

ernment ought to have done was, to pay their way there, maintain them properly when they were there, and pay their expenses back again at least. They are considering in other countries the question of the navigation of the air and Canada should not be behind. I notice that is the course of one experiment made in California a man had gone up in an airship and was able to drop 200 pounds of sand on to a piece of white paper ten feet square. If the science becomes so perfect as that it might be possible to destroy even Dreadnoughts by airships. We know what they are doing in Britain in this matter, we know what Zeppelin has done in Germany, we know what success they have had in France, and why should not Canadians be encouraged in the development of aviation. When we consider that Messrs. McCurdy and Baldwin had backing them a man of such genius as Dr. Graham Bell, the inventor of the telephone, surely this government should have accorded them some practical help. I notice that Mr. D'Almeida, in a lecture before the Engineers' Club, of Toronto, stated that he thought the time was near at hand when airships would be considered the safest, cheapest and best means of transportation, and added that the time may come when we will be able to go around the earth in seventy hours. Surely, there may be some wonderful developments in the future when such remarks are taken cognizance of by an intelligent and educated body like the members of the engineers club. Now, why are we neglecting this very important factor in the defence of our country? It is stated in the Toronto 'Globe' of the 14th instant—and no doubt it is true when the 'Globe' prints it—that a military airship in Britain was launched for the use of the British army, and that she answered her helm perfectly on her trial trips, even when speeding in the teeth of a stiff breeze. Well, our Canadian people should be encouraged in the pursuit of this science and in the near future it may mean more than a fleet of little cruisers, or even Dreadnoughts. Indeed, the control of the navigation of the air may mean more to Canada than either of the propositions now before the House. This is an important day in the history of Canada; it is an important day in the history of the British empire and the world, because I believe that to-day the eyes of every nation on earth are turned towards Canada. It is known everywhere that a perilous time and fearful crisis in the affairs of the British empire is approaching, and the world is wondering what Canada will do. I would remind the House that the very moment it was known that this crisis was near our younger, smaller, and weaker sister nations did their duty and did it vigorously. They did not wait to write, they cabled assistance to the mother country, and Canada has been the only tardy child,

the only laggard in this great family of nations. It was known right here in Ottawa more than a year ago, that this danger was coming, and what have we done? Deliberately in the face of that knowledge we spent the whole of the year 1909 in passing, unanimously it is true, a very high sounding and loyal resolution. We made a noise but we did nothing. The session of 1910 is well advanced now, and still nothing practical has been done; we have had a great deal of talk, Grit talk and Tory talk, but we have done nothing. I think it is admitted that we will have to spend 1911 in enlarging our dry-docks, and then I suppose we will spend 1912 in building the slips on which, in 1913, we will begin to build our little cruisers. If we may judge by the progress that is usually made in erecting public buildings and the construction of government works in this country we may safely assume that the ships cannot be ready before 1920. The Prime Minister said it will take four years to build the cruisers and it is admitted it will take one year to enlarge the dry-docks; the leader of the opposition says the cruisers will not be ready for fifteen years, but I will take a happy medium between the two and say they will be ready in ten years.

Could the enemies of Britain wish anything better than to know that under these circumstances we are to have a Canadian-built navy composed of little vessels or cruisers that are sure to be obsolete and out of date before they are constructed? Why, if the government were in league with the enemies of Canada, it could not give them a better guarantee. It is simply a guarantee that even these little cruisers will not be ready for from seven to ten years, and will not be of any use when they are ready. Britain has a great many of these small vessels now, and has had them for a good many years, before Dreadnoughts were built. She could only use a few of them in a struggle in the North Sea, because these little vessels of the Apollo and Bristol type are used only as scouts; they are used to evade the enemy, to run away, not to fight. They would be worse than useless in a contest on the ocean unless there were a Dreadnought or super-Dreadnought in the neighbourhood behind which they could run for shelter. There is no doubt, however, that Great Britain can use all the little vessels she has to good account, without taking them into the North Sea, to guard her cotton raw material and food supplies. Those who are pretty well on in life remember well the great suffering that there was in Lancashire when the cotton supply was cut off at the time of the American war. If Britain's cotton supply were cut off tomorrow, there would be the greatest possible suffering, and if her food supply were