

Stores.—The Canadian Naval Service provided supplies for the ships of the Royal Canadian Navy and for a number of Imperial and Allied ships in Canadian waters, as well as many of the requirements of H.M. dockyards at Bermuda and Hong Kong. Large supplies were shipped from Halifax dockyard for provisioning the fleets in European waters. A large coaling depot was established at Sydney for the use of patrolling vessels and of all convoys leaving the St. Lawrence.

Overseas Transport.—By arrangement with the Admiralty and the British Ministry of Shipping, the Director of Overseas Transport appointed by the Canadian Government controlled the inland traffic, by rail or otherwise, in food supplies and munitions for transport overseas, the reception and storage at ports of shipment, the allocation of cargo, and its stowage on board the ships.

The average monthly export was: in 1915, 50,000 tons; in 1916, 170,000 tons; in 1917, 331,000 tons; and in 1918 (to December 1), 387,000 tons. From January 1, 1915, to December 1, 1918, over 11,250,000 tons of freight were shipped.

3. SHIPBUILDING.

In shipbuilding Canada has a splendid war record. Nearly 1,000 vessels of one kind or another were turned out for the various allied governments, these including steel and wooden freighters, submarines, coastal patrol boats, lighters, drifters, etc. During the war period not only was wooden shipbuilding revived but the steel shipbuilding industry was placed firmly on its feet; for whereas in 1914 Canada had only two thoroughly up-to-date steel shipbuilding plants, in 1918 she had 17. In 1919, 25,000 men were employed in the industry. The Department of Naval Service secured many of the first of these orders for Canada.