

patrolled, with other ships on the Pacific stations, as far south as Panama, and captured several ships carrying contraband of war. After the entry of the United States into the war, she became depot ship on the Pacific coast. The Niobe was made ready for sea in September, 1914, and remained in commission one year, during which she steamed over 30,000 miles on patrol duty. She afterwards became depot ship at Halifax.

Smaller Vessels.—At the beginning of hostilities, various small craft were taken over by the Naval Department from the Departments of Marine and of Customs, and were armed and manned from the R.C.N.V.R. for the performance of patrol duties off the Atlantic coast. Two submarines, which were bought just before the declaration of war, patrolled the approaches to Victoria and Vancouver and helped in keeping Admiral von Spee's squadron away from the Pacific ports. H.M. sloop Shearwater was taken into the Canadian service as mother ship to these submarines and, in the summer of 1917, these three vessels went, by way of the Panama canal, to Halifax.

Trawlers and Drifters.—A patrol and mine-sweeping service was carried on after the outbreak of war. The vessels used at first were Government and privately owned vessels which were taken over and equipped for the purpose. Some of these were placed at the disposal of the Government free of charge. Early in 1917 the Department of Naval Service undertook to have 60 trawlers and 100 drifters built in Canada for the Imperial Government. These vessels were built at various places on the St. Lawrence and the Great Lakes; many of them were in service in Canadian and European waters in the year 1917, and all were in service in 1918.

The area patrolled under the Department stretched from the Straits of Belle Isle to the Bay of Fundy, and from Quebec to east of the Virgin Rocks. Within this