man can build steel ships, if she can bring her naval power to such a height in twelve years that she is able, according to these hon. gentlemen, to menace the whole of the British empire, surely in five or six years, we can fall into line and build a Canadian navy. Previous to that Germany had her ships built in England, but she afterwards set to work and began to build the navy which we are told is now threatening the supremacy of England. Thirty years ago the steel process was first introduced. In 1877 not a single ship of steel was built in England's shipyards, but in ten years, over a million tons were built, under Lloyd's survey, in the different shipyards in England. Can we not make a beginning in Canada? Are we to be told that Canadian brain and Canadian industry are not equal to those of other nations? That is what hon. gentlemen opposite seem to think. Why, the whole business of making plates suitable for the construction of steel vessels is a science which has been developed in the last thirty years. Previous to that, iron plates were used; and by the various processes since developed, a saving in the cost of building a ship by the construction of steel plates, has been effected to the extent that you can now build a ship of 3,000 to 4,000 tons burden much cheaper than you could an iron ship of the same tonnage formerly. Steel plates to-day cost one-quarter what they did in 1878. There is nothing to prevent our starting shipyards in Canada in which to build these ships. It is a confession of weakness, a lack of patriotism, an indication of want of confidence in the possibilities of this country, to pretend the contrary, and the stand taken by hon. gentlemen opposite in that connection indicates how low the Conservative party have fallen from the high position they once claimed. I hold in my hand information furnished me by a responsible authority in Nova Scotia to the effect that right in the county I have the honour to represent a vessel has been built of steel plates which is navigating all over the world to-day—a vessel of 700 or 800 tons. And to the authority to which I refer, a request came for information from a business firm in the old country, desiring to know what were our possibilities in that direction, whether machinery castings could be made in this country, and they were told that these could be procured, not only in eastern Canada, but in the west. As to hydraulic and electric fittings, Canadian workshops could supply these. As regards labour, we have in Nova Scotia alone 4,500 skilled workmen in iron and steel connected with Nova Scotia industries. All you want is skilled mechanics, carpenters and blacksmiths, who are to be found in the various industrial centres throughout the country. And if there be anything which we require to import, it can be brought here at the rate of from five to seven shillings per ton. We have, in the maritime provinces, coal illimitable in its extent, which is essential to the establishment of any industry of this kind. We can make Canadian maple, oak, and pine, and use it in the construction of our vessels, and if we want pitch pine, green heart and other products of that kind we can get them either in western Canada or in the southern states. In iron and steel we have in the Dominion Steel Company an industry which at this moment is prepared to enter on the manufacture of steel plates one hundred and twenty inches in width, which is quite sufficient, according to all statistics, for all requirements in the construction of a vessel. Then we have the Nova Scotia Steel Company, and the Sault Iron Works, which are capable of diverting their energies in the direction of providing material of this kind. There is one other material factor in the construction of war vessels. Where do England and Germany get the nickel in order to make the nickel and armour plate which is essential? There is practically only one place in the world, and that is right here in Canada. At Sudbury to-day, the works are producing Morrel metal which is being used in the construction of the United States navy, and if England, Germany, or any other country wants material of that kind in order to develop their industries, they have to come to Canada to get it, and yet these gentlemen tell us that the construction of ship-building works in Canada is an impossibility, that we ought not to undertake any of these things, that everything should be thrown aside and we should send $25,000,000 across the ocean, out of Canada and borrow it, because that is the only way in which these gentlemen can get it, when we could spend every dollar in the next ten years among Canadian workmen and for Canadian labour. But, Sir, the inauguration of the ship-building industry would mean the doing away with the necessity for bounties for ship-building which have been advocated for such a long time. The inauguration of the construction of Canadian ships would mean the development of an industry which would mean eventually the employment of Canadian men in Canadian shops; it would mean in addition to that, and above that, the cultivation and development of that naval spirit, that maritime spirit, which a navy creates the world over, and which is absolutely essential if you are going to have anything successful in the way of a navy.

Then, we want to have a naval college. I wonder if the hon. the leader of the opposition (Mr. R. L. Borden) is opposed to a naval college? By his resolution he did not