

Only one alternative was possible. Over and over again, even in the last five years, commissions, parliamentary and otherwise, have been appointed to enquire into the state of the navy, but they have done little or no good. Will this be the fate of the commission of enquiry which was appointed in 1906, after the historic debate several months ago, when M. Thomson resigned? To judge from the business-like way in which the commission has set about its work and the manner in which it is disposing it—two of the members are M. Deleucasse and M. Paul Doumer—there is reason to believe that the turning point has at last been reached.

**NOT AS REPRESENTED.**

The state of things revealed by the enquiry is truly appalling. Men, guns, ammunition and material for the upkeep of the ships are lacking. In spite of the millions which have been voted and spent for that purpose, The main maritime force of France which has been the pride of the nation at Toulon, is supposed to be in a permanent state of mobilization. The six battleships composing it are of the latest type, 15,000 tons, and their armament is the most powerful in the world. The fleet of cruisers, the *Amiral Guennep* class. Some time ago Al-

Paul Doumer, speaking of the six Dreadnoughts close, the *Diderot* and *Condorcet*, has lately been launched by the state, which is to be the first for in the naval program of 1906, says:—

"It is hard to tell how much remains of the original design. The administration has done its utmost to save what it wanted. The hulls were ordered before the type of boilers, engines and guns had been settled. Out of 200 tons for the building contract, only 100 tons were left when the building was begun. So treated were so many defective in some of their parts, but it is certain they will cost more than they should have."—

The enquiry, which took the course of a visit to Algeria, (Tunisi, the chief naval port of France, and the north coast of Africa, found that about 10,000,000 francs had been squandered on works of doubtful utility.

If we turn from the ships to the arsenals, we find the same lamentable abuse. Toulon with its 4,000 workmen, is supposed to be able to repair only with difficulty keep the squadron in repair and has frequently to hand work over to private yards. When the *Jena* was ordered ready for sea-

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