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DISCUSSION ON NAVAL BILL

(Continued from page one)

Canada, let them dissolve parliament and go to the people. They will get a quick and plain answer if they do. (Liberal cheers.)

BILL CANNOT PASS

"This navy bill cannot pass," said Mr. German, resuming at the evening sitting. "As long as the spirit of Liberalism dominates parliament, whether it be in this chamber or in the senate. If the government will adopt my suggestion and it is not yet too late, we shall run together as the hon. member for South York has urged, like the horses of the Sun."

Mr. German concluded by suggesting an amendment to the amendment of Mr. Guthrie which later provides that the \$35,000,000 shall be spent as far as possible in Canada.

The sub-amendment proposed by Mr. German provides that "Clause 2 of the bill be struck out and there be substituted a provision that there might be paid from time to time as voted by parliament a total sum not exceeding \$35,000,000 for the purpose of speedily increasing the effective naval forces of the empire."

HAZEN BROUGHT TO BOOK

Hon. Dr. Pugsley briefly drew the attention of the house to the fact that the minister of marine had quoted the cost of the U.S. Battleship Pennsylvania now building at about \$22,000,000 in an endeavor to show it was much more costly to build war vessels in America than in England this being intended as a discouragement to the establishment of Canadian shipyards.

Dr. Pugsley quoted the Scientific American of March 15, 1913, which he characterizes as one of the most reliable journals of its kind in the world as authority for the statement that the Pennsylvania would cost \$14,173,000 complete with guns and armor. This ship would be according to the Scientific American the best and largest equipped afloat, when launched.

This brought Mr. Hazen to his feet. He sought to counter with a newspaper statement that the Fore River Ship Building Company of Quincy, Mass., which Dr. Pugsley had previously cited as an example of what might be done in Canada, had been obliged to sell out to the Bethlehem Steel Company. Mr. Hazen maintained that the Fore River Company had not been a success and was practically in liquidation. He declared that the figures he had given to the

house as to the cost of the Battleship Pennsylvania was between \$15,000,000 and \$16,000,000. He further quoted from another anonymous authority figures giving the cost of a complete plant fully equipped to turn out a battleship ready for action at \$9,000,000.

Dr. Pugsley promptly replied. He noted that the minister of naval affairs had already come down some seven millions from his original figures as to the cost of the Pennsylvania. The figures given by the Scientific American were just as reliable as the anonymous authority quoted by Mr. Hazen. They showed that a battleship of 4,000 tons greater burden than the Dreadnoughts which the Canadian government proposed to have built in England, was actually being built in the United States at a cost of only about one million dollars greater than this government proposed to spend. England for the "Gift" ships. If battleships could be built in the United States at a reasonable cost surely Canada could also build them.

As to the Fore River Company, Dr. Pugsley quoted from a recent press despatch to the effect that the company had sold out at an advance of \$1,000,000 and was in excellent condition with twenty-three big vessels now in course of construction in its yards.

And as to the cost of establishing a shipbuilding plant, he quoted Winston Churchill's last letter. Therein it was stated a new British plant was being established at a cost of about \$4,000,000.

Hon. Mr. Hazen said that he was willing to discuss in the House or on the platform with Dr. Pugsley his action in refusing to enter into the contract with Cammel Laird & Co., for the construction of warships at St. John. He also doubted that the contract for Courtenay Bay development would have been left if there had not been a change of government.

HAZEN'S "HUMBUGGING."

Dr. Pugsley replied that he had plans prepared for the Courtenay Bay development, he had induced the late government to call for tenders, and if it had not been for his action the great development would not be going on there today.

When Mr. Hazen refused to accept the offer of Cammel Laird & Company to construct warships at St. John, he had done an injury to St. John and to Canada, for which he would have to answer. When Mr. Hazen said that if the ships had been built by Camme, Laird & Company they would have been obsolete before they were finished, he was humbugging. The vessels would have been turned out at the rate of one a year, and as designs were changed and improved by naval constructors the constructions of the later ships could have been changed.

It was true that he had once been associated in politics with Hon. Mr. Hazen, but that was seventeen years ago, and he had left him with thousands of his fellow citizens because Mr. Hazen had been guilty of political conduct which was a betrayal of the interests of his constituents.

E. M. MacDonald closed the debate for the sitting by charging Hon. Mr. Hazen with inefficiency. He said that though minister of naval affairs the government had not felt that it could trust him to handle the naval bill in parliament, but that first Premier Borden had been given charge of the task of presenting it to parliament and getting it through the House. Then it had been taken from Premier Borden's hands and turned over to Mr. Rogers, and the Manitoba gang. He said that Mr. Hazen had not been able to make a speech on the navy without written manuscript from which he had read.

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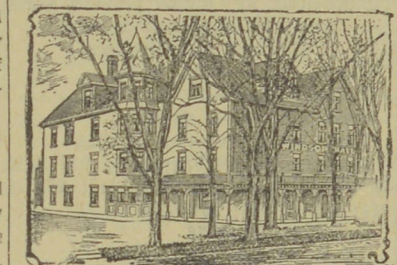
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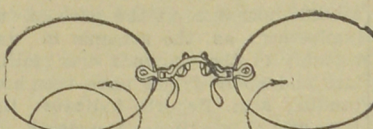
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GOING EAST

Express train leaves St. Leonards daily (except Sunday) at 5.00 p.m. after arrival of C.P.R. express from St. John, Vancorbora, etc., due at Campbellton at 10.00 p.m.

And in addition to above and to ordinary freight trains there is also a regular ACCOMMODATION TRAIN carrying passengers and freight running each way on alternate days as follows, viz: Going West—Leaves Campbellton at 8.00 a.m. for St. Leonards, and intermediate stations, Monday, Wednesday and Friday, due at St. Leonards at 4.20 p.m. Going East—Leaving St. Leonards at 8.30 for Campbellton, Tuesday, Thursday and Saturday, due at Campbellton at 4.30 p.m.

Governed by Atlantic Standard Time.

See local time tables and for full information regarding connections, etc., apply to R. B. Humphrey, freight and passenger agent, 55 Canterbury Street, St. John.

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