

cannot help giving it great consideration and weight. That was his view. Our empire is widespread; it is connected together by the great highways of the ocean. It is not separated by those highways and the very fact that it is so connected makes it absolutely essential for the existence of this empire, for the existence of our business outside of ourselves, that those ocean highways shall be free, safe and secure at all times. The time may come when there will be no more war, when in fact the nations' swords will be turned into plough-shares and their spears into pruning hooks, but that time has not yet arrived, and until it comes, common ordinary sense and good judgment dictate to us the necessity of taking such measures as will put us in a position where, if attacked, we will be able to withstand that attack, so strong indeed, if possible, that no nation would consider it advisable to put that question to the test. It is much better for us to spend money freely, if by so doing we can prevent the horror of war, the bloodshed and the loss of human life which must necessarily come as a result of war under modern conditions, and there is only one way to do that, that is by having a great and all powerful navy. We are fortunate in having the possibilities of becoming partners in that navy which up to the present time has been practically mistress of the seas, and which by the tremendous efforts which are being put forward and have been put forward for many years by the people of the Motherland, and with the assistance that the overseas dominions will render to her, I hope will for a long time remain the mistress of the seas, producing and sustaining the consequent peace of ourselves and the world generally. There is no doubt that we have heard a great deal about Germany lately, and no doubt Germany has been setting the pace in so far as building and equipping ships are concerned. I suppose it is an example that is catching, and all the nations are promptly falling in its wake. What is the condition of things at the present time? All over the world nations are arming as they never armed before. They are building bigger fleets than they ever constructed before and building speedier

and more powerful battleships. I read the other day of the launching of a new Japanese battleship. What was her equipment? Eight 14-inch guns, sixteen 10-inch guns and a large number of smaller ones. A few years ago a 10-inch gun was the most powerful gun carried on any ship in the world, and now this Japanese cruiser has no less than sixteen of them, and that as a battery secondary to its main battery of eight 14-inch guns. These things must be taken into consideration. They must be viewed, and we know that in modern times, in considering a modern navy, the only thing that counts is the modern ships, modern guns and modern equipment. Obsolete vessels are not only no good, but they are worse than no good because they use the men who might be utilized in modern vessels which would be of some account, and the obsolete vessels simply make an easy prey to any nation which has these modern ships. To give some idea of the great interest which the empire has in keeping peace on the seas, I just want to call attention to the fact that the British Empire, taking in Britain and the overseas dominions, owns no less than 19,012,294 tons of mercantile marine. The whole mercantile marine of the shipping world is only 41,914,765 tons, so that England and its colonies own 46 per cent of the whole mercantile tonnage of the world. So that we have something worth looking after. So far as Canada is concerned, I want to say that in looking over the returns up to the last fiscal year, March 31, we did a trade of, I think, \$875,000,000, over \$405,000,000 of which was water borne, depending for its safety on the safety of the seas and the security of the ships and cargo when traversing the great ocean highways of the world. So that we have a positive and business interest in having the great ocean highways of the world safe and secure. The United States has 5,058,678 tons of shipping; Germany 4,333,186; Norway, 2,014,533; France, 1,882,280; Italy, 1,320,653; Austria-Hungary, 779,029; an aggregate of 15,388,359 tons for those six principal countries of the world, as against 19,012,294 of tons mercantile marine which fly the British flag and carry so much of the trade of the world. The value of this