

manning these vessels with Canadians. How many of our permanent militia are native born Canadians, can you tell me? Why, the Minister of Militia stated to-day that only twenty per cent were Canadian born and yet we hear a great deal about putting Canadians upon these vessels. What did the right hon. gentleman say when he went on to talk of the navy and our fighting qualities? He turned round to his friends and he said: You need not fight if you don't like, you have to volunteer first. I suppose he intends that for the province of Quebec. The probability is that the right hon. gentleman does not intend to fight and his friends don't intend to fight. There is not the slightest doubt in my mind about that, because, I believe he made that statement with the express intention that it should go abroad that some one else should do the fighting, while the government built the navy. Well, I think that is about what we will get. There is a great deal said about Germany and I am not going to pitch into Germany. I think Germany is able to take care of herself. There is no doubt a great deal of activity in Germany in shipbuilding, but a great deal of that shipbuilding has been for her inland waters, and she carries to-day four-fifths of her inland commerce by water instead of by rail. She has trained her men in the inland waters and she has given to her people cheap freight, and in that way a great impetus to her industries. That is a legitimate purpose for Germany to pursue. Her object is to get colonies, in which she can place her people under the German flag, and that is commendable. England stands prominently in the world as a great colonizing nation, and the only successful colonizer, and other nations are no doubt jealous of that. That jealous feeling must permeate the German people to some extent and the example of England in that respect is no doubt a legitimate example for Germany to aim at. There is no doubt that Germany desires to secure possession of the Rhine to its mouth, including Holland, but there is no room for German settlement in Holland, and the great object of Germany is to get room for her people under her own flag. There is another question that has not been much talked about—and you would think after the talk we have had in this House for the last three or four weeks there could not be a subject in theology or history that has not been touched upon—but, we have not talked much about the position of the American people in regard to their maritime affairs. When we hear the government and their supporters talking about war vessels, and what they are going to do and all that, it reminds me of some people who were getting ready for war and who declared: We will hang our colours on the outer wall

Mr. BRODER.

and if the enemy comes we will run away, but if the enemy does not come we will bleed and die for our country. The Americans are a great people, 80,000,000 of them; aggressive, energetic, wealthy, ingenious, but what about their shipping? When you take away the lake shipping of the United States they have very little left. It is possible to have a navy, it is possible to have all that accompanies a navy, and yet not have that shipping and commerce which a nation should have. The Americans have no continuity in their naval policy, and in that they are different from England or Germany, or the other European countries. They will bring in a large estimate and reduce it, and they will bring in a small estimate and increase it, and the strange thing about shipping in the United States is that while 50,000,000 bushels of wheat are shipped from Baltimore yearly, only 10,000 bushels of that is shipped under the flag that sheltered the grain while it was growing. They have 1,200 ships leaving New York every year, laden with American commerce for the ports of the world, but only seven of these ships carry the American flag. No wonder that one of the American senators said: Just think of it, ten cruisers, eight Dreadnoughts, and nineteen battleships, guarding eight merchant ships in the Pacific. That is a beautiful picture is it not? Is that the kind of thing we want in this country? You talk about war and of sending your navy over to help England, why, England would have to send an escort over to help your navy to cross the ocean to get ready to fight. If we were a small country surrounded by water, and having a population of 7,000,000 we might build a navy, but we are a sparsely settled country with an enormous area of land and we are proposing to do what there is no necessity for doing in the interest of this country and which is not in the interests of British connection and the empire either. It means that you will spend \$2,000,000 or \$3,000,000 or \$4,000,000, or \$5,000,000 this year and two, three, or four millions next year, and you have got to continue doing that or your navy will become obsolete. That is a serious question before this country to-day. If we had 20,000,000 people it would be a different question altogether. Now, from all I can learn, far and near, the verdict of the Canadian people is: We don't want a navy built in this country to-day, if there is necessity to do something to help the motherland in the crisis, and let the matter end there for the present. That is the opinion of the Canadian people. We have heard a great deal about this country, and that country, and the other country, and before I sit down I want to say that the strongest card we can play for the assistance of the empire and for the maintenance of British connection is to show to the world that we