

just delivered. It was a magnificent speech. What he says is absolutely correct.

As to scientifically and technically trained officers, to whom the honourable senator from Alma has referred, it must be remembered that for every one of these it is necessary to have fifty or one hundred seamen.

It would be the easiest thing in the world to establish a naval branch at the Royal Military College in Kingston. Ever since the time of the Mackenzie Government that institution has been turning out men who have become this country's pride. Sir Charles Tupper complimented me on some relatives of mine who had been trained there and distinguished themselves in the Imperial services. These young men who go through the Royal Military College are qualified as civil engineers, land surveyors, and so on. They have to be much more precise in some of their work than naval officers are required to be. For instance, a land surveyor has to measure to an exact point on the ground, but if a naval officer can see the shore he can direct his ship without having to take observations on the sun or to look at his chronometer.

My honourable friend from Lunenburg has made some suggestions. I should like to add this one: that a naval branch be added to the Royal Military College at Kingston. That could be done without the expenditure of any money.

Young men who graduate from Kingston are, or used to be, selected for four commissions in the British service: in the Royal Engineers, in the cavalry, in the artillery and in the infantry. I am glad to say that someone I knew well was recommended for selection years ago, through Sir John A. Macdonald, and he acquired a great deal of distinction in the service of England and of the Empire.

It would be a fine thing if we could arrange some plan for encouraging the fishing industry and at the same time helping to build up a naval reserve, as suggested by the honourable senator from Lunenburg (Hon. Mr. Duff). The fishermen are able sailors, and no better men could be obtained for the navy. But I must say I was surprised to hear the honourable senator say that France pays a subsidy of \$2 per quintal of fish caught by its fishermen. For half that cost you can buy a quintal of fish anywhere along the Gaspé coast. So France should buy it there and save a dollar on every quintal. But I suppose she knows her business.

The men who come to St. Pierre and Miquelon are wonderful sailors. With the navy highly mechanized as it is to-day, you must have scientific men in the service, so the

ships will not be run ashore—as was done in the Bay of Chaleur by a certain gentleman who at one time was head of our Naval Service here. We should instruct a limited number of men by putting them through a special course at Kingston. This would necessitate a small addition to the staff, a professor or two, but the expense would not be great, for, as we know, professors are not paid very high salaries. I agree with the honourable gentleman from Lunenburg (Hon. Mr. Duff) that you need sailors to man these ships. You could get any number of able seamen from Quebec, Nova Scotia and New Brunswick—the finest sailors in the world.

We all remember the days when the ships of Nova Scotia and New Brunswick were noted on the seven seas. The *Lightning*, a celebrated clipper ship, was built by the McKays. She and the *Thunderer* and the *Cutty Sark* were wonderfully speedy, and sailed between England and Australia. The *Lightning* made the trip in seventy-eight days. A tramp steamer to-day could not do much better. When I told the story in this House honourable members thought that perhaps I was exaggerating, but the late Senator Roche said that he remembered the ship very well, for when he was a lad his father took him by the hand to inspect her. When the ship was finished in Nova Scotia she was taken over to England and about \$10,000 was spent in decorating the dining-room. That ship was less than 3,000 tons, about the tonnage of one of our canal boats, yet she carried to Australia five hundred passengers and freight. How it was done is still a mystery to me.

Those fine old sailing ships have disappeared. It may seem strange to some honourable members that noted marine architects of England and Scotland are of opinion that the future freighters will be large sailing ships with fore and aft rig, which means six or seven masts, and sails from the boom to the truck, of eighty feet, all operated by electric winches, with small motive power, so that if the ship is becalmed and the man in the crow's nest sees a little breeze stirring the ocean a few miles away, the ship can be propelled slowly to that point. When we do come back to sailing ships I know of no better place than New Brunswick and Nova Scotia and Quebec along the Gulf to supply the finest seamen in the world.

Hon. Mr. LYNCH-STAUNTON: May I ask the honourable senator from Alma whether, in order to give the necessary training to those who desire to become naval officers, it would not be far better to send them to English naval schools rather than reopen our Naval College?