

May 1st—Tenders, in accordance with the advertisement and information furnished, received by the Government of Canada from the following firms at prices quoted:—

William Beardmore & Co., Dalmuir, Scotland.....	\$13,055,804
Armstrong Whitworth & Co., Newcastle-on-Tyne.....	\$12,842,000
Vickers Sons & Maxim, Barrow-on-Furness.....	\$12,712,152
The British and Canadian Shipbuilding and Dockyard Co., Sydney, C.B.....	\$12,464,518
Swan, Hunter & Wigham Richardson, Newcastle-on-Tyne.....	\$12,174,000
Cammell Laird & Co., Birkenhead.....	\$11,280,000

All these tenders were for building the whole number of ships entirely in Canada.

These tenders did not include armour plate, armament or certain fittings usually supplied by the Admiralty, but included the fitting of these articles on board the vessels, mounting the armour and guns, and putting anchors and chains on board, etc.

May 12th—Hon. L. P. Brodeur, Minister of Department of Naval Service, sails for England to attend subsidiary conference of Imperial Conference on Naval Defence.

June 29th—Agreement concluded between the British Admiralty and representatives of the Dominions of Canada and Australia, respecting the control of the Naval Service and forces of the Dominion of Canada and Australia, and setting forth the limits of the Canadian and Australian naval stations respectively.

The limits of the Canadian stations are described as follows:—

“The Canadian Atlantic Station will include the waters north of 30 degrees north latitude and west of the meridian of 40 degrees longitude.”

“The Canadian Pacific Station will include the waters north of 30 degrees north latitude and east of the meridian of 180 degrees longitude.”

July 16—Hon. L. P. Brodeur returns to Canada.

On July 29th, the Canadian Parliament was dissolved and on September 21st the Dominion general elections were held. Because of the impending elections, the tenders for the construction of ships, were not awarded by the Laurier Administration, and after the Government's defeat, these tenders were transferred to the Borden Ministry which was formed on October 10th, 1911.

The Borden Administration took no action in regard to the tenders, and deliberately sought to minimize in as many directions as possible, the beginnings which had been made in the Canadian Naval Service under the Laurier Administration. Reeruiting was discouraged to make it appear that difficulty would exist in obtaining the necessary complement of men; and the *Rainbow* and the *Niobe*, which had been obtained for training purposes only, were referred to as the “Laurier Navy.”

The first annual report of the Deputy Minister of the Department of Naval Service which was for the year ending March 31, 1911, the Liberals being still in office, contains the following reference to recruiting for the Canadian Naval Service. “Reeruiting has been satisfactory, and the complement of the *Niobe* is practically complete whilst there are still a few vacancies in the *Rainbow*. As the advantages of the