with the Imperial Navy. This resolution was passed.

Naval Service Bill

The Colonial Conference of 1907 had provided for a subsidiary defence conference. At the end of July, 1909, representatives of the British, Canadian, Australian and New Zealand Governments met in London to discuss naval defence and in January of 1910 as a result of the conference a Naval Service Bill was introduced into the Canadian House of Commons under the Government of Sir Wilfrid Laurier. This Bill followed the lines of agreements reached at the Imperial Conference of 1909. Five cruisers and six destroyers were to be built, if possible in Canada, (otherwise in England) within six years, and divided between the two coasts. Personnel was to be partly permanent, partly reserve, but all enlistments were to be voluntary. A Naval college and a Naval Board were to be set up. The Canadian Government would control its own Navy, but might place it at the disposal of the British Government in a crisis, subject to approval by Parliament. An initial appropriation of $10,000,000 was proposed.

After a great deal of debate the Bill was passed. Tenders for the construction of the proposed ships were called for. To serve until the new ships were built, two old cruisers were purchased from the British Government: the "Niobe" of 11,000 tons, commissioned in 1899, and the smaller "Rainbow" of 3,600 tons, commissioned in 1891. The dockyards at Halifax and Esquimalt were transferred from the British Government to the Canadian Government for use by the new Navy. Thus the Royal Canadian Navy first came into existence.

Appointment of Sir Charles Kingsmill

Rear-Admiral C.E. (later Sir Charles) Kingsmill, R.N., who had been lent to Canada during preliminary negotiations with the British Government, became Director of Naval Service for Canada.

At the Imperial Conference of 1911 a three-way agreement on Naval Defence was reached between Great Britain, Canada and Australia.