

PUGSLEY FLAYED BY MINISTER OF MARINE

Hon. J. D. Hazen in One of Greatest Speeches of His Career Exposes the Grit Game of Unwarranted Criticism--If Abnormal Profits Were Made in Shell Contracts They Went to Liberals--John E. Moore Shows That When Pugsley Talked of Smaller Lumber Shipments He Spoke Without Knowledge--A Bad Day for Crafty William.

(Continued from page 1)

hon. friend's criticisms of members of the Administration because they had not made more recruiting speeches than they had been able to make with the tremendous amount of work thrown upon them during the last year. A leading newspaper in Ontario, some months ago, found fault with the Prime Minister because he was not addressing more recruiting meetings, and asked who had heard a word in favor of recruiting from the "lily lips of Sir Robert Borden." And now the hon. member for the City of St. John holds the government responsible for the high freight rates because, as he suggests, the members of the Administration had been spending too much time in addressing recruiting meetings. (Applause.)

THE TRANSPORTATION QUESTION.

"With the war a state of affairs arose with regard to tonnage and transportation that has certainly been very difficult to deal with. The breaking out of the war put out of business a great many ships that had been engaged in the carrying trade. Go down to the ports of Boston and New York and you will see there steamers of the North German Lloyd and the Hamburg-American lines swinging at their anchors, absolutely idle, unable to continue the business they had carried on before the war, because they could not venture out from their safe havens in Boston, New York or other American ports, they would be captured by the British cruisers, which, operating from Halifax, are protecting the trade routes across the sea for the people of Canada and the Empire. (Loud applause.)

In addition, ships heading our own flag have been held up or interned at a number of ports belonging to St. John or other Maritime Province ports interned in the port of Hamburg where they happened to be when war was declared. These vessels also are prevented from taking part in the general carrying trade. Besides the dislocation of trade in this way, hundreds of ships have had to be taken by the British Admiralty, as it is absolutely essential if the war is to be carried to a successful termination. All this has led to disturbance, trouble and difficulty in the transportation of goods and naturally has caused an enormous increase in the freight rates which have to be paid. "But, as Mr. Pugsley has referred to this question, and as it is a question which applies not only to us but to all the shipping world generally, and it will be quite as fair to hold the government responsible for the fact that freight rates have advanced equally in the United States and even more in the Argentine Republic and other South American countries. In view of the statements he has made I desire to give a fair, frank statement of what the government has done to meet the transportation question and give the products of Canadian mills, forests and farms, means of reaching the market during the time the war has been in progress.

WHAT THE GOVERNMENT HAS DONE.

"The efforts made by the government to secure adequate tonnage for the Canadian export trade relate to two classes of exports. One class includes the whole of the general commercial overseas exports of the dominions, the other comprises the large quantities of supplies and munitions of war which are being purchased in Canada by the British government--as will be seen a little later on a very efficient and comprehensive organization has been built up for dealing with the last mentioned class.

"While making certain that there would be no obstruction in the flow of war supplies to the other side the government at the same time, realized the necessity of doing everything possible to meet the need of ocean transportation for general commercial purposes. As early as March this question was taken up formally with His Majesty's government. At the instance of the Prime Minister strong representations were made by means of official communications to the Secretary of State for the Colonies, pointing out that the Canadian export and import trade was facing a serious condition on account of the shortage of ocean tonnage due to the requisitioning by the Admiralty of many of the best carrying vessels of the principal steamship lines. The necessity for taking all possible measures to relieve the situation was urged. The Prime Minister had already put the matter forward through Sir Geo. Perley, acting High Commissioner in London, requesting him to take up directly with the appropriate departments of the British government. This was done and Sir George attended many conferences with officials in London.

VESSELS RELEASED.

"The question was kept continually before the Admiralty and other departments all through the spring. Representations were made on behalf of various Canadian shipping companies whose tonnage in greater or lesser degree have been requisitioned. In June a large boat for the St. Lawrence coal carrying trade and three vessels belonging to the lumber trade were released after much negotiation. In June, also, conferences were held in Ottawa between an inter-departmental committee and representatives of Canadian steamship companies operating between Montreal and the United Kingdom, at which measures for meeting the growing scarcity of tonnage were considered. At the end of June the Prime Minister went to London to confer in person with His Majesty's government and particular attention was devoted to the problem of providing adequate transportation for general commercial purposes. The whole question was fully discussed during July and August at a number of interviews which the Prime Minister had not only with the permanent officials of the Admiralty but with several of the members of the cabinet, all of whom realized its importance.

"It was recognized that the mat-

ter was equally important to Great Britain and to Canada, and that her manufacturers must have access to the Canadian markets--to Canada in order that trade with the Mother Country might be maintained and that the large crops which were to be harvested might find a portion of their market in Great Britain and other European countries. It was pointed out that in view of the part Canada was taking in the war it was specially desirable that every facility should be given to continue our export trade. The fact that a very large wheat crop was anticipated was particularly and insistently put forward. It was urged that from sixty to sixty-five per cent. of our normal tonnage, peculiarly constructed for the North Atlantic trade, had been requisitioned and that a serious situation would develop unless adequate steps were taken to meet it.

GOOD RESULTS OF GOVERNMENT ACTION.

"As a result arrangements were then made that the Admiralty should release, so far as the paramount exigencies of war would permit, every available vessel that could be used for this service. The matter was also taken up with the steamship lines whose ships had been requisitioned by the Admiralty and urgent representations were made to them as to the chartering of vessels. It was obtained that might take the place of those requisitioned. One immediate result of these steps was the assignment of two steamships to the carrying of munitions to be used in transporting frozen meats from Canada. Assurances were also given that if more tonnage was needed for this purpose it would be provided. After the Prime Minister returned in September the subject was still kept before the British government. Strong representations were made to the Colonial Secretary at the same time the matter was urged through Sir George Perley, who made it the subject of many conferences both with the British permanent officials and with the members of the cabinet. As a result, since January 1, 1915, twenty ships requisitioned by the Admiralty have already been released for the Canadian service and in addition the High Commissioner's office has caused the release of three ships as to which notice of requisition has been given.

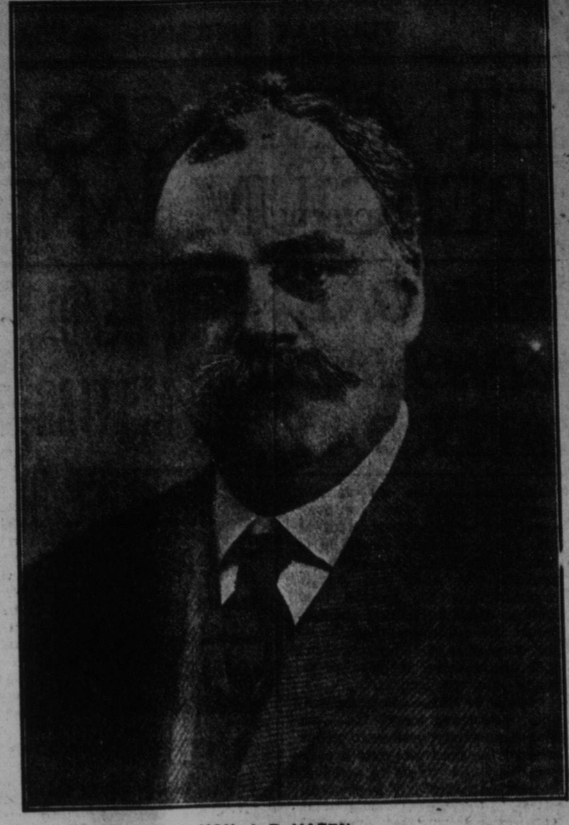
PRIZE SHIPS FOR CANADIAN TRADE.

"His Majesty's Government have also assigned three prize ships, the Klwak, the Barenfels and the Nerine to be used in the North Atlantic trade. Furthermore, the Colonial Office secured three large sailing vessels which have been chartered to the Canadian Government and will be made available for this route. His Majesty's Government have also transmitted information to other sailing vessels which are open for charter and this information has been given to shipping agents. It is also to be borne in mind that the fact of the inauguration of the regular transport service since last February, at the instance of the government for the transportation of war supplies, has released to a considerable extent the space in the regular liners and this space, so released, has been and is now, available for ordinary commercial tonnage.

"In considering this question it must always be borne in mind that, all and above all, we are at war. More than 1,500 steamers have been requisitioned by the British Government, alone for war purposes, and the governments of other nations have been obliged to pursue the same course with respect to their mercantile marine. As Premier Asquith pointed out in the Imperial House of Commons several weeks ago, the demands made upon the British Government in this respect have involved the transporting of 2,500,000 officers and men in addition to 320,000 sick and wounded, 2,500,000 tons of supplies and munitions and 800,000 horses and mules, and these figures are exclusive of millions of tons of stores carried by the navy for allied governments.

WAR REQUIREMENTS FIRST.

"Military and naval requirements must be paramount, rough and ready though their demands



HON. J. D. HAZEN

often are, and they must be served fully at the cost of other considerations. The life of the Empire depends on this and all interests should bear in mind that considerations of commercial advantage should never be allowed to place any restriction or impediment upon the difficult and momentous military and naval operations in which we are engaged. In view of these facts and considerations, Canadian producers and shippers may consider themselves fortunate to fare as well as they have. Steps taken by the government have resulted in giving the exporter enough ocean tonnage to make the transportation of our great crop a certainty and have enabled our prices to be placed on an export basis immediately. More ships than in other seasons have been employed in the North American grain trade. The export shipments during October were the greatest in the history of North America. It also appears that while there has been a marked advance in freight rates on the North Atlantic route, and the freight rates from Australia and the Argentine, our chief competitors, have advanced to a much higher degree.

"I now wish to say a few words regarding the regular transportation service inaugurated for carrying supplies and munitions of war for the British Government.

QUESTIONS ANSWERED.

Mr. Knowles--"If the Hon. gentleman will pardon me, I should like to ask him a few questions. "Have the twenty-three vessels that were released for the ordinary commercial transport work been re-marked for the carrying of Canadian export trade, or are the owners at liberty to ply the ships in any waters that they like?"

Mr. Hazen--"I cannot give my hon. friend an answer to his last question, but in reference to the first, I may say that the release of those vessels had special reference to the Canadian carrying trade."

Mr. Knowles--"They cannot engage in anything else?"

Mr. Hazen--"I cannot say that. I had special reference to the Canadian carrying trade. We have found that the paramount considerations of the war make it necessary that vessels shall, at times, be transferred to a port other than their original destination. I will tell my hon. friend what I mean. Suppose a transport sailed from St. John loaded with a cargo for its destination those in charge of the vessel would receive instructions to proceed to Greenock, or to a port in some other country--the paramount necessity of the war would make it necessary that they take their cargo there. That has, to some extent, affected regularly in sailing but, as I have said, the release of these vessels had special reference to the Canadian carrying trade."

Mr. Knowles--"Could they be carrying from the United States?"

Mr. Hazen--"Of course they continue under the direction of the Admiralty, who can change them from time to time as they see fit."

SHIPS THE PRIME NEED.

"The difficulty of obtaining tonnage and the consequent rise in freight rates having become noticeable in the early stages of the war, it was at once appreciated that the most pressing need at the present moment was to provide ships for the large quantities of supplies and munitions of war being purchased in Canada.

"It is also arranged to allot to the Halifax route twenty additional transports which constitute a service to the United Kingdom and French ports. As in the case of West St. John dock and shed accommodation has been reserved for the exclusive use of the overseas department. From Halifax, also, fifty or sixty sailings are expected and these vessels, too, will clear between 250,000 and 300,000 tons.

"The average time on this side, excluding the period of vessels in dry dock or undergoing repairs, has averaged less than five days. It is difficult to reach an adequate conception of the vast amount of detail involved. The prompt action of the government in taking the steps which were taken toward the establishment of this service has secured to Canadian producers both of manufactured goods and of farm products an uninterrupted outlet for the hundreds of millions of dollars worth of war office orders, the acceptance of which would not have been possible but for the inauguration of an economical overseas transportation service."

"Further, the fact that these transports, owing to their regularity in sailings, have been in a position to handle promptly war office supplies, which otherwise would have occupied space on regular liners, has been of distinct advantage to the general export trade of Canada and has released to that extent ocean space for commercial tonnage. Since the inauguration of the service not a pound of government transport has been forwarded on regular liners.

A COMPLETE EXPLANATION.

"I thought it was only fair and right that I should give a full statement of what the government has done in connection with the matter of transportation since the war broke out, in order that any false ideas that might prevail in consequence of the speech made by Mr. Pugsley might be removed, and that everybody would have an opportunity of looking into the facts for himself.

"Now let me explain how these arrangements have worked out. "Hon. Mr. Lemaire--"May I be permitted to ask a question? I have had several requests by some pulp firms that shippers have been requisitioned by the home authorities to release some of their ships. Thanks to the efforts of the Postmaster General I have been able to obtain the release of at least two or three of those ships. I see in this morning's newspapers that an embargo is to be imposed by Sweden on pulp for England. That means that there should be a great business in pulpwood between Canada and Great Britain, but unless the ships are released and are of small tonnage generally, the pulp business and the country will suffer. May I ask my hon. friend to look into this matter, and see whether there is no possibility of getting other ships from the naval authorities in Great Britain so that these small vessels can be released?"

Mr. Hazen--"I may say, Mr. Speaker, that the embargo to which my hon. friend refers--I judge from newspaper reports I have seen, for I have seen nothing else--is, in a sense, a retaliatory measure. I can assure my hon. friend that the department of naval service, and the other departments of the government will continue to impress upon the British Admiralty and the British government the necessity of having ships available to carry away the products of Canada to the markets of Great Britain and the manufactured goods of Canada and the other things that may be required. We will continue to press that. "I have had requests made to me to use my influence to get the British Admiralty and the British

BENEFITS TO CANADA.

"The very benefits accruing to the Canadian export trade from the establishment of this service have not perhaps been widely understood. A brief consideration of some of the figures available will give an idea of the situation that would have confronted Canadian producers if they had been obliged to depend solely on ocean space available in ordinary canal liners, whereas, by reason of the work of the overseas department, there has been an uninterrupted service for the transportation of supplies of all kinds, including hay, oats, shells, and all the great variety of articles being purchased in Canada by the British Government for war purposes.

"During the period between August 25, 1914, and April 20, 1915, 244,513 gross tons were handled by this service on account of the Imperial government. Between, however, May 1, 1915, and Nov. 15, 1915, there was an enormous expansion, over 875,000 gross tons being forwarded during that period, (six and a half months)--or about sixty per cent. more than was moved during the pre-

ceding eight months. But a still greater expansion is taking place. The overseas department is now being called upon to provide for 125,000 gross tons of munitions, war material and supplies per month or, approximately, one and a half million tons per annum, and the tonnage is still growing.

WHERE AT, JOHN BENEFITS.

"Arrangements for this winter contemplated the operation of twenty transports on a direct service between West St. John, the United Kingdom and French ports, and adequate accommodation has been reserved at West St. John for the exclusive use of the overseas department. Between fifty and sixty sailings are anticipated from that port during the winter, and these vessels will lift between 250,000 and 300,000 tons.

"It is also arranged to allot to the Halifax route twenty additional transports which constitute a service to the United Kingdom and French ports. As in the case of West St. John dock and shed accommodation has been reserved for the exclusive use of the overseas department. From Halifax, also, fifty or sixty sailings are expected and these vessels, too, will clear between 250,000 and 300,000 tons.

BUNKERING ARRANGEMENTS.

"Negotiations were completed for the prompt bunkering of transports at both West St. John and Halifax, while the loading is being carried on. The addition of this enormous tonnage to the regular winter business of St. John and Halifax has necessitated the provision by the railways of increased railway yard accommodation, and it is hoped the remedial measures taken in that regard will prevent serious congestion. The work of the overseas department in handling this large tonnage with the ships available, has been made possible by the efficient and systematic organization built up, by which intelligent segregation at the seaboard and prompt loading have been secured.

"The average time on this side, excluding the period of vessels in dry dock or undergoing repairs, has averaged less than five days. It is difficult to reach an adequate conception of the vast amount of detail involved. The prompt action of the government in taking the steps which were taken toward the establishment of this service has secured to Canadian producers both of manufactured goods and of farm products an uninterrupted outlet for the hundreds of millions of dollars worth of war office orders, the acceptance of which would not have been possible but for the inauguration of an economical overseas transportation service."

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TRADE THROUGH ST. JOHN.

Mr. Knowles--"Did the commander went so far in vessels in ordinary transport vessels?"

Mr. Hazen--"I speak entirely subject to correction, but I presume it goes over in the ordinary transport vessels. I think that is correct. I wanted to point out to the House--and I am sorry Mr. Pugsley is not here, because one would gather from his remarks that business on the ocean between Canada and the Motherland was not so great as formerly--I should have liked to point out to him, taking the port of St. John for example, what the effect of this section of the government in regard to that trade has been. I hold in my hand a letter written by Mr. Harris, the acting director of overseas transportation, dated Montreal, Jan. 6. It is as follows:

"Dear Mr. Hazen: "In the memorandum to which you referred at our interview yesterday afternoon I stated that the overseas department would put an average of about 50,000 tons per month of Imperial supplies through West St. John this season and that this added to Canadian Pacific estimates would probably mean the handling on an average of about 100 cargoes per day at that port.

"During the month of December the following Imperial transports cleared from West St. John: Peshawar, Dunlop, Chesapeake, Hanstrick, Trelawny, Wayfarer, Egori, Pascal, Royal Transport, Elsieck House and Lord Strathcona, with 67,484 tons of cargo as compared with five transports containing 14,236 tons of cargo for the corresponding period 1914, an increase of four hundred per cent. "During December 1915, slight

(Continued on page 3)

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government to release ships that had been requisitioned for other ports. In a number of cases they have requisitioned that the ships after reaching the ports of the United States should proceed to ports in Canada. Under these circumstances I felt I could not make that requisition to the Admiralty because the British Admiralty and a committee of the Admiralty. It may be that they can get more while engaging in private work than they might be paid by the Admiralty but during this time of war we must all be prepared to make sacrifices. I think that the government in releasing ships owners cannot be an exception to the general rule."

THE LUMBER TRADE.

"Now let us see what the facts are with regard to the lumber trade and the transportation of lumber to the other side of the water, to which special reference was made by Mr. Pugsley. The lumber trade receives the consideration of the government in the same manner as the other business of this country. Since July 14, 1915, the Naval Service Department in conjunction with the acting director of overseas transportation, has shipped, under orders from the Admiralty, the following quantities of lumber from the ports which are named. This lumber has gone by vessels entirely distinct from the transports in which I have referred as having been commandeered by the Admiralty for other purposes:

"Quebec--For cargoes, (spruce, elm, pine), 1,200,000 feet B. M., 7,600,000 feet B. M. from six shippers.

"Gaspe--One part cargo, 724,000 feet B. M., from one shipper.

"Chatham--Two cargoes from three shippers, total 5,700,000 tons B. M.

"St. John--Four cargoes, approximately 12,000,000 feet B. M., shipped to date. Further cargoes of approximately the same total are now loading or due to load from five shippers.

"Halifax--Two cargoes, 6,500,000 feet B. M., two further cargoes of approximately the same total are now due to load from five shippers.

"Box shooks--In addition to the above quantities, 400,000 boards for ammunition boxes are being shipped, part from St. John and the remainder from Halifax.

"Estimated total from Eastern ports, 59,000,000 feet B. M.

"From Pacific coast ports--Ten cargoes, 20 million feet B. M., from various shippers.

"Estimated total shipments from Eastern and Pacific ports, 80 million feet B. M.

Mr. E. M. MacDonald--"What about the rates?"

ST. JOHN'S LUMBER TRADE.

Mr. Hazen--"This is lumber which is bought and paid for in this country and the man on the other side is paying the freight. I shall have something to say about this later. I give a further statement more in detail of lumber shipped from Canadian ports under the direction of the Imperial Transport Service and the Department of Naval Affairs.

Pugsley's Insinuations

Untruths in the Minister of Marine Davidson Enquiry the Government is of Canada's Prod

(Continued from page 3)

steamers of the Canadian Pacific and Allied Lines cleared from West St. John with 67,832 tons of cargo plus 1,166 horses as against four vessels containing 26,251 tons of cargo plus 605 horses for the same period in 1914, an increase of 130 per cent.

"Other lines in December, 1915, had 19 steamers from West St. John with 25,944 tons of cargo as against 11 steamers with 16,639 tons of cargo and 657 horses in December 1914, an increase of two hundred per cent.

"I am told that the result will be even more satisfactory during the present month and during the month of February. Further, I am told that while I have given the figures for the port of St. John, a similar gratifying state of affairs exists with regard to shipments from the port of Halifax.

"I may tell the House, further, for their information that from statements I received this morning the daily statement that we receive at the department, I find that today there are seven transports loading at the Port of St. John, six transports loading at the Port of Halifax, in addition to vessels of the Allies and other commercial lines.

WHAT

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