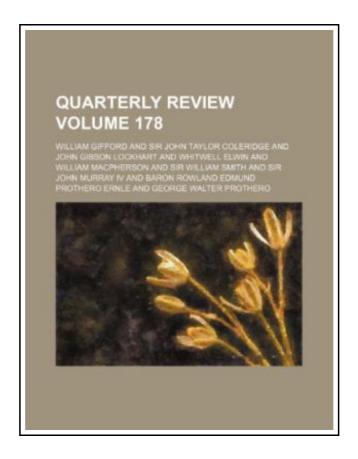
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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English. Brand New Book ***** Print on Demand *****. This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1894 Excerpt: .enemies cruisers. In this country, on the other hand, the case is widely different. With our very large and rapidly-increasing population, we are solely dependent on the sea for the bulk not only of the raw material which is essential to our manufactures and trade, but also of our supplies of food. Scarcely one-third of the wheat which is consumed in this country is grown at home; the rest is imported from abroad. Therefore, in the possible event of our fleets being defeated, the British Channel would fall into the possession of the enemy, and would thus be closed to the entry of our supplies. A very few weeks would suffice to produce a famine throughout the country, and we should be starved into making an ignominious treaty of peace with the enemy upon their own terms. If this consideration stood alone, it would conclusively prove the paramount importance of Great Britain possessing a navy sufficiently powerful to maintain the command of of the sea. The tonnage of the Mercantile Marine of the British Empire is 12,427,596 tons, whilst that of France is only 1,057,708 tons, and of Russia 481,799 tons. Consequently, the Mercantile Marine tonnage of the British Empire is eight times greater than that of France and Russia combined. The value of our sea-borne commerce is 970,375,095/.; that of France is 276,648,000/., and that of Russia 55,024,000/. Our commerce is therefore worth two-thirds more than that of the other two Powers combined, and it...



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