

ships "scrapped" in 1904, making a total of 155 discarded units, there were 80 good ships that could still have done excellent service and were replaced by large battleships, such as the Dreadnoughts, which cannot be used for the same purposes.

As to the dreadnoughts,—the famous dreadnoughts so dear to the "admirals" of the *Montreal Star* and the sea-dogs of the *Toronto Telegram*,—they are inferior to the latest American, Japanese and German battleships, and moreover, cannot take the place of the fast cruisers to do police work on the trade sea routes. The whole thing is called "**THE DELUSION OF THE DREADNOUGHT POLICY**"... "most unfortunately... introduced to the public by means of an organised system of advertisement in the press." On this point, Lord Beresford's opinion coincides with that of Sir William White, late director of Naval construction for the British government.

The refusal or neglect of the Admiralty to construct docks for the large battleships constitutes "**A BETRAYAL OF THE PUBLIC TRUST**", and abandons the most important fighting units of the fleet to all the dangers and hazards of war.

"Coaling and repairing stations overseas... have been dismantled and their stores have been sold."

"The fleet is gravely deficient in small cruisers and destroyers... The present condition of the trade routes is a **NATIONAL DANGER**. In 1903, there were sixty small cruisers placed on foreign stations. To-day there are 23."

"The home fleet was a **FRAUD** on the public and a **DANGER** to the State. During the two years which elapsed before the fraud was finally abandoned,... the navy... would have suffered an initial reverse if not a crushing defeat."

The admiralty is charged with encouraging **ESPIONAGE** and **DELATION** on the part of officers against their superiors, with breaking the career of those other officers who have the courage to remain straight and loyal and disapprove of the tactics and policy of the admiralty. It is even accused with having retarded the construction or the equipment of ships for the benefit of two allied firms, in which some Lords or officials of the Admiralty are openly suspected of having pecuniary interests.