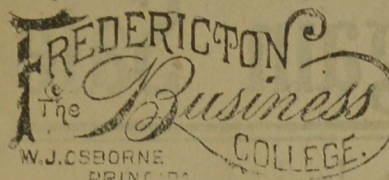


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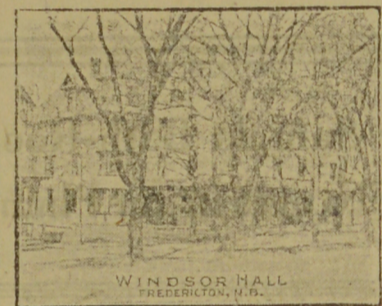
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WASHINGTON'S
CAFE
YORK STREET

Hon. Dr. Pugsley Dissects
The Borden Naval Policy

Would Humiliate Canada to Present Dreadnoughts to be Equipped and Maintained at the Expense of the Taxpayers of the Mother Country--Laurier's Policy Will Mean the Establishment of Great Shipbuilding Plants, Which Will Employ Thousands of Men

(St. John Telegraph.)

Hon. William Pugsley, ex-minister of public works, who will return to Ottawa Sunday evening to resume his duties as a member of parliament, was seen by The Telegraph last evening and asked for some of his ideas in reference to the naval question, which has been advocated by the Borden government.

"The proposition to spend \$35,000,000 in England for the building of three super-dreadnoughts," Dr. Pugsley said, "is not a policy but is a mere expedient designed, not only to give effective aid to the empire, but as a matter of fireworks, which is sure to produce very unsatisfactory results."

"The government either does not know its own mind or is hopelessly divided in opinion as to what should be the permanent naval policy of Canada, or else the prime minister is afraid to inform parliament and the country of his opinion as to what the permanent naval policy should be. This is truly a deplorable and unjustifiable state of affairs. There is no excuse whatever for the government, after the lapse of four years since the resolution in favor of the Canadian navy was unanimously passed by parliament, not to be able or willing now when asking parliament to vote this enormous sum of money to state whether the present contribution is to be followed by similar contributions in the future or whether Canada will take her place beside the great overseas dominion of Australia in establishing and maintaining a royal Canadian navy for the defence of our country and its trade routes and to be available to act under the direction of the British admiralty wherever considered necessary for the defence of the empire."

"The loss which Canada is suffering today in national humiliation," Dr. Pugsley added, "and will continue to suffer, is due to the unholy alliance which the Conservative party made with the Nationalists of Quebec. But for that alliance there is no doubt whatever that the government would long ago have let the contracts for the eleven vessels for which tenders were received by the late government and which in view of the result of the election, were properly left for our successors to deal with. Had such action been taken a splendid shipyard, with thorough equipment, would have been under way and under the authority of parliament the government could have added to the program of its predecessors by having already laid the keel of one of the super-dreadnoughts to be built in Great Britain and in all the benefits flowing from which construction the people of Canada will have no share."

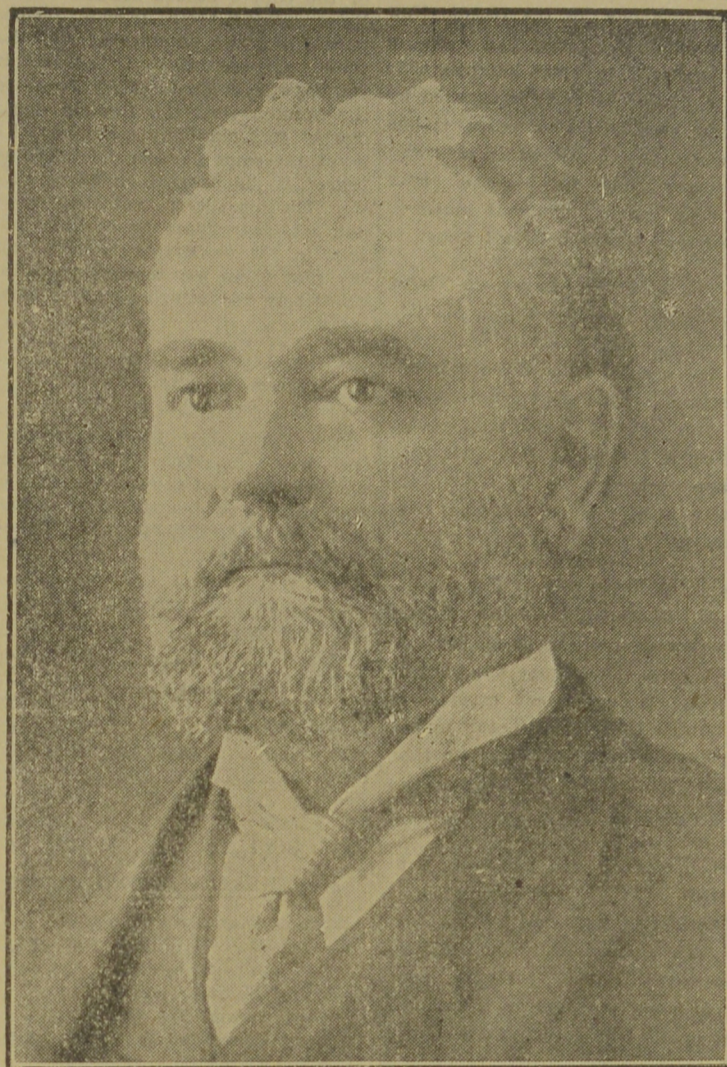
SUPER-DREADNOUGHTS.

When asked if he were in favor of the building of super-dreadnoughts, Dr. Pugsley answered:

"Yes, not because there is any emergency which the official documents clearly show does not exist, but because I believe Canada is now a sufficiently great, powerful and wealthy nation to undertake in a very large degree a part in imperial naval defence. It must be borne in mind that the memorandum of the admiralty in no way departs from the policy approved in 1909 of our having a Canadian navy or from an agreement arrived at between the admiralty and the governments of Australia and Canada in 1911 for the control and the management of the war vessels of each of the two great overseas dominions in co-operation with the British admiralty. The idea of the admiralty as contained in the memorandum will be fully met by providing two fleet units to be generally stationed on the Atlantic and the Pacific coasts respectively, each to contain a super-dreadnought of the most powerful and modern type. The super-dreadnoughts as well as any other of the vessels of the fleet to be placed elsewhere in case any emergency should arise which in the opinion of the admiralty would make such a course desirable."

"Do you think super-dreadnoughts can be built in Canada?" the reporter asked.

"Undoubtedly they can be and it is an insult to the enterprise and intelligence of the Canadian people to take a different view. All that is needed is the establishment of a shipyard properly equipped with the necessary machine shops, movable and stationary derricks, cranes, etc. The machinery and equipment are of the same character for battleships as for cruisers."



HON. WILLIAM PUGSLEY.

"The cost of such a plant, and I speak now from knowledge of what suitable plants have cost in other places, would not exceed \$4,000,000, and the amount would be inconceivable in comparison to the magnitude of the expenditure which the government proposes to make."

NOW IS THE TIME

"If Canada is ever to have shipyards suitable for building war vessels the time to begin is now. The prime minister stated as one reason why it would not be desirable to build the ships in Canada that they would cost \$35,000,000 in England while in Canada the cost would be \$12,000,000 more. Mr. Borden, however, basing his estimate upon the cost of construction in England when tenders were submitted two years ago, but a great change has taken place in England's shipyards since then the cost of wages and materials has increased at least 25 per cent and I have the very best possible reasons for stating that the proposed three dreadnoughts will cost \$45,000,000 instead of \$35,000,000. This enormous sum of money if expended in our own country would give employment to many thousands of working people and it would lead to the establishment of a great commercial shipbuilding industry as well."

Another reason given by Mr. Borden was that it would take from 25 to 50 years to build up a proper naval organization in Canada. This strikes me as being absurd. It recalls to my mind the statement of a distinguished Conservative politician, who in speaking of the 'proposed improvements at Courtney Bay which I planned as minister of public works, said it would take forty years to carry out the work, whereas we know that the present government has adopted in their entirety the plans which I had prepared and the work embraced in these plans is all to be done within five years. Mr. Borden forgets that in these days the work of organization of great enterprises in Canada is accomplished with a great rapidity which would not have seemed possible fifteen or twenty years ago. Technical education has become so wide spread and with proper effort suitable organization can be quickly brought about in lines of industry requiring the most skilled and highly paid expert knowledge."

Dr. Pugsley was asked if Canadians could be secured to man the ships. "There is no reason to doubt the feasibility of this," said Dr. Pugsley "and to state otherwise is to put the greatest possible insult upon the loyalty of the thousands of young Canadians who today follow the avocation of the sea, particularly in fishing for a livelihood and who would gladly volunteer for service in the royal Canadian navy."

"In support of the argument that

Canadian seamen cannot be obtained for naval service reference was made to the difficulty which has been experienced in securing recruits for the Rainbow and the Niobe, but the most effective answer to this argument is to be found in reports submitted to parliament by Hon. J. D. Hazen, minister of marine and fisheries, which state that owing to the uncertainty of the future naval policy of the government no special effort had been made to obtain recruits. Those who deserted came from cities and towns in the interior and were unaccustomed to sea life, while no attempt had been made to obtain recruits from among the fishermen, who would be satisfactory as recruits."

"Then the uncertainty of the future policy of the government would be the very best possible reason why the service would not be unattractive. Young men would not desire to engage in a service which might be of the most temporary character. By having a permanent service and by giving to the naval recruits the opportunity to learn a trade either in electricity, engineering, carpenter work, machinist work or the like which the recruit might take up at

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ter a few years service aboard ship if he should desire to leave the service as is the case in other countries, the service would contain many attractive features for the young men of Canada."

But if for a short period it should be necessary for the government to avail itself of the offer of the admiralty as contained in the agreement of 1911 and engage English men of war, Canada would still be owing here duty by manning and maintaining ships instead of offering as the Borden government has proposed to do, three unmanned vessels to be manned and maintained by the taxpayers of the mother country. It must be born in mind that it is not the cost of the vessels which places the burden on the English taxpayers but it is the paying for manning and maintaining.

CANADA HUMILIATED

"Then from the standpoint of the nation's pride, and the people of Canada are proud of their nationhood, we should recognize that in case of a naval conflict it would not be ships or guns but the men behind the guns who would do the fighting, and it would be an humiliation and disgrace to Canada to be told that we had given of our abundant wealth to furnish ships but that we had not men of sufficient loyalty and courage to stand behind the guns and sacrifice their lives, if need be, in defense of the flag."

ACTION, NOT TALK, THAT
COUNTS.

"I might say a few words," Dr. Pugsley added, "in reference to the eloquent speech by Hon. Mr. Hazen, representative of the City and County of St. John. In one part of his remarks he spoke in beautiful language of this port having once been the seat of a great shipbuilding industry and that he hoped that the industry would be revived and that St. John would become a great shipbuilding port. As I listened to Mr. Hazen I felt that I would like to have the opportunity of saying to him that words, no matter how eloquent or how eloquent, will not build either battleships or commercial vessels. That what the people of St. John and of Canada want is action and not talk. I would have liked to have told him that it was deeply to be regretted that after he came into office that almost one of the first things he did as minister of the naval service was to return to Cammell, Laird & Co., the great English shipbuilding firm, who was the lowest tenderer for the war vessels and who proposed to build the ships at Courtney Bay, their deposits. If the contract had been let to that firm St. John would have been assured not only of having the work of building a considerable number of war vessels but it would have been assured in the immediate future of the dim and distant future of great commercial shipbuilding industry as well. It would have meant employment for several thousand men and would have enormously enhanced the property and progress of our city."