expansion.

3: The naval expansion of Germany has not been provoked by British naval increases. The German Government have repeatedly declared that their naval policy has not been influenced by British action, and the following figures speak for themselves:

In 1905 Great Britain was building four capital ships, and Germany two.

In 1906 Great Britain reduced to three capital ships, and Germany increased to three.

In 1907 Great Britain built three capital ships, and Germany built three.

In 1908 Great Britain further reduced to two capital ships, and Germany further increased to four.

It was not until the efforts of Great Britain to procure the abatement or retardation of naval rivalry had failed for three successive years that the admiralty were forced in 1909, upon a general review of the naval situation, to ask parliament to take exceptional measures to secure against all possible hazards the safety of the empire. In that year, eight capital ships were laid down in Great Britain, and two others were provided by the Commonwealth of Australia and the Dominion of New Zealand respectively—a total of 10.

Germany's Striking Force.

4. In the spring of the present year the fifth German Navy Law was assented to by the reichstag. The main feature of that law is not the increase in the new construction of capital ships, tho that is important, but rather the increase in the striking force of ships of all classes which will be immediately available at all seasons of the year.

A third squadron of eight battleships will be created and maintained in full commission as part of the active battle fleet. Whereas, according to the unamended law, the active battle fleet consisted of 17 battleships, four battle or larger armored cruisers, and 12 small cruisers, it will in the near future consist of 25 battleships, eight battle or large armored cruisers, and 18 small cruisers; and whereas at present, owing to the system of recruitment which prevails in Germany, the German fleet is less fully mobile during the winter than during the summer months, it will, thru the operation of this law, not only be increased in strength, but rendered much more readily available. Ninety-nine torpedo-boat destroyers, instead of 66, will be maintained in full commission out of a total of 144; 72 new submarines will be built within the currency of the new law, and of these it is apparently proposed to maintain 54 with full permanent crews. Taking a general view, the effect of the law will be that nearly four-fifths of the entire German navy will be maintained in full permanent commission; that is to say, instantly and constantly ready for war.

So great a change and development in the German fleet involves, of course, important additions to their personnel. In 1898 the officers and men of the German navy amounted to 25,000. Today that figure has reached 86,000. The new law adds 15,000 officers and men, and makes a total in 1920 of 101,500.

The new construction under the law prescribes the building of three additional battleships—one to be begun next year, one in 1916—and two small cruisers, of which the date has not yet been fixed. The date of the third battleship has not been fixed. It has been presumed to be later than the six years which are in view. The cost of these increases in men and in material during the next six years is estimated as 10,500,000 l. spread over that period above the previous estimates.

The facts set forth above were laid before the house of commons on the 22nd July, 1912, by the first lord of the admiralty.

Strength and Readiness.

5. The effect of the new German navy law is to produce a remarkable expansion of strength and readiness. The number of battleships and large armored cruisers which will be kept constantly ready and in full commission will be raised by the law from 21, the present figure, to 33—an addition of 12, or an increase of about 57 per cent.

The new fleet will, in the beginning, include about 20 battleships and large cruisers of the older type, but gradually as new vessels are built the fighting power of the fleet will rise until in the end it will consist completely of modern vessels.

The complete organization of the German fleet, as described by the latest law, will be five battle squadrons and a fleet flagship, comprising 41 battleships in all, each attended by a battle or armored cruiser squadron, complete with small cruisers and auxiliaries of all kinds and accompanied by numerous flotillas of destroyers and submarines.

This full development will only be realized step by step; but already in 1914 two squadrons will, according to admiralty information, be entirely composed of what are called Dreadnoughts and the third will be made up of good ships like the "Deutschlands" and the "Braunschweigs," together with five Dreadnought battle cruisers.

This great fleet is not dispersed all over the world for duties of commerce protection or in discharge of colonial responsibilities; nor are its composition and character adapted to those purposes. It is concentrated and kept concentrated in close proximity to the German and British coasts.

Attention must be drawn to the explicit declaration of the tactical objects for which the German fleet exists as set forth in the preamble to the naval law of 1900 as follows:

"In order to protect German trade and commerce under existing conditions, only one thing will suffice, namely, Germany must possess a battle fleet of such strength that even for the most powerful naval adversary war would involve such risks as to make that power's own supremacy doubtful. For this purpose it is not absolutely necessary that the German fleet should be as strong as that of the greatest naval power, for as a rule, a great naval power will not be in a position to concentrate all its forces against us."

Looking Ahead.

6. It is now necessary to look forward to the situation in 1915.

In Home Waters.

In the spring of the year 1915—

Great Britain will have 25 "Dreadnought" battleships and two "Lord Nelsons."
Germany will have 17 "Dreadnought" battleships.
Great Britain will have six battle cruisers.
Germany will have six battle cruisers.

These insignificant new ships are sober and moderate. They do not err on the side of excess. The reason they suffice for the present is that Great Britain possesses a good superiority in battleships, and especially armored cruisers, of the pre-Dreadnought era.

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