

CANADA
AND
NAVAL DEFENCE

BY

J. W. WILKINSON

LATE

R. N. A. V.

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CANADIAN HISTORY

CANADA'S
Attitude both before and since
THE WAR
With regard to
NAVAL DEFENCE

Letters by J. W. Wilkinson, late R.N.A.V.
together with other correspondence
and newspaper reports.

TORONTO, ONT.
CANADA.
1918.

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AUG 23 1983

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INTRODUCTION



In presenting the following correspondence, I should like, for the benefit of my readers to explain briefly the motive which has prompted me in giving expression to my views in the public press. It has always been to me a source of disappointment and regret that Canada has ever failed to realize her duty with regard to assuming her full share of responsibility in connection with Naval Defence. Much as I regret this, the fact that Canada has in other respects acted nobly in connection with the war, and also that the opportunity had been lost to her to participate in the glorious deeds of the British Navy, would, in itself, have been a sufficient reason to induce me to refrain from any comment upon the situation. When, however, we find after four years of war, that the great importance of naval defence appears to have at last made some impression upon the public mind in Canada, and that we actually have in this country a Navy League, which latter being evidently the outcome of the nightmare of danger through which the Empire has passed, may truly be described as a "War Baby," I felt that I could no longer remain silent with regard to a subject upon which I have held all my life the strongest possible views as to its vital importance to the very existence of the British Empire.

For the benefit of my readers I may here explain that the Navy League in England is described from its own literature as follows:

"A strictly non-party organization to urge upon Government and the Electorate the paramount importance of an adequate Navy as the best guarantee of Peace."

The organization here, which has assumed the name of the Navy League of Canada, and is said to be affiliated with the Navy League of the British Empire, while its promoters would seem to entirely evade the very object for which the original League was formed, viz., that of advocating a strong Navy, they, with a full knowledge that Canada has no Navy of her own to speak of, are willing to devote their energies to merely charitable objects. This was fully demonstrated by the recent campaign whereby the philanthropy of the public was successfully exploited for the benefit of the Merchant Seamen's dependants, under the auspices of the Navy League of Canada, which in order to do so, made use of advertising matter, in which battleships, guns, and seamen of the British Navy were the principal objects displayed. While the object for which the campaign was held was one worthy of Canada's most generous consideration, it had nothing whatever to do with the Navy or the Navy League, as far as Canada was concerned, and "in the eternal fitness of things" it would have been doing greater justice to all concerned had the campaign been conducted on its own merits, and the money collected under the name of the Merchant Seamen's Dependants Fund, or in other words in exactly the same manner as the campaigns have hitherto been conducted for the British Red Cross Society. I may here mention that my chief object in criticizing this feature is lest it should becloud the main object of the League, which I consider should be the advocating of a strong navy for Canada. That this danger exists was forcibly demonstrated when in connection with the Sailors' Week Campaign, the following paragraph actually appeared in the press:—

"Many misconceptions have arisen about the Navy League, some even having the impression that the League was an organization to promote the building of ships, the development of a Navy and similar aims. All this is unfortunate and erroneous, and tends to weaken the support so badly needed by the movement."

When considering Canada's weakness with regard to her naval obligations, I would ask, could anything be more grotesque than the ceremony which took place opposite the City Hall during "Sailor's Week," when under the auspices of the Navy League of Canada a dummy ship was christened the "Victory," and at which the Premier of Ontario, the Lord Bishop of Toronto, and His Worship the Mayor, were present, while simultaneously the Captain of the steam trawler "Triumph," at the Toronto Exhibition, tells his pitiable story of how he was captured by a German submarine, of how guns and a wireless were placed on his steamer, and how he and his crew of twenty were crowded into a small boat, and after being insulted, had the humiliating experience of seeing his own boat steam away manned by a German crew, with the object of sinking the rest of our fishing fleet, and of which they were successful in destroying some five or six vessels. No effort was available from the Marine Department in the way of defending our fishing fleet against a cruel and relentless foe, who simply destroyed at his own free will. To use a well-worn quotation, "Nero fiddled while Rome was burning."

These acts of piracy, when our coastal waters were invaded and our vessels sunk by the enemy, took place some time after my first letter was written, which would

demonstrate in a very forcible manner that my ideas regarding the situation, were not very far astray.

It would, therefore, appear to me that while Canada has done noble work in other respects, in connection with the war, that she has utterly failed, and allowed possibilities to go past her, which, if availed of would have added lustre to the great name she has already made, and which name would have been infinitely greater had she only chosen to participate in the glorious work of the British Navy, to which the whole world to-day owes its freedom.

J. W. W.

CANADA AND NAVAL AFFAIRS.

To the Editor of The Daily News:

With reference to the recently formed Navy League of Canada, I would suggest that it might be well to bear the following facts in mind, lest Canada should place herself in a more unfavorable light than that into which she has already drifted, with regard to matters in connection with the Navy. After four years of war, to appear to get busy over the British Navy about the glorious work it has and is doing, would practically be an admission of ignorance, and to do so at the present time would have a tendency to place Canada in a false light by advocating the necessity of the British Navy, when Canada, as a matter of fact, has no Navy of her own to talk about.

Some three years previous to the war, during the period when the race was proceeding between Germany and Great Britain as to which could build battleships the faster, Sir Robert Borden conveyed a confidential suggestion from the Imperial Government to the Canadian Government that the best and most acceptable form of assistance which Canada could render to the British Navy would be by contributing three Dreadnoughts at a cost of \$35,000,000. This assistance was refused—the bill although passed by the Commons, was turned down by the Senate—on the plea that there was no emergency. This unfortunately lost to Canada the golden opportunity of participating in the glorious work whereby the British Navy saved not only the British Empire, but the whole civilized world, from a reign of terror and despotism, which would have enslaved practically the whole human race. In this connection I would quote a paragraph con-

tained in a letter sent to me from London dated 30th March, 1915, and signed by P. J. Hannan, Secretary of the Navy League, which reads as follows:—

“We feel sure that every Canadian would have been delighted if a ship, named after one of his cities, had been in the glorious fight of January 24th, alongside of the “New Zealand,” which covered itself with glorious renown. There will, however, soon be provided, we trust, battleships named “Ottawa,” “Montreal,” “Quebec,” “Toronto,” “Winnipeg.””

You will therefore see that what Canada needs is a Navy far more than a Navy League, which latter, as outlined, consisting of a confusion of objects, including, No. 1, educational work; No. 2, the raising of funds for merchant sailors' dependents; No. 3, the forming of Naval Brigades for boys and young men. It would, therefore, appear to me that objects Nos. 1 and 3 are objects for which the Canadian Government is responsible and that any action in connection with same should first emanate from Ottawa at the public expense, and should certainly not be expected to come out of the private funds of those who may be asked to contribute for these combined with a charitable object which is described as object No. 2.

In regard to object No. 2, viz., that of raising funds for merchant seamen and their dependents, this should also undoubtedly be taken care of by the British Government with regard to the mercantile casualties, of which probably 95 per cent. consist of British born, and the Canadian Government should also be responsible for any casualties which have occurred amongst the Canadian merchant sailors who have been shipped from this side.

The caring for the dependents of the merchant sailors who have been lost at sea in the performance of their duties is an object which claims the very first consideration, but it should also be borne in mind that while there is one casualty at sea there are probably 1,000 casualties with the army in the field, the dependents of which also claim the Empire's consideration, and it is for this reason that I consider the whole question of looking after the dependents of both our sailors and our soldiers is a matter which will have to be dealt with in a thorough and comprehensive manner, both by the Imperial and the Dominion Governments.

If, however, an appeal should be received from the Old Country, similar to that of the British Red Cross, on behalf of the dependents of the British Merchant Sailors lost at sea during the war, that in my opinion such appeal should be treated by Canada as a separate and distinct campaign, when as was the case with the British Red Cross a whole-hearted response would be made and a substantial amount of money collected for that special object. In other words, I do not consider that a charitable object of this nature should be treated as a side issue and mixed up with the raising of funds for the purpose of educating the public and the training of youths in matters relating to the Navy. It is not fair to the public to collect money for an object such as charity which may possibly be spent for other purposes, as it would not be doing justice to such object, which, as above stated, is worthy of receiving special and exceptional treatment.

Canada, in order to fill with dignity the important place she holds in the British Empire, should at once get

into line and take the necessary steps to create a Navy of her own. It is just as well that the public should realize that this can only be done by the expenditure of large sums of money, and I consider that the Government should include each year in the Budget, say \$50,000,000 or whatever amount might be necessary for naval purposes. If this were done each year it would not be long before Canada would have a Navy of her own, of which she might feel justly proud. The educational and training work which the promoters of the Navy League of Canada have undertaken, if conducted as an auxiliary effort to the creation of a Canadian Navy will, if continued, no doubt be productive of excellent results. The Canadian public, however, must not imagine that they can fulfil their naval obligations by simply singing the praises of the British Navy and incidentally contributing a few dollars to the widows and orphans of the merchant sailors. Why the name Navy League should ever be used in connection with the mercantile service, I am at a loss to understand, as its original inception in England was for the purpose of advocating the importance of maintaining the strength of the British Navy to at least a two-power standard. With your permission, I should like to invite both criticism and suggestions from any of your readers who may feel sufficiently interested to make any, as I think a discussion at the present time would prove most useful, in helping to form a sound public opinion upon a matter which is of such vital importance to our very existence as a free people living under the British flag.

J. W. WILKINSON,
Late R.N.A.V.

Toronto, July 16th, 1918.

AN ANSWER TO MR. WILKINSON.

BY COMMODORE AEMILIUS JARVIS.

An open letter has been addressed by Commodore Aemilius Jarvis, President of the Navy League, to Mr. J. W. Wilkinson, whose critical, but not unsympathetic, letter in *The Daily News* will be remembered. Commodore Jarvis says:—

It was with a great deal of interest that I read your letter in *The Daily News*, dated July 17th, headed "Canada and Naval Affairs," in which you take issue with the policy of the Navy League of Canada, and by general inference express the view that the first step in naval or maritime affairs should be taken by the Government and that, therefore, the work of the Navy League is reversing this situation.

It is not possible in these busy days to give time to answer in detail all that crowds in on one's mind as a result of your letter, but generally speaking, the answer to this criticism is: 1. We live under a democratic Government. Democratic Governments do not move until they know the feelings and wishes of the people. 2. A vast membership in the Navy League of Canada, pledged to its constitution, aims and objects, would be in a position to give this lead to any Government.

Admitting these two points, is it not the proper course for the Navy League to inform as vast a number of people as possible of what the sailor and a marine really mean to a country? This educational movement is the chief propaganda work of the Navy League of Canada. We aim, through the newspaper called *The Sailor* (which will shortly be sent to every member) to draw attention to the following recognized facts: (a) That no country

can be great without an export trade; (b) That no country can have an export trade without a mercantile marine. (c) That no country can have a reliable mercantile marine without manning it with native-born crews.

The Navy League of Canada is not a political body and is not going to be drawn into any arguments or discussions that rake up bygones, but it will see to it that the next time these subjects are before the country, its members are kept informed on the national importance of marine affairs and of their being kept out of party strife.

The Navy League of Canada does not confine its efforts to the aid of the naval sailor alone, but works equally on behalf of the merchant seaman, who Admiral Sir R. E. Wemyss, First Sea Lord, says, "Has now been brought closer to the Admiralty than he has been in the past hundred years." Even the Imperial Government has not yet fully recognized that the merchant seaman, who is now performing a national service, is equally entitled to national recognition and to full equality with his brother man-o'-war's man as to pensions. I feel certain that on reflection you will not be one of those to object to the Navy League of Canada having in its platform assisting in the care of the dependents of seamen, etc., thus filling the gap until the Government has given them their full recognition.

I would also point out two other features for your consideration: 1. The Navy League in England is primarily responsible for all naval questions being kept out of party politics and that naval estimates are passed with little political strife. Therefore, it is indirectly responsible for the preparedness of the Grand Fleet at the out-

break of war, which saved the whole Empire, and, in particular, the commerce of the outlying Dominions from destruction.

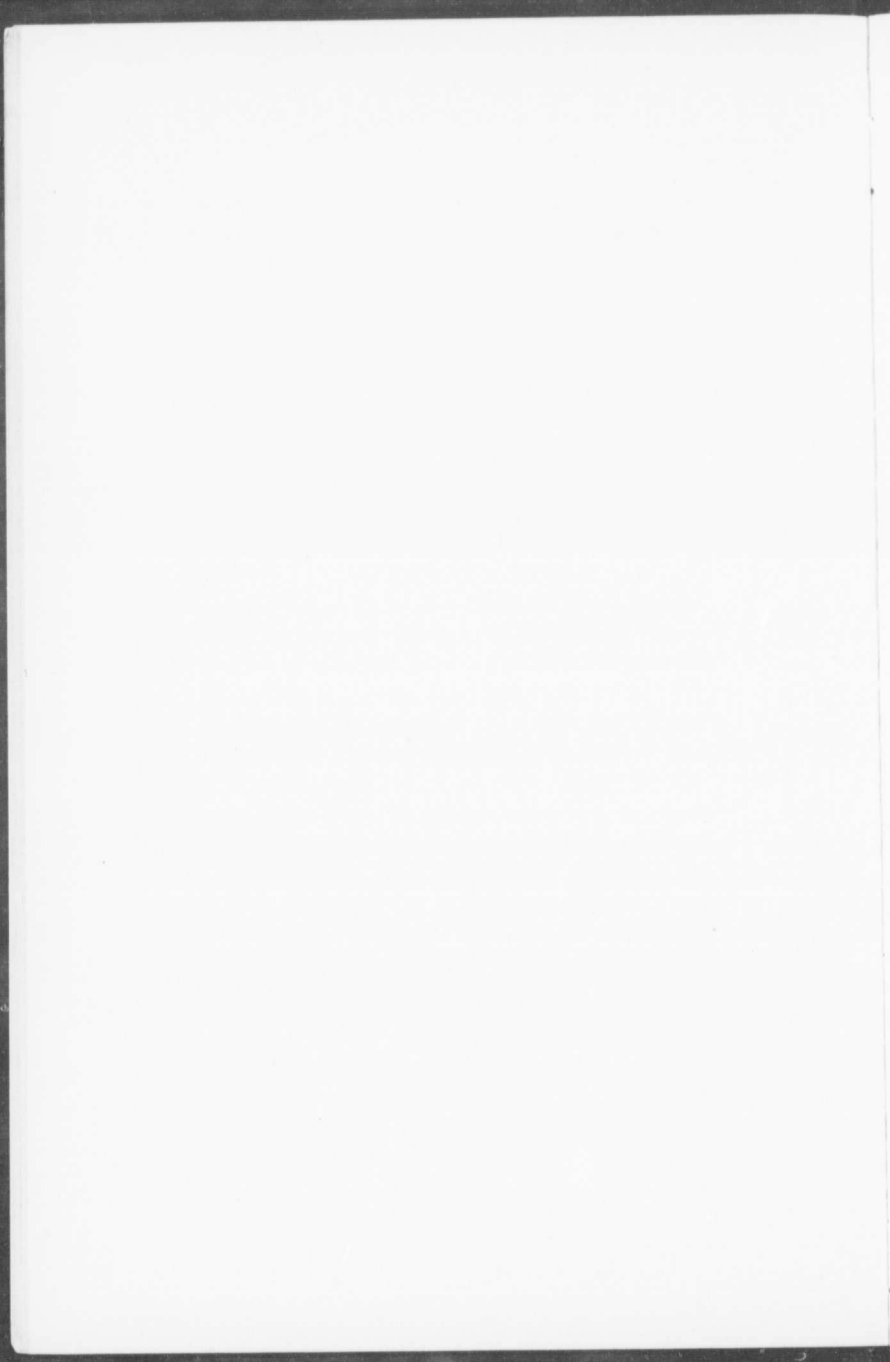
2. When the German Emperor's ministers first sought sea power they first informed public opinion in its favor by creating a Navy League and enrolling literally hundreds of thousands of members, chiefly from interior points. The Government went to the length of running enormous excursions from inland towns to seaports to witness launchings, and to see ships afloat and in construction, so that they might realize their importance and how manufactured goods were reaching the outside world. In other words, the Navy League of Germany preceded maritime activity.

It is plain from your letter that you are heartily in sympathy with maritime affairs. Let me request you to throw in your constructive ability and experience in helping us to build up a large membership and interest in the sailor and the marine. This accomplished, everything you seek will come in due course. I am confident that after hearing the reasons for the adoption of the Navy League of Canada's policy, you will heartily approve and be one of our strongest supporters.

AEMILIUS JARVIS,

President, Ontario Division.

Toronto, July 19, 1918.



ADVOCATING A CANADIAN NAVY.

AN OPEN LETTER TO COMMODORE AEMILIUS JARVIS.

Your letter of the 19th inst., which appeared in last Saturday's issue of *The Daily News*, in reply to my letter of the 17th inst., has been read by me with much interest. In replying to your remarks I will endeavor to avoid anything in the form of unnecessary criticism, as both time and space will not permit of saying all that one might wish to say in connection with a subject of such magnitude as that of the Navy.

My contention is that the Government should take some definite action with a view of creating a Canadian Navy. I cannot agree with you that the present Government should wait until forced by the people before taking action over a matter of this kind. The Government is a Union Government placed in office by a mandate from the people as a Win-the-War Government. The people may require educating on naval matters, but they also expect to be led, and the present Government was placed there for that purpose. The Government has practically unlimited powers and is free from party politics. I feel quite sure that any action it might take in connection with naval matters would be most willingly acquiesced in by the people. In any case the public are entitled to know what naval programme exists for both present and future purposes.

In reading over newspaper articles with regard to the Navy League of Canada, the objects mentioned, I notice, include educational work, relief funds for the dependents of the merchant sailors, naval brigades for young men, and also the creation of a mercantile service, all of which in themselves are most laudable objects, but no mention

appears to be made in any definite form of the necessity of Canada creating a Navy of her own. It seems to me obvious that if a powerful Navy was the outcome of the German Navy League, and the United States Navy was the outcome of the American Navy League, that the first object of the Navy League of Canada should be to advocate the creation of a Canadian Navy. The British Navy requires no recommendation, nor ever did, and there is small danger of it ever suffering from neglect, as the people of the British Isles who are taught from their childhood to respect both it and the flag it protects, will take good care that their first and last shilling is spent on the Navy if necessary.

The fact should be borne in mind that when the war is over the British Navy will be maintained at a high state of efficiency, and it therefore naturally follows that Canada must assume a full share of her naval responsibility for the protection of her shores and for the safeguarding of her commerce on the high seas.

I consider that the promoters of the Navy League of Canada are to be congratulated on the success which has so far attended their efforts and that inasmuch as they are doing useful patriotic work, as auxiliary to that of the Marine Department, the Navy League of Canada is deserving of Government recognition, and that an allowance from the Public Treasury should be made towards bearing the cost of carrying on the work of such national importance.

J. W. WILKINSON,
Late R.N.A.V.

Toronto, July 24, 1918.

CANADA AND NAVAL POLICY.

To the Editor of The Daily News:

With reference to the correspondence which has recently appeared in the columns of *The Daily News*, with regard to naval matters, I would now like to add one or two remarks upon the same subject, which have been suggested by recent events.

In view of the fact that German submarines have been and are still operating with a moderate degree of success on this side of the Atlantic, off the coast of the United States, it was only reasonable to expect that sooner or later we should be subject to the unpleasant experience of discovering their presence in Canadian waters. This has been forcibly demonstrated in the Bay of Fundy, when our fishing fleets a few days ago became an easy prey to a German U-boat. Another instance was as recent as August 5th, when the "Lux Blanca," after a three hours' battle with a submarine, was torpedoed and sunk about thirty miles east of Halifax, and two of her crew killed.

Notwithstanding that we thus have the enemy in our own waters, performing deeds of piracy and destruction at his own free will, without let or hindrance, as far as Canada's ability to defend herself is concerned, we read in the newspapers that the Naval Department at Ottawa calmly makes the statement that "all steps possible are being taken to meet the situation," and that a fleet of submarine chasers from the United States and British Navies had put off after the enemy submarines. Are we to understand from this that Canada still refuses to assume any responsibility whatsoever as regards naval defence, but merely assumes the right when attacked by

German U-boats to call for help to the United States and British Navies? What greater proof is our present Union Government waiting for to make them realize that the great need of Canada to-day is a Navy of her own?

When we remember the indifference displayed by Canada in the past with regard to her naval responsibility, any thoughtful person must surely look on with amazement that even after four years of war, and the enemy sinking our ships at his own free will in our own waters, that no action appears to be considered necessary for our Government to take in the way of providing a Navy for our own protection. Had Great Britain supinely looked on and treated the matter with the same indifference that Canada has and is doing, I can only say that we should have lost the war, which would have meant the enslaving of practically the whole civilized world.

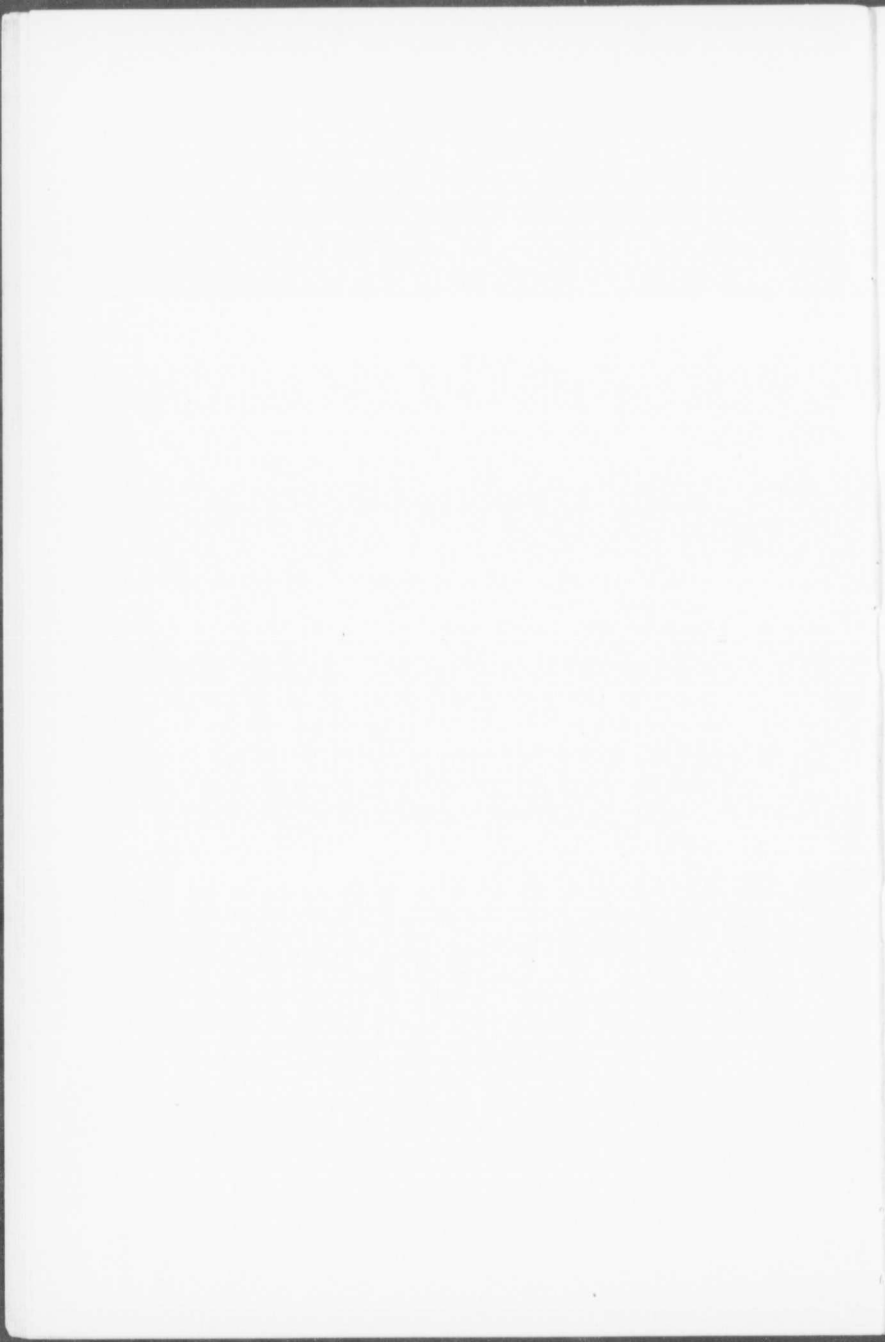
J. W. WILKINSON,

Late R.N.A.V.

Toronto, Aug. 10, 1918.

The following figures are taken from The Daily News issue of Aug. 12th, 1918:—

Until the sinking of the "Lusitania" Canadian naval expenditures were as follows: 1914-15, \$3,094,125; 1915-16, \$3,274,019; 1916-17, \$3,806,329. This expenditure maintained Halifax and Esquimalt, a number of dry docks, and the Naval College. It was little above the average of peace time. With the adoption by the enemy of ruthless submarine warfare, our naval estimates showed a sudden increase. Last year Canada spent on naval account \$10,662,981. This year the estimate is \$19,000,000.



A NAVAL POLICY A PRESENT NEED.

To the Editor of The Daily News:

I must thank you for your publishing, simultaneously with my letter, in *The Daily News* of August 12th, information which at the present time I consider will prove most useful and opportune. In reply to your remarks, which I have read with much interest, I may say that I have always been one of the strongest possible supporters of Union Government, and I must explain that my reference to Canada's seeming indifference to naval matters was not specially directed against the Government, but was intended to be applied more in a general sense. I also did not overlook the fact that our Government was naturally working in close touch with the British Admiralty, but all the same, when it comes to a question of defending our own shores, and protecting our fishing fleets in Canadian waters, it was, I trust, not unreasonable to look for some direct action from the Marine Department of Canada. What I should have liked would have been a message from Ottawa, to the effect that our submarine chasers, assisted by those of the British and United States Navies, were in pursuit of the enemy. However, it may not be convenient, for obvious reasons, to discuss too much in detail, incidents of this nature, as the reference was only made in order to demonstrate general ideas.

Taking for granted that Canada in the future is to have a permanent Navy of her own, and with due consideration to what our Government may have already done, in that direction, and with that object in view, there are two features which to my mind stand out prominently. The first one is that, while the war is on, and we have an enemy to fight, is the time that we most

urgently feel the want of a Navy, as being the time that we could make the best possible use of one. The second feature is the fact that we at present have a Union Government, which is not supposed to be influenced in any way whatsoever, by party politics, and therefore the opportunity presents itself to the country, of formulating a permanent naval policy. Whether the ships are built now or later on, as circumstances may dictate, I do think that the country is entitled to expect from our Union Government a definite declaration as to what the permanent naval policy for Canada is to be for both the present war-time period and also for the future. I feel quite sure that any action which the Government may decide upon in this connection will be most willingly acquiesced in by the people of Canada. I trust that this correspondence may have helped to some extent at least in forming a sound public opinion upon a matter of such huge and vital importance as that of the Navy.

J. W. WILKINSON,
Late R.N.A.V.

Toronto, Aug. 14, 1918.

The following report appeared in The Mail & Empire of August 22nd, 1918:—

RAIDER SINKING FISHING BOATS.

Germans Armed a Steam Trawler Captured Off Nova Scotia.

CREWS FLEE IN LIFEBOATS.

Wireless Apparatus Has Been Erected on the Improvised Raider.

Canadian Press.

A Canadian Atlantic Port, Aug. 21.—The steam trawler "Triumph," armed with two guns and wireless and manned by sixteen Germans from the boat which captured her yesterday, is raiding the banks off the coast of Nova Scotia, and the crews of the schooners sunk by the "Triumph" have arrived here. The vessels known to be sunk are the "Una P. Saunders," of Lunenburg; the "M. Pyatt Andrew," of Gloucester, Mass., and the "Francis J. O'Hara," of Boston. Captain Wallace Bruce, master of the Gloucester schooner, told the Canadian Press to-day that his vessel was held up by the "Triumph" yesterday afternoon, and that he and his crew were given ten minutes to leave the ship. The Germans then sank her with bombs. The "Triumph" then moved over to the Boston and Lunenburg vessels, sinking them in turn. The dories from the three vessels reached here at 10 o'clock this morning. The fishermen say that while making for this port they heard shots, and they believe that a number of other fishing vessels have been sunk.

Captain Myhre, master of the "Triumph," who landed here with his men this morning, told the Canadian Press to-day that the captain of the submarine said that this was only one of six U-boats operating on this coast. "We intend to destroy the fishing fleets," the German commander said to Captain Myhre.

Captain Myhre and his crew were taken aboard the submarine yesterday afternoon and photographed by the Germans, who offered them refreshments and cigarettes. They say that they started for shore sixty miles away late in the afternoon. Before they left the scene the Germans had put two light guns on the "Triumph," fore and aft, and fitted up a small wireless apparatus. The "Triumph" then set off in company with the submarine for fishing vessels in the vicinity.

Motor boats have gone out from here to meet survivors of other fishing vessels which are believed to have been sunk by the "Triumph," but do not venture far off shore for fear of themselves falling victim to the improvised sea-raider.

ANOTHER CREW LANDS.

A Canadian Atlantic Port, Aug. 21.—A fourth and probably a fifth vessel last evening were sunk by the converted trawler "Triumph." Word has just been received from Canso that the crew of the "Lucille Schnare," of Lunenburg, 90 tons, has arrived there at six o'clock this afternoon in their rowboats. The crew consisted of 18 men under Capt. Schnare. They met the "Triumph" while on the Banks about ten o'clock last night. They plainly recognized her. She had two small guns, like machine guns, mounted upon pivots. Several shots were fired at the "Lucille Schnare," apparently to intimidate

the men, as they did not fall near the ship. A submarine lay close to the "Triumph," but was inactive.

Two men from the converted trawler came on board the "Lucille Schnare" and gave her crew five minutes to take to their dories. The crew, however, were treated civilly, and no more shots were fired at them. The Germans took all the papers and provisions. Before leaving the vessel they slung two bombs over the side.

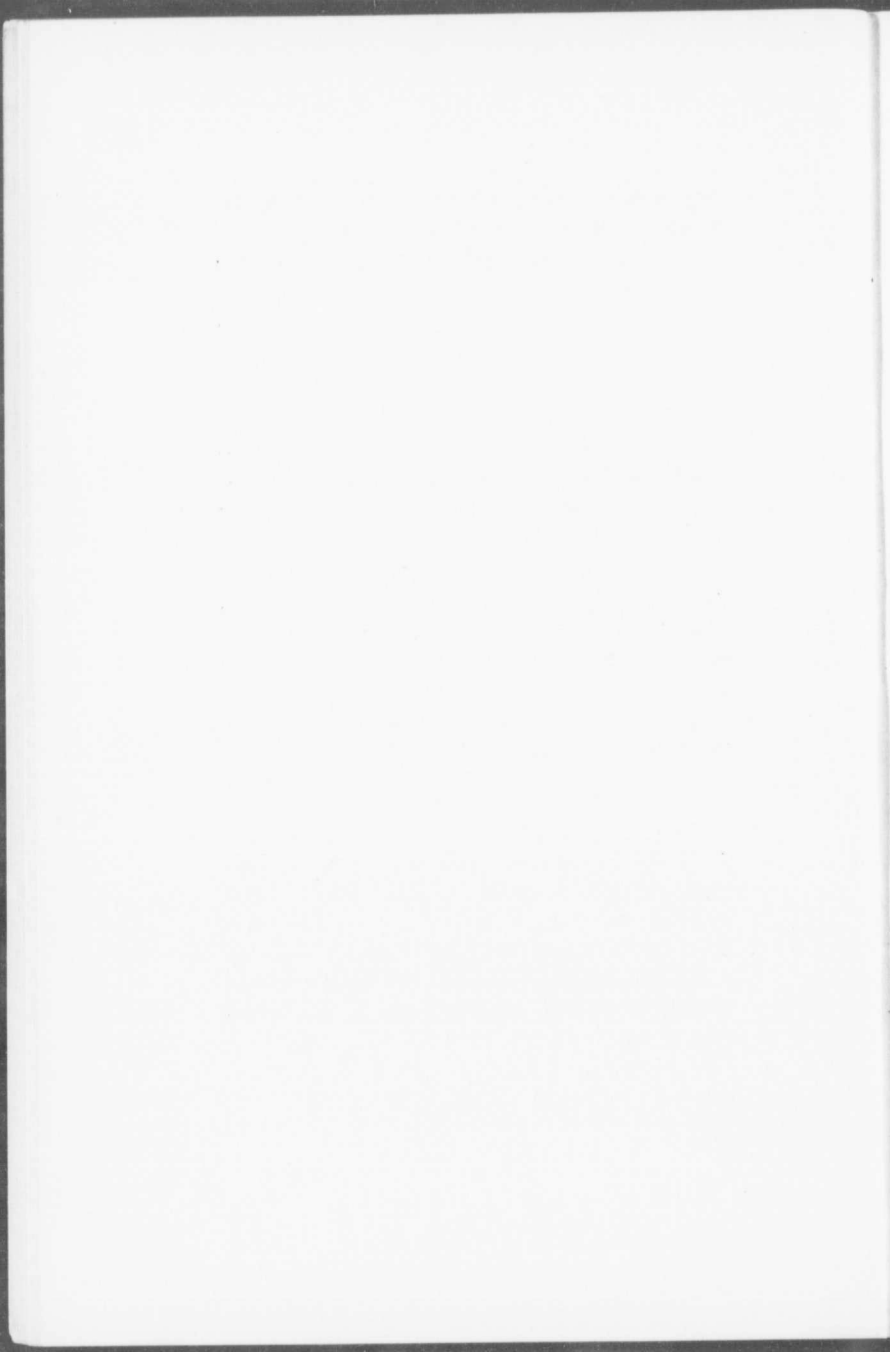
The crew rowed away in the darkness as rapidly as possible and saw no explosion, and so are uncertain as to the definite fate of their craft. They sailed and rowed until they reached Canso.

Capt. Schnare states that he believes that another ship, the "Passadena," port and captain unknown, which was lying close to him, was also sunk. The Canso correspondent doubts this, as with the favorable weather conditions the crew should have already arrived in Canso. Eighty men from the four vessels sunk yesterday will leave Canso to-morrow morning for Halifax.

"TRIUMPH" IS 125 FEET LONG.

Boston, Aug. 21.—Fishermen here said to-day that if the German submarine made use of the trawler "Triumph," seized yesterday, as a raider, they would have to recalc the craft at least every ten days. The "Triumph" is manned entirely by a Canadian crew, and is owned by a Canadian company. The vessel is 125 feet in length, 15 feet deep, with a 22-foot beam, and registers about 250 tons gross.

The "Triumph" is owned by the North Atlantic Fisheries Co., and is one of the crack boats of the fleet.



REPORT TAKEN FROM THE TORONTO DAILY
NEWS.

CAPTAIN OF "TRIUMPH" VISITED EXHIBITION.

*Was at Fisheries Exhibit Yesterday—Tells of Experience
When His Boat Was Taken by German Submarine.*

An unusually interesting visitor at the Canadian Food Board's fish exhibit at the Exhibition yesterday was Captain G. M. Myhre, who was in command of the Halifax steam trawler "Triumph" at the time she was captured by a German submarine off the coast.

Captain Myhre has gone to Ottawa but while in the city he had many interesting and thrilling experiences to relate.

According to the Captain's story he was fishing on the middle ground of Western Bank when two shells exploded in the sea on either side of the "Triumph." The explosions were sufficiently severe to smash all the wheel house windows. There was no sign of a submarine. The sea was absolutely clear, but in a short time they caught sight of a submarine coming towards them on the surface, flying from the mast the International Code Signals to abandon the ship.

The crew of the "Triumph" got into their boats and rowed over to the submarine, which was lying alongside the trawler. A command to get on board the sub was issued to them and Captain Myhre was asked for the ship's papers. The submarine then took the "Triumph's" boats, loaded them with two light guns and wireless equipment and rowed over to the trawler and commenced fitting her up as a raider.

THE SUBMARINE.

The submarine was about 300 feet long and 38 feet beam, the Captain states. She has a crew of about eighty men, all young men who spoke excellent English. She was armed with two heavy guns, the barrel of which appeared to be about 18 feet long. These were permanently fixed on the submarine's decks.

The commander, who spoke English well, conversed freely with the "Triumph's" master. He stated that he had been within 50 yards of the trawler earlier in the day and observed her through his periscope. As he was not sure whether or not she was armed, he backed off for a distance of four miles, and fired two shots from his guns.

In the course of the conversation the German commander, who spoke English with a slight Cockney accent, said that he had been on the American coast for two months and intended to stay for two months more. He also claimed to have torpedoed the cruiser "San Diego." He referred to the sinking of an oil tanker some days before and tapping on the submarine's deck with his foot, he stated that her captain was a prisoner down below.

ORDER TO KILL CREWS.

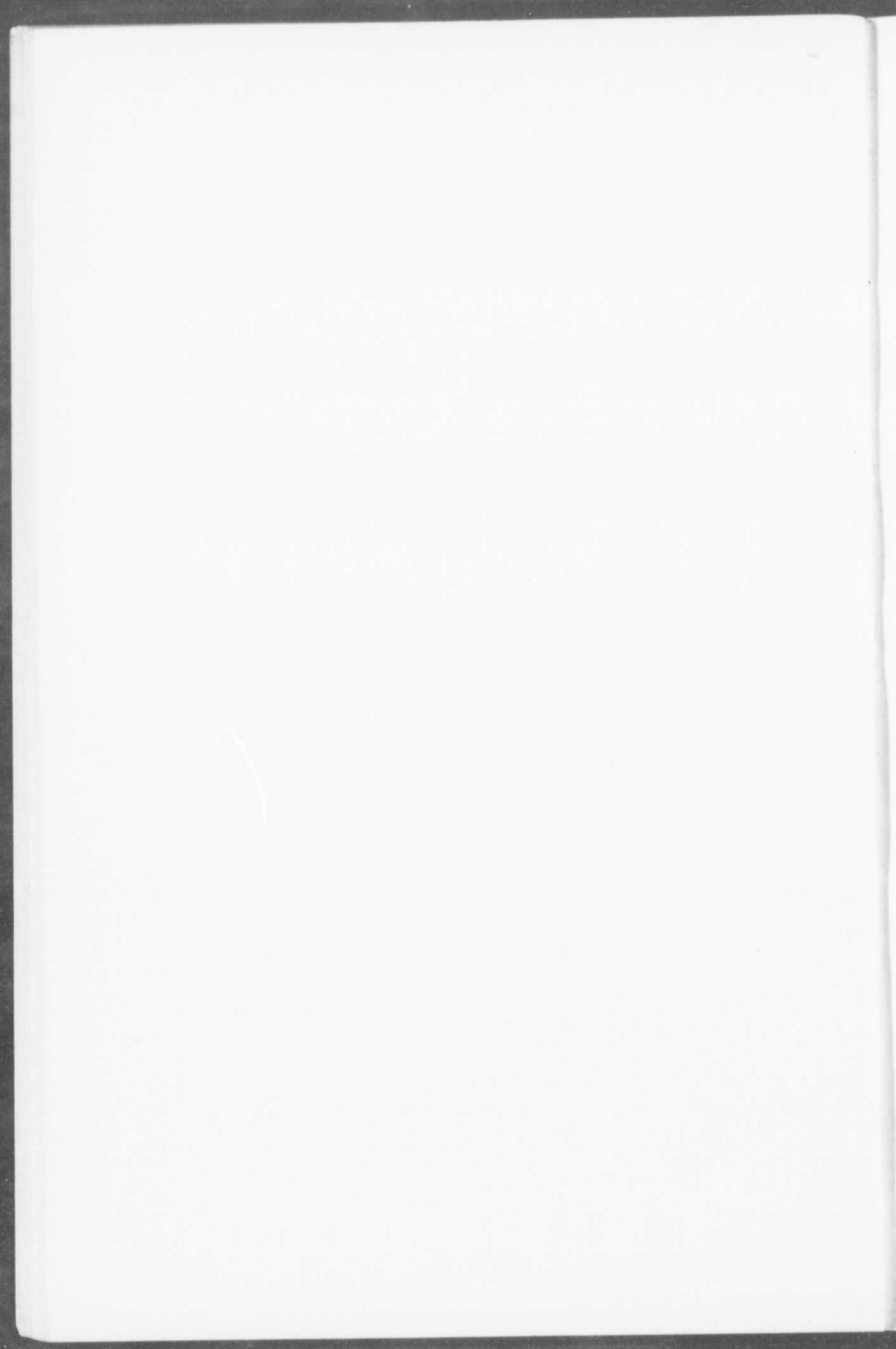
He said that he had orders from Germany to destroy both vessels and crews of the ships he fell in with, but he said, "as long as you fellows act square with me I'll let you go." It was evident that any kind of a fight would mean the end of things for the prisoners.

For about two hours the "Triumph's" crew were left hanging to the guard-rail of the submarine while their trawler was being fitted out as a raider.

After being photographed by the sub-commander they were told to get into their one boat and get away. Twenty men of the submarine's crew had gone aboard the "Triumph" and steamed off in the direction of some fishing schooners. The "Triumph's" crew of twenty men were all crowded into a small boat, and she was so deeply laden that if there had been any sea at all she would have been swamped. The submarine circled around and swept past the rowboat and almost swamped her with the wash of her passage. This looked like a deliberate attempt to swamp the boat. The crew of the submarine were dressed in rags, and, while they were all husky looking fellows, yet they looked as if they had been drinking.

The crew of the "Triumph" were picked up seven or eight hours afterward and taken into Hansel.

The dory which has been shown at the Canada Food Board fish exhibit was one in which two of the crew of the "A. P. Andre" rowed and sailed 55 miles from the banks to Hansel after the schooner had been sunk by the "Triumph."



Toronto, Ont., August 26th, 1918.

The Right Hon. Sir Robert L. Borden,
Ottawa, Ont.

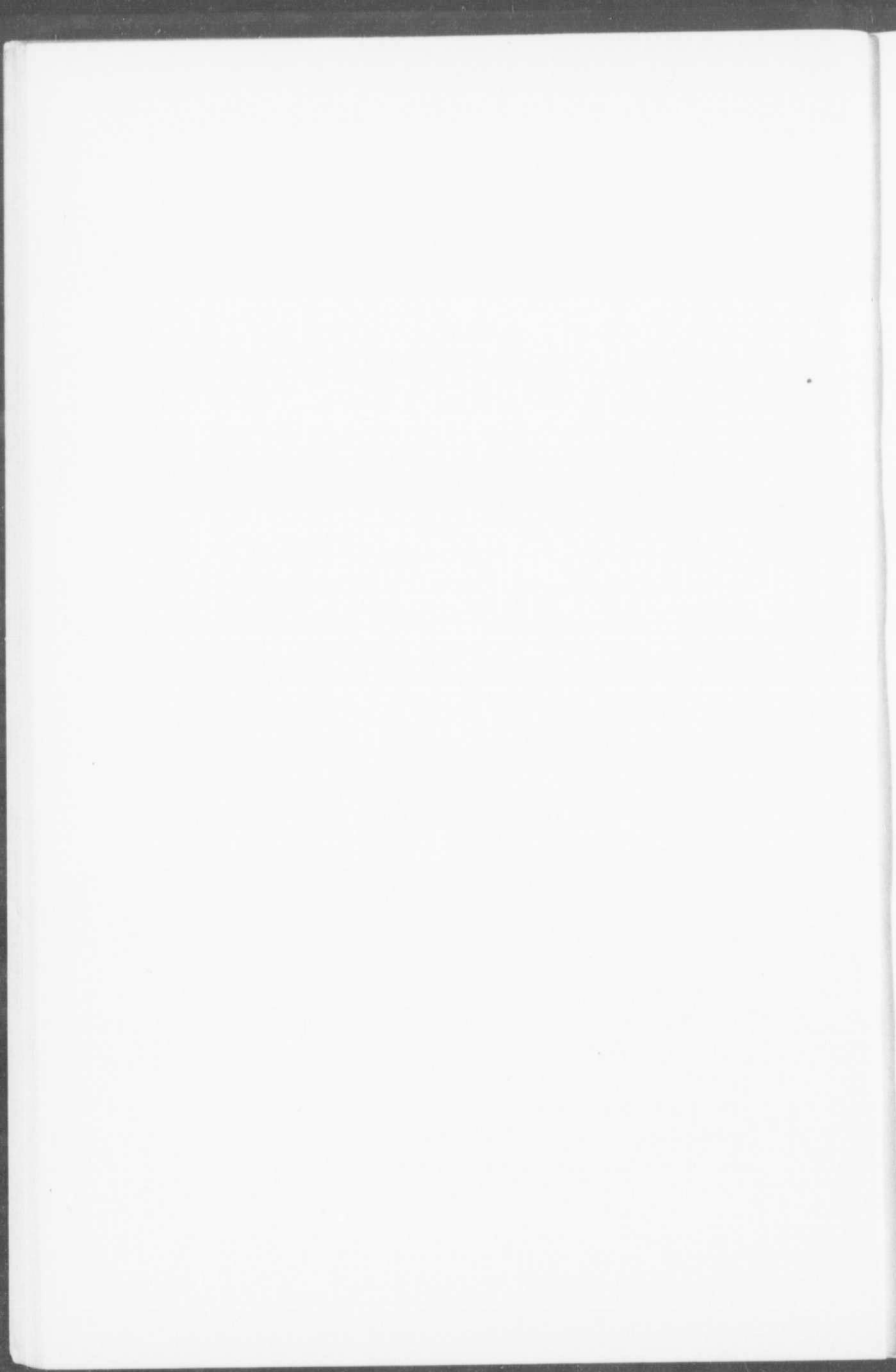
DEAR SIR ROBERT,

Allow me to extend to you personally a very hearty welcome back to Canada after your prolonged stay in England. I was very pleased to hear that you had arrived back in splendid health, notwithstanding the strenuous time which I am sure you must have had when on the other side.

I now wish to draw your attention to the enclosed newspaper clippings, consisting of letters from myself, editorial remarks, and other information relating to naval matters. Also reports of submarine raids on our fishing fleets, which, unfortunately, are being successfully carried out by the enemy, in Canadian waters. I should be very glad if you would be good enough to take an early opportunity of looking over this correspondence, which contains information and suggestions, which I trust may prove useful to the Government. I may say that I have also sent similar information to the Hon. C. C. Ballantyne for his consideration.

In presenting these papers for your consideration and without wishing to add unduly to the length of the correspondence, I should like to add one or two remarks.

I presume that I am correct in assuming that it is the intention of the present Union Government to formulate a definite naval policy for Canada, and that Canada for the future is to have a Navy of her own. Working, therefore, upon this hypothesis, and while realizing that the British Navy has and is doing all the big work, is



it not only reasonable that Canada should be in a position to take care of and protect our own fishing fleets, sailing in Canadian waters. There never has been a time when the want of a Canadian Navy has been more keenly felt than at the present. We are at war and we want a Navy to drive the enemy from our shores, and protect our ships sailing in Canadian waters. Is it not a fact that the very type of vessel is at present being built in Montreal for the British Navy, which we require for our own coast defence, viz., the submarine chaser? Would it not, therefore, be advisable to get some of these or similar craft included in our Canadian Navy, in order that they might be placed in commission with as little delay as possible? It would also be advisable in my opinion to have guns placed on all fishing vessels of sufficient size, which would at least give each boat a fighting chance. These are, however, all matters which I trust will be taken into consideration at an early date by the Marine Department.

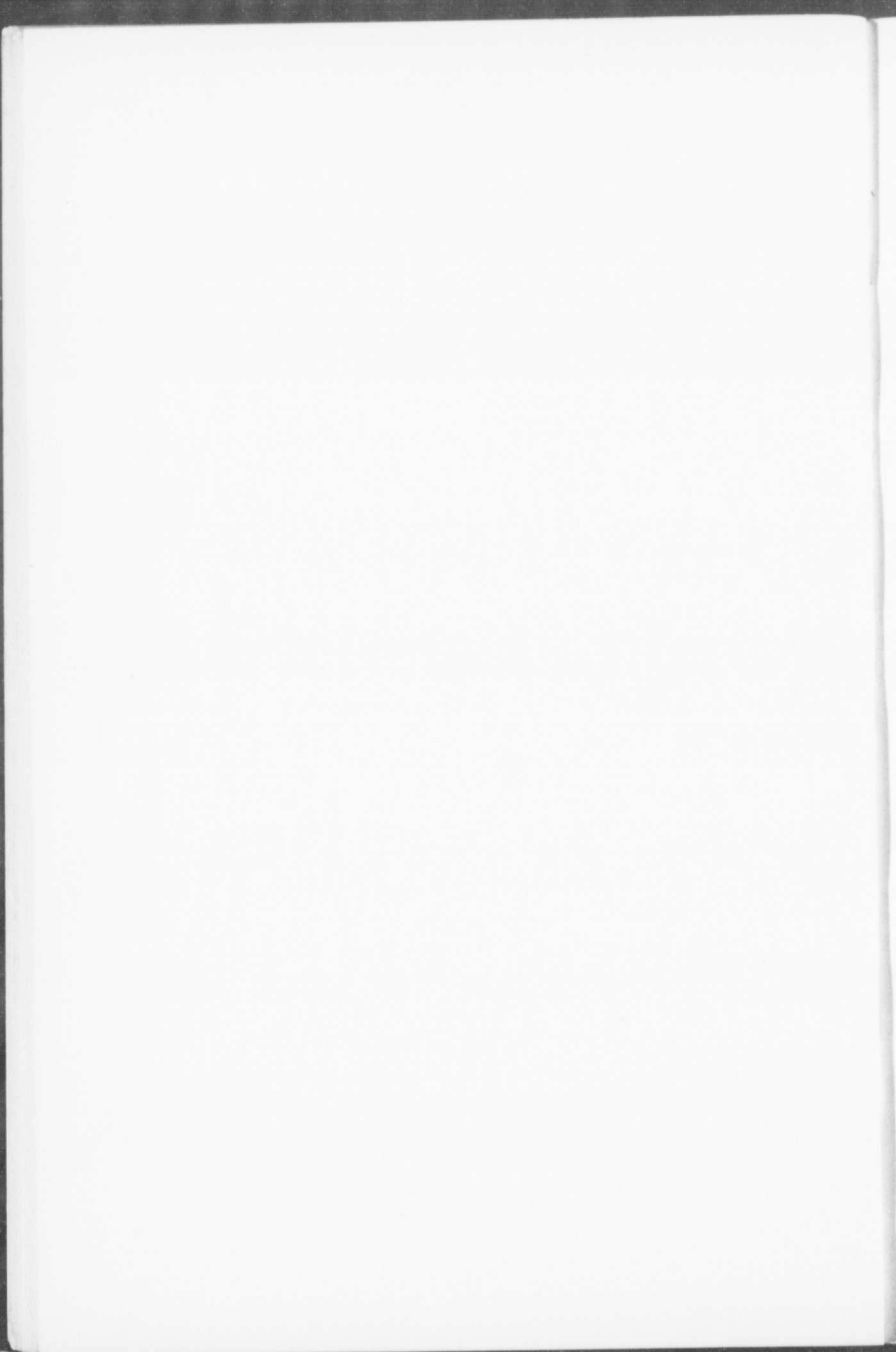
Unless something of a definite nature be done while we have an enemy to fight, there will be a strong tendency with a very large section of the Canadian people to come to the conclusion when the war is over, that a Navy, as far as Canada is concerned, will not be necessary.

Trusting that the information and suggestions which I am now sending you may prove useful, and assuring you of my continued support, I remain,

Yours very faithfully,

J. W. WILKINSON,

Late R.N.A.V.



PRIME MINISTER'S OFFICE,
CANADA.

Ottawa, Ont., August 28th, 1918.

DEAR SIR,

Your letter of the 26th instant is before me. As soon as an opportunity is afforded I shall give consideration to the correspondence which you mention. The Minister of Naval Service could inform you that since December, 1916, much more has been undertaken and accomplished in the way of naval defence than is generally understood. The question was taken up with the British Government in the early weeks of the war and we were asked to concentrate our strength upon military effort. Two years afterwards it became necessary to take the action which I have mentioned.

Mr. Ballantyne has been asked to give attentive consideration to your suggestion.

Yours faithfully,

(Sgd.) R. L. BORDEN,

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