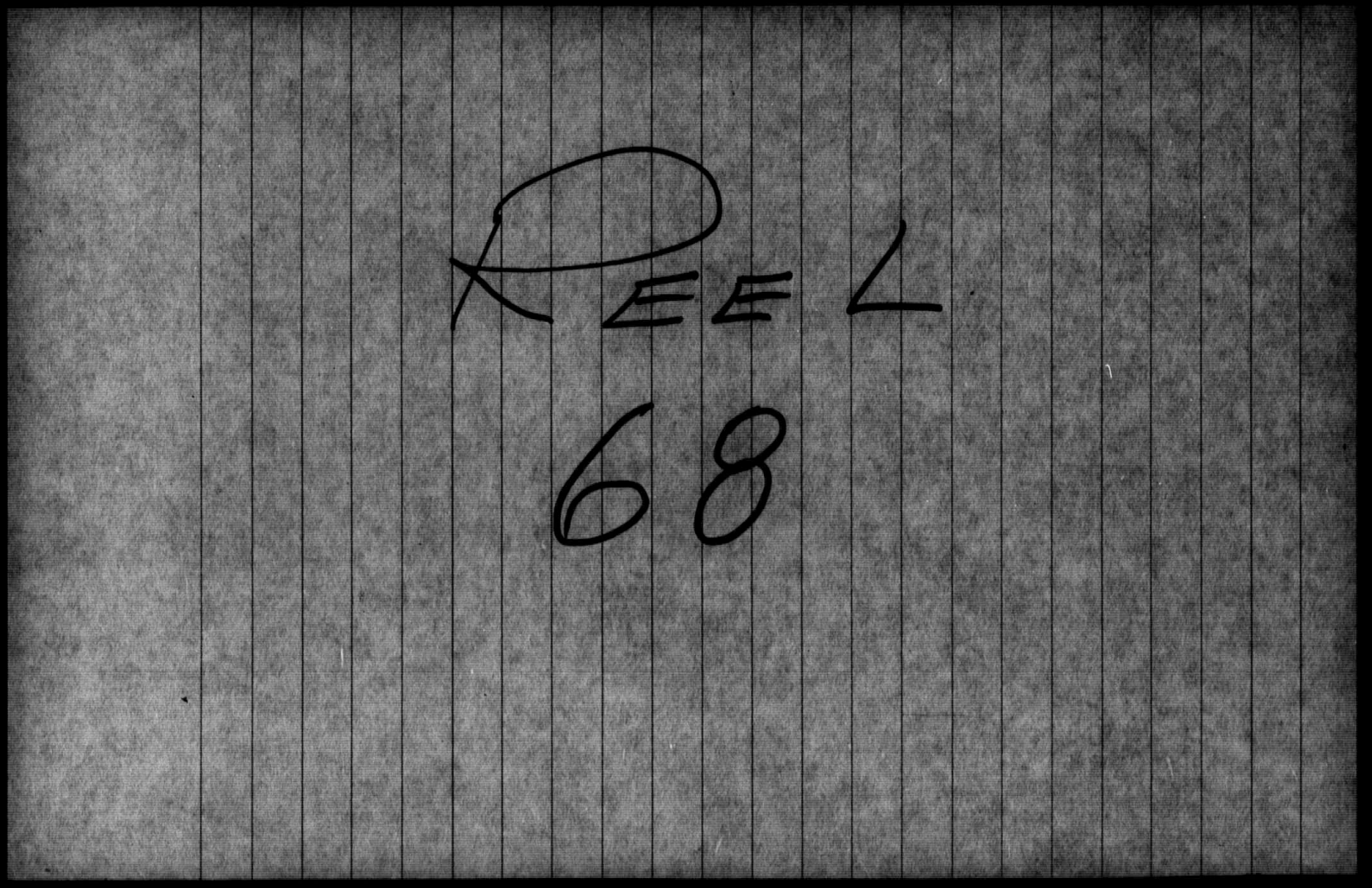
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W.L.M. KING PAPERS

Memoranda and Notes

1940-1950

MG 26 J 4 Volume 365

Pages C252070-C252767

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NATIONAL GOVERNMENT

(Suggested Headings)

Changed slightly during writing

1. The issue: Do we want union government in time of war?

   The real meaning of national government: Union government or responsible government.

2. The real purpose of political parties:
   The present government a party government in the best sense.

3. Union government -- weak government or dictatorship.

4. Union government: A device to thwart the will of the people.

5. A union government undemocratic -- usurps the authority of Parliament.

6. A mandate from the people: The true strength of democratic government.

7. The practical question: What kind of "national" government does Dr. Manion hope to establish and what kind of opposition does he expect to face?

8. The place of the Opposition in Parliamentary government.

9. The present government and "national" government.

10. Party government does not mean party administration.

11. Unity in wartime, but unity with freedom not dictatorship.

12. Responsibility and Power go hand in hand.

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Let us look at the National Government Party.

When was it formed?

Not at a convention.

Not at the Conservative convention at which Dr. Manion was chosen leader.

True the Party changed its name at that Convention.

From National Liberal Conservative

to National Conservative.

It was getting away from its national complexion into a straight party complexion.

Dr. Manion chosen its leader.

It was never formed.

Who chose its leader?

Dr. Manion was chosen leader of the Conservative party.

He would hardly chose a leader [redacted] another party.

Who then chose the leader?

No one can surmise.

Strange as it may seem, it was Dr. Manion himself.

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C252072

Why did he chose the leader of another party?

Because he wished a National or Union Government,
with himself at the head, and there was no
other way of forming the combination.

The Nondescripts would not go in with him.

The Social Credit " " " " " "
(now the New Democracy)

The C. C. F. " " " " " "

The Liberals " " " " " "

Apparently, he thought some Conservatives would not go in with him.

So only way to get in was to lead two parties:
the Conservative and the National government.

And, if possible, get in under the one head which was
broad enough to include both.

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C252073

Next:

<u>What is the Platform of the National Government Party</u>?

There was a platform of the old Conservative party laid down in Ottawa - Summer of 1938.

But, when was National Government platform laid down?

There has been no meeting of the party.

There has been no meeting of its candidates.

We did not know who they were for certain until yesterday.

There will be no meeting between now and election day.

There have been no resolutions passed by National Government party organizations.

Are candidates pledged to the platform?

They cannot be because there is no platform.

<u>There are lots of promises</u>.

<u>What</u> guarantee is there that, if candidates are elected, a single promise will be carried out.

<u>Here give list of promises</u>.

Are these all subscribed to by all the candidates?

If they are, and they should be returned, and carried out, what is going to be left of the public treasury wherewith to carry on the war?

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Is Dr. Manion not doing in this election exactly what Mr. Stevens did in the elections of 1935?

(1) Desert his own party.

Of no, you say, Dr. Manion is still a Conservative. But so was Mr. Stevens, as I said at the time and as he proved to be in the House of Commons, once Dr. Manion became leader. He, too, has again deserted the old Conservative party.

(2) Create a new party and give it its name.

Mr. Stevens called his the National Reconstruction Party.

Dr. Manion calls his the National Government Party.

(3) Write out the platform himself

and put it forward without any endorsation by any convention, or caucus.

(4) Supplement the platform with endless promises

made to suit the several localities visited - a sort of Joseph's coat of many colours - so everyone's taste would be suited. To the colour blind, the different colours would all look the same - National government would cover that.

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(5) Choose the leader himself -

and himself as the leader.

(6) Baptize the candidates himself -

then leave the rest to the electorate.

Well, what happened as a consequence?

Mr. Stevens himself was returned.

Not one of Mr. Stevens' candidates was elected.

Did you ever think of what, as a consequence, became of the party, of its name, of its platform, of the promises, of the leader himself?

It might be well, for those who are being carried away by the name National Government, by Dr. Manion's many promises, to think of that between now and Easter Monday.

But let me mention another possibility.

Mr. Stevens is a classical example of what good a leader, without a following, may be in carrying out platform promises.

But there is another possibility.

Unlike the party and his followers, Mr. Stevens himself was lucky. He was returned to Parliament. But, suppose he had not been returned, what then?

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Suppose Dr. Manion should not be equally lucky, and himself not returned? Is there any guarantee that anyone of them will honour his pledge to form a National Government, or to carry out a single promise that he has made.

In their own interests, electors will do well to take every possibility of a campaign into full account.

Dr. Manion will say Mr. King may not be elected. There is, of course, such a possibility. I do not think it is a probability. But, supposing I were not elected. There are 15 gentlemen of outstanding ability by whom I have been surrounded in the Cabinet for years past. Everyone of them stands for the same policies as I do, are pledged to support and to carry them out, and would see to it that not a moment was lost in carrying on Canada's war effort in accordance with the wish to the electors as expressed at the polls. This is something of which it is well to take account at a time of war.

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Re. Miss Kidd's broadcast.

Suggested Insert on National Government.

C252077

I certainly would not wish to discourage the idealism which longs for a cessation of all forms of strife and the permanence of goodwill and understanding as the basis for human relations. But I think those who base their advocacy of a Union Government on these lofty principles are mistaken.

Men will always differ in opinion, and it is right that they should do so. There is, of course, no reason why difference of opinion should be accompanied by bitterness. Men who differ can still work together in goodwill without surrendering the right to independent thought, speech and action. Union Government will not bring about the millennium. I really believe that it is far more likely to postpone it.

L.W.B.

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Dr. Manion suggests that he would gather the "best brains of the country" -- a cabinet of all the talents. There may be some ground for argument as to what the "best brains" are. The particular names would be more helpful. What some regard as "best brains" may not be so regarded by others. There can be no doubt as to what the Government thinks as to the "best brains" to assist it in its war work. Its appointments make that very definite and clear:

Chairman of the War Supply Board ...	Wallace R.Campbell
Chairman of the Wartime Prices and Trade Board	Hector B. McKinnon
Chairman of the Foreign Exchange Control Board	Graham Towers
Chairman of the Economic Advisory Committee	Dr. W.C.Clark
Chairman of the Agricultural Supplies Committee	A. M. Shaw
Chairman of the Canadian Shipping Board	Major J.G.Parmelee
Chairman of the Voluntary Service Registration Board	Dr. E. H. Coleman

In addition the Government has appointed a number of Directors and Administrators, a few of whom are as follows:

Director of Public Information	Walter S.Thompson
Wool Administrator	David C. Dick
Sugar Administrator	S.R.Noble
Hides and Leather Administrator ...	Maurice Samson
Coal Administrator	J.McG. Stewart.

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In making these appointments the Government has given no consideration to previous political affiliation. It has made them purely on the basis that the appointee is the most capable one to fill the position to which he has been appointed.

It is difficult, if not impossible, to indicate the previous political affiliation of the particular appointee. Certainly it cannot be suggested that the appointment is of a political nature. It is based solely and entirely upon the fact that the particular appointee has the necessary qualities to deal with the particular matter in which either he or his committee may be engaged.

The Government has in mind that the most efficient appointment should go to one whose experience and qualities indicate that he would be best fitted to perform the particular work which is entrusted to him.

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Cel - wwii - nat'l govt

C252089

Is it not strange that the same Leader of the Opposition who condemned "national" government last July, should now be its ardent advocate? Dr. Manion may reply that Canada was then at peace and is now at war. How then does he explain his insistence in September, and again in November, on the vital place of the Opposition in wartime. What is it that so suddenly converted him, after an election had been announced, into an advocate of "national" government. There seems only one explanation. Dr. Manion must have realized that his party under his leadership did not have enough support from the people to win the election.

What kind of support does he expect to attract by changing the name of his party. He continues bitterly and recklessly to attack the present administration. He can, therefore, hardly dream of finding truly representative Liberals to enter his combination. Is he angling for the support of the other groups in Parliament? Does he hope to gather up the support of the extremists who share none of the political views of his own party?

So far Dr. Manion has received no support from anyone prominent in public life outside his own

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party. The people have a right to know what kind of government they are going to get if they vote in a certain way.

They know the record of the present administration; they know that it is composed of men of integrity, ability, vision, and energy; they know, too, that it has a coherent, stable following in the country. We do not have to make unnatural alliances with people of diverse or divergent political views.

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Coll - WWII - nat'l govt.

C252082

Broadcast No. 3: First Draft : Re National Govt JWP/LAM

In my previous broadcasts, I have told you how Canada entered the war unitedly and I have described the organization of our united war effort. Tonight it is my purpose to give some of the reasons why I believe the present administration should be given a mandate to continue to guide and direct the efforts of Canada in the prosecution of the war.

The leader of the Opposition has proposed, as an alternative to the present administration, a so-called national government. In his broadcast from Brandon a week ago tonight, he explained his reasons for such a proposal in these words:

> "I wish to say that it was because of the failure of the King Government, in peace and in war, to measure up to its duty, and particularly because of its inefficient war effort, as exemplified in patronage, favoritism, profiteering, extravagance, and the consequent widespread discontent throughout Canada, that my conviction became a fixed one that only through national government could we do that service to our country, to our Empire, and to civilization, which is demanded of us, now that we are in this war beside Britain and France."

Continued at over with statement in July 29

It should be noted that the Leader of the Opposition does not advocate a different policy from the present

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administration in the conduct of the war. In fact, he has not so far advocated any positive policy at all for the prosecution of the war. The only reason he has given for replacing the present administration by a so-called "national" government is that our war effort is inefficient.

The record of that effort has been placed before the people of Canada. My colleagues and I are quite prepared to leave the judgment of it to the people.

Tonight I propose to discuss the alternative offered by the Leader of the Opposition: the formation of a "national" government. Before I ask you to consider what kind of "national" government the present Leader of the Opposition might hope to form, I should like first to ask whether there is any real case for a "national" government at all.

There is no doubt a superficial attractiveness about the proposal to sink all party differences in a "national" government during a period of stress. The British parliamentary system, with its loyal Opposition, having a leader who receives a salary for opposing the government, has always puzzled foreign observers. They do not understand why a large number of able men in

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public life should be denied a share in the positive work of government. They say that a country always has need of the best brains at its command for the actual administration of its national affairs. Similar ideas have from time to time, in recent years, found expression even in British countries. There are, however, few men in active public life, and few careful students of our political institutions who do not recognize that the Opposition is the essential element, I might say, the very heart of the parliamentary system.

The Opposition under our system of government has two great advantages. In the first place, it is essential to good and effective government. Without an Opposition, there would be no safeguard against hasty and ill-advised action on the part of the administration. Even the best of governments will make mistakes. In time of war, avoidable mistakes may be much more costly than in time of peace. Responsible criticism is just as essential to the prosecution of the war as good administration. The second advantage is this. If there is no effective Opposition, the people are left without an alternative if the existing government loses the confidence of the country. The fact that, under the

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British system of parliamentary government, there is a responsible Opposition, ready to assume the burden of office whenever the existing administration loses the confidence of the country, is the secret of the peaceful political evolution of British countries. It is our greatest safeguard against violent and revolutionary change.

On this point I should like to quote one authority. I quote from the report, which appeared in the Toronto Globe and Mail of July the 27th, of a speech delivered by Dr. Manion at Port Stanley, Ontario, the previous day. The report reads:

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4 (a)

(Extract from Globe and Mail, July 27/39)

National Conservative Leader Robert J. Manion today refused to recognize "national government" as a cure for Canada's present-day ills, arguing that such a setup would inevitably lead to a Socialist regime dictated by a combination of the C.C.F., Social Credit and "all other Cave of Abdullah parties."

"Every Government," said he, "starts to die soon after it is elected. A National Government would be the same in this respect as any other. Therefore after a period of time the Opposition would come into power.

"But the Opposition to a National Government, presumably made up of Liberals and Conservatives, would be the Social Credit, C.C.F., and other Socialist groups that cared to join with them. It would be these parties that would take over the reins of power when the National Government had outlived its usefulness."

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What Dr. Manion said in July is no less true today, when the country is at war, than it was then. If a "national" government, representative of the two so-called old parties, were formed, the Opposition would be confined to men of extreme views. As Dr. Manion has said, the time would come when the public would lose confidence in the government and turn to the Opposition. Do the Canadian people want to be left with this alternative?

On the other hand, a "national" government might, in theory, be formed of representatives of all groups in Parliament. In that case there would be no Opposition at all. The formation of such a government would be followed inevitably by one of two results. Either the differences which now divide parties in Parliament would be transferred from Parliament to the Cabinet, and effective government accordingly paralyzed; or, on the other hand, the parties would themselves be united into a single party. The result of such a union might well endanger the very liberties we are striving to preserve. We cannot forget that, in other parts of the world, the monopoly of power by a single party has been a most important stage on the road to dictatorship.

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The demand for a "national" government implies a lack of confidence in the capacity of our free parliamentary institutions and our form of responsible government to cope with a national emergency. The demand has sometimes more sinister motives behind it. In our recent history, a "national" government has rarely been advocated by responsible political leaders who enjoy enough of the confidence of the people to get themselves elected to Parliament. Most of the agitation for a "national" government has come from what have been called the "permanent professional agitators" of "national" government. These promoters of the idea are not actuated by a genuine concern for the public interest. They are, and they have always been, the advocates of special interests which can only be furthered at the expense of the public. They are naturally ready to join in a demand for a "national" government which, after opposition had been stifled or destroyed, might be prepared to promote their interests. I do not, for a moment, mean to include the Leader of the Opposition among these professional advocates of "national" government. I do suggest, however, that he may well have been misled by their propaganda, or attracted by the hope that their support might aid him to get into office.

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Canada has embarked upon a struggle to defend freedom; in defending freedom, we must be aware of destroying freedom. The very foundation of our freedom is our parliamentary system of government. I have already pointed out that the essence of parliamentary government is the existence of an effective Opposition. Parliament exists not merely to approve the actions of the government, but to keep watch over the government, and to act as a check upon it. The duty of checking and criticizing the government falls mainly upon the Opposition. In time of war there is, of course, no place for factious or irresponsible criticism such as we may be able to afford, without danger to our institutions, in time of peace, but at a time when decisions involving life and death are being taken, constructive criticism is more than ever necessary.

I do not say that circumstances may never arise when there will be no choice but to form a "national" or union government which ignores party divisions. I do not believe that the present is one of these occasions. I do not think that any argument so far advanced by the Leader of the Opposition would justify us in abandoning responsible government, which through our history has stood us in good stead, for a "national" or union government

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of which we have none but bitter memories. We must be convinced that there is no other course possible, before we consent even to suspend the safeguards of true parliamentary government.

There is no greater safeguard than a constitutional Opposition. I should like to remind you again that the Leader of the Opposition has a recognized constitutional function. It is one of the most difficult and exacting, and, at the same time, one of the most important duties which can be imposed upon any man in a period such as that through which we are passing. The Leader of the Opposition himself recognized the vital importance of his function when Parliament was in special war session last September. He recognized it again in his statement which appeared in the press on November the 2nd last, in these words: "Considering everything, the course followed by the government in keeping full control of our war programme is probably best for Canada as, under our parliamentary system, an alert and constructively critical Opposition is second only in importance to the government itself". I do not ask for a better definition of the vital importance of an Opposition than this one which Dr. Manion himself has given us.

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It is only natural that our first thought at this time should be for the most effective prosecution of the war. We must not, however, forget that the war will not last forever, and that our institutions must be kept intact and secure in order to meet the great demands of peace and reconstruction, as well as the more immediate demands of war. If our institutions are to survive, we must maintain our great national political parties, which alone are able to enlist sufficient popular support to form responsible administrations. With their disappearance, parliamentary government might easily disappear as well.

(The passage from the Prime Minister's Toronto speech of August the 8th - "A Nation-wide Party, An Essential of National Unity" - might be quoted at this point).

I come now to the practical question: What kind of "national" government can Dr. Manion hope to form? He has asked you to defeat the government. If the government should be defeated, such defeat would be an expression of lack of confidence in its conduct of the war, and lack of confidence in our capacity to administer the national affairs of Canada. Yet Dr. Manion has also said that he will form a "national"

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government composed, in part, of men of both parties. Does he propose, therefore, to include in his government members of a government who have lost the confidence of the people, whose administration has been condemned and who have been declared unfit to carry on the administration? Dr. Manion cannot have it both ways. If the present government is defeated, my colleagues and I will accept the judgment of the electorate. We will go into Opposition and perform our proper functions as a constitutional Opposition. We will not join in any so-called "national" government. Where then does Dr. Manion propose to find members of the Liberal party to include in his "national" government? I think you should ask him to tell you whom he has in mind, and whether he has any hope of getting their consent to join him.

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Coll WWII - Nat'l Gov't -

Suggested Thoughts on Union or Nat. Government.

8.

C252093

This Government has reflected, throughout its term of office, its own unity and the unity of our people. Our following in the last House was larger at the end of five sessions than it was at the beginning of the first. My colleagues have, throughout our entire term of office, shared the national responsibility with me. (Not one has sought an appointment to the Senate or elsewhere.) Each one has wished to continue to play his part in the task which we have undertaken, and has been glad to assist in maintaining the unity which has characterized our management of the national affairs.

(Think your fine political sense will wish this deleted)

Backed by that support, we have tried to specialize in the best kind of administration. We have been able to attract to the service of our country leaders in business and all departments of Canadian life. Merit alone has been the basis of our request and their acceptance. We have not asked or been concerned with their political opinions. Amongst those who have been recruited to the national service are included the ablest of our civil servants;

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Conservatives, Liberals, and men who have not professed any party affiliations. At considerable sacrifice to themselves they have been willing to place their talents at the disposal of the people of Canada. The War Supply Board, the War Prices Board, the Foreign Exchange Board, and a number of active and advisory Committees, have been able to function because patriotic men of all shades of opinion have accepted and discharged difficult and important duties. I can say, therefore, that we have given to the people of Canada a truly national administration, and will continue, as the needs arise, to strengthen the Government of this country by enlisting ability and energy wherever it is to be found.

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This may be a little too rough Coll - WWII - Natl Govt

The Leader of the Opposition is a specialist in generalities.

His criticisms are limited by his ability to utter words and not by his capacity to prove them.

His policies are obscure. For they are born of vague, negative and destructive criticism.

His so-called national government is wrapped in the fog of mystery.

His prospective companions in that adventure, succeed in hiding their identity not only from the people of Canada, but also from the Leader of the Opposition himself.

He calls but they do not answer. He strikes a match but the torch will not light. He stands forlorn; lost in the blackout of his own creation.

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Coll - WWII - nat'l govt

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that no government can serve either the interests of the people or the cause of the Allies without the assured support of the country.

There is talk of a so-called "national" government. ~~The Liberal party~~ believes that ~~a true~~ national government is one which, ~~after a vote of the people, succeeds in~~ maintaining national unity. We do not believe that a national government can be founded either upon an extension by Parliament of its own life, or upon a false union of conflicting opinion. That way lies the road to dictatorship. We believe that a free people do not need to resort to a dictatorship in the defence of democracy, ~~and we are willing to trust the people.~~

Today, freedom and free institutions face dangers in many places and from many sides. A truly national government, a government which has the support of the majority in a freely elected Parliament, which ~~has received a vote of~~ confidence ~~from~~ the people, which trusts the people and is trusted by them, can be depended upon to carry out the will of the nation in the prosecution of a war to defend ~~free~~ freedom ~~institutions~~ at home as

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well as abroad. We are appealing to the people for the support which is essential to carry on and complete ~~this~~ this great task ~~which we have already vigorously begun.~~

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The Liberal Party is a National Party. As such, it has ever sought to place the interests of Canada and Canadians as a whole before the interests of any Province or region, of any race or creed, of any class or special interest. It has always recognized the necessity of giving all sections of the country an adequate voice in national affairs.

coll - WWII - natl govt

C252098

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The two old political parties.

We hear a great deal today about what are termed the two old political parties as if they were something to be gotten rid of altogether - a menace rather than a means to the successful carrying on of the government of the State. I can think of no single matter upon which the electorate would do well to reflect most carefully than what, of necessity, must lie in the minds of those who would seek to destroy either or both of the old political parties, and the consequences which would likely follow their destruction.

To understand the position aright, one has, first of all, to ask oneself what in reality is a political party, and what end is it intended to serve. A political party, to my mind, is none other than an association of men and women who share a common attitude toward the problems of the State, and who wish to see their views made to prevail in its government. A political party is not an end in itself - it is a means to an end, that end being the control of the government of the country in accordance with the views and desires of its members. Surely there can be nothing wrong in this. If government is to be

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carried on at all, it is difficult to see how it can be carried on except by such an association of men and women in a political party.

Let us assume for a moment that both political parties were to be destroyed, or their numbers so reduced as to make government by either impossible. What would be the result, or to express the matter in another way, what is the alternative to government by two major political parties? Obviously, it is government by one party holding a monopoly of power in a State, or government by a group or combination of parties, no one of which possesses enough in the way of authority to carry out its own policies. Is either alternative preferable to the order of things which it seeks to replace - an order on which the whole British Parliamentary system, as we know and practise it, is based. Let me, for a moment, examine this system, and then examine its alternatives particularly in their relation to the government of our Dominion. In seeking to discover the answer to this question, one has, above all else, to ask oneself what should be the supreme aim of government in a country the size, the age, and, if I may use the expression, the complexion of Canada.

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Is either alternative preferable to the order of things which it seeks to replace, an order on which the whole British Parliamentary system, as we know and practise it, is based, namely, that government is carried on by the party that represents the views of the majority of electors, and does so, confronted by an opposition of those who hold different views and hope some day, by open discussion in Parliament, and on the platform, to be able to gain for the opinions they hold, sufficient support in the country to enable them to win, for their views, a majority opinion in the country and so become entitled to give to those views, expression in the form of legislation.

The whole party system, as we know and practise it, is based on the assumption that well organized national political parties exist to make it function.

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The supreme aim is, of course, the well-being of its citizens at large. All political parties worthy of the name will claim that as their objective. Please note, however, that it is the general well-being, not the well-being of those belonging to some particular section, or race, or faith, or class. This is what makes the problem of government in Canada the really great problem it is.

Prior to Confederation, the people of Canada were concerned, in matters of government, only with the affairs of the particular province to which they belonged. Prior to Confederation, the provinces of Ontario and Quebec - or of Upper and Lower Canada, as they were then called - had been united under the Union Act of 1840. Confederation added to this union, the provinces of New Brunswick and Nova Scotia. It was not until ~~1871(?)~~ 1870 that ~~Prince Edward Island came into the Confederation, and later Manitoba was added.~~ 1871 Prince Edward Island, British Columbia ~~joined in~~ 1873, and in 1905 the provinces of Saskatchewan and Alberta were created and, with their addition, our country, for the first time, became a Dominion extending from sea to sea.

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Section 7.

Coll - WW II - naval govt

C252103

THE PRACTICAL QUESTION

What kind of government does Dr. Manion hope to form and what kind of opposition does he expect?

See: Brockington pp. 9 - 12
Pickersgill pp. 9 - 12
Dexter pp. 4, 5, 7

Points to include:

1. Will two old parties be represented?

2. Manion better not be too sure he will form a government. He may not even win his seat

3. Moderation of language, if he hopes for a subsequent union

4. Brains -- woman -- youth

5. Assuming defeat of government, where will Manion find his ministers.

6. Members must sit in the House

7. Are his men of brains among candidates

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8. Will they represent all parts of Canada?

9. Where will super-men find a following?

10. Has he support of other groups?

11. Can their leaders command their followers

12. If he hopes to get Liberals, who will be the opposition?

13. Will there be no opposition?

14. Will all existing groups survive?

15. Which of his followers are pledged to retire on election?

16. Where are constituencies to elect "partyless" men?

17. What kind of national government can be formed without Liberals?

18. Dangers of group government

19. The <u>united front</u> -- Tim Buck and Herridge to Cahan and Drew!

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THE PRACTICAL QUESTION

I come now to the practical question: What kind of "national" government does the Leader of the Opposition hope to form? The members of his government must find seats in Parliament. The Leader of the Opposition must be elected to Parliament himself. Under our representative system it is not always as easy as some people seem to imagine to find constituencies to elect the so-called "best brains" in the country.

But let us suppose, only for the sake of argument that the present government should be defeated and Dr. Manion should be called upon to form his "national" govemment. To whom will he turn? No one knows. His invitations to men of other parties seem as great a secret, so far, as the acceptances.

In an attempt to find out what he does mean, I am in your name, going to ask him a few questions. Who are the men of brains who will be asked to join him? They are obviously not merely members of his own party, because a Union government would not be required to enlist them.

He has asked you to defeat the government. Such a defeat would be an expression of lack of confidenee in our conduct of the war, and lack of confidence in our ability to

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administer the national affairs of Canada. Yet Dr. Manion has said his government will be composed in part, of men of both parties. Does he propose, therefore, to include in his government members of a government who have lost the confidence of the people, whose administration has been condemned and who have been declared unfit to carry on the administration. Dr. Manion cannot have it both ways.

My colleagues and I are ready to accept the judgment of the electorate. If we should be defeated, we will go into opposition and perform our proper functions as a loyal Opposition.

It is in any case hard to believe that Dr. Manion expects to enlist in his government any of the men he is today so violently and recklessly condemning.

Where then does Dr. Manion propose to find members of the Liberal party to include in his "national" government? I think you should ask him to tell you what Liberals he has in mind, whether he has any hope of getting their consent to join him, and whether they will have any following. I should, also, like to ask him what kind of "national" government it would be, if no Liberals were included.

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A union government is in the nature of a political bargain. Most bargains require at least two parties to make them. His union government would probably require at least three. Does Dr. Manion wish to take Mr. Woodsworth into his Government? Will Mr. Woodsworth go if he is asked? If he does sacrifice his principles upon the altar of Conservative necessity, will Mr. Woodsworth's C.C.F. supporters follow their leader into the unaccustomed fold? Will Mr. Blackmore join him and take Social Credit with him? Will Mr. Herridge's New Democracy be born in time? Does Dr. Manion want him if it is? Will Mr. Herridge join Dr. Manion if he does? What kind of following will the present groups have in the next Parliament. We have had a long succession of third parties in Canada. One after another, they have vanished. Dr. Manion's first lieutenant was the leader of such a party.

Who are the "best brains" the Leader of the Opposition hopes to include in his government? ~~Are they candidates for election?~~ Who is the woman ~~he may take~~ into his Cabinet? ~~Does she belong to his own party or some other group?~~ The women of Canada will ~~want to know whether his proposal is serious, whether, indeed, it is honourable.~~ Dr. Manion has ~~promised a Minister~~ of Youth. Who is to be the Minister, a youth or a man of experience? So far all is so

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vague and nebulous, that one is tempted to ask whether Dr. Manion has done more than change the name of his own party.

If the Leader of the Opposition could find recruits for his union government of all the talents, would they have any following in the country? Canada is rich in experience of leaders without followers. Where would his ministers get elected?

The first limitation he would discover is that his Ministers needed seats in the House of Commons. He could hardly begin by going outside the members of those who are returned to Parliament. The only way in which you and I can have any idea in advance of who his Ministers would be is to look at the list of Conservative candidates on nomination day, and the list of Conservatives returned on Election night. Remember that this is to be the new war ministry that will carry on the affairs of this country for the next five years.

Unless all the best brains are included in this group, and that seems hardly possible, Dr. Manion would have to find seats for those he brought into his ministry.

I have had some experience in forming ministries. I can tell him that he would be wise if he got his best brains into the House

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in a general election, and did not wait until the election was over to find constituencies for them. His followers, who would be called upon to sacrifice their seats, might not share his high opinion of the mentality of their successors. Ministers would need to be selected from all parts of the country, and only a government that commands the support of all sections could expect to get them. Can the present Leader of the Opposition hope to get a national following for his "national" government? Does this country wish to have its government put at the mercy of bickerings and bargainings between opposing groups while it is engaged in this terrible struggle? Are we prepared to face all the perils of group government? We have heard the catchword "a united front". You all know its origins. Is it possible to conceive of a strong government stretching all the way from the extreme radicals to Mr. Cahan and Colonel Drew? What unity would it have? It would amount to a transfer of the war from the battlefields of Europe into the midst of the Cabinet at Ottawa.

Perhaps Dr. Manion still cherishes the hope of an alliance between the old parties, which would leave the extremists to form the Opposition. Is he prepared to let the country risk in wartime a danger he did not think it

July 26th 1939, and can with remember how roundly he condemned it

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should face in peace? Perhaps Dr. Manion plans to include all parties in his combination and to extinguish the Opposition altogether. If he does, he has ~~suddenly changed his views~~ turned somersault for. Let me remind you what they were as late as November 2 1939 ~~of last year~~, just over 3 months ago ~~after two months of war. In a statement to the press on November 2nd~~ he used these words:

> "Considering everything, the course followed by the government in keeping full control of our war programme is probably best for Canada as, under our parliamentary system, an alert and constructively critical Opposition is second only in importance to the government itself".

With Dr. Manion's view as expressed at that time, I am in the most complete agreement. It is for that very reason that I am opposed to a union ~~or National~~ government. I can only assume that he has changed his views because he sees an possibility of the election of a Conservative Government.

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Section 8

C252111

THE PLACE OF THE OPPOSITION IN PARLIAMENTARY GOVERNMENT

See: Brockington pp. 3 - 4
Pickersgill pp. 3,4,5,7,8
Dexter pp. 6 & 7

Points to include:

1. Opposition essential to good government

2. Opposition provides for peaceful change in administration

3. Leader of Opposition a salaried officer

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C252112

THE PLACE OF THE OPPOSITION IN PARLIAMENTARY GOVERNMENT

Canada has embarked upon a struggle to defend freedom; in defending freedom, we must be aware of destroying freedom. The very foundation of our freedom is our parliamentary system of government. I have already pointed out that the essence of parliamentary government is the existence of an effective Opposition.

~~The Opposition under~~ Our system of government ~~has~~ possesses two great advantages. ~~In the first place, it is essential to good and effective government.~~ Without an Opposition, there would be no safeguard against hasty and ill-advised action on the part of the administration. Even the best of governments will make mistakes. In time of war, avoidable mistakes may be much more costly than in time of peace. Responsible criticism is just as essential to the prosecution of the war as good administration.

The second advantage is this. If there is no effective Opposition, the people are left without an alternative if the existing government loses the confidence of the country. The fact that, under the British system of parliamentary government, there is a responsible Opposition,

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ready to assume the burden of office whenever the existing administration loses the confidence of the country, is the secret of the peaceful political evolution of British countries. It is our greatest safeguard against violent and revolutionary change. If Parliamentary government is to continue, majorities will do their duty by ruling, and minorities will do their duty by opposing.

That is why the Leader of the Opposition is a salaried officer of Parliament. It is his duty to contribute to the collective thinking and the parliamentary discussions which helps to shape the policies on which government and laws are founded. A great modern writer has said, "I am not sure that we always realize how much of the essence of democracy is contained in the insistence on a tolerated and official opposition." Under this system, he points out, even political opponents serve a common purpose. It is because your representatives pool their experience, air their differences and even their discontents that progress becomes possible. Any other system is a denial of democracy. It becomes either out and out autocracy, or dictatorship under some other disguise.

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Section 9

THE PRESENT GOVERNMENT AND NATIONAL GOVERNMENT

See: Brockington pp. 12 and 13
Pickersgill p. 10

Points to include:

1. Present government if defeated will go into opposition

2. Electors are enabled to know what our intentions are

3. Government cannot carry on without an unquestioned or unquestionable mandate

4. Seek to continue responsible government not monopoly government.

5. Responsible to Parliament between elections and to the people at elections

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THE PRESENT GOVERNMENT AND NATIONAL GOVERNMENT

In order that there may be no misunderstanding about the position of the present government, I should like to repeat one statement I have already made. In saying this I speak with the authority and support of every member of the Cabinet. If, after an appeal has been made to the Country on our war effort and our policies, we are not returned to power, those of our numbers who are elected will constitute themselves His Majesty's Loyal Opposition. I make that simple, straightforward statement, so that there will be no mistake in the minds either of the people or of Dr. Manion -- and no recriminations later on because anyone was left in doubt.

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Section 10

C252116

PARTY GOVERNMENT -- NOT PARTY ADMINISTRATION

See: Brockington pp. 8 & 9
Pickersgill on Profiteering, Patronage and Favouritism.

Points to include:

1. Liberals have no monopoly of appointments

2. Consider names of men appointed

3. Go over list of contracts let

4. Appointments and promotions in the armed services (Quote McNaughton)

5. Need of outstanding men realized

6. Permanent civil service

7. Discrimination, if any, against Liberals

8. Distinguish between government and administration

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PARTY GOVERNMENT IS NOT PARTY ADMINISTRATION

Under our Parliamentary system, the party with a majority in the House of Commons is charged with responsibility for government. From that it cannot escape, even if it would. That does not mean that ~~it has~~ party is a monopoly of government. Responsibility for policy does not, for a moment, imply the desire or the power to restrict administration, and the business of carrying out the work of government to members of the majority party. ~~Every party accuses the other of political patronage. To most public men who, like myself, try to look upon a public office as a high trust and a great duty, the very name of patronage is a nightmare.~~ I have always recognized the difference between the direction of policy and the administrative side of government.

The present government with respect to its war effort has had no desire to exercise, and has not exercised, so-called patronage. When we have named military leaders, we have looked for soldiers and sailors, and not politicians or partisans. We have asked how they can serve Canada, now and in the future, not what political party they have

I myself have always tried to look upon public office as a high trust and a great duty. I have not seen fit to dismiss all public servants because of their political affiliations. I have not made party affiliation the sole criterion of appointments to the

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served in the past. Merit has been the criterion of promotion. Let me repeat to you the remarks of Major-General McNaughton made by him spontaneously the other day in London. I believe that in civil life he was a Conservative. This is what he said:

(Quote General McNaughton)

What is true of military service is true also of the other branches of our war ~~departments~~ activity We have selected the ~~best brains~~ ablest men available. Politics and partisanship have brought no preferment. ~~Some~~ of the most important positions are held by Conservatives. Some by men of no party ~~affiliations~~. We shall continue to bring to the service of Canada the best men we can get. It doesn't ~~need~~ require a Union Government to join ~~together~~ intelligence and patriotism ~~together~~.

(N.B: Some of the material I prepared on Profiteering, Patronage, etc. may come in here. -- J.W.P.)

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C252119

Section 11

UNITY IN WARTIME

Unity with freedom, not under dictatorship

See Pickersgill pp. 6, 9.

Points to include:

1. Idea of an advisory committee of outstanding men

2. Will shape policies to maintain united war effort of a united people

3. War effort not being sacrificed to please a minority

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C252120

UNITY IN WARTIME

Unity with freedom, not under dictatorship

The demand for a "~~national~~ union" government implies a lack of confidence in the capacity of our free parliamentary institutions and our form of responsible government to cope with a national emergency. Our first thought at this time is naturally for the most effective prosecution of the war. My colleagues and I believe that a united war effort is most likely to be maintained by a responsible government with an unquestioned mandate from the people. We must also remember that the war will not last forever, and that our institutions must be kept intact and secure in order to meet the great demands of peace and reconstruction, as well as the more immediate demands of war. If our institutions are to survive, we must maintain our great national political parties, which alone are able to enlist sufficient popular support to form responsible administrations. With their disappearance, parliamentary government might easily disappear as well.

I do not think the case so far advanced by the Leader of the Opposition would justify us in abandoning

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responsible government, which, through our history, has stood us in good stead, for a "national" or union government of which we have none but bitter memories. We must be convinced that there is no other course possible, before we consent even to suspend the safeguards of true parliamentary government.

If we are returned to power, I personally would be ready to bring to the aid of the Ministry, in an advisory capacity, a group of men of outstanding ability and experience, whose advice and services would strengthen the government in its conduct of the war. The working out of such a scheme would obviously require the most careful study by the government as a whole. I will make no promise for the sake of enlisting support. I wish, however, to assure the people of Canada that the government will always be prepared to consider any measure which will contribute to the unity and vigour of Canada's effort in carrying on the war. I should like to stress this point. Our war effort is not and will not be sacrificed in a vain endeavour to maintain unity; but without unity, effective prosecution of the war would not be possible.

There can be no real unity without freedom. Freedom depends upon the maintenance of Parliamentary

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institutions. For my part, I propose to stand or fall upholding, in all things, the parliamentary method of government. I intend to test all policies and all measures by the simple method of asking, whither they tend? If they tend in the direction of monopoly, if they mean more in the way of compulsion, and, above all, if they are not susceptible of the parliamentary method, and, thereby imply dictatorship, I shall feel that the presumption is overwhelmingly against them.

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Section 12

C252123

RESPONSIBILITY AND POWER

See: Brockington pp. 13 & 14
Red Book p. 16

Points to include:

1. Need to uphold Parliamentary system (See # 11)

2. Firm adherence to Responsible government

3. Responsibility and Power go hand in hand

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RESPONSIBILITY AND POWER

The party that I have the honour to lead believes in representative and responsible government. It will accept sole responsibility for policy if you decide that it merits your support. It will continue to attract to administrative duties men of all parties who it believes can, and will, bring to your service, honesty, efficiency and economy. For over twenty-five years, in peace and in war, I have been privileged to serve you in office and in opposition. Throughout my parliamentary life, I have continuously voiced my faith in a parliamentary system in which the people's will governs its representatives. I have always upheld the rights of the majority to govern, and the right and the duty of the minority to criticize, to discuss and to oppose. I believe that the evasion of political responsibility by the unnatural alliance of conflicting opinions is the beginning of the denial of democracy. It is my firm conviction that responsibility and power must go hand in hand. For these reasons, my colleagues and I, and those who honour us with their confidence will continue to support true National Government.

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Section one

Coll - WWII - national govt

C252125

THE REAL MEANING OF NATIONAL GOVERNMENT

Union Government or Responsible Government

(See Brockington pp. 1 and 2)
4 + 5

Points to include:

1. National government has an attractive name. It looks patriotic.
2. "National" government as generally used means union government.
3. Look under the label.
4. The proper use of the expression -- the government of Canada for the time being, whatever its colour.
5. A true national government representative of and responsible to the people.
6. A national and democratic government must be based on popular support.
7. What is meant by responsible government.
8. All sections of Canada represented.

(See 20 Years page 11)

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THE REAL MEANING OF NATIONAL GOVERNMENT

Union Government or Responsible Government

The Leader of the Opposition has asked you to defeat the present government. He has offered an alternative. The alternative is not a government to be supported by a coherent political party with principles, a programme and a record. Dr. Manion says that if he wins the election he will form a "national" government. He has not told us much about what he means by a "national" government, but he has told us enough to make it clear that he proposes to include men belonging to other parties than his own. In other words, he is proposing a union government.

The people of Canada are being called upon to decide whether they want a union government, thinly disguised by the label "national" government.. In his broadcast last Friday, the Leader of the Opposition stated his conviction had become a fixed one that

(1) "only through national government could we do that service to our country, to our Empire, and to civilization, which is demanded of us, now that we are in this war beside Britain and France."

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Dr. Manion is a recent convert to this view. As late as last July he repudiated the whole idea of a "national" government. Let me read you the report of what he said

(Insert Extract from Globe & Mail, July 27/39)

Dr. Manion will, of course, say that the war has come in the meantime and the whole situation has accordingly been changed. I should like to ask Dr. Manion, ~~what~~ and I should like to ask the people of Canada, whether our system of government is only a fair-weather system, good for peace time but not for war time. If our institutions are worth fighting for and dying for, surely it is our first duty to preserve them while we are at war.

It cannot be denied that the suggestion of sinking all party differences in a time of stress is, for many people, an attractive idea. The very phrase "national government" has a patriotic ring.

But let us stop a moment to see what the words really mean. We must be careful not to be carried away by catch words and slogans. They are often dangerous and usually deceptive. Let us look beneath the label to see what is underneath. Let us see if the goods, when we inspect

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them, are in accordance with the advertisement. Let us look particularly to see whether the Leader of the Opposition in his present offices is not misusing the word "National" and the word "Government". ~~Let us determine whether he doesn't mean something totally different when he uses these words.~~ National government means a government which carries on the business of the nation. ~~The national Government of the United States is that led by President Roosevelt. The national Government of Canada is that Government which is headed by the Prime Minister of Canada.~~ It represents the nation in accordance with Parliamentary procedure and practise. It means, under the British system, a representative and responsible government. It means a Parliament which is representative of the people, and a government which represents the majority in Parliament. It means ~~a Parliament which is responsible to the people, and~~ a government and a Parliament which are responsible to ~~Parliament~~ the Parliament. Representation and responsibility are the pillars of our Parliamentary system. Since everyone cannot rule at one and the same time, the right to rule is given to those who command the confidence of the largest number of people. Government by majority rule under our system is the only true national government. ~~That doesn't mean, of course, that minorities are to be submerged or opposition stifled.~~ Equally it is the only true democratic Government.

~~The will of the wisp which Dr. Manion is following is no true national government. When the Leader of the~~

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C252128A

Re: attitude of Opposition
1915 Session

Page 18 of Hansard:

"Let me say at once that we who sit on this side of the House and who represent His Majesty's Loyal Opposition took our course at the outset of hostilities when we declared that we would support the Government in their war policy. We conceived that it was our duty to do nothing to embarrass the Government, but on the contrary, to do everything in our power to facilitate the task, the heavy task, which had been placed in the hands of those to whom, for the time being, the Canadian people had entrusted their fortunes. We have acted upon this principle all along, and again we are prepared to act accordingly. We meet the summons of His Royal Highness in the same spirit to-day, in the month of February, as we met it in the month of August last. We are prepared to give to the Government, to those who for the moment have the confidence of the Canadian people under our constitutional system, the support to which they are entitled for the attainment of the great end which we all have in mind."

.....

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Opposition talks of National Government, he means ~~Union~~ Government. I can quite understand why Dr. Manion doesn't like that name. He would have treated you more fairly if he had used it. Probably he doesn't like the name because it summons up from the past memories of many things he would like to forget, ghosts which he wishes were laid. The anonymous Government which Dr. Manion seeks to form is, of course, a Union Government. ~~He does not advocate any different policies for the prosecution of the war. In fact, so far he has not advocated any policy at all.~~ What he wishes is a Government composed of men of different political parties and therefore of conflicting political opinions.

There is nothing to prevent parties working together for a common object, and still maintaining their identity. Dr. Manion's party did that at the special war session of Parliament last September. That is a matter of attitude to meet compelling circumstances in special cases. An attitude clearly defined by Sir Wilfrid Laurier during the last war. ~~(Here quote Sir Wilfrid)~~ "A genuine national government is a government supported by a freely elected majority in Parliament. ~~It is a government responsible to Parliament, and through Parliament to the people.~~ It is not a combination created

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behind the scenes as a result of bargaining between conflicting parties and groups.

In Canada, a truly national government must also represent, in its fair proportion, every section of the country from the Atlantic to the Pacific. A leader who cannot command support in all parts of the country will have little chance of forming a strong government and still less of maintaining the national unity which is essential to the successful prosecution of the war.

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Section 2

C252131

THE REAL PURPOSE OF POLITICAL PARTIES

The Present Government a Party Government in the Best Sense

(See Brockington pp. 2 3+4)

Points to include:

1. Parties not water-tight compartments.
2. Present government has maintained national unity -- evidence of by-elections.
3. Present government a national and a responsible government.
4. Governments do not possess a monopoly of government -- merely responsibility for its guidance and for policy.
5. Responsibility for policy cannot be shared with men of opposing views.
6. Failure of war effort charged because government has not adopted totalitarian methods.

(See also 20 Years pp. 9, 10, 11; Pickersgill p. 12)

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C252132

THE REAL PURPOSE OF POLITICAL PARTIES

The present government a party government in the best sense

We often hear the old political parties, as they are called, referred to in terms which suggest that they are a menace to the country, rather than, as I believe them, to be among the great instruments which have created and maintained Canadian unity.

~~In~~ Canada ~~and~~ other democratic countries, ~~have~~ relied on government by parties. Parties are not ends in themselves. They are only means to an end. Through them men and women who share similar views on great public questions are able to make those views prevail. Party government enables those willing to blend their views and opinions, to combine forces, to advance policies founded on common views and principles. Parties are not water-tight compartments. They are not secret societies or exclusive clubs. They do not bar men and women from membership because of race, colour or creed. Anyone is free to belong to whatever party he pleases. If he chooses to belong to a party that no longer represents his views, that

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is his own business. If his party is not the majority party, his views will or should be advanced by the minority leader who speaks for it.

The present government is in the truest sense a National Government. It had the support in Parliament of a majority of the representatives of the people. That majority happened to be, in our case, the largest majority which any government in Canada has ever had. The majority was larger when Parliament dissolved than when Parliament held its first session.

The present government has itself remained united. There have been no divisions in the cabinet. Our record is known. You know that the government is composed of men of integrity, ability, vision and energy. You know we have a large and enthusiastic following in the country. We do not have to seek alliances with men of divergent and conflicting political views.

We have been prepared to accept the heavy responsibilities which have fallen to us. We are ready to have our record judged by the people and to stand or fall on that record. I do not believe, and my colleagues do not believe, that responsibility can be shared with men of opposing political views. The main concern of government

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is the prosecution of the war. But a successful war effort depends upon the policies we pursue, not only in the direct conduct of the war, but also in domestic affairs. There must be agreement about those policies. Government can only be carried on effectively by men who are able to work together, day after day, sharing each others views, and having complete confidence in each other.

The present government is a party government. ~~We are not ashamed of the fact.~~ ~~Our government is united and strong because, and only because,~~ it is composed of men of a single party who have been true to the ideals and principles they share in common.

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Section 3

C252135

UNION GOVERNMENT: WEAK GOVERNMENT OR DICTATORSHIP

See: Brockington p. 6
Pickersgill p. 5
20 years p. 13

Points to include:

1. Union government will include men of conflicting views

2. Parties may combine for specific objects, without forming coalitions (Quote Laurier) included in #1

3. Either endless compromise and shifting of views -- or dictatorship

4. The single party -- the road to dictatorship

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UNION GOVERNMENT: WEAK GOVERNMENT OR DICTATORSHIP

~~Now~~ A Union Government means one of two things: ~~It must inevitably be either a very~~ weak Government or a dictatorial Government. It might conceivably be both because the terms are not necessarily contradictory. Weak, because it leads to endless compromises, and the stifling of views. Differences which now divide parties in Parliament would be transferred from Parliament to the Cabinet. What should be a clash of public principles might well become a clash of personal interests. Effective government would be crippled by compromise, or paralysed by inaction. Progress would become difficult if not impossible.

On the other hand, it might easily follow the European pattern. There the suppression of minorities, the silencing of opposition, and the merging of parties into one have soon resulted in the abolition of representative institutions. That is the soil in which dictatorships grow and flourish.

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Section 4

C252137

THE PEOPLE OR THE INTERESTS

Union government: a device to thwart the will of the people

See: Brockington pp. 6 and 7
Pickersgill p. 6
Red Book pp. 16 and 17

Points to include:

1. Disguise or cloak for policies which cannot be openly advocated

2. Union government in 1917

3. Various proposals since

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THE PEOPLE OR THE INTERESTS

Union government: a device to thwart the will of the people.

~~What has our Canadian experience taught us?~~

Union Government ~~is~~ a subterfuge to bring together, under the guise of a combination of parties, men of differing views who wish to effect some course of action which they would not be prepared to champion openly. ~~There is usually a battle cry, but it doesn't ring true.~~

The Union Government of Sir Robert Borden was formed not to win the war but to win the fight for conscription. How often have we been told that Union Government would provide the only means of amalgamating our railways.

Until it was taken up recently by the Leader of the Opposition, most of the agitation for a "national" government has been carried on by what have been called the "permanent professional agitators" of "national" government. ~~These promoters have never had a genuine concern for the public interest.~~ They are, and have always been, the

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advocates of special interests which can only be furthered at the expense of the public.

These promoters of special privilege are naturally ready to join in a demand for a "national" government which, after Opposition had been stifled or destroyed, might be prepared to promote their interests. I do not, for a moment, mean to include the Leader of the Opposition among these professional advocates of "national" government. I do suggest, however, that he may well have been misled by their propaganda, or attracted by the hope that their support might aid him to get into office.

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Section 5

UNION GOVERNMENT UNDEMOCRATIC: USURPS ~~AUTHORITY~~ Right
OF PARLIAMENT and the People

See: Brockington p 7

Points to include:

1. Proposed with a view to lengthening life of Parliament

2. ~~Stifling of opposition~~ (in later section)

3. Denial of alternative to people

(Refer again to Manion's July 1939 speech)

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C252141

UNION GOVERNMENT UNDEMOCRATIC: USURPS RIGHTS OF PARLIAMENT AND THE PEOPLE

The main argument advanced until recently for a "national" or union government was the desire to postpone an election and to extend the life of Parliament. Such a course would have turned Parliament and the government into a virtual dictatorship. It would have been a denial of the undoubted right of a free people to choose their government through the election of a free Parliament. We resisted the proposal to extend the life-time of the late Parliament by means of Union Government. My colleagues and I did not believe that men who had been elected for only five years should give themselves the right to continue from year to year, and take away from you, the right to say who should represent you in the dark and difficult years to come. The pretext for Union Government was ended when Parliament was dissolved. Impartial students of our free institutions know what that dissolution meant in terms of popular liberty.

(Here quote Professor Keith)

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Section 6

C252142

A MANDATE FROM THE PEOPLE

The true strength of democratic government

See: Brockington pp. 7 and 8
Dexter pp. 4 and 5
Red Book pp. 11 and 12

Points to include:

1. Strong government needed in wartime

2. Basis of strength:

   (a) An unmistakable mandate from the people

   (b) Community of views in the cabinet

(See 20 years)

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C252143

A MANDATE FROM THE PEOPLE

The true strength of democratic government

What is needed in peace-time and still more in war, is a government made strong by popular support and by the co-operation of men who feel and think alike on matters of principle. That is a National Government in the true sense of the word, and that is the kind of government the present administration has given.

I want to say to my fellow-countrymen, very earnestly, that the times through which we are passing are of such a nature that no government, except it be a government enjoying the most complete confidence of the people of Canada, can hope to meet the needs of the present, ~~or be~~ and the still greater needs of the future. ~~equal to the grave situations by which, in any month or year, Canada may be confronted as a result of conditions at home and abroad. Stability and an unmistakable majority are more essential than ever.~~

Is there any political group or combination, known or unknown, which has the remotest chance of being comparably representative of Canadian opinion as a whole? This is the

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vital question which the electors must answer on March 26. This war demands our utmost effort. Such an effort can be made only by a ~~united people; by a people united behind a government which draws its strength from every section of the country, and is truly representative of the constituent elements in our country.~~

In these circumstances, I suggest that there should be no uncertainty, no wavering. The government which is best able to hold this country constant and united in the maximum war effort is the present administration, and support should not be withheld from it because an elector does not agree with all of its peace time policies. This is a war time election, and it is a war time government that is being chosen.

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Section 4: Ontario Broadcast.

National Government--an imaginary government C252145

Never before in the history of Canada has an Opposition invited the people to return it to office without any policy, without any coherent programme and with no hint of the men who would form the administration. The only means of judging who these men would be is to recall the names of the speakers who have supported the Leader of the Opposition in the present campaign. Who are the men who in fact surround Dr. Manion and have surrounded him throughout this campaign? The only national figure is Mr. Stevens. The rest are, in the main, provincial politicians, some of them former members of provincial governments discarded by their provinces, the rest of them without experience of government in any sphere, however local. These are the men for whom Dr. Manion has discarded the name and traditions of Canadian Conservatism. What has happened, of course, is that Dr. Manion has completed the destruction of the Conservative party and has failed to raise any hope of government upon its ruins.

In the past, when an Opposition invited support, it was only necessary, once nomination day was passed, to look at the list of candidates to find

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C252146

out what men were likely to be in the government if the Opposition were returned to power. Dr. Manion, however, is not going to form his government from his own following. He says it will not be a Conservative government, but a government of the best brains of all parties. He now claims that he has found a Minister of Finance who will be far better than Colonel Ralston. I think the Canadian people will want to have a long look at him before they will believe this. One thing I know, there is no man among the candidates nominated to support Dr. Manion who approaches Colonel Ralston in ability, industry, integrity or patriotism. If Dr. Manion has found a man who is Colonel Ralston's equal why is he not brought forward for the people to approve him. Why should he be kept masked until the elections are over and then be imposed on the people.

Who are the other men of brains from other parties who will join Dr. Manion? They are certainly not among his candidates. Every prominent name in the list of "National Government" candidates from coast to coast is the name of a man who in 1939 was a Conservative, at least that is true except in the Province of Quebec.

In that province, the present candidates of the National government were prominent among the supporters of the former government of Quebec. At the

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time of the Quebec election, Dr. Manion's present candidates in that province were regarded by all honest Conservatives as the opponents of national unity. When we recall that Mr. Duplessis' government was called a National Union government, perhaps we have discovered the real origin of the new name of Dr. Manion's party. Canadians who desire national unity may not feel flattered by the imitation.

(Use of other Manion - Duplessis material might be considered at this point.)

The word "government" as used by Dr. Manion is a deception. It does not mean the same thing as "party". A party in opposition may wish to form a government. It is not difficult, in that case, for the people to guess pretty accurately who will be in the government, because the prominent members of the party are known. When, however, a union government is to be formed, the situation is different. The members of the government are not to come from one party, but from different parties. Therefore, the man who proposes such a combination should tell the people who are to be included when he is appealing for their support. He should also tell them what his policies are and whether the men who have agreed to combine with him have accepted the policies he has outlined. Dr. Manion

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has done none of these things. He has done none of them because he knows he is not going to form a government. The whole thing is imaginary. The name "Conservative" was dropped and the designation "National Government" adopted in the hope of gaining a few more votes. If Dr. Manion had really hoped to form a government, he would have sought support from the outstanding members of his own party and he would have conducted a campaign which would not have widened the differences between himself and the leaders of other parties.

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Section 5

Cole - ward - rudd gmt

C252149

National Government--an imaginary government

Never before in the history of Canada has an Opposition invited the people to return it to office without any policy, without any programme and with no hint of the men who would form the administration. The only means of judging who these men would be is to recall speakers who have supported the Leader of the Opposition in the present campaign.

In the past, when an Opposition invited support, it was only necessary, once nomination day was passed, to look at the list of candidates to find out what men were likely to be in the government if the Opposition were returned to power. Dr. Manion, however, is not going to form his government from his own following. He says it will not be a Conservative government, but a government of the best brains of all parties. He now claims that he has found a Minister of Finance who will be far better than Colonel Ralston. I think the Canadian people will want to have a long look at him before they will believe this. One thing I know, there is no man among the candidates nominated to support Dr. Manion who approaches Colonel Ralston in ability, industry, integrity or patriotism. If Dr. Manion has found

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Who are the other men of brains from other parties who will join Dr. Manion. They are certainly not among his candidates. Every prominent name in the list of "National Government" candidates from coast to coast is the name of a man who in 1939 was a Conservative, at least that is true except in the Province of Quebec. In that province, the present candidates of the National government were prominent among the supporters of the former government of Quebec. At the time of the Quebec election, Dr. Manion's present candidates in that province were regarded by all honest Conservatives as the opponents of national unity.

When we recall that Mr. Duplessis' government was called a National Union government, perhaps we have discovered the real origin of the new name of Dr. Manion's party. Canadians who desire national unity may not feel flattered by the imitation. It may be that among the lesser known names of candidates who are now supporting Dr. Manion, are some who are not Conservatives. If there are such men, they are untried

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in public life. Even if they do not belong to the Conservative party, the Canadian people will be pardoned if they do not recognize them as the best brains of the country. What has happened, of course, is that Dr. Manion has completed the destruction of the Conservative party and has failed to raise any hope of government upon its ruins. He seems to concentrate upon the destructive.

The word "government" as used by Dr. Manion is a deception. It does not mean the same thing as "party". A party in opposition may wish to form a government. It is not difficult, in that case, for the people to guess pretty accurately who will be in the government, because the prominent members of the party are known. When, however, a union government is to be formed, the situation is different. The members of the government are not to come from one party, but from different parties. Therefore, the man who proposes such a combination should tell the people who are to be included when he is appealing for their support. He should also tell them what his policies are and whether the men who have agreed to combine with him have accepted the policies he has outlined. Dr. Manion has done none of these things. He has done none of them because he knows he is

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Who are the men who in fact surround Dr. Manion and have surrounded him throughout this campaign? The only national figure is Mr. Stevens. The rest are, in the main, provincial politicians, some of them former members of provincial governments discarded by their provinces, the rest of them without experience of government in any sphere, however local. These are the men for whom Dr. Manion has discarded the name and traditions of Canadian Conservatism. I do not believe they are the men who the Canadian people want in office at a time like this.

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Coll - ward - nat'l govt

Section 6.

C252153

NEED OF STRONG NATIONAL GOVERNMENT

It cannot be emphasized too strongly that a true National Government must draw its strength from all sections of the country. The present administration is such a government. It is in every sense a representative government. In it English speaking Canada and French Canada have made national unity possible because they are bound together in the equitable partnership which is the realization of the dream of the Fathers of Confederation. The Government of Canada can never be carried on effectively for long unless it contains leaders of both great races working in complete accord and sharing in harmony the burdens of administration. Strong government is not possible ~~either~~ if the Cabinet contains men of conflicting views and divergent policies. Dissension will merely be transferred from parliament to the Cabinet and all action paralyzed. The purpose of democratic government is to make the views of the majority prevail. It requires opposition not only to represent the minority and thus prevent dictatorship, but also, through criticism, to keep alive its sense of responsibility.

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Cal - WWII - national govt

C252154

Re National Govt

National government means one political party for the purpose of carrying on government and silencing opposition. Straight heading for dictatorship, etc.

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C252155

Call - wwii - Nat'l Govt
Ike Nationals Govt

Lord Morrison says he will
form a National Govt
case in which Labour (almost)
He doesn't trust much else

Sir Wilfrid did not form
Borden Govt

~~It was not the~~
It was the men, it was
the following they can
command

Sir Wilfrid's attitude

~~It is~~ Scale from 8 the power
they have & elected
where are they - are they
all a come from Quebec?

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War moved
D. the ocean
not marked

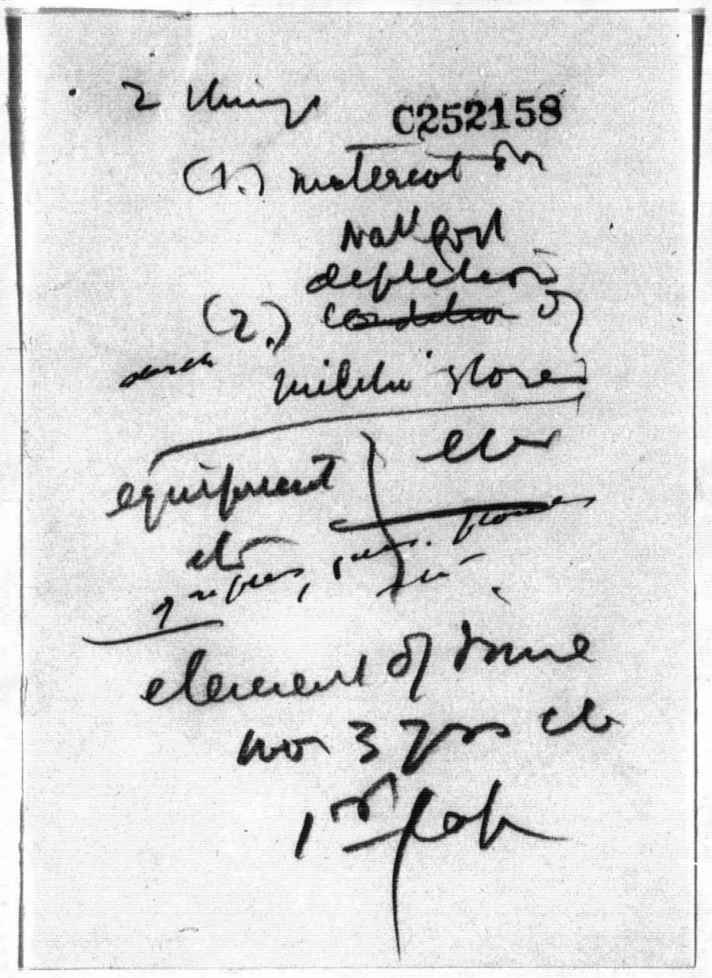
The princess per clay

The War Loan

The Speech

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2 Ulmers C252158
(1.) interest in
Naval
depletion
(2.) Condition of
area Wildlife stores
equipment } etc
etc
tubes, surplus
element of time
war 3 yrs etc
1st Feb

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7

Last kind of speeches

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Coll - WWII - nat'l govt

OFFICE OF THE PRIME MINISTER

MEMORANDUM

(1)

C252160

Memo for Mr Gordon

re Agenda for Cabinet

Agenda on Min Council
(re Emergency
Aids)

Re Memo
for Ottawa Conf

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Decisions

C252161

National Govt

the meaning

of maintenance

a firm national foreign

the strength — working unity

needed for Peace Treaty

2. The Canadian we are facing

The burden of the future

foreign adjustments

(on global security)

3. A long pull, —

different people must

stand to undertake on a part to

for a Peace Settlement

can only be met, not by Group, but by

a National

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C252162

WAR CABINET IN NEW ZEALAND

Steps leading up to:

July 8 -- Invitation to Opposition leaders to become associate members of Canadian War Committee of the Cabinet.

July 9 -- Inquiry made by Canadian High Commissioner in New Zealand as to size and functions of War Committee of Cabinet. (Exhibit 1 - Note: The cable bears no evidence that inquiry was made on behalf of New Zealand Government.)

July 16 -- New Zealand War Cabinet formed - comprising 5 government members, (Prime Minister, Minister of Defence, Minister of Finance), and 2 Opposition members. (Exhibit 2).

War Cabinet to have direction of the war effort. General Cabinet continues to function with regard to all other matters - with membership unchanged - Opposition represented only in War Cabinet.

NOTE: Striking similarity to Canadian proposal of 6 days before. War Cabinet in New Zealand much the same as War Committee in Canada. (Exhibit 3).

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Cole - WW II - Nat'l govt

STRENGTHENING THE GOVERNMENT C252164

Two conceptions of national government

1. A government with an unquestioned mandate from the electorate and enjoying the support of a majority of the representatives of the people

(the present administration)

2. A government composed of a combination of ministers drawn from different and opposed parties without internal cohesion

(the programme of the so-called "national government" party)

Both offered to the electors three months ago: the choice of the electors emphatic.

The Canadian electorate fully informed of nature of choice before them

See attached extracts from broadcast:

"An Unquestioned mandate essential to Canada's War Effort"

"Responsibility for government one thing - Monopoly of government another".

Exhibit #1

to Memo - hitherto attached, etc

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The situation in the United Kingdom

1. No election since 1935
2. No contests between major parties in by-elections since outbreak of war
3. Election considered undesirable
4. Profound change in sentiment evident in Parliament: reflected in change of government.

The situation in Australia and New Zealand

1. Government in Australia a coalition of two parties; third and largest party (Labour) in opposition
2. In New Zealand, Labour party in power; regular opposition in existence.

Recent development in U.S.A.

1. Mr. Roosevelt added two prominent Republicans to cabinet -- presumably because of sympathies with his policies
2. Cols. Stimson and Knox promptly repudiated by Republican party
3. Mr. Roosevelt's action -- strengthening of administration by able like-minded men -- not a coalition.

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C252166

Present administration in Canada

1. Based upon party and upon an overwhelming popular mandate

2. Responsibility to the people

3. Practical unanimity of sentiment and belief held in common -- not an unnatural attempt to harmonize conflicting views and opihions.

4. Door of service open to men of all parties since outbreak of war -- no monopoly of government

5. Strong government demands a united cabinet:
   (i) confidence in the Prime Minister
   (ii) agreement on policies

6. Cabinet will not necessarily be confided to Liberals -- but will not include those who enter it to undermine leadership or to alter policies agreed upon
   (see Hansard, June 20, pp. 1050-51)

7. Democratic government and responsible government will be maintained

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Exhibits attached:

1. Extracts from broadcast of February 23, 1940.
2. Hansard extracts re resignation of the Prime Minister.
3. Hansard extracts re national government.
4. Hansard extract containing Mr. Coldwell's reply.
5. Hansard extract (June 20) containing Prime Minister on strengthening government.

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I do not think Dr. Manion should complain, from now on, either of any gagging in parliament or of censorship, when language of the kind he has used to open this campaign is permitted to be broadcasted, not only in this country, but throughout all parts of the world.

Note for speech on national government or last speech:

Manion had better not be too sure that he is going to form a government. He himself may not be returned. I have faced seven or eight leaders of the Conservative party in the time that I have been leading my own.

(See Rogers' biography on this point; also Twentieth Anniversary dinner menu for details.)

As an evidence of the power to maintain unity, bring out fact that our following is larger at the end of five sessions than it was at the beginning of the first.

Also, that our entire Cabinet has remained intact. Not one has sought appointment to the Upper House or elsewhere. All have been glad to maintain the unity which has characterized our management of national affairs throughout.

The introduction is intended as nailing on the head at once Manion's chief point of attack, which goes the length of stating that I had betrayed the country. I should, at some place, indicate that I think Manion would be well advised to be more temperate and a little more restrained in his language, esppeially if he hopes to be the leader of the government that is going to unite all elements in this country.

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Following very important:

The statement should make clear that while government determined policy, war effort is itself organization, and enforcement of war effort itself is dependent upon the permanent service and men who can be drafted into it.

Note particularly what Howe said in his address in this regard and enlarge upon it, showing that already the best brains of the country are actually administering Canada's war effort, doing this without regard to party. Men chosen - many known to be outstanding Conservatives; others, who have no party at all, but choice made in every instance with regard to ability, that Canada's utmost war effort was put forth.

Indicate our war effort is being carried out by the different Boards appointed. Ask to look over list of contracts to see whether there has been discrimination of firms. If any criticism is fair, it is that being made by many of my own following; that the government is leaning over backwards; that to be a Liberal means that in matter of obtaining either appointments or contracts it is a disadvantage to be one.

Point out that in using the word "government" we must distinguish between the members of a particular administration and the permanent government of the country which includes members of the public service and those whose efforts are joined to theirs. In this connection, praise the type of men who have come into the Service and developed there, and the men in the various Boards.

Indicate the present administration's policy will be to carry on in that manner, getting the best men everywhere and the best advice possible.

That the one thing we are keeping in mind is how Canada's war effort can be made more efficient, most enduring, and maximum effort - an effort that will unite all whose co-operation is essential, e.g., fighting forces, farmers, working men, business men, etc.

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Keep very much to the fore the thought of a united war effort - the utmost war effort, and all policies having in view the attaining of this end.

Care must be taken to bring out the real significance of unity; that it may not appear that we are sacrificing war effort to avoid some dissension occasioned by minorities, but are keeping united to enable everyone to co-operate to their utmost as already the effort of everyone is essential in the winning of the war.

W. L. M. K.

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Coll - WWII - national gov't

C252171

CABINET CHANGES IN OTHER COUNTRIES

BASED ON DIFFERENT CIRCUMSTANCES.

It has frequently been suggested that because certain other countries have added to their ministries members of various political parties, Canada should take similar steps. Those who use opinion elsewhere as a support for their contention that Canada should adopt a like course fail to realize, or to point out, that the circumstances in other countries are vastly different from those which prevail in Canada.

NOTE: The following pages deal with Great Britain, Australia and the United States.

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C252172

CIRCUMSTANCES IN GREAT BRITAIN DIFFERENT FROM THOSE IN CANADA.

In the United Kingdom the last election was held in 1935. It was not considered possible under wartime conditions to hold a general election. A truce existed between the major parties in by-elections. There was no possibility in Britain, as there was in Canada, for the people to express constitutionally their wishes as to the wartime government. Great dissatisfaction developed among the government supporters in Parliament. There was widespread agitation for profound changes in policy. It is however significant that when Mr. Churchill formed his government in May, there was no suggestion that he should go outside the ranks of Parliament to find men to bring into his ministry. It was taken for granted that men with experience in public life were most suited for the work of government.

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CIRCUMSTANCES IN AUSTRALIA DIFFERENT FROM THOSE IN CANADA

In the Australian Parliament there are three parties; none has a majority. For a brief time after the death of Mr. Lyons, Mr. Menzies attempted to carry on the government with a Cabinet formed entirely from one of these minority parties. He found that it was impossible to carry on without the assured support of a majority. As a result a coalition was formed of the two smaller parties. The largest party, the Labour Party, forms the opposition. The Australian coalition was not the result of any theory that a national government was required in wartime, but was a coalition based on the realization that minority government was not possible. I might add that in Australia as well, the members of the government are drawn from Parliament and not from among those other distinguished people without experience of public life.

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C252174

THE SITUATION IN THE UNITED STATES

The recent changes in President Roosevelt's cabinet to which two prominent Republicans were added was somewhat prematurely acclaimed as the adoption of national government in the United States. Actually both the gentlemen selected by Mr. Roosevelt were men who had publicly supported the policies of the administration, particularly in foreign affairs. They were chosen because of their agreement with the policies of the administration and not because they differed with it. Both of them, it might be added, were prominent figures in the public and political life of the country. Mr. Stimson had served more than once as a cabinet minister. In 1936 Mr. Knox was a candidate for the vice-presidency. It is perhaps, not without significance, that even though members of the cabinet in the United States have no parliamentary duties, the President did not go outside the ranks of the political figures for recruits to his cabinet. At the same time the President has been following the same policy as we have been following in Canada, of calling leading business men and industrialists to the assistance of the administration in administrative capacities in connection with the vast United States armament programme.

follows but would be ... changes & new policies

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Party Standing in House of Commons, by Provinces, 1940.

Province	Liberals	Others	Total
Prince Edward Island	4	0	4
Nova Scotia	10	2	12
New Brunswick	5	5	10
Quebec	64 (including 3 Liberal Progressive)	1	65
Ontario	56 (including 2 Independent Progressives)	26 (now 3 vacancies)	82
Manitoba	15 (including 1 Independent Progressive)	2	17
Saskatchewan	12	9 (now 1 vacancy)	21
Alberta	7	10	17
British Columbia (and Yukon)	10	7	17

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Extract from radio address by Rt. Hon. W.L. Mackenzie King February 23rd, 1940 - entitled "Canada's War Effort - How best promoted - National versus Union Government.

Place of Political Parties in Government

There is, of course, nothing to prevent political parties maintaining their identity and still working together for a common object. Dr. Manion's party did that at the special war session of Parliament last September. That is a matter of attitude to meet compelling circumstances in special cases. It is an attitude which was clearly defined by Sir Wilfrid Laurier during the last war and maintained by him throughout. Speaking for the Liberal Opposition, in Parliament in 1915, Sir Wilfrid used these words:

> **"We are prepared to give to the government, to those who for the moment have the confidence of the Canadian people under our constitutional system, the support to which they are entitled for the attainment of the great end which we all have in mind."**

Canada, like other democratic countries, has relied on government by political parties. It is a great mistake to speak of political parties as though they were a menace to the country. Parties are not ends in themselves. They are only means to an end. Through them, men and women who share similar views on great public questions are able to make those views prevail. Party government enables those who are willing to blend their views and opinions, so to combine forces as to advance policies founded on common

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Coll WWII - national gov't 1940

First Revise WLMK/JWP/MS

THE ELECTION ISSUE AS I SEE IT.

C252177

There is but one issue -- the war.

On March 26, the electors must choose the government whose responsibility it will be to continue to plan, organize, maintain and direct the war effort of Canada. Upon the wisdom of their choice will depend not only the part which Canada will play but, possibly, the outcome of the war itself, and certainly the effect of the war upon this country.

Remember that Canada's war effort may mean the difference between victory and defeat. Remember, as well, that although we are 3,000 miles from the battle zone, we cannot escape the impact of war upon our national life; its economy and its institutions. And, above all, remember that war is a destructive, a disruptive force which it will require all our power and intelligence as a people to control.

I believe this is the greatest struggle the world has ever witnessed. For good or ill, this war must profoundly affect the history of all mankind for generations to come, and upon the result of this war depends the continued existance of the British Commonwealth of Nations. If we are defeated, liberty -- free institutions the world over -- will perish.

I believe the first essential is that the forces of liberty, of democracy, shall triumph. This war must be

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won. It will be won by the combined power of the British Commonwealth and of France, with the help of other freedom-loving peoples. It will only be won with sound strategy, wisely planned and efficiently executed.

In this common cause, it is imperative that Canada put forth the greatest possible effort. How can this be done? Our maximum contribution to the war can be made only by a united Canada. If Canada is torn asunder, divided by policies which do not meet with general acceptance, our war effort will be undermined. To the extent that we are divided among ourselves, we will fail to play our part. This requires no argument, it is a self-evident truth.

How can Canada's unity be maintained? What kind of government is best able to hold this country united in war?

I submit that, at this crisis in our history, the present administration is in the best position to keep Canada united and to achieve the maximum war effort. In support of that statement, I offer this evidence.

The present government has already guided this country through the most difficult period in its history, a period which witnessed Canada's decision through her Parliament to stand at the side of Britain and France. This country entered the war united and strong.

When Canadian unity, in this war, was challenged last October by the former premier of Quebec, the present

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administration accepted that challenge, met the attack, took the issue to the people of that province and received a verdict re-enforcing and endorsing the war policy of Canada. In defence of that policy throughout the provincial campaign, no leader of any political party in Canada, so far as I can recall, other than those of the Liberal party in the Federal administration and in the Province of Quebec, uttered a single syllable.

Much is being heard of a national government. Such a government to be truly representative would have to draw its strength from all sections of the country. The present government is in this sense a truly representative government. It draws its strength from every section of Canada. Moreover, the supporters of the present administration in the last Parliament, at the time of the war session, were more numerous even than they were after the election of 1935. Its strength over five years in office did not diminish; it increased.

The present government, under the stress of national problems, indeed in the crisis of war itself, has been continuously united. The only losses the administration has sustained have been through illness and death.

I put it to the electors that such unity can only be attained when the policies of a government are in accord with the will of the people as a whole.

As to the future, if returned to office, the government

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will continue to be a truly representative government, reflecting the wishes, the aspirations of the people as a whole. Canada entered into the war united. It is essential that this unity be maintained.

It is against this record, against the fact of the nation-wide strength and unity of the support given to the present government, that other political leaders must be measured. Can the present Leader of the Opposition hope to get a national following of this kind? Or the leader of the C.C.F. party? Or the Social Credit party? Or the unborn New Democracy party? Is there any political group or combination, known or unknown, which has the remotest chance of being comparably representative of Canadian opinion as a whole?

This is the vital question which the electors must answer on March 26. This war demands our utmost effort. Such an effort can be made only by a united people; by a people united behind a government which draws its strength from every section of the country, and is truly representative of the constituent elements in our country.

There are two other important considerations which should not be overlooked.

In normal times, the differences which divide people into various political groups are fundamental. These

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C252181

differences have to do with economics, finance, the degree of state intervention in the life of the community. In peace time it is difficult for electors who hold political views strongly to give support to any party but their own. But in war time, under conditions that now exist, this does not hold. These peace time differences of opinion will not be the paramount issues in the Parliament to be elected on March 26. Rather, the new Parliament will be consecrated to the winning of the war. The vital problems that it will deal with will be war problems, and it is conceivable the war may last the life of the new Parliament.

In these circumstances, I suggest that there should be no uncertainty, no wavering. The government which is best able to hold this country constant and united in the maximum war effort is the present administration, and support should not be withheld from it because an elector does not agree with all of its peace time policies. This is a war time election, and it is a war time government that is being chosen.

The second consideration is this: An opposition is essential under our system of government. The present government and its supporters, if it is not returned to power, will become the opposition because the electors will have passed upon it and upon its war policy a vote of lack of confidence.

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A new government will have to be formed out of one or more of the groups that, collectively, have defeated the present administration. It is for the electors to decide if it is possible to form out of these groups a government capable of maintaining national unity and of making the maximum war effort.

To sum up, this is the issue as I see it:

Our first aim must be victory.

To achieve victory, we must make our maximum war effort.

Our maximum war effort can be made only by a united people, led by a united government -- a government itself unified by long association in office.

There is, in my judgment, but one party which can meet this test. It is for this reason that I believe Canada's interests, and the interests of the allied cause, demand the return to office of the present administration with a following which will leave no doubt of its support by the country as a whole. I ask for this support to the end that Canada may put forth her utmost effort in the winning of the war, and the preservation of freedom which depends on victory.

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Speech from the Throne

Opening - Sixth Session, Eighteenth Parliament C252183

January 25, 1940.

"My Ministers are of the opinion that the effective prosecution of the war makes it imperative that those who are charged with the grave responsibility of carrying on the government of Canada should, in this critical period, be fortified by a direct and unquestioned mandate from the people. My advisers, accordingly, having regard to existing conditions, and the stage of the life of the present Parliament, have decided upon an immediate appeal to the country"

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Gvt

REPLY

NATIONAL GOVERNMENT C252184

Winnipeg Free Press, January 30th, 1940

(Editorial)

"It is not unfair therefore to say that Dr. Manion's suggestion for a 'national government' is designed rather to ensure the victory of the Conservative party at the polls than to lay the foundation for that greater unity which the average man assumes is implied in the idea of a national union for victory. This may be perfectly legitimate campaign tactics on Dr. Manion's part, but it would be disastrous to place the issues before the people in such a way as to make them think that his success at the polls would, because of this 'national government' slogan, dissolve party lines for the duration of the war. It would, in fact, operate in exactly the opposite way.

A real national government can only be formed in this country after prolonged, careful and friendly consultation between the leaders of the main political groupings. It was only after negotiations of this kind that the Union Government of 1917 was formed; yet it failed, as we all know, to bring into its ranks a complete representation of all shades of political opinion. It proved to be, at that juncture, a powerful weapon for the maintenance of our war policy at high pitch. But it owed its existence to the fact that there had appeared in Canada a parting of the ways. A volent and disrupting issue had cut across the nation. No one can say with any semblance of accuracy that any such issue faces us today. The reason for a national government has not arisen. The plea for a 'national government' on the terms proposed by Dr. Manion is camouflage designed to cover other aims."

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WLMK TO J.W. PICKERSGILL

February 20, 1940

Memorandum for Mr. Pickersgill:

C252185

Re: National Government.

First, let us understand what is meant by the words.

Any consideration of national government brings up for consideration at once the whole question of representative and responsible government on which our parliamentary system is based.

Let us be careful not to be carried away by words or names but look beneath the label to see what is really signified and implied.

The only proper use of the word "national" as applied to government is the government that carries on the business of the nation, and that represents the nation in accordance with parliamentary procedure and practice.

It does not mean a government composed of people of a lot of conflicting views and opinion but rather a government chosen from the party which represents a majority of the electors and which has received the support of the country by submitting its policies to the electorate in a general election.

Since everyone cannot rule at one and the same time the right to rule is given to those, who by their majority, command the confidence of the largest number of people.

Government by majority rule is the essence of democratic government. Parties are not ends in themselves. They are means to an end. They are the means whereby men and women who share similar views on great public questions are able to make those views prevail in the government of the country.

Parties are not watertight compartments to which only men and women of a particular age or colour or creed or race are admitted. Anyone is free to belong to whatever party he pleases. If he choses to adhere to a party that no longer represents his views, or that holds views which are antagonistic to his own, that is his own business. The only way in which he can really make his views prevail is to do what he can to bring into power the party that holds views that approach nearest to his own.

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The present government is, in the truest sense of the word a national government. That is to say it has the support in Parliament of a majority of representatives of the people. That majority, it so happens in the case of the present government, is the largest majority which any government has ever had.

By-elections are generally regarded as a test of the trend of public opinion. That being the case, if we apply that test to the majority of the present government in Parliament, it would indicate that the government's policies were even more in accord with the popular will at the end of five sessions than they were at the beginning. The government had a larger majority at that time than it had when the 18th Parliament was elected --

Distinction between National and Union Government

What Dr. Manion and others who are seeking to form what they call a National Government are really interested in ~~in~~forming is not a National Government at all in the true sense of the word but a Union Government, that is to say a government composed of men of different political parties and therefore of conflicting political opinions.

Such a government, in the nature of things, is bound to be a weak government.

Parties may combine for a specific object. Whether they combine or work in co-operation for any specific end there is nothing to prevent them doing that whether they are all represented in the government or not. That is a matter of attitude. An attitude that was well expressed by Sir Wilfrid Laurier as the leader of the Liberal oposition throughout the period of the 1st Great War --(quote Sir Wilfrid's attitude -- I have the extract)

(Take in what Pickersgill has on carrying conflict from Parliament into the Cabinet).

It is a strong government, not a weak government that is needed to administer affairs at a time of great crisis such as the present. What is necessary to make a strong government is:

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1st - The unmistakable support is the direct mandate of the people given with respect to its policies at a general election and expressed by the size of its majority in Parliament.

2nd - That those who compose the government should support common policies and share a common view with regard to the matters of concern to the nation and be able to work together. (See what I have re blending of minds -- speech delivered at Toronto last summer).

Then bring out the weaknesses of Union Government.

Union Government -- that is to say, government composed of men and women chosen from different parties -- means weak government or dictatorial government. Weak government in the sense that it leads to endless compromise, the stifling of views, or that it leads to a dictatorship where there is only one view and where by those in authority means are taken to suppress all who hold contrary views.

Bring in here how dictatorships have sprung up in Europe, and the present war the result of getting away from representative institutions and opposing parties to a single party, etc.

Union Government is usually a disguise or a cloak to bring together under the guise of a combination of parties, those men of different parties who wish to effect, by means of combination, some course of action which they would not be prepared openly to champion by other means. Such a government might be formed for purposes of amalgamating railways.

The Union Government of Sir Robert Borden was formed, not for the purpose of winning the war, but for the purpose of putting through conscription. It brought together men of both parties who were supporting that particular measure. It lead them to adopt, under the guise of Union Government, certain courses of action -- the value of ten million dollars was given to stock that was perfectly worthless of the Canadian Northern Railway. It led to changes in the Elections Act, franchise, etc., ehich would never have been adopted by any party of its own accord.

Union Government had been proposed for the purpose of extending the life of Parliament. That, of itself, was a wrong step. It worked once in 1916, but in 1917 it had to be abandoned. It was changing Parliament into a dictatorship;

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giving to men who have been elected for only five years, the right to continue from year to year without any fresh mandate from the people. That pretext for Union Government was ended when Parliament was dissolved.

(Here bring in Berriedale Keith's reference to the significance of dissolution as the most democratic act thus far taken.)

Much of this might be put under the head of Union Government equals anti-democratic government.

I would suggest a series of headings:

Union Government means weak government;

" " " anti-democratic government;

" " " the road to dictatorship;

et cetera, et cetera,

and have material worked out under those heads.

Bring in always the note that in time of war what is needed is a strong government and men who feel and think alike, have the backing of the people in the country, and of whose opinions and wishes there can be no doubt. A National Government in a true sense of the word.

Responsibility, not Monopoly is Main Concern

The main concern of any party charged with the duty of any government does not arise from a desire to posses a monopoly of government. It arises from the obligation it bears of responsibility of carrying on government and for all that arises under government.

Responsibility for the administration of policies, etc., is something which, in the nature of things, cannot be shared with men of opposed political views. It is not the management of a war alone that has to be considered. The government of the country as a whole, in all its business, has also to be carried on. That can only be done effectively by men who are able to work together day in and day out because of sharing each other's views and having implicit confidence

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in them and in each other, nor does a truly national government in the nature of party government mean a desire for monopoly of patronage. To most men who take their public duties seriously, matters of patronage are a nightmare. (This will have to be handled carefully.)

The present government has shown that, with respect to war effort, it has no desire to monopolize patronage. That its only desire is to see that merit and justice prevail. (Bring in here references to McNaughton's statement; statement re patronage by Rogers, and my own references to appointments, etc.; a critical examination of what Manion suggests)

Let us see exactly what Dr. Manion's proposal amounts to; for example:

1st - Men of brains -- Who are they?
A single woman -- Who is she?
Minister of Youth -- Who is he?

all so many fleeting ghosts, like forms arising out of the mist that conceals the unknown.

But let us get down to realities and face the situation as it will be on the day after elections.

Assuming that the present administration is defeated and that Dr. Manion either is having a majority himself, or a majority with those who compose groups that are as much opposed to him as they are to the present government -- he then seeks to form a ministry.

The first limitation he discovers is that his ministers will have to have seats in the House of Commons. In forming his ministry he would hardly begin by going outside of those who are returned to the House of Commons. The only way in which you and I can judge at all in advance who his ministers would be, would be to look at the list of conservative candidates as they will appear on nomination day, and then on election day look at the number who have been returned. Remember, this is to be the new war ministry and the ministry to carry on the affairs of this country for the next five years.

Unless all of the "best brains" are included in this group Dr. Manion will have to secure seats in Parliament for those whom he brings into his ministry. That means resignation of some of his newly elected following and the successful election in the constituency which they hold of the new man to be brought into the government.

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I have had some experience in forming ministries and I can tell Dr. Manion he would be wise if he gets his best brains into the House in a general election and not wait until the elections are over to find a seat for them.

Ministries, whether in time of war or in time of peace, if they are to carry on successfully, have to be representative of all parts of the country, and to be representative of the basic elements of which the nation is composed. One cannot just go here and there and order a faithful follower out of the House and ask his constituency to elect some stranger from without. It is only to the extent a ministry unmistakably commands the confidence of the country that it finds it possible to secure openings for new members of the administration -- chosen persons whom one may wish to have form part of the ministry.

The system may not be ideal, but it is the system under which we are working and we cannot change that system now.

But here is something that perhaps not only Dr. Manion, but the supporters of the so-called Union Government are overlooking: In the formation of a Union Government or a National Government it is not the man alone that is brought into the ministry of whom account has to be taken, rather is it the following which that particular individual is able to command. First of all, one has to be pretty certain of the willingness of those of other parties to enter a government headed by a political opponent.

Is Dr. Manion perfectly sure if he wishes to take the C.C.F. leader into his Union Government that Mr. Woodsworth would be prepared to join him, or that, if he does, he would be able to bring whatever there may be of a C.C.F. group to his support.

Is he prepared to take Mr. Bladmore, the leader of the Social Credit group into his Cabinet, if so, is he sure that Mr. Blackmore will come and that he will be able to bring the support of the Social Credit group to him in his war and other policies? Or is he counting on Mr. Herridge, the leader of the, as yet, unburn New Democracy? Is he really sure that Mr. Herridge is going to be elected himself, and what following does he expect Mr. Herridge is going to be able to bring.

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Perhaps the form of Union Government he has in mind is not these third groups at all, but the two old political parties.

Should they combine, what, I may ask, is to become of the official opposition? Are we to have only a few of the Liberal party join the new National Government, leaving the rest to form the official opposition? Perhaps Dr. Manion had better tell us at once who are the ones to be taken, and who are the ones to be left, and what percentage of the party following does he expect that those who leave their own party to join his are going to be able to command in the new House of Commons.

Is an opposition to be done away with altogether if Dr. Manion forms his Union Government? If so, the whole character of Parliament is changed. If not, who is to become the leader of the new opposition? Who, of the two old political parties is to constitute the opposition, and who is to become its leader? Is it to be Mr. Woodsworth, Mr. Blackmore, or Mr. Herridge?

Some of these parties may disappear. In the last election we had five parties running. One headed by Mr. Stevens, the Social Reconstruction Party, who is today at Mr. Manion's right hand side. Mr. Stevens was the leader of the Reconstruction Party, and of that party he ~~alone~~ was returned. It is conceivable that such may be the fate of some of these third parties in the present contest, where people are more interested in the great question of the fate of this country at the time of war than in some of the isms which, at less critical times, may be a useful subject of debate.

Then bring in about an opposition being the constituent part of Parliament and the leader of the opposition a recognized officer of Parliament paid a salary, etc.

These are things that not only Dr. Manion ought to tell the people when he is speaking of Union Government, but of which the people themselves cannot take too full cognizance.

That there may be no mistake with respect to the position of the present administration in the event of its defeat, let me make quite clear at once -- and I do this with the authority of every member of the present Cabinet -- that if, after an appeal has been made to the country on our war effort and the policies which are known to lie at the foundation of it, we are not returned, those of our numbers who may be returned to Parliament would constitute themselves his Majesties loyal opposition.

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Please understand that in making the position of the present administration known in this manner is that there may be no deception of the electorate with regard to where we stand, no recriminations later on because we had not made our position plain. It is simply stated in order that the people may realize to the full the nature of the choice that is theirs and Dr. Manion cannot have it both ways. Neither can the people.

The responsibility which any government is being asked to assume in a time of war such as the present, is not one that it has any right to take unless it can be sure that it is going to be able to make its policies prevail. There is only one way in which it can gain this sense of security, and that is by receiving from the people a mandate which is unquestioned and unquestionably its own, and prosecuting its efforts in the light of that authority.

May I make perfectly plain that my colleagues and I, as I have already said are not seeking a monopoly of government. We seek only to be a responsible government -- a government responsible, as I said in Parliament, not to the leader of the opposition, as he happens to be at the moment the leader of the Conservative Party, nor to the leader of the C.C.F. nor the leader of the Social Credit Party, nor the leader of the New Democracy, but to the people of the country, through their representatives, upon whose support, the whole authority of government rests.

So far as administration of the war is concerned, we have surely made clear, by the men whom we have taken into the public service to administer the various boards, controls, etc., that, in our anxiety, the best persons available should be secured, irrespective altogether of their party affiliations.

Go over the names of the men on the various boards. Seek out their party affiliations and I challenge anyone in this country to say they have been confined to followers of the government, and that their know abilities for the services they are rendering this country have not been the basis of their selection.

Of the 110 milion dollars of contracts which have been awarded, I challenge anyone to say that the War Supply Board, composed as it is of men of different political parties, has not had a free hand and has not been guided solely by the motives of honesty, efficiency, and economy.

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In regard to men who have received appointments in the army, in the navy, let me give you what General McNaughton said. (See Gen.McNaughton's statement)

Then bring in this thought: "No one recognizes more than I do myself the necessity of the government having at its side, not only the counsel and the advice, but the goodwill and the confidence of men of outstanding reputation in Canada whose services can be a help to the country in any of the great task of war with which we may be concerned."

I have tried, and my colleagues have tried to secure such support, counsel, and to win the helpful co-operation of individuals and organizations wherever they are to be found.

If we are returned to power I should be only too ready to seek to bring to the aid of the ministry, in an advisory capacity a larger number of men of outstanding ability and experience whose services in one way or another will be made available to the State in a manner which may help to inspire confidence in the government's industry, integrity and ability to deal, in the most efficient manner, with each and every problem that may present itself in connection with the war.

How best such a committee, of non-party character, might be expected to function, whether in immediate association with the war cabinet, or under the chairmanship of a member of the cabinet, immediately associated with its war activities is something that I would wish to consider with my colleagues before the next Parliament reassembles.

I do not intend to seek to win the support of the electorate by endless promises made in the course of the election itself.

Moreover, I prefer not to count my chickens until they are hatched. I might, perhaps, add that for such a task the Easter season would not be an inappropriate time.

Efforts to remove doubt and suspicion are all to the good, but they have to be worked out by a responsible ministry in the light of government as it is actually carried on, not as you and I, if we had our own way, might prefer to carry it on.

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For my part, I do not hesitate to say, that whatever its limitations in times of peace, or in times of war, our present system of government may have, all that I have had of experience in the years I have had to do with public affairs causes me to believe that we have everything to gain and nothing to lose by holding to a parliamentary system which recognizes a government and an opposition and places a full measure of responsibility upon each, and which, above all else, enables responsibility and power to go hand in hand.

W. L. M. K.

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February 22nd, 1940

Memorandum re National Government C252195

Beware! Be not deceived.

Dr. Manion is beginning at the wrong end to form a national government. The time to form a national government is before an election, not after an election is over. Otherwise, you are simply indulging in a game of blind man's bluff, or to use another homely simile: you are buying a pig in a poke.

A national government is formed by leaders of opposed parties standing on a platform together and making their appeal to an electorate on a definite policy. This is what was done in 1917 by Sir Robert Borden and those members of the Liberal party who were prepared to support his policy of conscription. Those who were unable to support the policy of conscription constituted the opposition.

Who are the leaders today who are joining in such a joint appeal? In making the appeal, the leaders point to their following. Their candidates are named and specified as such. Where are the national government candidates today?

Dr. Manion cannot have it both ways. Either he is the leader of a national government already, in which case I would ask what his platform is, and who his followers are, or he is still the leader of the Conservative party.

When Sir Robert Borden appealed, his government was formed. The people knew who the ministers were and what they were fighting for. The candidates were national government candidates supporting a national government leader, not Conservatives supporting a Conservative leader, they were supporting Sir Robert and a policy which was known. Both leader and policy were known. The policy was conscription.

The franchise had been fixed by the extension of Parliament so as to ensure the return of their government by giving votes only to women who had relatives overseas. Ballots were distributed -- taken away from one class and allotted to different constituencies.

There is no leader of a national government today, and no national government policy.

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You are asked on March the 26th to go up this blind alley and deposit your ballot in some booth at the end of it for a government that is not yet in being, may never be in being, and, I might say, will never be in being. And this at a time when your country's life is at stake and your lives and the lives of your children are at stake.

In every election I have known there has always been some effort to get a national government party and national government candidates.

When a party sees it is going to be defeated before the contest begins some of its members begin to talk of national government. They come out for national government.

Does Dr. Manion think that the party which he is leading today has a ghost of a chance to win? If he did, he would be telling you what the Conservative party stands for, what its policy is, and asking you to support it. Indeed, it would appear as if its leader had thrown the party to the wolves, discarded altogether, and appeals to you, not in the name of the Conservative party, but in the name of national government.

Look at the candidates that are already in the field. There are some 100 of them. Not one is other than a Conservative. No Liberal is offering himself as a national government candidate under Dr. Manion's banner.

Is Dr. Manion going to form a national government without any Liberals? Without any C.C.Fs? Without any Social Creditors?

Take the men of his party who are offering themselves as candidates and pick out of the number those that are likely to form part of a government. Answer - a mere handful.

Where are the best brains of the Conservative party today? They are somewhere, but they are not out in the open behind Dr. Manion in this contest.

I said in the House of Commons that I regarded myself more as a leader of all parties than of the Liberal party. I have acted on that.

Take the men who have been appointed to large positions in war work and ask what their political affiliations have been.

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Let me mention Mr. Campbell of the War Supply Board,
John Thompson,
General McNaughton,
controllers, and others in the public service.

I intend to follow that line by being a national leader in the true sense of the word.

Dr. Manion has told us that the Conservative party was destroyed by its own leader - his predecessor.

The sickest man or woman in the world is one who feels he has been duped.

Two weeks from next Monday is Nomination Day. It will be interesting to see how many national government candidates appear on that day - March the 11th.

Note re house in Vancouver, word "inventory".

W. L. M. K.

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re National Forums Coll - WWII - nat'l govt (1)

C252198

Prime Minister's Broadcast

February 23rd, 1940.

A national government, in the correct sense of the term, is the government which carries on the business of the nation. It represents the nation in accordance with parliamentary procedure and practice. Under the British system, it must be a representative and responsible government. It means a government which represents the majority in Parliament. It does not mean, as I said recently in the House of Commons, a government which is responsible to the official Opposition, or to any other minority group. It means a government which is responsible to the people. Representation of the people and responsibility to the people are the pillars of our parliamentary system. Since everyone cannot rule at one and the same time, the right to rule is given to those who command the confidence of the largest number. Government by majority rule is, under our system, the only true national government. Equally, it is the only true democratic government.

The only government that can be called truly national is a government which reflects a practical unanimity of sentiment and belief held in common by a majority of the people's representatives. In Canada, such a government should also represent, in fair proportion, every section of the country from the Atlantic to the Pacific. A truly national government cannot be founded upon an unnatural attempt to harmonize conflicting views and opinions. A combination created as a result of bargaining between conflicting parties and groups is not a national government. I might add that a political leader who cannot command support in all parts of the country will have little chance of forming a government strong enough to be a unifying force in time of war.

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Prime Minister's Broadcast

February 23rd, 1940.

Mackenzie King Government a True National Government.

The present government of Canada is, in the truest sense, a national government. It had in the late Parliament the support of a majority of the representatives of the people. That majority happened to be the largest majority which any government in Canada has ever had. Dr. Manion has told you that "every government starts to die soon after it is elected". That may have been his experience in office. I am happy to say it has not been mine. The majority with which we began was not only maintained but increased as the sessions passed by.

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Prime Minister's Broadcast

February 23rd, 1940.

Responsibility for Government One Thing— Monopoly of Government Another.

Under our parliamentary system, the party with a majority in the House of Commons is charged with responsibility for government. From that it cannot escape, even if it would. But responsibility for government does not mean a monopoly of government. Responsibility for policy does not, for a moment, imply the desire or the power to restrict administration, and the business of carrying out the work of government to members of the majority party. I myself, as I think you know, have always looked upon public office as a high trust and a great duty. I have never sanctioned the dismissal of any public servant merely because of his political affiliations. Nor have I made party affiliation the criterion of appointments to the public service. I have been careful to recognize, at all times, the difference between the direction of policy, and the administrative work of government.

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Prime Minister's Broadcast

February 23rd, 1940.

Services of Non-partisan Character to be Utilized in Advisory Capacity.

With the war and its problems growing in intensity and magnitude, I shall seek, if we are returned to power, to bring to the aid of the Ministry, in an advisory capacity, a still larger number of men of outstanding ability and experience whose services in one way or another might be made available to the State, and add strength to the administration of our policies. How best their services might be consolidated and used, whether in immediate association with the war cabinet, or with a member of the Cabinet, intimately associated with its war activities, is something that I would like to consider with my colleagues before the next Parliament reassembles.

All important administrative developments must be worked out by a ministry in the light of its responsibility for government as it is actually carried on. In this election, I do not intend, any more than I have done in previous elections, to make promise after promise for the sake of gaining political support. I prefer not to count my chickens until they are hatched, and I do not expect them to be hatched by promises.

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C252202

Prime Minister's Broadcast

February 23rd, 1940.

An Unquestioned Mandate Essential to Canada's War Effort.

Regardless of all else, I am sure you will not wish, either on the days immediately following the election, or so long as the war continues, to have the government of this country busy with bickerings and bargainings between opposing groups when its whole effort should be devoted to the prosecution of the war.

I want to say to you, my fellow-countrymen, very earnestly, that the times through which we are passing are such that no government, except it be a government enjoying the most complete confidence of the people of Canada, can hope to meet the grave needs of the present, and the still graver needs of the future.

This war demands Canada's utmost effort. Such an effort can be made only by a government which draws its strength from every section of the country and has been given an unquestioned mandate by the people. Can you name any political group or combination of men, other than the present government, which is likely to enjoy your confidence, or has the remotest chance of being representative of Canadian opinion as a whole? This is the vital question which you, the electors must continue to ask yourselves between now and the 26th of March. If, in the interval, you have failed to take all these matters into account, it will be too late to retrace your steps once that day has passed.

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O. D. SKELTON
Ottawa
✓WW II - U. Kingdom 25 Feb. 1940
✓WW II - Nat'l. Gov't.
notes by D. Stephenson

NATIONAL GOVERNMENT IN THE UNITED KINGDOM

C252203

The existence of a National Government in the United Kingdom is frequently cited as an argument for the promotion of a National Union Government in Canada for carrying on the war. The experience of the United Kingdom gives no support for that proposal:

1. The government which took the title, "National" was not organized to carry on the war. It was formed in August, 1931, after a series of financial and political crises had brought about the resignation of the Labour Government, under Ramsay Macdonald. It was supported, at the outset, by the Conservative party, most of the Liberal party, and a small group of Labour members.

2. It does not today represent such an overwhelming majority of the electors as would indicate disappearance of opposition or complete support of one party or combination. At the last general election, the National Government groups received some 11,700,000 votes, and the Opposition groups some 10,200,000.

3. It has not become more "National" in the eight or nine years since its formation. The Liberal party almost immediately, in fact before the general election of October

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1931,divided into two groups,one under Sir John Simon, which gave the government unqualified support,and the other under Sir Herbert Samuel,whose support was conditioned onthe support of certain fiscal policies. Late in 1932 the Samuel Liberals withdrew from the Government, in November 1933 they crossed the floor and became a definitely opposition party,with which,in 1935,Lloyd George reunited his small group of Independent Liberals. The National Labour group has fallen to seven or eight members in the House. Ninety per cent of the National party members today are straight Conservatives.

4. No union of existing parties, no taking of representatives of the Opposition parties into the Government, has taken place in the United Kingdom as a result of the outbreak of the war. The composition of the Government remains substantially as it has been since 1931. The Labour party,under Major Attlee and the Liberal party,under Sir Archibald Sinclair,remain Opposition parties. They support the war but remain free to criticise the Government's conduct of the war.

NOTE: Note to follow Monday as to w hether offers were made to the Opposition parties to enter a war government.)

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February 25, 1940

MEMORANDUM RE NATIONAL GOVERNMENT C252205

Get Dr. Manion's statement in Saturday's papers about England being best example for having a National Government.

Get date at which National Government formed in England. 1931

Dr. Manion states English example shows the need for national government.

Reply: National government was formed in England in 1931. I think Ramsay MacDonald was then Prime Minister. At the time England went off the gold standard. Had no relation to the war.

Since it was formed, there has developed, as there did in Canada, after Sir Robert Borden's government, a regular opposition.

In England, it is an Opposition led by Attlee (Labour) and Sinclair (Liberal). When the present war came on, there was proposal they should join but they declined to.

Present national government really a Conservative Government with a strong opposition.

The effect of men of different political parties in a national government is compromise or things done to placate or to please the Opposition.

Had there been no national government in England, one party would have vigorously pursued disarmament and peace policies making concessions to avoid war. The other party would have been prepared to take its place and adopt a non-compromising attitude with countries that began to arm.

As it was, there was neither one nor the other - neither disarmament nor armament but continued compromise of principles.

Work out idea why national government impossible in Canada at this time, apart from all else.

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As it was, there was neither one nor the other - neither disarmament nor armament but continued compromise of principles.

Work out idea why national government impossible in Canada at this time, apart from all else.

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I ask you to listen to Dr. Manion's speeches and speeches of some of his lieutenants in this campaign e.g. Stewart (Toronto), Colonel Drew and others. I ask you: do you think my colleagues and I could work together with men who share the views they do; who express themselves as they do; who have an entirely different attitude toward their fellow-men and toward the problems of today.

If one has to take responsibility for government, one must have men of similar mind; who are prepared to share that responsibility.

Leading the government is like driving a motor car. You cannot have two people pulling at the wheel. You cannot, without terrible risks to all, afford to have a back-seat driver as well as a driver.

What is needed today in leadership of government is someone to remain at the seat of government, steadily viewing the situation as a whole; not rushing around the country like a man on a motorcycle.

Calm and reflection and thought are as necessary to successful action as action itself. The world has been brought into the state of war it is in through perpetual noise, publicity and the like, and some new stunt, some new experiment every few hours.

Note the wisdom of multitude of counsel.

W. L. M. K.

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WLMK.

February 25, 1940
WW II - Nat'l Gov't.
Elections - Gen. Elec. 1940 Issues

MEMORANDUM RE NATIONAL GOVERNMENT

C252207

Get Dr. Manion's statement in Saturday's papers about England being best example for having a National Government.

Get date at which National Government formed in England.

Dr. Manion states English example shows the need for national government.

Reply: National government was formed in England in 1931. I think Ramsay MacDonald was then Prime Minister. At the time England went off the gold standard. Had no relation to the war.

Since it was formed, there has developed, as there did in Canada, after Sir Robert Borden's government, a regular opposition.

In England, it is an Opposition led by Attlee (Labour) and Sinclair (Liberal). When the present war came on, there was proposal they should join but they declined to.

Present national government really a Conservative Government with a strong opposition.

The effect of men of different political parties in a national government is compromise or things done to placate or to please the Opposition.

Had there been no national government in England, one party would have vigorously pursued disarmament and peace policies making concessions to avoid war. The other party would have been prepared to take its place and adopt a non-compromising attitude with countries that began to arm.

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REPLY

NATIONAL GOVERNMENT

Winnipeg Free Press, January 30th, 1940

(Editorial)

"It is not unfair therefore to say that Dr. Manion's suggestion for a 'national government' is designed rather to ensure the victory of the Conservative party at the polls than to lay the foundation for that greater unity which the average man assumes is implied in the idea of a national union for victory. This may be perfectly legitimate campaign tactics on Dr. Manion's part, but it would be disastrous to place the issues before the people in such a way as to make them think that his success at the polls would, because of this 'national government' slogan, dissolve party lines for the duration of the war. It would, in fact, operate in exactly the opposite way.

A real national government can only be formed in this country after prolonged, careful and friendly consultation between the leaders of the main political groupings. It was only after negotiations of this kind that the Union Government of 1917 was formed; yet it failed, as we all know, to bring into its ranks a complete representation of all shades of political opinion. It proved to be, at that juncture, a powerful weapon for the maintenance of our war policy at high pitch. But it owed its existence to the fact that there had appeared in Canada a parting of the ways. A volent and disrupting issue had cut across the nation. No one can say with any semblance of accuracy that any such issue faces us today. The reason for a national government has not arisen. The plea for a 'national government' on the terms proposed by Dr. Manion is camouflage designed to cover other aims."

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C252209

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ODS/PM
25.2.40

National Government in the United Kingdom

The existence of a National Government in the United Kingdom is frequently cited as an argument for the promotion of a National Union Government in Canada for carrying on the war. The experience of the United Kingdom gives no support for that proposal:

1. The government which took the title, "National" was not organized to carry on the war. It was formed in August, 1931, after a series of financial and political crises had brought about the resignation of the Labour Government, under Ramsay Macdonald. It was supported, at the outset, by the Conservative party, most of the Liberal party, and a small group of Labour members.

2. It does not today represent such an overwhelming majority of the electors as would indicate disappearance of opposition or complete support of one party or combination. At the last general election, the National Government groups received some 11,700,000 votes, and the Opposition groups some 10,200,000.

3. It has not become more "National" in the eight or nine years since its formation. The Liberal party almost immediately, in fact before the general election of October

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1931, divided into two groups, one under Sir John Simon, which gave the government unqualified support, and the other under Sir Herbert Samuel, whose support was conditioned on the support of certain fiscal policies. Late in 1932 the Samuel Liberals withdrew from the Government, in November 1933 they crossed the floor and became a definitely opposition party, with which, in 1935, Lloyd George reunited his small group of Independent Liberals. The National Labour group has fallen to seven or eight members in the House. Ninety per cent of the National party members today are straight Conservatives.

4. No union of existing parties, no taking of representatives of the Opposition parties into the Government, has taken place in the United Kingdom as a result of the outbreak of the war. The composition of the Government remains substantially as it has been since 1931. The Labour party, under Major Attlee and the Liberal party, under Sir Archibald Sinclair, remain Opposition parties. They support the war but remain free to criticise the Government's conduct of the war.

NOTE: Note to follow Monday as to whether offers were made to the Opposition parties to enter a war government.)

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Feb.26/40.

C252212

NATIONAL GOVERNMENT 1939

In the reorganization of the British Cabinet early in September 1939 Mr. Chamberlain apparently offered posts both to the Labour and to the Liberal Party. Both declined for reasons which are indicated in the enclosed extracts from the London press.

The question arises whether it would be expedient to refer to this situation in view of the fact that it indicates that the Prime Minister made an offer to the two opposition parties.

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C252213

NEW YORK TIMES M- September 3,1939.

London, September 2.-

Labour leaders were definitely invited to enter and form a completely National government, but at a party meeting this morning they decided against it. Their leaders made it clear that this decision did not mean that they opposed the general trend of the government's foreign policy for they have not opposed it strenuously since Prime Minister Neville Chamberlain abandoned his policy of appeasement. The Socialists simply feel that they can be more helpful to Chamberlain by criticizing objectively from across the House.

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From
THE ECONOMIST

September 9, 1939.

In the main, then, and with the major exceptions of Mr. Churchill and Lord Hankey, the new Government is the old Government. That this is so is due to the refusal of the Labour or Liberal Parties to accept the invitations that were sent to them to join the Government. These refusals were given on slightly different grounds; the Labour Party as a matter of principle, the Liberal Party because it was not intended to include its representative in the War Cabinet and the party, if it accepted, would therefore be in the position of being bound without having a voice in policy. These decisions cannot be criticised; but they can be regretted. It is an advantage to have an opposition criticising in detail; but it might be even more advantageous if this stimulus were given inside the administration, and if a team that is tired by eight years in office could draw on the fresh personnel in and behind the Labour and Liberal parties.

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THE TIMES, Monday, September 4, 1939.

WAR CABINET OF NINE

TWO NEWCOMERS

MR. CHURCHILL AND LORD HANKEY

From Our Parliamentary Correspondent.

It was officially announced last night that the Prime Minister had decided to reconstitute the Government and set up a War Cabinet on the lines of the War Cabinet established in December, 1916. Mr. Chamberlain invited his colleagues in the Ministry to place their resignations collectively in his hands to enable the new arrangements to be put into effect.

The King has approved the following appointments, and the War Cabinet consists of:-

Prime Minister and First Lord of the Treasury
MR. NEVILLE CHAMBERLAIN

Chancellor of the Exchequer
SIR JOHN SIMON

Secretary of State for Foreign Affairs
LORD HALIFAX

Minister for Co-ordination of Defence
ADMIRAL OF THE FLEET LORD CHATFIELD

First Lord of the Admiralty
MR. WINSTON CHURCHILL

Secretary of State for War
MR. LESLIE HORE-BELISHA

Secretary of State for Air
SIR KINGSLEY WOOD

Lord Privy Seal
SIR SAMUEL HOARE

Minister without Portfolio
LORD HANKEY

It was announced later last night that the King had also approved the following appointments of Ministers not in the War Cabinet:-

Lord President of the Council
LORD STANHOPE

Lord Chancellor
SIR THOMAS INSKIP

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Home Secretary and Minister of Home Security
SIR JOHN ANDERSON

Secretary of State for Dominion Affairs
MR. ANTHONY EDEN

Further Ministerial appointments will be announced in due course.

PREVIOUS EXPERIENCE

New Members of the Ministry, who are also members of the War Cabinet, are Mr. Churchill, and Lord Hankey. Mr. Churchill, who is 64, has previously held most of the great offices of State. He now succeeds Lord Stanhope as First Lord of the Admiralty and thus returns to the post which he held at the outbreak of the last War.

Lord Hankey, who is 62, has never held Ministerial office before, but he brings to the War Cabinet an experience and knowledge of public affairs in many ways unequalled. Throughout the last War he was Secretary of the Committee of Imperial Defence, and he was also Secretary of the War Cabinet set up by Mr. Lloyd George in 1916 and the Imperial War Cabinet which was established later. After the War and until last year he held jointly the three offices of Secretary to the Cabinet, Secretary to the Committee of Imperial Defence, and Clerk of the Privy Council.

Sir Samuel Hoare, who is also a member of the War Cabinet, has vacated the office of Home Secretary, which he has held since 1937, to become Lord Privy Seal. In this post he succeeds Sir John Anderson, who had been both Lord Privy Seal and Minister for Civil Defence.

MR. EDEN'S RETURN

Mr. Eden's return to the Government is another notable feature of the Government reconstruction. From 1935 until February of last year Mr. Eden was Secretary for Foreign Affairs; he resigned that office because of his disagreement with Mr. Chamberlain about the Government's decision in the circumstances then existing to enter upon negotiations for an

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Anglo-Italian Agreement. Mr. Eden now succeeds Sir Thomas Inskip as Dominions Secretary. In order that he may be in the best position to maintain contact between the War Cabinet and the Dominions he will have special access to the War Cabinet. Lord Stanhope, formerly First Lord of the Admiralty, succeeds Lord Runciman as Lord President of the Council; and Sir Thomas Inskip goes to the House of Lords as Lord Chancellor in succession to Lord Maugham. Sir John Anderson succeeds Sir Samuel Hoare as Home Secretary, with the additional office and the new title of Minister of Home Security. He will continue to be in charge of A.R.P. administration.

On Saturday the Prime Minister also invited Sir Archibald Sinclair, leader of the Opposition Liberals, to accept a Cabinet office, but after consulting his colleagues Sir Archibald Sinclair replied that he and his friends considered that "in the present circumstances they could render better service to the nation and the Government by supporting all necessary war measures from an independent position."

Parliament will meet again to-day to continue the passage of war emergency measures.

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FROM "THE TIMES", London, 5 Sept.1939 P.4.

LIBERALS AND THE WAR CABINET

SIR A. SINCLAIR'S STATEMENT

C252218

After he had addressed a special meeting of the National Liberal Council at the National Liberal Club yesterday,Sir Archibald Sinclair,Leader of the Opposition Liberals,was asked by a woman member whether it was incorrect that an invitation had been extended to the party to join the Cabinet. His reply was:-

"The exact terms of the communiqué were 'A Cabinet post'. But not all Cabinet posts are in the War Cabinet."

LORD SAMUEL said:- "With regard to the suggestion that the Liberal Party should share in the Government of the country at the present time, it was not to be expected that the Liberal Party should share in the responsibility for the policy adopted and for the action taken without a share also in the day-to-day decisions of that policy and that action."

In his speech SIR ARCHIBALD SINCLAIR said there had been controversy in the past whether the Government might not have had a better chance of averting the present calamity if during the past seven years they had followed a different policy. Today such controversy was irrelevant.

He continued:- "today we are only concerned with the merits of the issues raised by Hitler's brutal and lawless invasion of Poland. Why is Poland now suffering all the horrors of invasion? For one reason only - the Poles stand in the path of Hitler's thrust for world domination and that path does not end at Warsaw. It leads to France and to the greatest prize of all,Britain with her Empire,the stronghold of the detested doctrine of Parliamentary democracy. The soldiers of Poland are defending more than the independence of their country; they are defending the liberties of Europe and with them the homes and liberties of the British people."

APPOINTMENTS WELCOMED

Dealing with the new Cabinet, he said Liberals could not be expected to be enthusiastic about the present composition of the Government. It was indeed a very experienced Government. The faces of the War Cabinet were nearly all familiar to them - perhaps many Liberals would think too familiar. Welcoming the appointments of Lord Hankey,Mr.Churchill,and Mr.Eden, he said,"I would wish that Mr.Eden's youthful energy and high attainments had found full scope in membership of the War Cabinet."

Referring to the question whether Liberals should be in the War Cabinet,he said,"If they are to accept political responsibility for the actions of the Government they must of course be represented in its innermost councils,where the big decisions of policy are taken. Nevertheless even if this War Cabinet is much the same as the old inner Cabinet we have so long criticized,it comtains some reassuring and powerful reinforcements. They are shouldering with courage and determination immense responsibilities.

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C252219

NATIONAL GOVERNMENT 1931

The National or Coalition Government was formed on August 25,1931. It had not then been decided to hold an election. That decision was reached shortly afterwards,and the election was held in October,1931, the members of the Government of course having been known to the public since August.

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Conservative views

C252220

"National Conservative Leader, Robert J. Manion today refused to recognize "national government" as a cure for Canada's present-day ills, arguing that such a set-up would inevitably lead to a Socialist regime dictated by a combination of the C.C.F., Social Credit and "all other Cave of Adullam parties."

"Every Government," said he, "starts to die soon after it is elected. A National Government would be the same in this respect as any other. Therefore after a period of time the Opposition would come into power.

"But the Opposition to a National Government, presumably made up of Liberals and Conservatives, would be the Social Credit, C.C.F., and other Socialist groups that cared to join with them. It would be these parties that would take over the reins of power when the National Government had outlived its usefulness."

What I have just read, you will find in the Toronto Globe and Mail of July the 27th. 1939

Speaking for the Liberal Opposition, in Parliament in 1915, Sir Wilfrid used these words:

"We are prepared to give to the government, to those who for the moment have the confidence of the Canadian people under our constitutional system, the support to which they are entitled for the attainment of the great end which we all have in mind."

37

Sir Wilfrid

Mr Manion

for, as late as November 2nd, 1939, not four months ago, he used these words:

"Considering everything, the course followed by the government in keeping full control of our war programme is probably the best for Canada as, under our parliamentary system, an alert and constructively critical Opposition is second only in importance to the government itself."

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Collateral - WWII - Hard Copy

C252221

ADVISORY NATIONAL WAR COUNCIL IN AUSTRALIA

Steps leading up to:

1940

March 7 -- **Coalition government** formed:

Party standing was:

Labour	- 30
United Australia Party	- 28
Country Party	- 16

Coalition was of two minority groups. formed after government defeat in important by-election.

September 21 - **General election** results:

Government

United Australia	- 24
Country	- 14
	38

Opposition

Labour	32
Lang Labour	4
	36

Government was still formed of two minority groups - with working majority of only one. (Exhibit 1.)

October 22 - **Advisory National War Council** formed comprising 4 members of government, 3 Labour members, 1 Lang Labour member.

Advisory body formed at suggestion of Labour, after it declined to enter either a national government, or national war executive council. (Exhibit 2).

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W. P.
11.3.40

C252223

COALITION GOVERNMENT IN AUSTRALIA

1. From the fall of 1934 until April 1939, the government of Australia was composed of a coalition of the United Australia and Country Parties, headed by Mr. Joseph Lyons as Prime Minister. On Mr. Lyons' death, in April 1939, Mr. Robert Menzies became leader of the United Australia Party. When he was asked to form a government, the Country Party headed by Sir Earle Page, declined to join him in forming a government. Personal bitterness between Sir Earle Page and Mr. Menzies was largely the reason for this.

2. Australia declared war on September 3rd, 1939. The policies of the United Australia and the Country Parties regarding the war did not differ at all. The Labour Party, while not opposing the declaration of war, took a stand against the despatch of troops overseas. On September 14th, expressly for the purpose of clearing the way for coalition with the United Australia Party, Sir Earle Page resigned as leader of the Country Party and was succeeded by Mr. Archie Cameron. Since that time, the Country Party has not criticized the government's war policy.

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3. On March 3rd, 1940, a by-election was held in the constituency of Corio, vacated by Mr. Casey on his appointment as Minister to the United States. The election was won by the Labour candidate and the victory was claimed as a repudiation of the government's war policy. The standing in the House of Representatives then was:

Labour... 30
United Australia Party.... 28
Country Party..... 16

4. On March 7th, the Prime Minister announced the formation of a coalition government, including ministers from Country Party. Mr. Cameron became Deputy Prime Minister. Three of his followers were taken into the Cabinet and two were given ministerial posts without Cabinet rank.

5. The coalition actually comprises the two smaller parties in the House of Representatives. The Labour Party which has a larger following then either of the others, is in Opposition. Of a total membership of 74, the coalition is supported by 44 members and opposed by the Labour Party of 30 members. The coalition comprises parties which had worked together for nearly six years and between which, in war time as in peace time, there were no fundamental differences of policy.

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6. This coalition government is not a national government. Such a national government composed of the three parties has been suggested several times by leaders of the Country Party, but on every occasion the leaders of the Labour Party have stated their opposition to joining in such a government.

7. It is perhaps worth noting that in Australia there is a fundamental difference between the war policies of the Government and the Opposition, with the latter opposing the Government's measures of overseas participation. The fact is that the Government in Australia has not been successful in keeping the country united behind the war effort, and that a coalition of the two smaller parties was necessary to safeguard the future of the Government. In Canada, on the other hand, the Government secured practically unanimous support of its policy. What criticisms there have been, have not been criticisms of policy, but criticisms of the details of its execution. In other words the Government of Canada has more right to be called a national Government, than has that of Australia.

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Lett - WWII - note govt

Summary of Nominations
by Provinces and Parties

C252226

Following is a Canadian Press summary of nominations by provinces and parties for the Dominion general elections: (Ottawa Morning Citizen, March 12, 1940)

245 - total
123 - to give majority
re forming a government - begin at far end

from point of view of members:

Other = Non-descripts . . . 9 - if all elected couldn't form a government.

New Democracy . . . 28 - " " "

C. C. F. . . . 96 - " " "

N. D. and C.C.F. combined = 124 - just a majority if everyone elected, but they are bitterly opposed to each other.

So we get down to choice between the remaining parties:

N. G's. 213
Liberals . . . . 240 plus 4 Liberal-Progressives

Gives Liberals a start of 31

Let us examine the N.G's. - to be representative of their name at all must be known.

They should compose known members of all parties,

e.g. Sir Robert Borden's party - Conservative - Liberals

They are every one Conservatives -

Conservatives ashamed to fight under their own banner, or show their own colours.

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Gives Liberals a start of 31

Let us examine the N.G's. - to be representative of their name at all must be known.

They should compose known members of all parties,

e.g. Sir Robert Borden's party - Conservative - Liberals

They are every one Conservatives -

Conservatives ashamed to fight under their own banner, or show their own colours.

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Let us look at the National Government Party.

When was it formed?

Not at a convention.

Not at the Conservative convention at which Dr. Manion was chosen leader.

True the Party changed its name at that Convention.

From National Liberal Conservative

to National Conservative.

It was getting away from its national complexion into a straight party complexion.

Dr. Manion chosen its leader.

It was never formed.

Who chose its leader?

Dr. Manion was chosen leader of the Conservative party.

He would hardly choose a leader from another party.

Who then chose the leader?

No one can surmise.

Strange as it may seem, it was Dr. Manion himself.

Why did he choose the leader of another party?

Because he wished a national or Union Government, with himself at the head, and there was no other way of forming the combination.

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The nondescripts would not go in with him.

The Social Credit " " " " " "
(now the New Democracy)

The C. C. F. " " " " " "

The Liberals " " " " " "

Apparently, he thought some Conservatives would not go in with him.

So only way to get in was to lead two parties:
the Conservative and the National government.

And, if possible, get in under the one head which was broad enough to include both.

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C252229

Next:

<u>What is the Platform of the National Government Party</u>?

There was a platform of the old Conservative party laid down in Ottawa - Summer of 1938.

But, when was National Government platform laid down?

There has been no meeting of the party.

There has been no meeting of its candidates.

We did not know who they were for certain until yesterday.

There will be no meeting between now and election day.

There have been no resolutions passed by National Government party organizations.

Are candidates pledged to the platform?

They cannot be, because there is no platform.

<u>There are lots of promises</u>.

<u>What</u> guarantee is there that, if candidates are elected, single promise will be carried out.

<u>Here give list of promises</u>.

Are these all subscribed to by all the candidates?

If they are, and they should be returned, and carried out, what is going to be left of the public treasury wherewith to carry on the war?

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C252230

Is Dr. Manion not doing in this election exactly what Mr. Stevens did in the elections of 1935?

(1) Desert his own party.

Oh no, you say, Dr. Manion is still a Conservative. But so was Mr. Stevens, as I said at the time and as he proved to be in the House of Commons, once Dr. Manion became leader. He, too, has again deserted the old Conservative party.

(2) Create a new party and give it its name.

Mr. Stevens called his the National Reconstruction Party.

Dr. Manion calls his the National Government Party.

(3) Write out the platform himself

and put it forward without any endorsation by any convention, or caucus.

(4) Supplement the platform with endless promises

made to suit the several localities visited - a sort of Joseph's coat of many colours - so everyone's taste would be suited. To the colour blind, the different colours would all look the the same - National government would cover that.

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C252231

(5) Choose the leader himself -

and himself as the leader.

(6) Baptize the candidates himself -

then leave the rest to the electorate.

Well, what happened as a consequence?

Mr. Stevens himself was returned.

Not one of Mr. Stevens' candidates was elected.

Did you ever think o f what, as a consequence, became of the party, of its name, of its platform, of the promises, of the leader himself?

It might be well, for those who are being carried away by the name National Government, by Dr. Manion's many promises, to think of that between now and Easter Monday.

But let me mention another possibility.

Mr. Stevens is a classical example of what good a leader, without a following, may be in carrying out platform promises.

But there is another possibility.

Unlike the party and his followers, Mr. Stevens himself was lucky. He was returned to Parliament. But, suppose he had not been returned, what then?

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Suppose Dr. Manion should not be equally lucky, and himself not returned? Is there any guarantee that anyone of them will honour his pledge to form a National Government or to carry out a single promise that he has made.

In their own interests, electors will do well to take every possibility of a campaign into full account.

Dr. Manion will say Mr. King may not be elected. There is, of course, such a possibility. mI do not think it is a probability. But, supposing I were not elected. There are 15 gentlemen of outstanding ability by whom I have been surrounded in the Cabinet for years past. Everyone of them stands for the same policies as I do, are pledged to support and to carry them out, and would see to it that not a moment was lost in carrying on Canada's war effort in accordance with the wish to the electors as expressed at the polls. This is something of which it is well to take account at a time of war.

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L3

National Govt — an emergency
Govt — — how it will affect
affect Nov 26

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Never before in the history of Canada has an opposition invited the people to return it to office without any policy, without any programme, without any hint of the men who would form the administration in case they obtain the necessary majority. Heretofore it has only been necessary, once nomination day was past, for the electors to look at the list of candidates to find out what men were likely to be in the government if the opposition were returned to power. Dr. Manion, however, says he is not going to form his government from his own followers. He says that it is not to be a Conservative government, but a government of the best brains of all parties. Where are they? They are certainly not among his candidates. Every prominent name in the list of "National government" candidates from coast to coast is the name of a man who in 1939 was a Conservative. At least it is true in every

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province except in the province of Quebec. In that province, the present candidates of the National government were prominent among the supporters of the former government of Quebec. At the time of the Quebec election, Dr. Manion's present candidates in that province were regarded by all honest Conservatives as the opponents of national unity. Who have changed? The Manionites or the Duplessisites? I believe that the better elements of the Conservative party resent the alliance and all its implications.

When we recall that Mr. Duplessis' government was called a National Union government, perhaps we have discovered the real origin of the new name of Dr. Manion's party. Canadians who desire national unity may not feel flattered by the imitation. It may be that among the lesser known names of candidates who are now supporting Dr. Manion, are some who are not Conservatives. If there are such men, they are untried in public life. Even if they do not belong to the Conservative party, the Canadian people will be pardoned if they do not recognize them as the best brains of the country. What has happened, of course, is that Dr. Manion has completed the destruction of the Conservative party and has failed to raise any hope of government upon its ruins. He seems to concentrate upon the destructive.

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Re: National Government

When the word "government" is used, it has a significance different to that of party. A party may wish to form a government. In that event, it is known who the members of the government will be from the party. When, however, a union government is formed, the situation is different. The members of the government are not of one party, but from different parties. Therefore, it becomes necessary for a leader of a national government to make the personnel of the government known in making his appeal; also, his policies, because of the bringing together of men who support different policies.

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The issue is neither what Dr. Manion chooses to make it, nor what I choose to make it. The issue is, and can only be, what government do the people of Canada want, for the next five years. In making their choice they will naturally examine the records of the men who are offering to serve them. During this election much has been said about the past, little about the future, even less about the problems which will almost inevitably face our government in the next few months, and the next few years. I say to you that never before have the Canadian people been called upon to make so serious a decision.

Should not the war-time government of Canada be entrusted to men who, tried in the school of experience, familiar with the problems to be faced, and advocates of policies widely supported, have throughout been united by a community of views?

Or should the conduct of your government in these critical days be handed over to men, most of whom are without experience in government, and who are bound together by no common principles or agreed policies?

On March 26th, the people must choose the men who are to continue to plan, organize, maintain and direct the war effort of Canada, on their behalf. Upon the wisdom of their choice will depend the part Canada will play in the war, and the effect of the war upon Canada herself.

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Canada must put forth the greatest possible effort. How can this be done? It can be done only by a united Canada. If Canada is torn asunder, if we are divided by domestic quarrels, our war effort will be undermined. How can Canada's unity in the prosecution of the war be maintained? What kind of government is best able to hold this country united in war?

Much is being heard of the "National Government." A true national government must draw its strength from all sections of the country. The present government is, in this sense, a truly national government. It draws its strength from every section of Canada. Its strength after five years in office, had not diminished; it had increased.

I ask my listeners what chance any of our opponents have, even if they have a measure of success at the polls, of forming a strong and united government, representing all parts of Canada. Let us look at the list of candidates. First of all, there are some ninety odd candidates, calling themselves Independents, or bearing all sorts of unfamiliar labels. They have no coherence, no unity, no common purpose. They could not form a government. Few of them have the slightest hope even of being elected to Parliament.

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Next, there are the 28 candidates of the group which, in the last Parliament, advocated Social Credit. They, like a greater and an older party, now have a new name. They call themselves the New Democracy. Alone of all the parties seeking the support of the voters, they have openly advocated conscription, although they can scarcely fail to know that even its advocacy is a menace to our unity of purpose, in the prosecution of the war. If all of them were elected, and most of them will not be, their numbers would be so small that they could have little positive influence on the deliberations of Parliament. Undoubtedly they would endeavour to distract the attention of Parliament and the government from the main business of defending our threatened institutions into theoretical discussions of their Utopian dreams.

Then we have the Co-operative Commonwealth Federation. They have only 96 candidates. They, too, cannot hope to form a government. Apart from the present government and its supporters, they are the only group with a consistent policy, clearly outlined, for the prosecution of the war. It is a very different policy from ours. What they advocate is economic assistance to the Allies, but no military help. The Canadian people, I am sure, want no such half-hearted policy in the prosecution of the war.

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We come now to the official Opposition, or at least what was the official Opposition when Parliament was in existence. It is the remnant of the Conservative Party, masquerading as a National Government party. The name itself is misleading. It is hard to see how there can be a National Government Party, without first having a National Government. They might better be called the party hoping to form a Government of Conservatives to be called a National Government.

The National Government of Canada, in the proper sense of the term, is the present Liberal Government. The Liberal candidates are the candidates of the present national government, but they have not hidden their historic name and they are not ashamed of their historic principles. The Conservatives have some 236 candidates. It is theoretically possible, therefore, for them to elect enough members to form a government, but stop for a moment and think what they will have to do to achieve this. In the last Parliament they had only one Member out of 26 from the three Maritime Provinces. In Quebec they had 5 out of 65. In the 4 Western Provinces they had 7 out of 71. Even in Ontario, they had only 25 out of 82. In more than four years, although there have been many by-elections, they have made no gains. To have a bare majority, they must win more than three times the number of seats they held in the last House.

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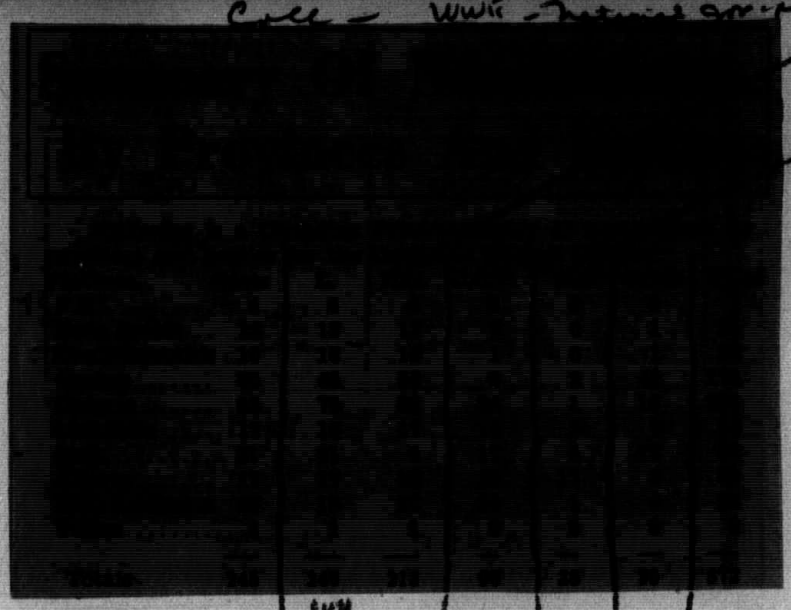
To enable them to form a strong government, they must elect still more.

All this, of course, might be possible if they had a well defined policy, differing from that of the present government, and a policy better calculated to serve the national interest; and if they had, among their candidates, a large number of outstanding men of national reputation and administrative experience. But I suggest that you examine again the list of candidates. Dr. Manion will not tell you who will be in his Cabinet. Try then to pick out for yourselves the men available to compose it. See if they are the men you want as Canada's war-time government.

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C252242

245 - total

123 - to give majority
re forming a government - begin at far end

from point of view of members:

Other = Non-descripts . . . 95 - if all elected couldn't form a government.

New Democracy . . . 28 - " " "
~~(New Dupes (?)~~

C. C. F. . . . 96 - " " "

N.D. and C.C.F. combined = 124 - just a majority if everyone elected, but they are bitterly opposed to each other.

So we get down to choice between the remaining parties:

N. G's. 213
Liberals 240

Gives Liberals a start of 27

Let us examine the N.G's. - to be representative of their name all must be known.

They should compose known members of all parties:
e.g. Sir Robert Borden's party - Conservatives - Liberals

They are every one Conservatives -

Conservatives ashamed to fight under their own banner, or show their own colours.

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Cover — WWII - National govt

Summary Of Nominations By Provinces And Parties

Following is a Canadian Press summary of nominations by provinces and parties for the Dominion general election:

Province.	Seats	L.	N.G.	C.C.F.	N.D.	Other	Total
P.E.I.	4	4	4	0	0	0	8
Nova Scotia ..	12	12	12	6	0	1	31
New Brunswick	10	10	10	1	0	1	22
Quebec	65	65	54	4	2	49	174
Ontario	82	79	82	24	1	16	202
Manitoba	17	16	17	13	3	7	56
Sask.	21	21	8	17	4	12	62
Alberta	17	17	10	15	17	3	62
Brit. Columbia	16	15	15	16	1	6	53
Yukon	1	1	1	0	0	0	2
Totals	245	240	213	96	28	95	672

144

2 1/2

C252242

245 - total

133 - to give majority re forming a government - begin at far end

from point of view of members:

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Exhibit

Ottawa M. Citizen
March 12, 1940

C252243

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New Brunswick	10	10	10	1	0	1	22
Quebec	65	65	54	6	2	49	174
Ontario	82	79	82	24	3	15	203
Manitoba	17	16	17	12	3	7	49
Sask.	21	17	8	11	4	13	82
Alberta	17	17	10	15	17	9	63
B.C.	16	15	15	14	3	6	53
Yukon	1	1	1	0	0	0	1
Totals	245	236	213	96	32	101	679

245 elected

less one

included candidate

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Exhibit

Ottawa E. Citizen
March 19, 1940

C252243

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Alberta	17	17	10	15	17	3	62
Brit. Columbia	16	15	15	16	1	6	53
Yukon	1	1	1	0	0	0	2
Totals	245	240 4	213	96	28	95 91	672

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Coll WWII - cabinet

C252244

Unrevised Hansard
June 7th, 1940, p. 663.

Mr. MACKENZIE KING: —eighteen or twenty, as my hon. friend tells me, leading industrialists or business men who are giving the benefit of their counsel and advice to him, and through him to the government, and not only that but are actively participating in the work of the direction of production of supplies with which that department is engaged. I might mention other cases in other departments, but I hope I have illustrated in a general way the method by which the government have been seeking to implement, if not in whole, in part at least, the undertaking which I gave during the recent general election campaign.

There are times and seasons for all things. The government is by no means relaxing its efforts to secure the right persons to assist in war work. Whether or not, or just when, it may be best to have the ministry itself enlarged, is a matter still under consideration. But I can assure my hon. friend that it is one to which I am giving, in collaboration with my colleagues, the most careful consideration.

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Coll - WWII, National govt

JWP/PM
C252245 10.7.40

REPRESENTATION OF MINORITY GROUPS IN THE GOVERNMENT

Attitude of Leader of Opposition

In the course of his remarks on Monday last, the Leader of the Opposition made two or three statements on which I should like, in turn, to make certain observations.

He stated, "But I want to make it clear to the House that my suggestion for a national government assumed a wider basis even than the inclusion of the Conservative party, which still commands the support of nearly half the people in Canada."

A moment later, he expressed this further opinion:

"Only a government representative of all the people should lead this nation in war time."

In the course of his remarks he also referred to "the Prime Minister's decision to continue party politics," although he had previously referred to what he called my endeavour to bring into the Cabinet "men of national calibre and of the Conservative faith".

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Nature of attempt to broaden the basis of the Ministry

The Leader of the Opposition cannot have it both ways. Surely an attempt to bring into the Ministry men who are not identified with the political party to which I belong is an unusual method of giving evidence of a decision to continue party politics.

I pointed out the other day that it was an open secret that I had offered to take into the Ministry outstanding persons, none of whom were at present in public life, because I felt that their presence in the Ministry would have made wholly apparent the readiness of my colleagues and myself to associate with ourselves in the work of the Ministry persons whose appointment could in no sense be regarded as made from any party political motive.

I should like to emphasize the fact that I was referring to persons not at present in public life, because that is the key to what I had in mind. I had no thought of selecting men because they belonged to one political party rather than to another. The government was, however, aware of the demands in certain quarters that recruits for the Cabinet should be found outside the ranks of those at present participating actively in public life. As I reported to the House, I found in the persons I approached a marked reluctance

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to accept public office,for reasons I have already given. These reasons, I might add, had nothing whatever to do with the political character of the Ministry or with any demand that they support a particular political party. No such demand, I may say, was so much as suggested.

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"National" government emphatically rejected by the people.

I had no thought of forming a "national" government, in the sense of a coalition or union of existing political parties or groups. It was made perfectly clear, over and over again, to the people of Canada during the recent election campaign that the present government was opposed to the formation of such a government. The proposal, in effect, involves the abandonment of responsible government as it is now understood and practiced. With a full knowledge of our position, the people of Canada returned the present government with an unprecedented majority, both in the House of Commons and in the popular vote. It is now pointed out that the government candidates received only 55% of the popular vote. An attempt is evidently being made to create an impression that the other 45% of the electors favoured the idea of a "national"government. This is very far from being the case. The candidates of the official Opposition, which advocated such a government, received only 31% of the votes cast. I think it is no secret that some of the candidates were luke-warn in their support of the idea.

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C252249

What seems to be forgotten is that the great majority of the electors emphatically rejected such a government. That is true not only of the supporters of the present administration; it is true, I think it is fair to say, of the supporters of the Co-operative Commonwealth Federation whose leaders, during the campaign, were also emphatic in their rejection of the proposal of "national" government.

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C252250

Correct attitude of Opposition

It is of the essence of democracy that the verdict of the majority of the electors should be accepted loyally by the minority. The persistence of the demand that the government should disregard the emphatic mandate it received from the majority and adopt instead the rejected proposal of the minority without further reference to the people, is one which I cannot for a moment accept.

I should like to contrast this attitude, which has been maintained by an Opposition recently rejected by the electors, with the attitude taken by the Liberal Opposition in 1914. At that time Parliament had been in existence for three years. The existing Conservative government had not, like the present government, received a mandate as a war administration. Furthermore, the basis of their popular support in one of the great provinces of the Dominion had been clearly weakened in the intervening period. The Liberal Opposition of that day represented a far greater proportion of the electors than the official Opposition does today. Yet it never for a moment occurred to Sir Wilfrid Laurier to suggest that he had any claim to participate in the administration. He offered, and gave, the government of the day full and loyal co-operation, but he continued to perform his constitutional duty as Leader of the Opposition.

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Legally constituted government entitled to whole-hearted support

There was not the slightest suggestion that the administration of the day was not entitled to the whole-hearted support of the country so long as it retained the support of a majority in Parliament. The Liberal Opposition in 1914 did not suggest, as is being suggested in some quarters today, that a government drawn from only one party could not be expected to enlist the whole-hearted support of the nation.

This view deserves careful examination. It is, on its face, intended to discredit the present government by the charge of "partisanship". But what does it really mean? It really means just this, that those who were not successful in the elections are not prepared to abide by the decision of the people, and to give their support at a time of great national emergency to the government chosen by the nation. It means that the minority will not loyally support the duly constituted government of the country. It means, in plain words, not that the government, but that the advocates of so-called "national" government are themselves putting party interests ahead of the national interest.

I do not wish for a moment to suggest that such an attitude has been adopted by everyone in opposition,

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or even by the majority of the Members in opposition. The Acting Leader of the C. C. F. administered a just rebuke to those who express this view when he used these words in the House on May 30th:

> "Let me remind my friends who sit to my immediate right and who say 'hear, hear' that whether we of the opposition groups like it or not the Prime Minister (Mr. Mackenzie King) less than two months ago received the largest endorsation that a government has ever received in the history of Canada".

I suggest that in taking the attitude he did, he was adopting the proper constitutional position of a loyal and democratic opposition.

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Collection - WWII - national gov't.

C252253

NEED FOR "NATIONAL GOVERNMENT"

Criticism: Conservatives paying for war and entitled to share in directing it.

National Government needed to secure unanimity in the country.

(Mr. Hanson's speech at Osgoode, August 1st: press report attached.)

Reply: The present government a national government in correct sense of term.

(See extract Prime Minister's broadcast Feb. 23, 1940.)

Present administration based on:

(a) overwhelming popular mandate

(b) responsibility to the people

(c) practical unanimity of sentiment and belief held in common--not unnatural attempt to harmonize conflicting views.

Responsible government essential to preservation of democracy (cf. France)

So-called National Government rejected by voters on March 26: renewal of campaign by those rejected by electorate no evidence that will of majority changed.

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Opposition trying to move in opposite directions at same time: condemning party government while recruiting for Conservative party.

(See also "Liberal War").

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PRESS CLIPPINGS

Office of
The Prime Minister

Name of Publication Ottawa M. Citizen C252255

Date Aug. 2/40.

Subject

Hanson Scoffs At The Day Training Plan

Would Be ...

Says ...

... Conservative ... Ottawa ... Hanson ... Day ... Training ... Says ... Hanson ... Day ... Training ... Plan ... Would Be ... Says ... Hanson ... Day ... Training ... Plan ... Would Be ... Says ... Hanson ... Day ... Training ... Plan ... Would Be

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PRESS CLIPPINGS

Office of
The Prime Minister

Name of Publication Ottawa M. Citizen C252255

Date Aug. 2/40.

Subject

Hanson Scoffs At Thirty-Day Training Plan

Would Be Suicide to Send Such Men With So Little Training Into War, He Says, at Osgoode Rally.

Describing the 30-day training period under the National Resources Mobilization Act "as a joke if it weren't so serious," Hon. R. B. Hanson, leader of the opposition, last night said it would be sheer suicide to send men with so little training into any theater of war.

Speaking at a large rally at Osgoode in support of G. Russell Boucher, Conservative standard bearer in Carleton county by-election, Hon. Mr. Hanson said that while the men might learn something of discipline and physical training, there were few uniforms to outfit them, no rifles to arm them and certainly no mechanized units with which to train them.

National Registration.

As for national registration, it might tell of the man and woman power, but if Hitler invaded England he was not going to wait three or four months for Canada to count cards to learn what young men were available for defence of the country.

"For eight solid months our contribution to England and her allies was pitiful," he observed. He charged the Mackenzie King government with deciding "on moderate participation in the war when the Empire was embarking on a struggle unprecedented in world history."

Mr. Hanson voiced approval of conscription "as the only democratic method he knew to draw an army from the masses of the people." He also apparently left the door open for National government by saying that he had made such a proposal to the Prime Minister after France asked for an armistice and that he believed Canada could only "pull its full weight" in the war when there was unanimity in Parliament.

All Must Serve.

"It won't do to carry on the war on a partisan basis. Conservatives, too, are being asked to pay, serve and, perhaps, die for their country."

Mr. Hanson said that the Prime Minister believed "he and he alone has the God-given destiny to run this country." From the vote in the last election, perhaps Mr. King had the right to think so. Certainly he spoke of the result often enough in the House of Commons.

"But today is not March 26," asserted Mr. Hanson. "There has been a revulsion of public opinion. Is there any loyal Britisher who honestly believes that Mr. King is the one to lead Canada through a war?"

To those who believed that the armed forces of the United States would protect us, he would say: "If you think we, as a self-respecting nation, can run behind the Stars and Stripes, then the day we accept that protection we will haul down the Union Jack never to go up again."

Criticizes Equipment.

When war was declared, the defence headquarters plan was discarded—"never to see the light of day since"—and the government set up its own plan. With the men not equipped, a division was sent overseas. "No contingent ever left Canada less well equipped." The division had no mechanical equipment, not even a machine gun.

"Middle-of-the-road participation" went on until the invasion of the Low Countries on May 10 and public opinion became shocked. Mr. Hanson said he had reviewed the government's record at the time, and while there had been a "barrage" of denials from the government at the time, subsequent events proved everything he said about equipment was correct. "From time to time the government has grudging admitted that what the opposition and the press said was true."

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With the collapse of France it was realized that something must be done to increase the tempo of the work to win, for won the war must be. England, "on whose shores for a thousand years no armed enemy had ever trod," was threatened with invasion, and Canadian became indignant that she was not contributing her share.

Two Courses Open.

Mr. Hanson said that with the government "so complacent and inert" two courses were open to him. He could have asked the House to adjourn to discuss Canada's contribution, which would have been a partisan act, and felt that his first consideration as a public man was to his country. The other course he took and discussed the situation with the Prime Minister in his office.

At that time he proposed to speed up our effort: Declaration of a national emergency to impress the people with the seriousness of the situation; that the government seek power from Parliament to mobilize manpower and material resources for defence of the Empire and our own shores; and National government.

The opposition leader said Mr. King "begged" him for 24 hours" to consider it. Then his answer was national registration and the National Resources Mobilization Act. Of the latter, Mr. Hanson said he would be "extremely suspicious of the results as far as creation of an army was concerned." The men being called up were to get 30 days' training "for the bloodiest war the world has ever known."

"No Dearth of Money."

As Parliament voted every cent the government asked, there was "no dearth of money" to get things done. In mentioning new taxes, which, he said, the people "would pay cheerfully if they could see results," he predicted an increase of one cent a loaf in bread prices as the result of the 15 cents processing tax on every bushel of wheat.

Mr. Hanson said he had just received a telegram from British Columbia complaining about a recruiting officer not turning up on the advertised date. Recruits came from 40 miles around—some of them gave up jobs—and many of them had to be fed and lodged at the expense of the community. That, he charged, was typical of the way the government was handling recruiting.

In spite of propaganda, paid by taxes, contracts of which the government was boasting were dated since June 15 when the government woke up. "Wars are won with trained men properly equipped," he declared.

Candidate Speaks.

Mr. Boucher, after thanking Mr. Hanson for his address, said he believed his own chances nine out of ten of receiving an acclamation in the riding. He was prepared to pledge his last ounce of energy to represent the constituency and to support Mr. Hanson in helping prosecute the war. This was not a time for a divided opinion. Nor was it a time for hesitant or doubtful effort. Whether he received an acclamation or went through an election, he wished the confidence, support and advice of the electorate. "And I see no reason why I should not get all of it."

A. H. Acres, M.L.A., introduced the opposition leader. R. Hardy Armstrong of Carp acted as chairman. Dancing and a general social evening followed the addresses.

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C252257

Prime Minister's Broadcast

February 23rd, 1940.

A national government, in the correct sense of the term, is the government which carries on the business of the nation. It represents the nation in accordance with parliamentary procedure and practice. Under the British system, it must be a representative and responsible government. It means a government which represents the majority in Parliament. It does not mean, as I said recently in the House of Commons, a government which is responsible to the official Opposition, or to any other minority group. It means a government which is responsible to the people. Representation of the people and responsibility to the people are the pillars of our parliamentary system. Since everyone cannot rule at one and the same time, the right to rule is given to those who command the confidence of the largest number. Government by majority rule is, under our system, the only true national government. Equally, it is the only true democratic government.

The only government that can be called truly national is a government which reflects a practical unanimity of sentiment and belief held in common by a majority of the people's representatives. In Canada, such a government should also represent, in fair proportion, every section of the country from the Atlantic to the Pacific. A truly national government cannot be founded upon an unnatural attempt to harmonize conflicting views and opinions. A combination created as a result of bargaining between conflicting parties and groups is not a national government. I might add that a political leader who cannot command support in all parts of the country will have little chance of forming a government strong enough to be a unifying force in time of war.

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Hanson Summary

C252258 19.10.40

NATIONAL GOVERNMENT

Issue settled by the electorate in March;

Leader of the Opposition presents absurd spectacle of a party leader engaged at one and the same time in the contradictory efforts of (1) recruiting his own party and (2) demanding the abolition of party government;

He cannot have it both ways: he should tell the people what he is really trying to do.

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DEMAND FOR "NATIONAL" GOVERNMENT

Mr. Hanson at Osgoode, Ont.

"On that black Sunday when it came over the wires that our Allies the French had started negotiations with the Huns, I went to the Prime Minister and proposed that he should declare a state of national emergency in order to bring the situation home more forcibly to the people's minds.

"We Conservatives were paying for the war, and I see no reason why we should not have a share in directing it. I asked Mr. King to arrange a National Government so that there would be absolute unanimity in the country. Mr. King asked for 24 hours.

"But even then he wouldn't yield. He has the idea that he has the God-given right to run this country. Perhaps he is right,

Suggested Reply

Mr. Hanson's so-called "National" government was rejected by the votes of the people on March 26th.

The government would be betraying the will of the majority and betraying democracy by accepting a proposal the majority of the people had rejected.

Only a third of the voters had supported Mr. Hanson's party: there were no grounds to believe that the will of the people had changed.

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Mr. Hanson (Cont'd)

but there has been a great revulsion of public opinion between the 26th of March and now."

(Ottawa Journal
Aug.2/40)

Suggested reply

Reported to have told Fredericton meeting the country would never get the utmost service from a party government in this war.

Conservative and Coalitionist

This was a curious statement to make at a meeting held for the avowed purpose of reviving the Conservative party.

What is Mr. Hanson trying to do?

Is he still trying to get into power by the back door of so-called "national" government?

Or is he engaged in his legitimate task of leading the Opposition for which he is paid by the Canadian people?

He cannot have it both ways.

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OFFICE OF THE PRIME MINISTER

MEMORANDUM

Mr. Jackman

C252261

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C252262

Re. Jackman and National Government see p 4985

Vol. LXXX.—No. 115

CANADA

House of Commons Debates

OFFICIAL REPORT—DAILY EDITION

Thursday, July 23, 1942

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C252264

HOUSE OF COMMONS

Speaker: The Honourable JAMES ALLISON GLEN

THURSDAY, July 23, 1942.

The house met at eleven o'clock.

REPORTS OF COMMITTEES

Second and final report of special committee on defence of Canada regulations.—Mr. McKinnon (Kenora-Rainy River).

Sixth report of standing committee on agriculture and colonization.—Mr. Weir.

QUESTIONS

(Questions answered orally are indicated by an asterisk.

GIMLI, MAN., AIRPORT

Mr. COLDWELL:

1. Has an airport been built at Gimli, Manitoba?
2. Who has the contract?
3. What amounts have been paid for, (a) fencing, (b) clearing the land of brush, (c) excavating, (d) surfacing, (e) erection of buildings?

Mr. RALSTON:

1. Construction now under way.
2. Bird Construction Company.
3. (a), (b), (c), (d) Accounts have not yet been received covering actual expenditures. The projected cost of aerodrome development is $1,113,500.

(e) The estimated cost of the proposed buildings is $1,276,600, but the contract has not yet been let.

PURCHASE OF LAND IN POINTE CLAIRE PARISH, QUE.—RENTAL TO AIR FORCE FOR MANNING DEPOT

Mr. MARIER:

1. Did Mr. A. G. Houghton purchase from Ames Dawes Realty on the 7th of May, 1941, a farm bearing the following numbers: 197-198-906 and 802 of the cadastre of the parish of Pointe Claire, and if so, what was the price paid?
2. Has the same A. G. Houghton sold this property to the C.N.R. for one dollar and other considerations, and if so, what are the other considerations?
3. Has the C.N.R. rented the same property to the air force for the erection of a manning depot at Lachine, and if so, for what period and at what price?

Mr. HOWE:

1. Mr. C. G. Houghton, a Canadian National Railway property department official, acting for the Canadian National Railways, purchased the property in question in consideration of $6,000.
2. $6,000.
3. Part of the said property and some adjoining land, previously owned by the railway company, has been leased to the Department of National Defence for the duration of the war and one year thereafter, at annual rental of $1,500.

CANADIAN NAVY—COOPERATION WITH FREE FRENCH FLEET ON ATLANTIC COAST

Mr. CHURCH:

Is the Canadian navy cooperating with or giving any assistance to the Free French fleet of General de Gaulle, on behalf of our allies, and aiding the good work of the Free French fleet in protecting Canada and the United States in the Atlantic, St. Lawrence gulf and islands in the neighbourhood?

Mr. MACDONALD (Kingston City): Stand.

Mr. CHURCH: Can the minister not answer these questions?

Mr. MACDONALD (Kingston City): I can give an oral answer now, and the answer is yes. The Canadian navy is endeavouring to cooperate with any navy or any unit of any navy of the allied nations.

Mr. CHURCH: That is not an answer; it is only an excuse.

DUNDURN, SASK., MILITARY CAMP

Mr. BENCE:

1. Is the military camp at Dundurn, Saskatchewan, being used to the fullest extent of its facilities for the training of troops?
2. If it is not being so used give the reasons therefor?

Mr. RALSTON:

1. The military camp at Dundurn, Saskatchewan, is at present being converted from its former use as the site of an engineer training centre and a machine gun training centre, to that of an armoured corps training

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centre which will train reinforcements for reconnaissance units. When this conversion is completed the present facilities for the training of troops at the latter camp will be used to their fullest extent.

2. Answered by No. 1.

MUNITIONS AND SUPPLY—BITS AND PIECES WORK IN MANITOBA

Mr. MACKENZIE (Neepawa):

Under the bits and pieces programme, what value in work has been given out or sublet, (a) in the province of Manitoba, (b) to country shops outside Winnipeg?

Mr. HOWE: The bits and pieces programme was instituted by the industry and subcontract coordination branch of the department. This branch does not give out work or negotiate subcontracts. It assists government purchasing branches and prime contractors in finding production capacity where contracts or subcontracts may be placed. Statistics are not available in the Department of Munitions and Supply to permit an accurate reply to this question.

NAVAL SERVICE—HEADQUARTERS STAFF

Mr. CARDIFF:

1. What are the names of the personnel of the navy headquarters staff at Ottawa, their ranks, salaries, living and all other allowances, their occupations when joining the department?
2. How many are of military age, 18 to 45; what are their names, and what naval experience or training have they?
3. What are their duties, do they all wear uniforms, and at what cost to the country?
4. How many have served in actual war, and are serving in this war, or what was their previous naval experience?

Mr. MACDONALD (Kingston City): I wonder if the hon. member who asks this question would particularize a little more. I should like to know whether he means the entire staff, civil and naval at headquarters, or whether he is referring merely to the naval part of the headquarters staff. If he will indicate with a little more precision or definiteness what information he wants, I shall be glad to endeavour to get it.

Mr. CARDIFF: I shall be glad to do that.

Question stands.

QUESTIONS PASSED AS ORDERS FOR RETURNS

RECOGNITION OF WORK OF CANADA'S MERCHANT MARINE

Mr. CHURCH:

Why is not more recognition given in naval announcements to the good work done by Canada's merchant marine on the seven seas and on inland lakes and waters of Canada?

Mr. McLARTY: Return tabled.

MAJOR J. S. YUILL

Mr. BLACK (Cumberland):

1. Is Major J. S. Yuill employed by the government in censor work?
2. If so, for what period has he been employed?
3. What salary is he paid monthly?
4. What were his total monthly expenses in (a) 1941, (b) 1942?
5. What have been the additional expenses in connection with his duties?
6. What have been the total salary and expenses paid to date, stating date of employment?

CIVIL SERVICE COMMISSION—R. JONES AND C. MOORE

Mr. CRUICKSHANK:

1. Are Mr. R. Jones and Mr. C. Moore employed by the civil service commission as examiners in British Columbia or elsewhere?
2. If so, what salaries do they receive and when were they appointed?
3. What qualifications have they for this class of work?
4. Are they under 30 years of age?
5. What are their respective ages?
6. Are they married or single?
7. What medical category are they under for military purposes?
8. Were their appointments approved by the Canadian Legion or any other military organization?
9. Have they been called up for military service and received postponement?
10. If not, when will they be called up?
11. Is this a class of work that could not be done by men over military age, or veterans?
12. Have any veterans' organizations been asked if they have any men with the necessary qualifications available for these positions?
13. Were applicati ns called in the usual way for these positions?
14. Why was order in council No. 4759 ignored in these appointments?

CIVIL SERVICE COMMISSION—EXAMINERS—QUESTION OF EXEMPTION OR POSTPONEMENT

Mr. ROSS (St. Paul's):

1. How many persons now in the employ of the civil service commission, examination branch, are between the ages of 17 and 45?
2. Have any been granted military exemption or postponement from order in council P.C. 4759?
3. Have any of the following been called, and granted exemption or postponement, and if so, when were they called, why were they exempted or postponed, and for what length of time was the postponement granted: J. C. Rutledge, Leslie Smith, Rex Boyd, Carson Jones, Gordon Doherty, Richard Moore, Harold Irwin, C. E. Rice?
4. What are the ages of the above mentioned, and on what dates did they enter the civil service commission as examiners?
5. Were they married or single prior to July 15, 1940?

NURSES

QUESTION OF FINANCIAL ASSISTANCE—SHORTAGE OF REGISTERED NURSES THROUGH ENLISTMENTS

On the orders of the day:

Mrs. CORA T. CASSELMAN (Edmonton East): I wish to direct a question to the Minister of Pensions and National Health. In view of the very serious shortage of registered nurses owing to the number of nurses going on active service with the military forces, will the government consider giving financial assistance to young women who wish to enter training for professional work and to graduate nurses who might do administrative work on the teaching staff?

Mr. SPEAKER: That question should be placed on the order paper.

[*Later:*]

Hon. IAN A. MACKENZIE (Minister of Pensions and National Health): I wish to table order in council P.C. 72/6073, which provides for a grant of $115,000 for the training of nurses.

HONG KONG COMMISSION

QUESTION OF LEGAL OPINION ON REFERENCES IN DEBATE TO EVIDENCE TAKEN AT INQUIRY

On the orders of the day:

Mr. J. G. DIEFENBAKER (Lake Centre): I wish to direct a question to the Minister of Justice by reason of the discussion which will take place on the question of the Hong Kong inquiry. Is it the opinion of the Department of Justice that, or has an opinion been secured, whether or not, any reference to the letters written to the Prime Minister and to the leaders of the various parties, in so far as those letters contain references to the evidence taken by the commission, would render the persons making such references liable to contempt of court before the commissioner on the inquiry, or whether or not the extraordinary powers conferred upon the commissioner terminated with the bringing down of the report by the commission?

Mr. SPEAKER: That is a question which really should be placed on the order paper, but in view of the statement made yesterday by the Prime Minister I will leave it to the minister in charge to answer.

Hon. R. B. HANSON (Leader of the Opposition): This question is important and pressing in view of the fact that we are to proceed to-day with the discussion of the Hong Kong report.

Mr. SPEAKER: I will leave it to the minister to reply.

Hon. L. S. ST. LAURENT (Minister of Justice): The hon. member sent me a notice of the second part of the question beginning, "Has the government secured a legal opinion from the Department of Justice or elsewhere, . . . " and as the hon. member read that part of the question and as I received it from him, the answer would be in the negative: no opinion has been secured. The hon. gentleman inserted, before that portion of which he gave me notice, the words—if I got them correctly—"Is it the opinion of the Department of Justice or has the government secured legal opinion from the Department of Justice or elsewhere?" The answer to that is that the matter has not been considered by the Department of Justice.

LABOUR CONDITIONS

LAYING OFF OF MEN IN PROVINCIALLY OPERATED MINE IN NOVA SCOTIA

On the orders of the day:

Mr. CLARENCE GILLIS (Cape Breton South): On Tuesday I asked the Minister of Labour a question in reference to the coal mining situation at Inverness, Nova Scotia. The minister did not have sufficient information to answer at that time, but he promised that he would get that information and give an answer. Is he prepared now to answer the question?

Hon. HUMPHREY MITCHELL (Minister of Labour): I am sorry to say I am not, but I will say to my hon. friend and to the leader of the opposition that I had a report on my desk just as I left for the house, and I will make a statement to-morrow on the orders of the day.

POSTAL SERVICE

REGULATIONS RESPECTING PARCELS MAILED TO ENGLAND

On the orders of the day:

Mr. G. K. FRASER (Peterborough West): Would the Postmaster General tell the house whether there are any new regulations in regard to sending parcels to England in view of the shortage of boats? If so, what are those regulations?

Hon. W. P. MULOCK (Postmaster General): The hon. member sent me notice of the question a moment ago. I shall be glad to give a statement to-morrow.

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MOBILIZATION ACT

AMENDMENT TO REPEAL SECTION 3 PROVIDING LIMITATION IN RESPECT TO SERVICE OVERSEAS

Right Hon. W. L. MACKENZIE KING (Prime Minister) moved the third reading of Bill No. 80, to amend the National Resources Mobilization Act, 1940.

Mr. JEAN-FRANÇOIS POULIOT (Témiscouta): My only hope to-day is, Mr. Speaker, that although you were born in that great country, Scotland, you are a Canadian at heart; and my deep regret is, sir, that some of those who were born in this country are not as good Canadians as you are.

I shall not insist on bringing to your attention some facts that would have been qualified by the leader of the opposition (Mr. Hanson) as an outrage on parliamentary practice; I mean the railroading of this bill in committee of the whole last night. But, sir, under the shadow and protection of the Chair when you sit in it I feel more secure to express freely my views about this bill, which is of the utmost importance for this country right now and also for the future.

The fact that some of us are opposing this legislation does not mean that we are disloyal Canadian citizens. It means that we have the right, inasmuch as we are members of this house, even more than the conscientious objectors, the Jehovah's Witnesses and all the cranks whose views are to be expressed freely if the report of the committee on the defence of Canada regulations that was tabled this morning is adopted. It means that members of parliament have the right to express their views in this house freely, without fear or favour, and thinking only of the public interest of the Canadian people.

We French Canadians are not disloyal. We have the utmost respect and the greatest admiration for Their Majesties the King and Queen. This is the reason why as a private member of parliament I have suggested that a good likeness of His Majesty the King, who is the commander-in-chief of the Canadian Army, should be in all recruiting offices. But when I offered that suggestion I realized once more that the Minister of National Defence had not understood what I had said in plain English. I was referring to recruiting booths or offices, and he in his reply mentioned messes. He said on May 6—*Hansard*, page 2397:

> The hon. member for Témiscouata asked about having a picture of the king and queen in the various messes. He spoke of His Majesty as commander-in-chief. That is an error.

The minister added that he would take the suggestion into consideration. My suggestion of having a picture of His Majesty the King, the commander-in-chief of our army, in all recruiting offices has joined all other representations that have been made to the Minister of National Defence by any private member; they can be found in his old waste-paper basket.

Well, sir, taking into account what has been said by the leader of the three branches of the army, I want to mention in the first place that early in April General Brown said:

> The reserve force may have to fight and it must be ready to fight as soon as possible.
>
> After all, there is no more war overseas than there is here now, and we may have some here sooner than they have, in view of the threats to our coast.

That was the view of the army, the militia. What was the view of the navy? Here it is in an interview published in the *Evening Telegram*, Toronto, of March 25 last:

> U-boats may try raiding St. Lawrence in summer, Canadian admiral warns.
>
> Three services defending maritimes ready for visits by Hun craft, is assurance.
>
> The word "ready" is used.
>
> By J. H. Fisher, *Telegram* staff writer.
>
> Ottawa, March 24.—German submarines may attempt sinking merchantmen in the gulf of St. Lawrence, this summer, Vice-Admiral P. W. Nelles, chief of the naval staff, and Rear-Admiral G. C. Jones, in command at Halifax, said to-day in an interview relating to east coast naval operations.
>
> These top-ranking officers in the Canadian naval service declared that it would be quite feasible for enemy U-boats to venture into the gulf in the hope that they may be able to pick off a cargo vessel, but they indicated that the three services defending the Canadian maritimes are ready for any visit of this nature.

And you know, sir, as all hon. members do, that there have been sinkings by enemy submarines on several occasions. The interview continues:

> "It is a practical proposition," Vice-Admiral Nelles declared, and Rear-Admiral Jones explained that with the coming of the longer days the opportunities for the U-boats will increase. He added, however, that the longer days will also make it easier for the air force to detect and atack these rattlesnakes of the sea.

What was done for the protection of our waterways and of our shores by the navy no one knows.

According to the Ottawa *Journal* of February 24, a young Belgian artillery officer declared that nazi four-motor bombers now stationed in Norway could make the trip easily from Norway to Canada, and that Canada was within range of bombers from Norway, and that Canadians should not feel that they are safe from the horrors of war.

Now, Sir, you know very well that it is important to protect this country, not only for the safety of the Canadian people but

also to safeguard and protect all ways of communication by preventing the landing of supplies. Our ways of communication by water and by rail are vital to the help that we are giving and that we may give in the future to the allied countries. Therefore this country needs adequate protection.

Is it believable that although the mobilization act of 1940 was designed for the protection of this land, nothing of importance yet has been done in that regard? What about the suggestion that we should improve the military roads that are so vital to our communications? What about the suggestion with regard to mobile units? These suggestions have joined the one I made, in regard to the picture of His Majesty in the recruiting booths; they are in the waste-paper basket of the Minister of National Defence.

Then, sir, there is another reason for which it is important that we change the present policy of the Department of National Defence. I take this from the words of the Prime Minister himself, in reply to my suggestion, a suggestion which I was the only member of parliament to make, with regard to recruiting a regiment in my own constituency for the defence of this land. Here are the words of the Prime Minister as they may be found at page 922 of *Hansard* for June 19, 1940:

> I pointed out to him that in doing that he might be making the greatest mistake possible with respect to the national interest; that, to win this war, we might wish to keep at work in the forests the men who are now working in the forests, to provide the timber which will be required for docks and wharves and required immediately; that the men who are working in the factories may be a thousand times more useful to the government of this country in giving their skilled labour to the manufacture of aircraft, munitions, or other weapons of war than they could possibly be in lining up and presenting themselves for military service; equally that on the farms, if we are to perform what will be expected of us, we shall need all the production that can be effectively and rapidly carried out on the farms of our country.

It was precisely on account of that very statement by the Prime Minister that I wrote the Minister of National Defence on May 16, 1941:

> Eleven months ago, the Prime Minister pointed out to me that in doing voluntary recruiting for the defence of Canada, I might be making the greatest mistake possible with respect to the national interest.
>
> Would there be no mistake possible with respect to the national interest in doing it for overseas service? In other words, how can I do, at your request and for another country, what I have been precluded to do by the Prime Minister for our native country?

Several arguments have been used with regard to the establishment of conscription in this country, as though it were to be a new move. It is not a new move. Conscription was commenced precisely two weeks after I wrote that letter to the Minister of National Defence. It was established by and in virtue of order in council P.C. 4759, dated Friday, June 27, 1941, when all avenues of employment were closed to men of military age who were not already called for training. In the advertisements for positions, published by the civil service commission, one paragraph reads as follows:

> Order in council P.C. 4759 of June 27, 1941, provided that no male person of military age shall be appointed to the public service unless he is ineligible for service in the forces. Military age has been set as from 18 to 45 years inclusive. Among successful male candidates within these ages, except veterans of the great war of 1914-18 or the present war, only those will receive appointment who, after examination by an army medical board, have been declared unfit for military service.

Since then that order has been made much tighter. Now the only men who can secure employment in war industry of any description, including the railways, must be unfit for service, or either under or over the military age. So that we see boys of sixteen and and seventeen who have to go far from home in order to get work to help their families, and no man who is fit for military service and of military age can secure employment even in a war industry. I did put a question to the Minister of National Defence when he appeared as a witness before the committee on railways and shipping. He told me that it was up to the railway to decide whether or not a man who was called for training was indispensable to the railway. I know what happens. A notice is sent to the trainee by the registrar, and the trainee has to pass on that notice to the foreman of the shop. The foreman of the shop sends it to the head office of the region. The head office of the region sends it to the Department of National Defence, where a postponement is either granted or denied. Then it is returned by the military attaché to the registrar with the black ball of the Department of National Defence; and how is it that the minister—

Mr. RALSTON: I should like to say—

Mr. POULIOT: I want the minister not to interrupt me.

Mr. RALSTON: My hon. friend is making a statement with regard to procedure. I want him to produce the proceedings and the minutes of the railway committee in which I made any such statement, that the railways decided who should be called for military service and who should not. Then I should like

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anything the hon. member has to substantiate the procedure which he now alleges takes place, in which the Department of National Defence itself decides on the matter of deferment. I say both those statements are incorrect.

Mr. POULIOT: Then I will ask the Clerk of the House if he will kindly call for the reports of the railway committee, which are downstairs, and particularly volume 3. I have little time at my disposal, Mr. Speaker, and I am always surprised when the minister jumps up like a jack-in-the-box when I am speaking.

Mr. RALSTON: If my hon. friend will stick to the facts.

Mr. POULIOT: There he is again, like a jack-in-the-box. It is impossible to develop an argument when one is interrupted all the time either by the hon. member for Northumberland (Mr. Fraser) or by the Minister of National Defence (Mr. Ralston), who seem to be Siamese twins. I will not stand for it any longer, sir; I hope and trust you will apply the rule very strictly to everyone, because here we are all the same. No hon. member is more important than another, and a private member has the same rights in this house as the Prime Minister or the leader of the opposition, under the guidance of Mr. Speaker.

I was very sorry when I was called to withdraw the word "pompous" as applied to brass hats. But I was not surprised when the Minister of National Defence described as "futile" the very important question which stands on to-day's order paper as No. 3, and which has not been answered since June 12. To describe brass hats as they should be described I will use the language of a great Englishman, no less a man than Admiral Fisher. I take this description from the Montreal *Gazette* of November 26, 1941:

Brass Hats in Black Uniforms

Toward the end of the third act of The Devil's Disciple, George Bernard Shaw makes General Burgoyne say to his stuffed-shirt major: "Take it quietly, Major Swindon; your friend the British soldier can stand up to anything except the British war office."

That was some thirty-five years ago. About ten years later, the late great Admiral "Jackie" Fisher delivered a broadside which Judith Robinson dug up and quoted in last week's News; when the generals rebuked him for encroaching on their territory by preparing anti-zeppelin defences. Admiral Fisher replied: "Gentlemen, I have the responsibility of protecting the admiralty from German bombs. You at the war office are safe—the Germans will never bomb that establishment."

And what does Sir Roger Keyes, D.S.O., C.M.G., hero of Zeebrugge, say? These are his words:

Brass hats at Whitehall have frustrated every worth-while offensive action I have ever tried to make. They have succeeded in thwarting or delaying execution until we either have been forestalled or actions have been taken too late for success. Until the staff system is thoroughly overhauled we will always be too late for everything we undertake.

I regret not to have the time to read the article in the *Gazette* in full. However I hold in my hand another editorial, this time from a Tory imperialist paper in Ottawa, the Ottawa *Journal*, which quotes no less an Englishman than Somerset Maugham:

I can sum up the cause of the collapse of France in very few words. The general staff was incompetent; the officers were vain, ill-instructed in modern warfare and insufficiently determined; the men were dissatisfied and half-hearted. The people at large were kept ignorant of everything that they should have been informed of; they were profoundly suspicious of the government and were never convinced that the war was a matter that urgently concerned them; the propertied classes were more afraid of bolshevism than of German domination; their first thought was how to keep their money safely in their pockets; the government was inept, corrupt and in part disloyal. Is it a miracle that France was defeated? It would have been a miracle if she hadn't been.

Mr. Maugham concludes:

The scum will be swept away. There are men in France who have integrity, patriotism and courage, thousands upon thousands of them.

Another argument is that the National Resources Mobilization Act of 1940 will have to be changed so as to permit our men to go outside of Canada for the defence of this country. Is it necessary? My answer is no, because the Prime Minister stated in the house on February 27 that trainees could be sent to the United States, and that the pledge of no conscription for overseas was not a barrier to that.

Then on June 5 the Minister of National Defence declared that the Dutch Harbour action brought the joint scheme of defence into effect. That is another reason used by the government.

Mr. RALSTON: Pearl Harbour, not Dutch Harbour.

Mr. POULIOT: I will send the clipping to the minister.

Mr. RALSTON: I said Pearl Harbour.

Mr. POULIOT: This is the extract:

Defence Minister Ralston gave the House of Commons word late yesterday that the Japanese have made only one actual attack on the United States naval base at Dutch harbour, Alaska, correcting information he gave the chamber earlier that there apparently had been three.

I do not need to quote more. I shall give this to the Minister of National Defence. He may be kept busy reading it, and it will be good for him.

Then, there is another argument—Oh, he will not read it. I am not surprised. He will not learn anything. There is another reason given by the government to persuade the Canadian people that we must have enlistment for overseas service. They say they have private information. What is the use of having diplomatic envoys in all the countries of the world when they are not better informed?

During the special session of 1939 I asked a question of the Prime Minister, which is reported at page 117 of *Hansard*. At that time I asked if the high commissioner in England had the same opportunity as ambassadors to discuss matters of state with the official representatives of other countries. What was the answer given? It was said that he does not have official relations with the ambassadors of other countries, but that he was getting his information through the dominions office, drop by drop. That was not information. It was propaganda which was conveyed through the dominions office to Mr. Vincent Massey and then to Ottawa.

I admit that Mr. and Mrs. Massey have done a great deal for the soldiers overseas by way of the establishment of hospitals, and so on. But they are the most imperialistic crowd in the world. Besides that, what is said about the British war office? We have heard how it has been described by Lord Fisher, by Sir Roger Keyes, by Somerset Maugham and by others who have seen the operation of it. They have shown what brains there are in the British war office.

According to a dispatch of July 30, 1940, and according to a news item of the same date from Mr. Cummings, which is published in the Ottawa *Citizen*, the British war office was denounced because of red tape—and that is not surprising. What is the real reason for conscription in this country? Why is the defence of Canada forgotten? Why is the future of this country put aside and destroyed? I have the answer in a recent news item from the Canadian Press. I believe the date is June 27. The translation is as follows:

Captain Harold Balfour, under secretary of state for air, has declared to the house in London that the raid made by more than 1,000 air units would not have been possible without the help of men who had graduated in Canada.

I interrupt my remarks to refer to the official report of the standing committee on railways and shipping. I shall not send a copy of this to the Minister of National Defence because he would not read it. What I said has been denied by the minister; therefore I shall read to the house the question put to the minister and his reply. I am sorry I cannot read all the questions and answers. I quote from page 141:

Mr. Pouliot: I understand that such jobs cannot be filled by the patients of the Lady Grey hospital or the Lake Edward sanatorium —they cannot become brakemen or firemen— and you cannot expect men who are unfit for military service to be brakemen and firemen on a train, can you?

Hon. Mr. Ralston: I would have to leave that with the railways; it is a railway question.

It is impossible to get any information from his department. If the minister does not know what is going on there, I am not going to instruct him.

Mr. RALSTON: That is not what my hon. friend said.

Mr. POULIOT: I object. This is my time.

Mr. RALSTON: My hon. friend—

Mr. POULIOT: I object. Sit down.

Mr. RALSTON: I do not care—

Mr. POULIOT: I know you do not care; you do not care about the Canadian people.

Some hon. MEMBERS: Order.

Mr. POULIOT: I am addressing the Chair and I do not want to be interrupted. What makes me doubly sorry are the remarks of the Prime Minister not long ago in connection with objections raised by some members of parliament in 1936, 1937 and 1938 when the estimates of the Department of National Defence were before the house. He said, as reported at page 4322 of *Hansard:*

In 1937, in 1938 and in 1939, some of these hon. members opposed the preparations for the defence of Canada because they maintained that Canada was in no danger. If I interpret their words aright, they are still prepared to overlook the designs of the enemy, and to discount his strength, despite the fact that his design of world conquest is increasingly clear, and despite the continued success of his arms.

I never used language as strong as that of the Prime Minister. Here is what he said in 1939, as reported on page 2419 of *Hansard:*

The idea that every twenty years this country should automatically and as a matter of course take part in a war overseas for democracy or self-determination of other small nations, that a country which has all it can do to run itself should feel called upon to save, periodically, a continent that cannot run itself, and to these ends risk the lives of its people, risk bankruptcy and political disunion, seems to many a nightmare and sheer madness.

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I never used such language. Although I have never boasted of it, I should like to refer to an honour which was paid me, one that I prize very highly. It is a letter which I received from the Imperial Veterans' Corps in Ontario precisely at the time the Prime Minister complained that we were obstructing to an extent injurious to the defence of Canada. This letter is written on the letterhead of the Imperial Veterans' Corps in Ontario. It is dated Toronto, March 10, 1937, and reads:

J. F. Pouliot, Esq., M.P.,
Ottawa, Ont.

Dear Sir:

Referring to an article in the press recently reporting your comments regarding honorary colonels in the Canadian army, I am glad to convey to you the approval of the members of this organization, who at a general meeting, went on record as being opposed to honorary colonels in the armies, as it was unjust to men who gave their all to the empire during the years 1914-18. The meeting commended you for your action.

I am, sir,

Yours respectfully,
Arthur F. Wright,
Secretary.

This incident was reported in the Toronto *Telegram* as follows:

Corps Opposed Honorary Rank for Canadians.

Forty new Members Join Imperial Veterans' Corps at Fourth Battalion Club.

Imperial Veterans' Corps, meeting at the fourth battalion club, Yonge and Queen streets, went on record as being opposed to honorary colonels in the armies in Canada.

Presided over by the president, J. Gibson, 40 new members were initiated into the corps, with past president Eric McLellan officiating. The new members were welcomed into the association by the president.

J. Lees, representing the federation of ex-service men, gave an interesting address after which a vote was taken and carried that the imperial veterans affiliate with the federation.

Robert Pendock, attacked Canada's "tin soldiers", referring to the quotations of Hon. Mr. Pouliot, Liberal member from Quebec, in regard to honorary colonels in the armies. Mr. Pendock was of the opinion that "honorary colonels not only did have a demoralizing and degrading effect on Canadian armies, but are unjust to the men who gave their all to the empire in 1914 and 1918."

When a motion was passed that a letter be sent to Mr. Pouliot commending him for his attitude, the crowd roared approval.

To conclude, I regret very much that those who are in favour of conscription for overseas appear to be suffering from a disease which is described medically as follows:

Presbyopia—an imperfection of vision in which near objects are seen less distinctly than those at a distance.

Mr. LIGUORI LACOMBE (Laval-Two Mountains): The bill for conscription has reached its final stage. It is now up for third reading. At this decisive moment we are still standing up to fight it. Many times in this house and at public meetings I have asserted that as long as I lived I would oppose this disastrous bill for conscription. I shall not fail in my task. I do not care about the attacks and treachery of those who should be the first ones to support us. Before history and the country they must bear the responsibility of their hesitation.

On July 7 the Prime Minister (Mr. Mackenzie King) asserted that he did not intend to allow another debate on conscription should he decide to call the members together to ask for a vote of confidence. I protest against these tactics. They are worthy of a dictator. I protest with the same energy as that with which Laurier protested when he opposed prorogation and the gag applied by Borden in this house in 1917.

The Prime Minister and this government can no longer be called Liberal, because every day they are getting farther away from Laurier's doctrines and are trampling upon the principles which he defended during his whole life. On several ocasions I have warned the government against its negligence in protecting Canada and its eagerness to adopt an external policy which would prove disastrous for the defence of our own country. Instead of establishing conscription, could the government not fulfil its first duty towards Canada, that is, to protect our shores and our territory? Otherwise it will be responsible for abandoning Canada to the enemy. The government is now in possession, since the secret session, of precious information concerning the defence of Canada. When the enemy is really at our door, we must organize, before all, the defence of our country. We must not sacrifice elsewhere anything which may be necessary for the protection of Canadian territory. Why was defeat brought down upon the conquered countries? If we study the misfortunes of most of our allies we shall find that the main cause of their defeat was a lack of well-organized resistance against the enemy. The fate of every country subdued by the enemy will exemplify this statement. That is why it is the first duty of the government to organize the defence of Canada and to refrain from sacrificing uselessly any of our national resources. The future will prove that we are justified, at this very grave moment, in requesting an exclusively Canadian policy. Before all, we must endeavour to live through this tremendous disaster which

has fallen upon the world. We shall not attain this end if we weaken our own defence with conscription for overseas service.

Speaking in this house on July 24, 1917, Sir Wilfrid Laurier made the following statements—*Hansard*, pages 3727 and 3729:

I have my views upon conscription. They have not changed. It is not a pleasure for me to find myself at variance with so many of the friends I have around me; but I thought and still believe that a measure of conscription, under the circumstances, was an apple of discord, and I could not accept it. That is all I have to say upon that point.

But I may be asked: what is your policy; it is not sufficient for the opposition to say "nay" to any proposition, what is your policy? Sir, I laid my policy before parliament upon the second reading of the bill. I asked that a referendum should be had and the judgment of the people taken upon this question. . . . But when the conscription measure was proposed I had to oppose it, and why? Because, presented as it had been presented, before the country, it had been made an instrument of coercion.

It is a denial of those principles of democracy which we hold dear and sacred. I oppose this bill because it has in it the seeds of discord and disunion; because it is an obstacle and a bar to that union of heart and soul without which it is impossible to hope that this confederation will attain the aims and ends that were had in view when confederation was effected. Sir, all my life I have fought coercion; all my life I have promoted union; and the inspiration which led me to that course shall be my guide at all times, so long as there is a breath left in my body.

The inspiration, sir, which led Sir Wilfrid Laurier to that course should be the guide of his successor, the present Prime Minister.

The results of the plebiscite held on April 27 last are not at all conclusive. The government must have a very clear and precise mandate to propose such an exceedingly serious measure. It lacks the mandate to do so. The question, "Are you in favour of or against conscription?" has never been asked of the people of Canada. Sir, we want no more hypocrisy. We are fighting to preserve whatever good and praiseworthy elements are still left in democracy. According to the very words of Laurier, we are fighting to maintain government of the people, for the people and by the people.

Why not be loyal, honest and frank with the people? Why not frankly tell the electorate what we intend to do? The tremendous sacrifices of the population of Canada in the war effort deserve something more noble than electoral pledges, corruption and lies.

Why repeal section 3 of the mobilization act? Is it because Canada has not fulfilled its duty, all its duty, in this war? Absolutely not. Canada's population is only 11,500,000. In spite of its small population our country has organized eight divisions. Over 130,000 men are in the Canadian air force, and more than 33,000 men in the Canadian navy. The Canadian navy has convoyed more than 9,000 ships, and Canada has overseas a well-trained and fully equipped Canadian army. Who believes that Canada has failed in its duty in this war, when the Canadian air force and the Canadian navy are fighting on all fronts in the world? Who will assert that Canada is doing nothing for the prosecution of the war, when the Canadian people pay a tremendous income tax and are sending gifts of munitions, foodstuffs and billions to England?

It is a tragic joke to hear these extremists asserting, in order to serve better their conscriptionist feelings, that Canada has not fulfilled its duty. I protest as firmly as I can against such cynical statements from those who believe that Canada must ruin its own defence, all its natural resources, all its income, all its farming community, in these extremely serious times. All the sacrifices made by the people of Canada in this war constitute a solemn assertion that our population does not require conscription to fulfil its duty and all its duty. Conscription will ruin not only the defence of Canada but also the magnificent war effort of our country. Conscription will be a disgrace, a downfall, considering the most generous help which this country is giving to the United Nations.

We are still asking, Mr. Speaker, that farmers, farmers' sons and fishermen be exempted from military training. I need not recall to this house all the arguments I have advanced to this effect. Food production in Canada has decreased to such an extent that all kinds of restrictions are imminent. In a country like ours it would be absurd to ration farm produce. The food required by our armed forces and our civilian population should and will remain plentiful in Canada. Our immense natural wealth is hardly developed. Cultivated lands represent but a very small part of our national domain. How can we explain, then, that the government will not adopt the strong measures which alone will enable our farmers, farmers' sons and farm hands to return to the land? By all means we must keep our army and civilian population from starvation. We must prevent rationing, which necessarily engenders anaemia and apathy, the diseases which are the source of all weakness and which defeated the nations that are now dominated by the axis powers. They were subdued because they lacked food and munitions. Would we be foolish enough to organize the defeat of our armies by ruining agriculture?

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Let us not forget that our agricultural production received a severe blow last year. It was reduced by approximately 38 per cent. In all the provinces many old or sick farmers had to abandon farming because compulsory military training deprived them of the necessary labour to operate their farms. How many dairy herds were led to the abattoir because of the want of foresight and of the disastrous policy of the government with regard to agriculture, which I have so often condemned in this house? The beef situation, the rationing of butter, and all similar restrictions, could be easily avoided if the government would for one moment have regard to the misfortunes of agriculture and give back to the land the farm hands who are so necessary to its operation.

I desire to move, seconded by the hon. member for Gaspé (Mr. Roy):

That the said bill be not now read a third time, but that it be referred back to the committee of the whole with instruction that they have power to amend it by allowing a full exemption to farmers' and fishermen's sons as well as persons employed in agriculture and the fishing industry.

Mr. M. J. COLDWELL (Rosetown-Biggar): I regret very much that at this stage of the session it is necessary for one to be in several places at once, as it were, so that it has been impossible for me to follow the debates in the house during the past few days. Even now there are members, including myself, who should be attending a meeting of an important committee which is reaching the report stage. However, I wish to say a few words before the bill is voted upon.

I believe we made our position abundantly clear on the second reading of the bill on July 7. I stated then, and I repeat now, that the grave war situation which faces the United Nations requires action and not further delay; that this house has the responsibility, to the country and to the people who sent members here to take all the decisions that may be necessary to safeguard the nation and to promote the common cause in which we are engaged, and that the house ought not to evade its responsibilities by allowing the government to adopt any measures without its approval, scrutiny and consent. To act otherwise and by order in council is in my opinion against all the democratic procedure which a democratic parliament should follow.

We have said too, ever since the war began, that if and when we had conscription it should involve not only the conscription of manpower for service in this war, but the conscription of industry and wealth on the same terms, on the same basis, and at the same time as it was proposed to conscript manpower for any of our war purposes. The amendment proposed by the bill provides only that the government now shall have the power to conscript men for service overseas. Had the government in the months that have gone by used the mobilization act, which is on the statute book, to conscript industry and wealth on the same basis as men have already been conscripted in this war, the situation from our point of view would have been entirely different from what it is at the present time. This bill merely delays decision on the important question now before the country and before us. The leader of the opposition (Mr. Hanson), following the address of the Prime Minister (Mr. Mackenzie King) immediately before the vote on the second reading was taken, said that the government had looped the loop three times. I think that statement was correct. But the thing that surprised me was that the official opposition had looped the loop with the government an equal number of times by voting with it.

Every phase of the regulations made under this bill ought to be placed before the house. Instead of a bill of this description, amending the mobilization act, we should have before us a measure which we could discuss and consider and criticize. We know perfectly well that there has been no uniformity in the enforcement of the National Resources Mobilization Act across the country. We know that in Saskatchewan, for example, as I have said before, certain interpretations have been given by the board in that province which differ radically from interpretations given in other provinces. If we are to have equality of sacrifice, then we ought to have uniformity of sacrifice in order to achieve some measure of equality. Therefore I say also that industry and wealth ought to be treated in exactly the same manner as we are treating man-power.

It has been said, of course, that the budget is conscription of industry and wealth. Is it? Look into the budget. We tried to amend it recently so that the excess profits tax would be 100 per cent. To-day 20 per cent is refundable; 20 per cent may be used by industry when this war is over as deferred dividends. There is no conscription of profits, even in the budget. Although in some respects it moves in the right direction, as I said in the budget debate its incidence is heavy at the bottom; it is heavy in the middle brackets, but as you move upward the percentage of incidence of taxation grows less. By no stretch of the imagination can that be called conscription of either industry or wealth.

We voted against the second reading of the government's bill on the ground I have stated. We supported the budget, it is true, in spite of our dislike of some of its features. We supported that budget because in this war we have never denied at any time the funds that the government needed to carry on the war.

May I say that I resent the kind of campaign that is being carried on by Liberal papers in western Canada, not only against this group but against all those who for various reasons sought to oppose this measure. I have here a copy of the Edmonton *Bulletin* of July 8. I am advised by legal men that if we wished we could bring suit against this paper for libel. It is a distinct libel on parliament. The heading of a front page editorial is, "Fifty-four were traitors." Then it goes on to say:

When second reading of the bill to amend the National Resources Mobilization Act—an amendment to permit the conscription of Canadian man-power for conscription overseas—was passed in the House of Commons last night, forty-six Quebec Liberals, two Quebec Independents and six C.C.F. members voted against it. It is hard to believe that there are that many traitors in the country.

And the editorial ends up with these words:

All this constitutes treason. And they are traitors.

The Edmonton *Bulletin* is a Liberal paper, and that is the kind of editorial that the Liberal papers are putting across western Canada to-day.

When we turn to some of the other Liberal papers, we find for example the Regina *Leader-Post*, which describes our vote with the Quebec members by using the expression, "the C.C.F. and pea-soup,"—employing any term which they thought would raise prejudice against people who come from another province and with whom we happened to vote on this occasion. The Prime Minister, who has led the Liberal party through these years, has always professed to be anxious to promote national unity. The men who have followed the Prime Minister in western Canada, the papers that have supported him faithfully all through these years, are to-day endeavouring to destroy national unity. They realize, as I realize—

Mr. GARDINER: May I ask the hon. member a question? Is he suggesting that Charlie Campbell's papers have always supported the leaders of the Liberal party in the west?

Mr. COLDWELL: No; I am not, because Mr. Campbell has operated papers in two provinces, papers with different political affiliations. He loops the loop too, when it suits him. But the papers to which I have referred, the Regina *Leader-Post*, and the Saskatoon *Star-Phoenix*, which I am just about to quote, have been the most consistent supporters of the Minister of Agriculture, of the Prime Minister and of the Liberal party that we have in Canada.

What does the *Star-Phoenix* say? In its issue of Saturday last, July 18, it discusses the secret session. Hon. members know that on many occasions I urged the holding of a secret session before the hon. member for Gaspé asked for it in connection with the St. Lawrence situation. I had already asked that before the house adjourned we have a secret session to discuss the war situation generally. I am not going to divulge anything which took place in the secret session, but I can say that the discussion was not confined to the St. Lawrence basin or to the defence of our eastern shores. Yet because I joined in asking for that secret session, following the request of the hon. member for Gaspé, a request joined in also by the leader of the opposition, the Saskatoon *Star-Phoenix* said:

A second interesting point is that Mr. Coldwell, C.C.F. leader, while admitting he did not know much about the St. Lawrence, nevertheless lined himself up with Mr. Roy. It may be remembered that Mr. Coldwell and his C.C.F. members, a few weeks ago, voted with the Quebec anti-conscriptionists and anti-war members against conscription of men. Here quite evidently is another turn in C.C.F. policy, a turn which lines them up with the Quebec anti-conscriptionists, isolationists, and anti-British group.

In the neighbouring column of the same edition we have another statement. The hon. member for Weyburn (Mr. Douglas) had made a speech on this matter in Saskatoon, and this is the comment of the Liberal Saskatoon *Star-Phoenix*:

Unfortunately Mr. Douglas did not clarify this contradiction in policy or explain the new brotherhood of C.C.F. and Quebec Catholic isolationism.

So we see that the Liberal party in western Canada is not only going to try to arouse antipathies on the basis of the war, but is going to do again what has been done before to the bedevilment of this country—raise the religious issue as well in opposition to us. And I say this—the Minister of Agriculture must know it—that nine years ago, to this very day, I believe, shortly after the manifesto of our Cooperative Commonwealth Federation had been adopted by the national convention in Regina, I addressed a public meeting there. I was then the provincial leader of the movement. Among other things I said—because we had had a terrible experience in our province in the raising of racial and religious

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prejudices—that I would rather go down to defeat than achieve victory in this province or elsewhere on the basis of race and religious prejudice. I say that again now.

Mr. GARDINER: May I ask a question?

Mr. COLDWELL: Yes.

Mr. GARDINER: Will not the hon. gentleman admit that on one occasion I did go down to defeat in opposition to that kind of campaign?

Mr. COLDWELL: Yes, I will give the Minister of Agriculture credit for that.

Mr. McNIVEN: And the Liberal party.

Mr. COLDWELL: But I just want to point out that apparently among his followers in western Canada and the newspapers which support or have supported him, there is a fundamental change. And I will tell you why; because the Cooperative Commonwealth Federation is a growing power in the west. They have tried during recent years to throw Russia at us. We have never had any association with the Communist party. Those who know me know that the Communist party had no use for me, because I have never tolerated their philosophy or their methods, and I do not intend to do so. To-day Russia is putting up a magnificant resistance. Russia is no longer a bogy, so that these people, some of whom have maintained power by various methods, by playing one end of the country against the other, now must find a new bogy. That new bogy, in the English-speaking part of Canada, is Quebec Catholic isolationism. That is what they are doing, and I say that so far as we are concerned we will have no part in it. I venture to suggest that those who are writing these stories know differently, that those who are writing these stories know perfectly well that I have sought no support from any member of this house representing the province of Quebec or any other province, and that members of this house have not sought my support, whether they come from the province of Quebec or any other province, on any understanding whatsoever. I venture to say that those who are writing these stories know this statement to be true. I try and have tried to be honourable in this house and elsewhere in my dealings with the public. My sincerity has been questioned. Well, I will let my record throughout the long years stand as a test of sincerity.

So I say, Mr. Speaker, that we believe this war demands a total mobilization of all our resources, and until we have that total mobilization of all our resources we have no right to take the lives of our young men alone. But if we take all our rescources, then we have that right. I want to make that position plain, and for that reason I have made these few remarks on that score, and I would add a word to those newspapers with which I have disagreed but which I have always respected. I have respected the Manitoba *Free Press*. I get the Regina *Leader-Post* every day and enjoy reading it, and hitherto I have had nothing but fair treatment from the Saskatoon newspaper. But just let me say to them and those who write for them, that they are placing their feet upon a slippery road when they try to raise this question anew in Canada. We have seen this country bedevilled by a lack of national unity. We have seen this country bedevilled by religious and racial prejudices, and here we are in the middle of a war, with a group of newspapers that ought to know better and ought to have some sense of responsibility, deliberately stating that which is untrue in order to further the interests of those whom they believe they are supporting. With that, Mr. Speaker, I leave our record in this matter to the judgment of this house and the judgment of this country.

Mr. SPEAKER: The amendment moved by the hon. member for Laval-Two Mountains (Mr. Lacombe) reads as follows:

That the said bill be not now read a third time, but that it be referred back to the committee of the whole with instruction that they have power to amend it by allowing a full exemption to farmers' and fishermen's sons as well as persons employed in agriculture and the fishing industry.

I find that on February 19, as reported on page 789 of *Hansard*, an amendment was moved by the hon. member for Quebec-Montmorency (Mr. LaCroix), which read as follows:

That all the words after "this house regrets that Your Excellency's advisers" in the amendment, be deleted and the following substituted therefor:

"(a) did not deem it proper to advise Your Excellency that the government should adhere to its commitments and the terms of its mandate against conscription for overseas service which it received from the people of Canada at the general elections held on March 26, 1940;

(b) that the farmers, farm employees, fishermen, fisheries employees and all persons engaged in industries connected with agriculture or with war industries, should be exempt from military service."

In other words the amendment then voted upon and negatived by a division of the house was exactly the same amendment as the one now moved. I refer to citation 403 of Beauchesne, which reads:

An amendment once negatived by the house cannot be proposed a second time.

As a result, I rule the amendment out of order.

Mr. A. W. ROEBUCK (Trinity): Mr. Speaker, I would hesitate to enter again upon a discussion of the problem that is before us on the third reading of this bill if I thought it would lead to a general debate and a repetition of the arguments we have heard already, pro and con. But I call Your Honour's attention to the fact that I did not complete my address on the second reading of the bill, not because of any discourtesy but perhaps, shall I say, a want of courtesy or lack of courtesy extended to me on that occasion. Therefore I feel there are things I wish to say, which it is my duty to say, and which I beg the indulgence of the house to permit me to say now.

The hon. member for Rosetown-Biggar (Mr. Coldwell) has just said that the world situation demands action on our part. With that statement I agree. Then he added that in this bill we should not hand over to the government power to take the steps proposed, but rather that these matters should be brought to the floor of the house in detail so that every phase may be examined and passed upon by this house, and that, in addition, there should be joined to the conscription measure a further measure providing for the conscription of wealth. He seemed to object to the passing of conscription until he is satisfied upon all points of the financial programme of the present government. Well, it does seem to me that a procedure such as that suggested by the leader of the Cooperative Commonwealth Federation would hardly be in keeping with his statement that world affairs demand action; because were we to follow out that programme I do not know when we would be through with this measure.

I sympathize with the leader of the Cooperative Commonwealth Federation in his protest against extravagant attacks made as a result of the actions of himself and others in this house. The use of violence in language will not get us far in Canada; and the imputing of false motives to members of this house leads to confusion rather than to clear thinking. I join in his protest against the calling of names against those with whom we disagree. But perhaps I may comfort the leader of that party with just a word from Mother Goose. The old lady said that "sticks and stones will break your bones, but names will never hurt you." We can therefore pass statements of that kind, and perhaps the least said the better.

The very purpose of this bill is to give into the hands of the government the power to bring in a conscriptive measure in this country. The principle has been laid down by the Prime Minister (Mr. Mackenzie King): "not necessarily conscription, but conscription when necessary". With that principle I agree. I have always agreed to it. That is the stand I took in 1917, in the general election of that time, when I was a candidate supporting Sir Wilfrid Laurier. But the statement of principle still leaves open for consideration and decision the further question as to those conditions which will make necessary the passing of conscription. And I do not agree with the test that has been laid down. It is intimated that the one and only test of the necessity for the introduction of a selective service compulsory system is that the voluntary system has failed to produce either an arbitrary quota or sufficient men to provide reinforcements upon some formula that may be devised.

That is not the only test, and I submit to my fellow members in the house and to you, Mr. Speaker, that it is not the best test. Were we to wait until voluntary enlistment has failed we should be waiting on failure; we should be adopting a policy of defeat, a most inadvisable thing to do. Were we to wait until we could no longer secure men by voluntary enlistment for our forces, and then introduce a measure of conscription, we should make it assured that we would have from that time forward a full complement of unwilling men. And by doing so we should probably lay the foundation of failure, and we should certainly encourage the failure of the system which we might then adopt.

I submit it would be a terrible blow to Canadian morale and to the prestige of Canada were we publicly to admit that our young men will no longer voluntarily join our armed forces, and that it has been necessary for us to adopt some form of compulsion in order to induce our young men of soldier age and qualifications to maintain our army abroad. That would be a jar to the credit, morale and reputation of Canada.

In my opinion there is more in a compulsory selective draft system than the compulsion. There is the machinery provided for the selection of men who should go, and, almost as important as that, there is machinery for the selection of the men who should not go. I fancy that one is almost as important as the other. At the present time there are young men who are struggling with their consciences, wondering whether it is their duty to enlist, arguing about it and so on, young men who are perhaps being insulted by their neighbours for not enlisting, who, in the very nature of things, should not enlist. A general, complete system of selection would relieve those who should not go, as well as give a definite invitation to those who should go, and I think in that way would

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probably bring about unity rather than disunity. Therefore I urge upon the government, as soon as this bill has been passed, that it adopt, by such methods as are in its hands, a complete and full system of compulsory selective service. I think that it is approved by the people generally in Canada—not all of Canada, it is true, but by the great majority in Canada. I should like to see the government abolish the limitations upon the service to be obtained from those at present enrolled, by the means of conscription. Let us have one army, one cause, and let us proceed to one victory.

Recently in the house the hon. member for St. James (Mr. Durocher) quoted a statement I had made some time previously in which I had said that I conceived it the duty of a member of parliament to represent in the house the wishes of his constituency. And therefore, and for other reasons, I advocated at that time what I am expressing more fully now. The hon. member said I had inadvertently expressed a principle as useful to those who came from constituencies which voted "no" in the plebiscite as to those from constituencies which voted "yes". There was nothing at all inadvertent about my statement. The principle I then tried to make clear applies with equal force to you, my fellow members, who came from constituencies which voted "no" as to me, from a constituency which voted so overwhelmingly "yes".

I conceive it to be the duty of a member of parliament to obey the will of his electors. If we do that, we then hold parliament up as a mirror to the country. The will of the majority just naturally prevails. We shall all have done our duty, and, in this instance at least, progress will result.

Burke has been quoted as the authority that a member should do as he pleases, irrespective of the wishes of his constituency. Some hon. member says "hear, hear," but I for one am not prepared to follow Edmund Burke as an authority on democracy. Edmund Burke entered the British House of Commons in 1865 by grace of Lord Rockingham, who was at that time head of the whig landlord party in England. He entered parliament for the pocket constituency of Wendover, controlled—absolutely controlled—by Lord Verney. That is, he represented a rotten borough. While in the house—and I say this to his honour—he championed the rights of the American colonies, and in so doing won the approval of the commercial interests of the city of Bristol. At the following general election the people of that city did Edmund Burke the honour of electing him to the house from a real constituency. It was after his election, not before, that Burke laid down the principle which has been quoted so frequently in succeeding years, the principle that the member is not a representative or a delegate from his constituency, but is there by some right to exercise his own good judgment. Then Burke proceeded to put his ideas into effect in practice as well as in precept.

Perhaps hon. members may be interested in knowing what happened to Burke. Well, he escaped defeat in the city of Bristol at the next general election by withdrawing from the contest. He proceeded to secure representation in another rotten borough. I am not likely to follow Burke as an authority on democracy. I look upon myself as a servant of my constituency; I am not its master.

While I am on this point let me say a word to my fellow-members who are French Canadians. I think I understand the attitude of the province of Quebec in connection with the question now before the house. I sympathize with hon. members in their difficulties, but they are not the only ones with difficulties. I think I can understand the attitude of a large section of the province of Quebec. In my judgment, that attitude is not vastly different from what was the attitude of all Canada only a few short years ago, say before the sending of a contingent to South Africa. There was a time when practically all, not all, but practically all Canadians were opposed to Canada becoming involved in non-Canadian wars. We disapproved in those days, and perhaps some of us do to-day, of the petty nationalism of Europe. We held in contempt the conscript armies of Europe. We admired the free armies of Great Britain.

At that time Canada was engaged in carrying on her own business. We were clearing the farms, we were building highways and railroads, we were building great cities, we were constructing a Canada. That was our destiny at that time. As a boy I remember the indignation with which a farmer neighbour of ours referred to the movement which he said was intended to "make soldiers of our boys." Much has happened since those days. There has been a development of public opinion in this country. We have all changed. We Canadians have been driven from that position by the irresistible logic of world events.

I think I have been a consistent Liberal; at all events I have been an enthusiastic and determined Liberal. But even I, in company with many another, the British of Great Britain and the Americans of the United States, have come to the conclusion that a well devised and reasonably enforced system

of selective service is better than the voluntary system. It is a fairer and more effective system, and I have come to think that perhaps in the end it is kinder than the voluntary system with which we have had so much experience.

There are special circumstances which have intervened to delay the recognition of these facts in some portions of the province of Quebec. I pause to say that this is not to be interpreted as meaning that the province of Quebec or any portion of it is inferior to the rest of Canada in its love for Canada, in its hatred of conquest and oppression and in its determination and courage to fight for the defence of Canada whenever Canada is attacked. I pay that tribute to the province of Quebec.

But this is a democratic country. We in this chamber may differ on many subjects, but I hope we do not differ on the fundamental principle of the sovereignty of the majority in a democracy. When the people speak and their speech is carried into effect in accordance with our constitutional methods—for instance, a bill passed in this house—then the rights of the minority merge with the rights of the majority. It is true that the rights of the minority should be respected—but once a measure has passed into law in this country, the minority submits. We all obey the law. I suggest that this will be the attitude of the province of Quebec, of all sections of that province, on this as it has been on all other occasions. If the government, so soon as this power is placed in its hands, will proceed courageously to do the things which will benefit the war effort, the people of the province of Quebec will show what good Canadians they are. Many of us may be surprised at the way in which they will join with the rest of Canada, at how they will show themselves to be Canadians, ready to observe the law as it is, although they have opposed and criticized and denounced it in advance.

There has been comparatively little said during this debate from the English standpoint as compared with the oratory of the French Canadians. But I honour you gentlemen for that. You have been doing your duty in opposing this measure; you have done it vigorously; you have done it eloquently and you have done it well; but once the measure has been passed by this parliament of Canada then remember you are Canadians. The principle changes, and I take it that you will observe the law as it stands.

My submission is that if the government will take the nettle firmly in the hand there will be little trouble. It should take the action that is demanded by the circumstances. If it will adopt a system which meets with the approval of the vast majority of the people, it will do a great service to the people of this country.

At one o'clock the house took recess.

The house resumed at three o'clock.

Mr. ROEBUCK: There is very little that I wish to add to what I have already said on this question, because it is not my intention to attempt to review the arguments pro and con with regard to conscription—they are age-old arguments now. But there is one point in connection with one of the newer aspects of the problem to which I would like to call attention.

Canada's relations with our great neighbour to the south are of vast importance, not only to Canada herself but to the world. Now the United States is democratically regimenting its people for war and it has adopted a complete system of compulsory selective service. It is most important, I submit, that Canada should line up with these people in appearance as well as in fact, and I submit that this can never be quite so while they have a compulsory draft system and we have not. It is true that the size of our army is greater than theirs on a percentage basis, and it is equally true that our production of armaments and of supplies to Great Britain and our other allies bears at least favourable comparison with that of any other nation on the allied side. We have been engaged in this war for very nearly three years, and the United States has been formally engaged for a period of only about seven months. There are arguments aplenty to justify our position, but, Mr. Speaker, arguments fall on deaf ears when there is some division of the common effort in which we appear to hold back. If we are to march in unison with our great neighbours to the south it is essential that we should adopt the same measure of step. These good reasons—our relations with our neighbours to the south, our position in the allied camp, the credit which we may receive from other nations, our allies and others—justify the people of Canada and the government of Canada adopting without further delay a complete system somewhat similar to that in effect in these other countries—a complete, compulsory, systematic selective service as a method of recruitment.

I am going to vote on the third reading of this bill as I did on the second reading. I approve the bill. I hope to see power go into

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the hands of our government as rapidly as possible, but I wish it to be understood that I am not taking the power away from parliament and putting it in the hands of the executive with any idea of delay. This action is being taken by those who agree with me, not for inaction but for action. I hope to see the government of Canada adopt a complete, genuine measure of compulsory selective service at a very early day, as soon as is reasonably possible.

Mr. McGARRY: May I ask the hon. gentleman whether conscription of wealth is included in the United States draft law?

Mr. ROEBUCK: The hon. member asks me whether conscription of wealth has been included in the law of the United States in association with the draft system, and the answer is no.

Mr. T. L. CHURCH (Broadview): Mr. Speaker, I wish for a few moments only this afternoon to discuss certain features of Bill 80 as they apply to the conduct of the war and the objectives of the government during this, the most fateful year in the history of civilization.

Every day, every minute, every hour brings us in Canada closer to the war, not only on our back and side doors but on the Pacific and the Atlantic, and especially in the good province of Quebec, which is in a most dangerous position. Our session here has lasted nearly seven months, including last November, and the main part of the time has been taken up with only secondary matters, because the war is primary, nothing else matters unless we win. We of the house are supposed to be together for war. Everybody should forget the party system. We are not here to advance, during the war, any of those doctrines in domestic matters which might at another time be important.

Now what have we regarding this so-called mobilization act? The government is back to where it started. It has no system; it never had any system since the war started so far as the army is concerned. I do not like to hear some hon. gentlemen blaming those who are in control, because that is not the way they proceed in England. In England they can criticize policies without indulging in attacks upon individuals. I received this morning from a friend in the House of Commons, London, a copy of the British *Hansard* for the three days' public debate on the war, which contains as much in a day as all our *Hansard* in a week. You find there, rising in their places on the government benches, men who are home for a week's leave, members who have been on the ocean, commanders, admirals, major-generals, all men serving in the war. What do they do? They tell the government in what respects they think the government is wrong, and ask it for a total war effort, and attack in public the conduct of the war without offence to anyone, or any objection.

This bill, before it can function, must overcome an antiquated circuitous mobilization system which we should never have had. We made our mistakes right at the beginning of the war, by starting to mobilize men in a circuitous fashion. In this bill there is no such thing as equality of service or equality of sacrifice. The people back home in the constituencies are very much disappointed with the stand which the government has taken on this question. It is all topsy-turvy, with changes every week-end; it is a case of here to-day and away to-morrow. We started off in connection with this bill by proposing a certain policy. If from the start the voluntary system had had a chance, with some of the money which is now being spent, $4,000,000 a day, and is expected to rise to $10,000,000 a day—I say that if one iota of this money had been spent properly the government would have had all the men it wanted. But they allowed volunteer recruiting to dry up as the first and second year's men were not wanted with the result that the people have got tired of the system.

The province from which I come is important to the dominion from a recruitment point of view. The old province of Ontario seems to have been singled out unfavourably by those who have administered this act, although I do not say it was done designedly, and our youth have been sent right across Canada from Vancouver to Halifax, when they could have taken all their training and received all their education at home. Take the case of my own constituency, which, by the way, has done better, proportionate to its population of 60,000, than any other riding I know of. When one goes up the street one finds that all its young people have gone to war under the voluntary system. Elsewhere we find others who can go before the boards which are operating all over the country and get off, and some get a commission in a day. I would never put a judge on one of these exemption boards; that is where a mistake was made to begin with. They should leave the judges to perform their proper functions. Some men are getting exemptions while others cannot get it so that the whole system is unfair, unjust and inequitable. There is no such thing as equality of service or of sacrifice. If there were no one would complain.

The rules and regulations that will be passed under Bill 80 will be far worse than the bill itself, if we are to judge by such rules and regulations as we have had in the past. Here the government proposes a lottery system, although the criminal code definitely declares that there shall be no lotteries in the country. They are illegal by the code, but the government is going to institute a haphazard method of calling up men. They are going to leave it to chance, like a poker game or horse racing. They are going to allow someone to draw from a hat the men who are to be called up, those who are to render service and to make the sacrifice, while right next door there may be someone else who is not called up and who may not serve at all in a lottery plan—such a farce!

I can tell the government that the people —the "yes" voters—are very much disappointed throughout the country. I voted "yes" on the plebiscite, but if I had known as much as I know now about this bill I would have voted "no", because I voted on principle. The people are greatly dissatisfied with the way in which the act has been enforced all along and they are dissatisfied with what is proposed in this bill and the if, as and when, and lack of finality. The bill before us was based on the plebiscite. In my opinion that plebiscite should never have been taken. It was simply an afterthought, something forced upon the country. We know what statements were made as far back as 1939.

On March 30, 1939, the Prime Minister (Mr. Mackenzie King) set out, in a debate in which I took part, what he declared was the position of the government in this matter. At that time I was called a Jeremiah because I predicted what would really happen and what in fact has happened. Well, I would much rather be called a Jeremiah than be called Ethelred the Unready. At that time the Prime Minister said that never again would Canada send an expeditionary force across the seas. He said that it was unthinkable that we should be sending a force overseas every twenty years if war broke out in Europe and that the danger to Canada was minor in degree and secondary in origin. In 1940, in the course of a debate in which I participated, the right hon. gentleman said that no conscription for overseas service was the policy of the government. On November 12, 1941, the cry was, "No conscription without consulting the people." On February 23, 1942, it was "No conscription for overseas until voluntary recruiting has failed." Well, voluntary recruiting did fail; it was at its lowest ebb at that time. The Prime Minister said that parliament would decide. Then on June 10 we were given to understand that conscription might not be necessary—after the plebiscite vote had been taken. Then we have the situation as stated to us on July 7, that it is not conscription but conscription if necessary; and "if, as and when" is read into the statute, although it is not in the statute. Now it is said that there may not be any conscription at all, that parliament will be called again before anything is done.

We have been here since last November and the government has made no real effort to raise men. You cannot fight a war in that way. I said in 1937, 1938 and 1939 that the government was simply waiting until the enemy decided to attack us. I asked then, "Are we to wait until war begins and until the enemy sails up the St. Lawrence, or comes on land, sea and in the air, and seizes the citadel and proceeds to destroy us?" I can say to the people of Quebec, and I have been friendly to them for many years, that they have been the victims of politicians ever since the South African war, and indeed before that time. They have not been given the facts. I see many able members on the government benches and I think they will agree with me that it would have been far better if they had disclosed all the facts to the people and simply told the truth. Truth seems to be the first casualty in this war, and self-respect is the first victim of neutrality. I am very much disappointed with Bill No. 80, and I doubt that much will be done by this government to get men under it. We have heard it said in this house in the past few days that we are not to criticize the government. We must not have any inquests, post-mortems, or recriminations, and even constructive criticism is not wanted, because it is regarded as an attack on the government. But that is not so. Suppose the people in the old country took the same view of the constructive criticisms that have been given by nearly 137 members of the British House of Commons from the first of July on. Why, there would be no improvement whatever in the war effort. But it is not so, and constructive criticism is not intended to be an attack on the government. If we are to accept that principle, then this house, and the opposition especially, will cease to perform its parliamentary functions and parliamentary government will be at an end.

I do not want to see parliament lose the technique of an effective opposition, or of constructive criticism, but something is certainly wrong with the way in which the government is carrying on the war effort. There is something wrong when experienced ministers and members express alarm at the state of affairs and are told that criticism of this kind

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is an attack on the government. There has been more or less criticism of this bill throughout the country. In Ontario the mobilization act is not equitably enforced. A gentleman named Elliott Little, a controller, acting over the head of parliament, said at a Rotary club luncheon in Ottawa, that he will call up 250,000 men in order to get 25,000 required by the department. What has he to do with the mobilising of men? Is he a parliament in himself? A black-out is wanted on some of these controls. I submit that there should be a black-out on all these speeches which we are hearing daily all over Canada because they are doing real harm; they are injuring recruiting. They are preventing the Minister of National Defence from doing his duty. There is no equality of treatment. How long will it be before the facts come home to the people? We do not know how close we are to dictatorship here.

So far we have lost the war; we have not gained any victories. The situation is desperate. We have had a string of reverses—Norway, Dunkirk, Greece, Crete, Libya, France, Holland, Belgium, Denmark, Luxemburg, North Africa, Hong Kong, Singapore, the Malay peninsula, Burma, the Dutch East Indies and Pearl Harbour. If that is not enough to make this country war-minded, I am afraid we shall have to wait until the enemy comes up the St. Lawrence river and begins to destroy us. We have no royal or divine right to victory. Ever since this war began Canada has been living in an atmosphere of romance which the government itself has created, because this government has been slow to do anything at all until it has been forced into action by public opinion. We are not war-minded yet, or aware of how close we are to defeat. We are told that plans are now being made in connection with Bill 80; but can anyone tell us, before we are called back to parliament, what the objectives are, and how many men will be obtained? No one can tell us that, because, in my opinion, the government does not govern. It has never governed from the very start of the war. Hon. gentlemen opposite are merely conducting a Liberal war and they will never succeed as long as they do that. They have no policy, no objectives, no strategy. This bill shows that there has been no policy in regard to the raising of men.

As I say, the government waits until it is driven by public opinion to move one step, and this mobilization act is merely a tactical manœuvre that does nothing but embarrass the war effort. There is no such thing as home defence. The countries I have named were looking for home defence, and what happened? They were invaded. What then? The loud-speaker, the gestapo, the whip, the trampling of feet, the concentration camp. If the enemy came up the St. Lawrence they would carry away hundreds of thousands of farmers and citizens of the province of Quebec into Germany as serfs and slaves. If this country is invaded, the people will face a slavery worse than death; yet we sit here day after day doing nothing about it, and seven months is wasted with no results. History will condemn us as facing the worst war of all history, with such a brutal, savage foe, and doing nothing about it.

It is clear from the speeches of the Prime Minister to which I have referred that the bill has been changed so that even the authors do not know it with the new features in speeches read into it. We have spent three months on it and got no result. Why has the army failed?—and in my opinion the army is the most important arm. I do not blame the present minister; he took charge of this department only comparatively recently. In the British House of Commons, soldiers and the finest airmen in the world, members of parliament, admirals of the navy, rise up and discuss in public what is to be done in the war. Everyone in warfare makes mistakes. Pitt made mistakes; Napoleon made mistakes. Is there any government that has not made mistakes in this war? They are making plenty in Washington. But in these countries you can criticize the government; you can disagree with the minister without indulging in any personalities, because he is only an individual. He did not cause the war any more than the leader of the opposition did. In our present leader of the opposition we have a gentleman who in the country at large will in my opinion occupy a very high place, because he has done his duty as he sees it, fearlessly, and is a believer in Britain and her empire.

We are the worst informed people in the world regarding this war, because the people have not been told the facts. That happened away back in 1915 also. I looked up a number of adresses made by a very great soldier, F. S. Oliver, who in 1915 wrote about the duty of any government to let the people know the truth and the facts before it was too late because it would be an aid to recruiting. Here is what he said:

> Considering how little, before the war began, our people had been taken into the confidence of successive governments as to the relations of the British empire with the outside world; how little education of opinion there had been as to risks and dangers and means of defence; how little leading and clear guidance

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> both before and since, as to duties—considering all these omissions one can only marvel that the popular response has been what it is, and that the confusion was not many times worse.

Many people forget that. As I said before, it is of the greatest importance that there should be no censorship. The people should be told the truth, the whole truth and nothing but the truth of this war, and of the grave peril now facing us. They should be told the facts, and we should build up on the worst of the facts. We have no divine right to win this war. Some think it is going to be an easy task. It is not; it is the most difficult the world ever saw, and the result is yet in the balance.

People forget that great empires do not usually crumble in a stand-up fight. If this empire goes down it will be the end of religion, civilization, and freedom, not only for Canada but for the rest of the world. That was something that our forefathers did not forget, because they read the scriptures. After all, history repeats itself. They knew the bible; they read the classics, and they learned from them how empires come and go. This British empire has gone on for many years. The Roman empire was the greatest the world had ever seen, and ours has been almost a pattern of it. We resemble it in peace and war alike. In that connection that great textbook writer, H. A. L. Fisher, said what is as true to-day in relation to Canada as it was to the fall of Rome:

> That great structure was not brought down to the ground by frontal attack, but by a process of infiltration extending over a hundred years.

Infiltration of men and loose thinking at a time when the Romans themselves had given up the will to power. Bryce, in his great work, "The Holy Roman Empire," had described the same decay:

> And thus when the final movement came, and the German tribes slowly established themselves through the provinces, they entered not as savage strangers, but as settlers knowing something of the system into which they came.

Bryce also described for us how the latter-day Romans paid lip service to the conception of empire, even when the power had dissolved; how the great dominions acknowledged the name of Rome even though Rome had neglected them and even though they had become independent or under the influence of other great powers. In the years before the war we had forgotten the great historian Gibbon, in his chronicle of Rome's ills brought about by disarmament, reliance on the good will of others, weakening of purpose at home, and demoralization of the people by the dole of bread and circuses. That chronicle makes sombre reading at a time like this. Here you have the finest people in the world giving up its armament, reducing its navy, and all that kind of thing. As a result of that disease we have to face a world where you do not know where you are going. We may as well be frank with ourselves regarding the British empire. Remember that we have already made alliances with two other great imperial empires, Russia and the United States. If we fail as an empire—and we are not getting very much support at the present time—do not forget that Britain then and her dominions and also the people of Quebec and the other eight provinces will have nothing to say in connection with the peace terms. Russia and the United States, which like Britain may not be imperialistic in the sense that they want to grab territory, but they are imperial in the true sense of the word, namely, that they want to become world powers, to have a just say in the peace terms and to be a big power in the new world to come. Unless we are attached to this great empire; are we going to have anything to say about the peace terms?

If this empire falls—and we are not a great distance from it at the present time—it will be a very sad day for religion and freedom of speech and thought in every province of the dominion. A great Scot and a great soldier said something about the detractors of the mother country. For the first two years of the war she bore the brunt of the fight alone for civilization and the world. If it had not been for Britain, after Dunkirk we should have the axis forces in this country; not only Canada but the United States would have had to seek peace long ago. Let us remember the lesson of history as pointed out to us by Professor Macneile Dixon, a great Scot like yourself, Mr. Speaker. He said:

> Civilizations arise, and continue to exist—and all history is witness to the truth—when conditions are hard, only when they are continually threatened, only when they are determined to maintain and defend their rule. They decline and fall when the external pressure is removed, or the inner spirit decays. . . . If an individual or a people ceases to believe in itself, its aims and ideals, others with firm aims and beliefs will climb into the saddle. The decline and fall of England, which will rejoice our enemies, will not be England's decline and fall only, but of all for which she stood, and not till then shall we know the extent of our miseries. I, at least, am not of the opinion that humanity, justice, freedom, no, nor Christianity, will be the gainers in that fall.

Those words are true to-day.

In conclusion I want to point out just one or two things. Britain has been attacked and slandered as never before, all over the civilised

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world; and when we consider what Canada is doing and what has been done for us over there, to keep the enemy from our shores, we should thank the Almighty that we have had such a country to protect us and permit us to go about our business in the way we have done so far. Let me tell you what the mother country is doing for Canada and the world at the present time. Mr. Lyttelton, the minister of production, in some places met a rather hostile lot of criticism in the press when he came on a recent visit to Washington, where he went on business with Mr. Roosevelt. But he made a radio speech and told the people the truth, and here is what he said about the mother country and what Britain is doing now to save the world and keep the empire together:

We are producing tanks, "jeeps" and other mechanical vehicles at the rate of 257,000 a year. This is an increase of 350 per cent over the rate in the last quarter of 1940.

We are producing 40,000 big guns a year and supplying them with 25,000,000 rounds of ammunition. We are producing millions of small arms each year and supplying them with 2,000,000,000 rounds of ammunition.

We have increased our production of aircraft 100 per cent above the rate achieved during the last quarter of 1940.

We have increased our production of merchant ships by 57 per cent over the last quarter of 1940, even though we thought then that we had reached the limit of our capacity.

He went on to tell listeners that of a population of 33,000,000 between the ages of 14 and 55, some 22,000,000 were either in the armed forces, in industry or in civil defence. Over 50 per cent of the ships which used to bring in food are now directed to supplying allied armies, and every available acre of land has been turned into farm land. Rations are alike for all. In short, he said:

When John Bull wakes up in the morning he finds that the minister of labour has called him up for work in factories, if he isn't fit for military duty. The food minister has taken all variety and spice and most of the volume of his breakfast, lunch and dinner, and the President of the Board of Trade has given him so much and no more clothing. His wife is working in a factory, and the treasury takes his money. War savings absorb his surplus income, which cannot be spent because there is nothing to buy.

We are pouring approximately 60 per cent of our national income into war. There is no "business as usual" in Britain. There is no production as usual in Britain. There is no profit as usual in Britain. We have thrown everything we have into this war, and we will never quit.

That ought to be an example to the people of this country. Why do our nine provinces not pay her tribute?

[Mr. Church.]

I believe this mobilization act will be a flat failure, because it does not commend itself to the wisdom or judgment of the country or of the "yes" voters. During the course of his remarks to-day, the hon. member for Trinity (Mr. Roebuck) said that a few years ago most Canadians took the stand now taken by Quebec. I say that has not been the policy of the Conservative party. Since the days of Sir John A. Macdonald this party has been for the mother country first, last and all the time, in peace and war alike, because when Britain is at war Canada is at war also. That is our policy. This Conservative party has never failed in its duty to the empire and the motherland. We shall never fail as long as we are a party of Canadian citizens owing so much to the mother country. In that one connection alone the hon. member for Trinity is incorrect.

Mr. J. SASSEVILLE ROY (Gaspé): Mr. Speaker, before proceeding with my comments on the situation which has been brought about in this country by this legislation, and its significance to the welfare of Canadians and the prosecution of the war, I should like to inform you of the amendment I intend to propose. I have the honour to move, seconded by the hon. member for Laval-Two mountains (Mr. Lacombe):

That the word "now" be left out and the words "this day six months" added at the end of the question.

I have several reasons for moving this amendment. I am wondering with great anxiety whether Canada is going to be wrapped up in this whirling world where there is nothing but downfall, destruction, confusion and darkness, or if we are going to escape this dreadful fate. I should like to make a short analysis of the situation with which we are confronted just now.

Canada seems to be very badly divided, and I am wondering what is going to happen if the situation remains as it is or grows worse. The first cause of the division now existing in Canada is fundamental, finding its basis in the ideals held by two definite groups in Canada. One ideal is "Canada first"; the other seems to be best summed up, from what I have heard in this house during the course of this debate, in the words, "I am for the British empire." I believe these two formulas give a perfect picture of the two definite ideals which are held in this country. If the discussion had been kept within the limits of these two ideals, the situation would not be half as bad as it is to-day, but it has gone far beyond these limitations. The issue has become a racial fight; in the last little while it has become an open religious fight.

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I need not remind you of what has been said throughout the country, or what has appeared in many newspapers and magazines, but I hold in my hand the July issue of *Protestant Action*. I need not quote from it, because if I did so I think it would be harmful to our national unity and our war effort, but I should like to send it to the Prime Minister (Mr. Mackenzie King) and ask him to be good enough to look at it, because it will give him some idea of what is going on in the religious field.

The leader of the Cooperative Commonwealth Federation group (Mr. Coldwell) has well pointed out the weakness of that religious discussion throughout the country. I should like to congratulate the hon. member on the admirable speech he made in the house this morning and on his truly Canadian spirit. I think he spoke as a real democrat, a real Christian and a real Canadian. I should like also to refer to the speech concluded just a few moments ago by the hon. member for Trinity (Mr. Roebuck), which was made in such a sober manner that I think it should be underlined. If all hon. members and others speaking on the question of conscription, or any other matters we have to discuss in this country; if all those who are writing about different matters and public questions, were using calm and sober language, I believe that we could proceed with the discussion of any of our problems, and that our national unity would not suffer at all from such discussions. Unhappily it has not always been that way.

I believe I should say a few more words about the religious fight that is going on just now, because I am wondering where it is going to lead. Another question is to be discussed in a few days, namely, the lifting of the ban against the Communist party, and the establishment of consulates in Canada. Under present circumstances it is most unfortunate that these questions should be brought up. To come down from helping Russia in its struggle against our common enemy, an enemy which is also threatening us, to permitting infiltration into this country of Russia's philosophies and doctrines, is a long step, and we should be very careful in taking it.

The division as to policy in Canada which has existed for a long time has grown worse and worse because of the religious and racial fight which has been carried on for some time in the press and throughout the country. There are many indications that that division exists right in the House of Commons, right in the midst of the cabinet, and on the very question of conscription for overseas service. There seem to be two different schools of thought in the ministry, one of which would appear to be more Canadian, and would seem to share the opinion that Canada needs all its man-power to take care of her war production and her national defence, which, if I may say so without giving information to the enemy, is very weak or non-existent at the present time.

I should like to quote a few opinions from ministers who hold the first view to which I refer. I quote this from the observations of the Postmaster General (Mr. Mulock) as they are reported at page 3941 of *Hansard:*

I do not think it is. Japan realizes that the final reckoning, no matter what temporary conquests he may make in Asia, will be with the nations of the North American continent and the British empire. It is quite probable that she may try to invade this continent by way of the Aleutian islands and Alaska before we have mobilized our utmost strength. If the Japanese meet with success in the Aleutian islands, and if for the time being the balance of sea-power in the Pacific should shift in their favour, I believe it quite possible that they may make an actual landing in force on the upper western coast, fortify their positions and try to hold that part of this continent until such time as they can bring up additional troops, munitions and supplies of all kinds, in the meantime fortifying their harbours and constructing airports to use in their drive southward along the Pacific coast, west of the Rocky mountains, and protected by them.

Those attacks must be stopped before they reach Canadian territory.

That is the opinion of one of the ministers. On the same page he adds this:

May I make it quite clear that I am not advocating the sending all of our troops overseas; that we would leave our coast lines undefended, or that we should not build up our coastal defences in every possible manner. But the fact remains that we in Canada are going to be in a desperate position if the time ever comes when we must defend this country with the forces that can be raised from eleven and a half millions of people, without help from other members of the United Nations.

On July 6 the Minister of Fisheries (Mr. Michaud), as reported at page 4256 of *Hansard*, quoted the following from Toronto *Saturday Night:*

From its inception the war has been hammered home to Canadians as an empire war. We are far less Canadian than we were in 1939. The words "British" and "empire" occur in almost every sentence of the war news and the newscasts. Practically nobody has stressed the fact that this is a Canadian war, which Canadians are fighting in order to save the Canadian way of life for the people of Canada.

At a later point in his speech the minister said:

We have raised an army which is a credit to our country without having recourse to compulsion, and it is my hope and wish that we shall never have to resort to compulsory measures to fill the ranks of our army. Were such a method instituted at the present time, before

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the Canadian public fully realized how difficult the situation is, how necessary it is to do everything possible to defend our country, it would be suicidal instead of being helpful; it would impair our effort rather than help it.

On June 17 the Minister of National War Services (Mr. Thorson) is reported as follows, at page 3710 of *Hansard*:

In my opinion the imposition of conscription for service overseas at the present time would definitely be hurtful to the war effort. The people of Canada are much more concerned with the achievement of results than with the application of theories, and the action of the government will be governed accordingly.

He added at page 3711:

Furthermore, our war industry programme contemplates and involves heavy man-power requirements. So does the programme for essential agricultural production. I shall not deal in detail with either of these programmes, except to say that the man-power necessary for their performance cannot be withdrawn from the essential purposes of war without hurting those purposes.

It is the duty of the government to allocate man-power in accordance with the needs of the war purposes of Canada and the war objectives that I have mentioned.

This is a serious opinion, and I suggest it should not be disregarded.

On June 22, as reported at page 3818 of *Hansard*, the Prime Minister has this to say about threats upon Canada by the Japanese:

It is as critical a situation in the middle east as has arisen since the war commenced. There have been as well evidences in the past forty-eight hours that in this world-encircling conflict Canada is coming more and more into the zone of immediate danger.

The Prime Minister is reported on the same page as having said:

It only goes to bear out what has been said so often that no one can take too seriously both the immediacy and the extent of the danger with which all parts of the world are confronted, and at this time our own part in particular.

That is another opinion which should not be ignored. On June 25 the Minister of Labour (Mr. Mitchell) is reported on page 3969 of *Hansard* as having said:

I believe that steps will have to be taken in the very near future to see that the heavy industries of this country are provided with sufficient men so that we can produce the necessary supplies according to plan. I sometimes wonder whether we have not tried to do too much for a nation the size of ours.

In recent weeks I have received many visits from industrialists who are anxious about the shortage of labour and its effect on war production.

I draw the attention of the house to this statement because I think it is one that should be considered most seriously throughout Canada. I should like to quote another minister. The Minister of Agriculture (Mr. Gardiner) had this to say on Monday, June 15, as reported on page 3616 of *Hansard:*

Under any such provision, if the Japanese were able to force their way to the Alaskan boundary we would have to stop at the Alaskan boundary if our men raised under the act were able to drive them back to that point, and we would not be able to cross the boundary. It will be recognized therefore that some change has to be made in that particular at the present time.

As the Prime Minister stated in this house it does not necessarily mean that we shall be sending troops overseas immediately. I believe he even went so far as to suggest that it may never become necessary to do so. We shall have powers under the legislation as it will be enlarged to do certain things that must be done immediately, and, on the other hand, to give consideration as time passes to the question whether other things should be done. In this regard it was emphasized to the house the other day that it would be inadvisable for this house to have to take action on two different occasions in order to get authority to do these two things, one of which ought to be done immediately, and the other of which may never be required to be done.

I quote the language of the Minister of Agriculture in order to recall to the house that that is the opinion of the first school of thought I have spoken about. They do not believe in conscription for overseas; they admit it might be of no use. The Minister of National Revenue (Mr. Gibson) had this to say on Friday, June 19, as reported on page 3800 of *Hansard:*

What some people seem to forget is that warfare to-day does not consist of hurling huge masses of men against each other, with the balance in favour of the greatest number. To-day war is mechanized, highly technical, and demanding individual initiative in the use of the weapons that are provided. The best weapons in the world will be useless unless the men using them are prepared to use them bravely and intelligently. Under these circumstances it would seem to be obvious that so long as a volunteer force can be maintained in the field it will be a more effective fighting force than one partly or wholly composed of conscripts.

I come now to the opinion expressed by the Minister of Munitions and Supply (Mr. Howe), and I think this also should be considered seriously throughout Canada. He said on Tuesday, June 16, as reported on page 3668 of *Hansard:*

But, as I have already pointed out our man-power pool is not unlimited. We have encountered many shortages as the gap between supply and demand has become narrower. With the additional demands, which are continuous, the gap is constantly narrowing further. It follows therefore that if we are to continue our vast programme of war production and at the same time meet the requirements of the armed services, it is essential that we maintain a sane balance, and that we do not adopt, on

emotional rather than on logical grounds, any policy which will unnecessarily upset that balance, and hinder one or other of the all-important phases of our war effort.

As I have said, I think those statements are a true expression of the ideas shared by the first school of thought among the members of the cabinet. I wonder how the second group, which is not half as large as the first, can impose its views upon the larger group? No proof has been given of the necessity of sending more troops overseas, especially when one keeps in mind the threats we are facing just now, the needs of our war industries, the needs of agriculture. I cannot understand why that group should stick so firmly and so stubbornly to the idea of conscription for overseas, because it will change the whole situation in this country and waste the service which can be rendered by individuals under the present circumstances.

This second school of thought, which is quite radical, is followed by the ministers of national defence. It looks to me as though they are rather for European defence before they are for our national defence. That is quite paradoxical. They represent the military opinion, and their ideas are backed up by another school, which is far worse—what I would call the imperialistic school. I do not want to say anything which will destroy the confidence and respect we should have for our military authorities. Everyone recognizes their gallantry and the importance of the task they have undertaken in the defence of this country. But as military men they have ambitions, and their ambitions should be controlled so that Canada will not go to another Hong Kong or make more mistakes such as those which have been made in the past, not only by Canada but by other nations.

I wish to read a letter from a man for whose memory there is much respect. On March 12, 1885, Sir John A. Macdonald wrote to Sir Charles Tupper from Earnscliffe, Ottawa, as follows:

My dear Tupper,

I have your notes of the 18th and 27th on the subject of sending Canadian troops to the Soudan. I wrote you a hurried note the other day on this question, and have both before and since talked it over with my colleagues, and we think the time has not arrived, nor the occasion, for our volunteering military aid to the mother country.

We do not stand at all in the same position as Australasia. The Suez canal is nothing to us, and we do not ask England to quarrel with France or Germany for our sakes. The offer of those colonies is a good move on their part, and somewhat like Cavour's sending Sardinian troops to the Crimea. Why should we waste money and men in this wretched business? England is not at war, but merely helping the Khedive to put down an insurrection, and now that Gordon is gone, the motive of aiding in the rescue of our countrymen is gone with him. Our men and money would therefore be sacrificed to get Gladstone and Co. out of the hole they have plunged themselves into by their own imbecility.

Again, the reciprocal aid to be given by the colonies and England should be a matter of treaty, deliberately entered into and settled on a permanent basis. The spasmodic offers of our militia colonels, anxious for excitement or notoriety, have roused unreasonable expectations in England, and are so far unfortunate. I dare say that a battalion or two of venturous spirits might be enlisted, but 7d. a day will cool most men's warlike ardour.

Our artillery batteries are not enlisted for foreign service, and could not be ordered to the Soudan. The Fenians are beginning to show signs of life again in the United States and there are so many unemployed there that they may become dangerous again. They threaten to invade Canada if she sends troops against the Mahdi. Most of this is nonsense, but we can never calculate on what these people may do. If there should be a row with Russia, we shall have to send our men via the C.P.R. to Vancouver, but I fancy that threatened storm will blow over.

We are dragging on slowly this session. The government is too old.

Your sincerely,

John A. Macdonald

If Sir John A. Macdonald was right in what he said at that time, we are well-justified in saying the same to-day. The threat of war puts Canada to-day in a far greater danger than it was at that time. Canada needs all its man-power and all its resources to organize its own defence just now. The country is facing a division which may lead us—where? I do not know; just the thought of it affrights me.

I will quote another opinion which is more recent. It does not come from a traitor; it is not the letter of a traitor, as the leader of the Cooperative Commonwealth Federation, quoting from an Edmonton newspaper, says he is accused of being, with the fifty-four who voted against the second reading of this bill. This sentence is from a speech of the late Lord Tweedsmuir in 1937:

Canada is a sovereign nation and cannot take her attitude to the world docilely from Britain, or from the United States, or from anybody else. A Canadian's first loyalty is not to the British commonwealth of nations, but to Canada and Canada's king, and those who deny this are doing, to my mind, a great disservice to the commonwealth.

There is another point, Mr. Speaker, which I do not think has yet been brought up by anyone. Has anyone thought of the falseness of the situation in which we would be placed if French Canadians were forced to go to fight overseas, if the Canadian army were called to invade France, and if France should resist such invasion? What do you

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think of the situation of the French Canadians in such an event? It seems to me that that should be considered too.

The outlook, as it appears to me, is so full of dangers of all kinds, of uncertainties, and of threats of all sorts, that in the midst of so much confusion and such a great division we members of parliament should not take the terrible responsibility of adopting this legislation at the present time. The situation is developing every day, and I think the government would be justified in looking over the situation again and postponing the adoption of this measure. If the bill is passed at this time, now that we are threatened with a division which is not likely to heal, with this religious war going on, and the bogy that has been set up against the Catholic church, unless it is stopped right away, trouble may start at any time. I am afraid of that. I think the government should look over this matter once more before plunging along a course of which the end cannot be seen. The curtain between to-day and to-morrow is too thick.

Mr. A. H. BENCE (Saskatoon City): Mr. Speaker, I did not speak on the second reading of this measure because I supported it, and because I subscribed to the sentiments expressed by the leader of the opposition (Mr. Hanson) when he made his speech on the second reading, and I believed that all that was necessary was the casting of my vote when the motion was put to the house. I did not feel that it would add anything to the seemingly endless repetition which went on in this house for some weeks. But in view of the circumstances, and of the situation which has arisen as a result of some of the speeches that were made, and of the last speech made by the Prime Minister (Mr. Mackenzie King), I wish to make my position clear, and to do so as briefly as possible.

I supported this bill because I could do nothing less. The administration, whether rightly or wrongly, believed that its hands were tied, with respect to having a full-out war effort, in one particular, and that particular was in respect of the sending of men for service overseas. It decided by way of a plebiscite to obtain the opinion of the people on the question whether that restriction should be removed, and the people of Canada voted in favour of its removal. My constituency voted in favour of the removal of that restriction by 16,710 to 2,074, and in my opinion it voted in effect for the passage of the very legislation that is before the house to-day. I am bound to presume therefore that when they cast their vote they believed that I as their representative would take that stand in this house and would vote in favour of any legislation that might be brought forward to remove that restriction, for which purpose the plebiscite was taken.

I have no apologies to make for voting in favour of the bill. I am consistent in the stand I have taken, and I do say that neither I nor the members of His Majesty's loyal opposition have, in the words of the hon. member for Rosetown-Biggar (Mr. Coldwell) this afternoon, in any manner, shape or form looped the loop. How anyone whose constituency voted in favour of the removal of this restriction can get up in this house and vote against it surpasses my understanding. Out of twenty-one constituencies in Saskatchewan, twenty voted in favour of removing the restriction, and I say at least to those twenty members that they are in duty bound to their constituents to support this measure in the house. I believe that those were the wishes of my constituents, and I propose to adhere to their wishes and to free the hands of the administration in this particular.

With respect to the conscription of wealth, my position was made clear some time ago. I have repeatedly stated that we should do everything without reserve, and when I say without reserve I mean the complete and total mobilization of material things as well as of man-power. As I said before, one of the worst things that could happen to the morale of the Canadian people would be to leave, in the minds of those who are giving their husbands, sons, brothers and sweethearts to the service of the country, the idea that those who have material wealth are not prepared to put all in the balance in order that we may emerge victorious from this struggle. I adhere to that enunciation of principle as being a sound and proper one.

One can put almost any interpretation one chooses on the principle of the conscription of wealth. One can insist that no matter how far we go, it is still not conscription of wealth —many people in this country to-day believe that we have conscription of wealth—but I do say that this is no time to be indulging in risky experiments. This is no time to indulge in anything that might react unfavourably to our war effort, and this is no time to be adamant about getting one's own way with respect to one's own political philosophy. We have too much at stake for that state of mind to govern our actions in this house. I will say this, however. If it is shown that the extension of the principle of conscription of wealth in any one particular can save the life of any one man in the service of the country; if the extension of the principle of

the conscription of wealth in any one particular would expedite the victorious conclusion of this struggle, on behalf of the United Nations, I subscribe to it, and I believe that all hon. members would subscribe to it. But I do say in all sincerity that any member or group of members is taking a very grave responsibility in voting against this bill on the basis that their particular brand of conscription must come first, otherwise, they are not prepared to give the administration the power that might mean the difference between victory and defeat. Such a stand will not help the soldiers, the sailors and the airmen of this country when the testing time comes; and when that time comes, in its strongest point it will be support on the field of battle that is needed and not quotations from political speeches either in this house or outside.

I am opposed to the stand taken by the Prime Minister (Mr. Mackenzie King) in his last speech on this question when he said in effect that if conscription for overseas service is enacted it will not be put into effect until a vote of confidence has first been obtained from this house. The people have voted in favour of giving power to the administration. Members of parliament have voted in favour of giving the power to the administration, and nothing further is placed in the way of giving effect thereto. If the Prime Minister wants to return to the house for a vote of confidence at any time, that is his privilege; but I say to him that it should not be a condition precedent to his acting expeditiously in the matter of sending troops for overseas service if the circumstances warrant it.

Mr. LIGUORI LACOMBE (Laval-Two Mountains): I want to say a few words in support of the amendment moved by the hon. member for Gaspé, (Mr. Roy).

Monsieur l'Orateur, cette mesure est odieuse, antinationale et anticanadienne. Elle est néfaste, injuste, arbitraire et désastreuse. C'est ce que nous prouverons dans quelques instants. Elle est un défi à la volonté populaire, clairement exprimée le 26 mars 1940, en faveur d'une politique libre et volontaire. Le Parlement ne détient pas d'autre mandat que celui que le peuple lui a confié lors des dernières élections générales. Ce mandat n'a jamais été révoqué. La campagne du plébiscite n'a été qu'une grossière supercherie entre les mains du premier ministre (M. Mackenzie King), qui a dilapidé le trésor public à cette fin et escamoté une prétendue majorité qui n'a jamais existé et, de fait, n'existe pas. Jamais gouvernement ne s'est montré plus gaspilleur, plus extravagant. Jamais dans l'histoire du Canada il ne s'est trouvé des gouvernants plus prodigues et si peu soucieux de l'intérêt public.

Qu'advient-il de nos finances, de notre agriculture, de notre commerce, de nos ressources naturelles? Tout notre patrimoine national est impitoyablement sacrifié par ce gouvernement plus détesté maintenant que ne le fût jamais le gouvernement Borden. Pourquoi? Parce que le gouvernement Borden, quoique aussi colonial, aussi impérialiste et aussi conscriptionniste, était plus franc, plus loyal, plus honnête dans ses procédés que le gouvernement King. Parce que le gouvernement Borden n'a jamais atteint le degré de ruse, d'hypocrisie et de cynisme de notre ineffable gouvernement actuel. Passé maître dans l'art de la supercherie, il procède étape par étape. Il affirme qu'il ne participera pas à la guerre. Il y participe. Il déclare que cette participation sera libre et volontaire. Il mobilise toute notre jeunesse et toutes nos ressources. Telle mobilisation devait être destinée à la défense du Canada et du Canada seul. Il convertit la loi de mobilisation en loi de conscription et s'apprête à s'emparer de nos fils, déjà mobilisés en vertu de telle loi de mobilisation, pour les transporter outre-mer. A cet instant suprême, je tente un ultime effort contre la conscription pour sauver ce qui peut encore être sauvé dans cette orgie de dépenses, de carnage et de sang. Je supplie les honorables députés de cette Chambre de songer à l'avenir du Canada, à l'organisation de sa défense d'abord et avant tout. J'adjure mes honorables collègues de se dresser sur la voie désastreuse où le Gouvernement s'est engagé pour lui crier avec nous: "Vous ne passerez pas". Au nom de la jeunesse canadienne, au nom de la survivance de notre agriculture, de notre commerce, de nos industries, de nos pêcheries, de nos ressources nationales et de toutes nos forces vives, j'implore l'appui loyal de mes honorables collègues pour donner le coup de grâce à cette loi de conscription qui menace d'emporter avec elle la défense du Canada et l'existence même de la patrie. Oui, donnons le coup de grâce à la conscription que le peuple a maudite pendant vingt-cinq ans. Nous n'avons pas le droit de nous précipiter dans l'abîme de notre perte. Nous n'avons pas le droit de sacrifier le patrimoine sacré pour lequel nous sommes prêts à mourir, au bénéfice de pays étrangers où ira mourir la défense de la patrie. Ce serait un crime infamant que de sacrifier la personnalité matérielle, morale et spirituelle de notre pays à l'impérialisme militaire et financier qui prépare notre déchéance et notre ruine.

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En terminant, je lance un troisième et dernier appel à mes collègues libéraux. Quels sont donc les liens si puissants qui les rattachent encore à ce gouvernement renégat de ses engagements, de ses promesses et de tout son passé? Resteront-ils sourds à mon appel à la coopération, à l'union sacrée pour démasquer ceux qui préfèrent le colonialisme à l'autonomie, la serviture à la liberté. Resteront-ils assis aux côtés du premier ministre et de ce gouvernement conscriptionniste ou, à l'exemple de Laurier, préféreront-ils l'honnêteté, la vérité, le courage et l'honneur au pouvoir? Qu'ils ne l'oublient pas, l'attitude du Gouvernement actuel est le cynique reniement de toute la carrière de Laurier qui, presque octogénaire, parcourut le pays d'un océan à l'autre pour combattre la conscription de Borden en 1917.

Monsieur l'Orateur, existerait-il dans le droit constitutionnel canadien ou le droit constitutionnel anglais une sixième lecture de ce bill que je combattrais encore cette loi de conscription injuste et arbitraire.

L'an de grâce 1942 verra-t-il la majorité du Parlement, sans mandat pour le faire, attacher son nom à l'odieuse loi de conscription? La génération d'aujourd'hui assistera-t-elle, indifférente, impassible ou impuissante à la répétition de l'erreur effroyable commise, il y a vingt-cinq ans, par un gouvernement que le peuple canadien a condamné, poursuivi et chassé du pouvoir comme l'ennemi numéro un du pays, pendant plus d'une décade?

Malheur aux hommes publics qui, le cœur léger, s'apprêtent à répéter le geste criminel de 1917. Malheur à tous ces flagorneurs et imposteurs qui, au cours de la campagne plébiscitaire, dans l'ombre du studio de la radio, ont lancé sur les ondes leur propagande menteuse pour mieux servir leur trahison. Malheur à toute cette légion de politiciens courbes et fourbes qui engendrent la méfiance et le doute à l'égard de notre prétendue sacro-sainte démocratie, pendant que nos soldates versent leur sang pour elle. Monsieur l'Orateur, malheur à tous ces disciples de Voltaire, dont la devise fut: "Mentez, mentez, il en restera toujours quelque chose."

Eh bien! je vous dis, moi, qu'il ne restera rien, absolument rien, ni de cette loi de conscription ni de ses tristes et hypocrites auteurs, si ce n'est la discorde, la haine, le doute, la méfiance et la défaite. Une autre année ne passera pas sans que la Providence délivre la patrie de la fourberie, du mensonge et de la trahison dont elle est victime. Dans cette lutte ardente et pathétique pour la libération du Canada, nous apporterons la même ténacité, la même ardeur, le même courage et le même patriotisme qui, depuis toujours, fut notre guide, dans toutes les catastrophes qui s'abattent sur la patrie.

Un dernier mot. Il était facile de prévoir que la mobilisation contenait tous les germes de la conscription pour service outre-mer. L'attitude antérieure du Gouvernement autorisait qui que ce soit à songer aux dangers qui menaçaient le peuple canadien dès l'adoption de cette loi de mobilisation, que j'ai combattue sans relâche les 18 et 19 juin 1940. D'ailleurs, la récente affirmation du premier ministre à l'effet que la conscription a existé et existe dans nos lois depuis le 21 juin 1940 en est une preuve irréfutable. Aussi, je bénis le ciel d'avoir prévu la voie remplie d'écueils où s'engageait le Gouvernement au mois de juin 1940, comme j'avais prévu, en septembre 1939, tous les malheurs qui s'abattraient sur notre pays. La participation et la mobilisation devaient fatalement entraîner la conscription. Ceux qui ont refusé leur appui aux amendements successifs que j'ai proposés à la participation et à la mobilisation sont-ils maintenant satisfaits de leur attitude, de leur abstention et de leur œuvre? Les événements qui se dérouleront dans un avenir rapproché répondront éloquemment à cette question pleine de conséquences redoutables.

Monsieur l'Orateur, qui donc, dans cette Chambre ou sur les tribunes publiques, a parlé de pacte ou de contrat sacré? Qui fut assez naïf pour croire à la sincérité du Gouvernement après les événements qui se déroulèrent au Parlement en 1937, 1938 et 1939, lors de l'augmentation des crédits militaires? A cette époque, j'ai refusé catégoriquement de voter ces fameux crédits. Je savais qu'ils n'étaient pas destinés à la défense du Canada mais à la participation à la guerre. Qui pouvait raisonnablement en venir à une autre conclusion quand le Gouvernement rejetait mes demandes réitérées d'amender la loi de la milice et de la défense afin d'éviter au Canada la participation aux guerres extérieures? Ceux qui ont pactisé avec les impérialistes et les conscriptionnistes, en acceptant la participation et la mobilisation, portent devant le pays et devant l'histoire la responsabilité de la conscription. Qu'ils essaient maintenant de semer le doute et de jeter de l'ombre sur leur attitude anticanadienne, ils ne le pourront pas. Le peuple saura tout. Nous l'éclairerons par tous les moyens. Il y a trop longtemps que nous temporisons dans un but très noble, il est vrai: celui de la concorde et de l'harmonie. Il existe quelque chose de plus élevé, de plus grand que ce but; c'est le triomphe de la vérité sur l'erreur, et le salut de la patrie. Voilà l'idéal pour lequel nous combat-

trons avec tous les vrais Canadiens qui se rangeront sous notre étendard. Peu nous importe les tristes défections de quelques-uns, le cynisme des autres. Un torrent irrésistible emportera tout cela. La vague de canadianisme qui déferle sur le pays balayera les restes d'un gouvernement dominé par l'impérialisme militaire et financier, qui prépare la déchéance et la ruine du pays.

Le premier ministre a déclaré, le 7 juillet dernier, dans cette Chambre, que les adversaires de la conscription seraient prêts à laisser à d'autres le soin d'accomplir pour le Canada, leurs foyers et leurs familles, ce qu'ils refusent de faire pour les autres et même pour leur propre pays. Voilà une affirmation pour le moins gratuite. Le premier ministre devrait être le dernier homme à tenir ce langage. Il ne parlait pas ainsi naguère, quand il affirmait solennellement que pas un sou de l'augmentation des crédits militaires n'était destiné à autre chose qu'à la défense du Canada, et du Canada seul. Il ne parlait pas ainsi quand il prenait, en ces termes, l'engagement de ne pas participer aux guerres extérieures. C'est le premier ministre qui parle:

Le temps des immenses troupes d'infanterie expédiées outre-mer ne reviendra probablement plus.

C'est encore le premier ministre qui parle:

Nous devons choisir entre vaquer aux affaires de notre pays et essayer de sauver l'Europe ou l'Asie.

Il ne parlait pas ainsi, le premier ministre, quand il s'engageait de la façon la plus catégorique à ne jamais imposer la conscription, par cette déclaration solennelle:

Laissez-moi vous dire qu'aussi longtemps que le présent Gouvernement restera au pouvoir, aucune mesure de ce genre ne sera adoptée.

La mesure de conscription.

Quoi de plus condamnable que le reniement de tant de promesses, la violation de tant de serments? Quoi de plus propice à semer le doute, la méfiance et la haine à l'égard de l'autorité établie? Quoi de plus méprisable qu'une doctrine basée sur les contradictions et le mensonge? Quoi de plus menaçant pour l'existence même de nos lois et de notre constitution que l'érection en principe du triomphe de l'erreur et de la supercherie sur la vérité.

J'affirme qu'une attitude aussi condamnable est plus dommageable à notre effort de guerre et à la mentalité du peuple canadien que ne peut l'être la doctrine la plus néfaste et la politique la plus pernicieuse.

En terminant, j'ai l'honneur d'appuyer l'amendement proposé par l'honorable député de Gaspé (M. Roy).

Mr. J. A. ROSS (Souris): I shall take only a few moments, Mr. Speaker, but I wish to repeat that at the present time we have a very unfortunate man-power situation on our hands with respect to agriculture, industry and the armed forces. I should like to endorse the remarks of the hon. member for Trinity (Mr. Roebuck) who argued this morning for immediate action in respect to this conscription bill now before the house.

I should like to ask the Prime Minister (Mr. Mackenzie King) a question, which I may not have the opportunity of asking at another time. In the course of his remarks on this bill the Prime Minister stated that when the cabinet considered conscription necessary an order in council would be passed, parliament would be consulted and would be asked to vote confidence in him, and I think he added without debate. That does not seem feasible to me, though I suppose it might occur if he could muster enough votes in his support through the party whip. However, I think he might explain to us, when he speaks on the third reading of this bill, what would be the implications of a vote of no confidence in a party administration, at a time like this, under war conditions. That is to say, suppose there were a non-confidence vote, would it mean a general election in the country at this time? Or, on the other hand, would he do what Mr. Chamberlain did in Great Britain, and call upon one of his colleagues, as Mr. Churchill was called upon, to form a government and carry on under the present conditions and difficulties?

As he is the sponsor of the bill I trust he will make this implication quite clear to us in his discourse on the third reading of the bill, and more particularly since he has already intimated that at some future day we may be called upon to vote confidence or non-confidence in him without debate.

Hon. P. J. A. CARDIN (Richelieu-Verchères): Mr. Speaker, I desire to avail myself of this last opportunity to express my opposition to the bill which stands now for third reading. I shall express my views in the course of only a few minutes, but I wish to say that I do not feel the necessity of offering any apology for taking part in the debate, despite the fact that some hon. members during the debate on second reading said it was rather prolonged. I claim that all representatives of the people in the House of Commons are entitled to express their views, whether or not it prolongs or delays the proceedings. If we have not the privilege and the advantage, within the rules of the house, of stating our own views and giving our own opinions on questions which arise in

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the house, then I ask myself: What are we fighting for in this war? No hon. member of the House of Commons has any right to protest against the discussion having been prolonged because all hon. members who had views to express took the opportunity, on the second reading, to express those views and to make their sentiments known. They expressed at the same time the views of the electors who sent them here as representatives in parliament.

I have no apology, I repeat, for standing in my place a second time to express my views on this bill, and to press my strong opposition to the principle embodied in it. If I needed any justification I should need only to count the pages of *Hansard* on which appear the speeches of representatives from other provinces on questions relating particularly to those provinces and the interests of the electors they represent in the house. We have listened patiently and with pleasure to the numerous and extended debates on the grain question, because we believed that it was the right and privilege of hon. members from other parts of Canada to explain fully their points of view, in order that they might be understood by the government of the day, and that their proposals might be considered. On many occasions hon. members from all parts of the house and representing all shades of political opinion have enjoyed the liberty of speaking, as long as the rules of the house permitted, on any matter of importance to their constituents or the provinces they represent.

I say it ill becomes any member to stand in his place in the House of Commons and blame those who have spoken at length on such an important question as this—the most important that parliament has had to consider. We have the right to speak our minds. If that right were denied to us, we might as well say good-bye to that pact of confederation in which we are all equal partners. We might as well say good-bye to democracy, and call to this land the theories we are fighting against in Europe and elsewhere.

I have no apology, nor do I propose to offer any, when I say that the law we are at present enacting is worse than the law enacted in 1917 by the Borden administration, and supported afterward by the Union government. This law gives more power to the present government and to the governor in council than the law of 1917 ever gave to the government then in power.

At that time we had a statute, a law, before us. It gave as many details as could be given in a piece of legislation, and there was provision left for regulations in respect of less important matters. But the main principles were embodied in the statute, and were not left for a proclamation or an order in council to determine, as is the case with the measure we are now discussing. We have been told that this bill is enabling legislation. Yes; it is enabling legislation, giving the government power to do everything which pleases the government, at any time which pleases the government, and to act at any point or under any circumstances which in its opinion may seem favourable or justifiable.

I listened the other day to the speech delivered by the leader of the opposition (Mr. Hanson) when the bill was in committee. I regret to say he did not take advantage of the situation as he should have. True, he used certain strong words, but the general trend of his argument was only a praise and an approval of what the government had done, and an expression of support of the legislation before parliament.

He could have done more than that. He could have claimed for his party a partnership in that legislation, because to-day we are faced with this legislation because of agitation which has been raised—and I am not afraid to say this—by his friends, and by the press supporting his friends and his party in the country. That is why we have the legislation before us to-day.

Every step that has been taken up to the present in the prosecution of the war has been taken as the result of the threat of a motion or amendment being moved by the opposition, and because of the fear that such a motion or such an amendment, if proposed, would destroy to a certain extent the strength of our party in the House of Commons. That is the position. I do not need to be afraid to speak my mind; it is not at my age that one should be afraid to speak his mind.

This measure goes a long way beyond the proposal made by the leader of the opposition in the speech he delivered in the debate on the address in reply to the speech from the throne. Anyone who reads the proposals put forth at that time by the leader of the opposition must be convinced that the kind of conscription he was proposing was less extensive and less effective than what is embodied in the legislation at present before us. His proposal started out with providing exemptions for farmers, for men working in war industries, and for men working in industries related to the war effort. It was only at the end that he took up the question of military service in any theatre of war. If the amendment proposed by the leader of the opposition had been put into practice, there would have been nobody left to conscript.

He wanted a selective service that would provide for agriculture, for war industries, and for those civil industries which are necessary for the welfare of our economy. Then, after all this, he proposed to provide for the conscription of men for service in any theatre of war. I repeat that the bill now before us goes far beyond the limits of the suggested selective service or supposed conscription proposed by the leader of the opposition when he spoke on the address.

Another objectionable aspect of this bill is that it is retroactive. It constitutes a breach of faith with the young men who were enlisted forcibly for service, in Canada only, under the mobilization act which was placed on the statute book in 1940. When that measure was before the house, and when it was before the country afterwards, it was understood that it meant enforced military service only for the defence of Canada in Canada. When we forced the young men to enlist under the mobilization act we promised them it would be for only one month, that after one month's training they could return to their occupations and need not worry until the time might come when Canada would be in danger. As a result of an agitation, we changed that from one to four months. Some people said that one month's training was ridiculous, but not very many said it in 1940 when the mobilization act was passed. After it was on our statute book, after our young men had been enlisted by force, after they had been sent to the training camps, it was argued that one month was not enough; that they should have four months' training. As a result of that agitation the training period was changed from one month to four months.

After these young men had been brought into the camps on the understanding that they would have to stay there only four months, whereupon they could return to their occupations, another agitation was started by certain military authorities, and certain other people in an effort to crush the province of Quebec. Let me here serve notice upon these people that it will take greater strength and more courage than they possess to crush the province of Quebec. As I say, an agitation was started against the four months' training, saying that the advantage would be lost if these men were not transferred to the regular regiments. It was argued that the country would lose the benefits of their four months' training. Can it be said that those who received military training in the old country years ago for six months or for a year and who were called to the colours only two or three years after as a result of war, were of no value in France and in the other countries where they had military service?

Nevertheless we were told that the advantages of four months' training would be lost because these young men would return to the farm and to other occupations and would be no good as soldiers in the defence of their country. We acceded to that agitation; we acceded to the wishes of the leader of the opposition and his friends and the agitators in Toronto, the minority of which we hear from so much, and of which we are so much afraid in parliament. The trainees who had been told they would be trained for only four months had to resign themselves to serving until the end of the war and to being transferred to the regular training centres all over Canada.

This legislation deletes section 3 of the mobilization act, which limits its effect to service for Canada in Canada. We are now saying to those young men who were told by the registrars that they would have to serve only one month, who were later told they would have to serve four months, who were later told they would have to serve for the rest of the war in the active force of Canada: "Forget that you were told that you were called to defend Canada on the soil of Canada; you are going to be kept where you are, and if one day the governor general in council deems it advisable that you should go overseas, you will have to go overseas whether you have been called up for a month, for four months, or for service in Canada during the war."

This retroactive feature is the worst thing that can be placed upon the statute books of our country. It was always with the greatest hesitation that any government took such a step in the past. Yet we have it to-day in a legislation dealing with life and death.

We are breaking faith with the young men who have enlisted, and with the people of Canada. For what reason? I have listened very patiently, as I thank hon. members for listening to me, to all the speeches which have been delivered in this house; and everybody in the country knows now that three-fourths of the members of the present cabinet have said that the law to impose conscription is not necessary; that we do not at present need to have recourse to compulsory military service for service overseas. Quite the opposite; we need the men, all the men that we can enlist to work in the shops preparing materials of war.

We have at present nearly one million men in the industrial establishments of Canada producing materials of war, and a quarter of a million more will be required to manufacture war equipment and provide other instruments necessary for the prosecution of the war.

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the house, then I ask myself: What are we fighting for in this war? No hon. member of the House of Commons has any right to protest against the discussion having been prolonged because all hon. members who had views to express took the opportunity, on the second reading, to express those views and to make their sentiments known. They expressed at the same time the views of the electors who sent them here as representatives in parliament.

I have no apology, I repeat, for standing in my place a second time to express my views on this bill, and to press my strong opposition to the principle embodied in it. If I needed any justification I should need only to count the pages of *Hansard* on which appear the speeches of representatives from other provinces on questions relating particularly to those provinces and the interests of the electors they represent in the house. We have listened patiently and with pleasure to the numerous and extended debates on the grain question, because we believed that it was the right and privilege of hon. members from other parts of Canada to explain fully their points of view, in order that they might be understood by the government of the day, and that their proposals might be considered. On many occasions hon. members from all parts of the house and representing all shades of political opinion have enjoyed the liberty of speaking, as long as the rules of the house permitted, on any matter of importance to their constituents or the provinces they represent.

I say it ill becomes any member to stand in his place in the House of Commons and blame those who have spoken at length on such an important question as this—the most important that parliament has had to consider. We have the right to speak our minds. If that right were denied to us, we might as well say good-bye to that pact of confederation in which we are all equal partners. We might as well say good-bye to democracy, and call to this land the theories we are fighting against in Europe and elsewhere.

I have no apology, nor do I propose to offer any, when I say that the law we are at present enacting is worse than the law enacted in 1917 by the Borden administration, and supported afterward by the Union government. This law gives more power to the present government and to the governor in council than the law of 1917 ever gave to the government then in power.

At that time we had a statute, a law, before us. It gave as many details as could be given in a piece of legislation, and there was provision left for regulations in respect of less important matters. But the main principles were embodied in the statute, and were not left for a proclamation or an order in council to determine, as is the case with the measure we are now discussing. We have been told that this bill is enabling legislation. Yes; it is enabling legislation, giving the government power to do everything which pleases the government, at any time which pleases the government, and to act at any point or under any circumstances which in its opinion may seem favourable or justifiable.

I listened the other day to the speech delivered by the leader of the opposition (Mr. Hanson) when the bill was in committee. I regret to say he did not take advantage of the situation as he should have. True, he used certain strong words, but the general trend of his argument was only a praise and an approval of what the government had done, and an expression of support of the legislation before parliament.

He could have done more than that. He could have claimed for his party a partnership in that legislation, because to-day we are faced with this legislation because of agitation which has been raised—and I am not afraid to say this—by his friends, and by the press supporting his friends and his party in the country. That is why we have the legislation before us to-day.

Every step that has been taken up to the present in the prosecution of the war has been taken as the result of the threat of a motion or amendment being moved by the opposition, and because of the fear that such a motion or such an amendment, if proposed, would destroy to a certain extent the strength of our party in the House of Commons. That is the position. I do not need to be afraid to speak my mind; it is not at my age that one should be afraid to speak his mind.

This measure goes a long way beyond the proposal made by the leader of the opposition in the speech he delivered in the debate on the address in reply to the speech from the throne. Anyone who reads the proposals put forth at that time by the leader of the opposition must be convinced that the kind of conscription he was proposing was less extensive and less effective than what is embodied in the legislation at present before us. His proposal started out with providing exemptions for farmers, for men working in war industries, and for men working in industries related to the war effort. It was only at the end that he took up the question of military service in any theatre of war. If the amendment proposed by the leader of the opposition had been put into practice, there would have been nobody left to conscript.

He wanted a selective service that would provide for agriculture, for war industries, and for those civil industries which are necessary for the welfare of our economy. Then, after all this, he proposed to provide for the conscription of men for service in any theatre of war. I repeat that the bill now before us goes far beyond the limits of the suggested selective service or supposed conscription proposed by the leader of the opposition when he spoke on the address.

Another objectionable aspect of this bill is that it is retroactive. It constitutes a breach of faith with the young men who were enlisted forcibly for service, in Canada only, under the mobilization act which was placed on the statute book in 1940. When that measure was before the house, and when it was before the country afterwards, it was understood that it meant enforced military service only for the defence of Canada in Canada. When we forced the young men to enlist under the mobilization act we promised them it would be for only one month, that after one month's training they could return to their occupations and need not worry until the time might come when Canada would be in danger. As a result of an agitation, we changed that from one to four months. Some people said that one month's training was ridiculous, but not very many said it in 1940 when the mobilization act was passed. After it was on our statute book, after our young men had been enlisted by force, after they had been sent to the training camps, it was argued that one month was not enough; that they should have four months' training. As a result of that agitation the training period was changed from one month to four months.

After these young men had been brought into the camps on the understanding that they would have to stay there only four months, whereupon they could return to their occupations, another agitation was started by certain military authorities, and certain other people in an effort to crush the province of Quebec. Let me here serve notice upon these people that it will take greater strength and more courage than they possess to crush the province of Quebec. As I say, an agitation was started against the four months' training, saying that the advantage would be lost if these men were not transferred to the regular regiments. It was argued that the country would lose the benefits of their four months' training. Can it be said that those who received military training in the old country years ago for six months or for a year and who were called to the colours only two or three years after as a result of war, were of no value in France and in the other countries where they had military service?

Nevertheless we were told that the advantages of four months' training would be lost because these young men would return to the farm and to other occupations and would be no good as soldiers in the defence of their country. We acceded to that agitation; we acceded to the wishes of the leader of the opposition and his friends and the agitators in Toronto, the minority of which we hear from so much, and of which we are so much afraid in parliament. The trainees who had been told they would be trained for only four months had to resign themselves to serving until the end of the war and to being transferred to the regular training centres all over Canada.

This legislation deletes section 3 of the mobilization act, which limits its effect to service for Canada in Canada. We are now saying to those young men who were told by the registrars that they would have to serve only one month, who were later told they would have to serve four months, who were later told they would have to serve for the rest of the war in the active force of Canada: "Forget that you were told that you were called to defend Canada on the soil of Canada; you are going to be kept where you are, and if one day the governor general in council deems it advisable that you should go overseas, you will have to go overseas whether you have been called up for a month, for four months, or for service in Canada during the war."

This retroactive feature is the worst thing that can be placed upon the statute books of our country. It was always with the greatest hesitation that any government took such a step in the past. Yet we have it to-day in a legislation dealing with life and death.

We are breaking faith with the young men who have enlisted, and with the people of Canada. For what reason? I have listened very patiently, as I thank hon. members for listening to me, to all the speeches which have been delivered in this house; and everybody in the country knows now that three-fourths of the members of the present cabinet have said that the law to impose conscription is not necessary; that we do not at present need to have recourse to compulsory military service for service overseas. Quite the opposite; we need the men, all the men that we can enlist to work in the shops preparing materials of war.

We have at present nearly one million men in the industrial establishments of Canada producing materials of war, and a quarter of a million more will be required to manufacture war equipment and provide other instruments necessary for the prosecution of the war.

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From the opposite side of the house, as soon as hon. members had advocated a policy of conscription for service overseas, practically all of them, one after the other, inquired with anxiety, even with tears in their voices, about the situation of the farmers in their respective constituencies, and demanded that the regulations should be applied in such a way that the farmer should not be interfered with. That is the spectacle we have been witnessing in this house.

I have a thousand times reason to say that this House of Commons is not master of itself; it is obeying, it is working according to the wire-pulling of a small group in our country who are trying to serve their own interest, to better their own personal position under the cover of the war. Some also want to have the province of Quebec pay for her attitude. I have heard some insulting speeches in this house, and I have read insulting editorials in certain newspapers. Some have said, "Let us finish the war, and then we will deal with Quebec." Well, let them come. They will not do it. At the bottom of their hearts they are too much of the slacker kind to risk it. They hide themselves behind their desks, where they write editorial columns slandering citizens of a province which has been doing much more than they have been doing themselves individually or their families, for the prosecution of the war. We are not afraid of them. We are citizens of this country, and there is no majority in Canada that is going to wipe out the minority of the province of Quebec.

The leader of the Cooperative Commonwealth Federation party (Mr. Coldwell) read to us a few editorials which have been published in certain sections of Canada. He could find some in my own province, and I could find some, written, not in the same way, but in a more insidious fashion though none the less effective, in the French language, as a result of paid propaganda. A campaign is going on in the province of Quebec against myself and other representatives of the province who have voted against the bill, this according to our consciences and our convictions. We are misrepresented in our province, but these misrepresentations reach only the surface. There is going to be a day of reckoning in Quebec.

Some who were afraid at the difficult time of the plebiscite to show even their noses outside their doors to help us in trying to have the people of Quebec vote "yes", are now the bravest men on earth. They never miss an opportunity to dictate to federal members what they should do. They suggest to them to submit, submit like good little boys and good little angels, because something dreadful might happen if they do not.

Mr. LACROIX (Beauce): Godbout!

Mr. CARDIN: That is the kind of propaganda which we have witnessed, not only in the English provinces, but in the province of Quebec itself.

We have been told that if our people are reluctant to submit to dictation in that regard, it is because we lack leadership; that proper leadership, to borrow the expression of some hon. gentlemen, has not been given to our people. What about leadership in the other provinces? What about leadership in other sections of the country? The leaders of the province of Quebec as a whole compare favourably with the leaders of any other province, and French Canadians have no reason to be ashamed of the standing and the orderly attitude of their leaders.

I suppose I come under the condemnation of those who say that we have had the wrong leadership in Quebec during the last twenty-five years. I suppose that the late Right Hon. Ernest Lapointe also comes under that condemnation, and also the late Sir Wilfrid Laurier. What Sir Wilfrid did and said is in *Hansard*. It has been cited on many occasions. He did what we are doing now; he opposed compulsory military service for overseas. And mark you, what the late Right Hon. Ernest Lapointe and I did in the province of Quebec we did with the approval of our leader and of all our colleagues in the government of which we were then members, and also without criticism from the leaders of the other political parties in Canada.

In fact for the last twenty-five years the leaders of all political parties have themselves advocated, by their recognized supporters, the same policies which I myself advocated during that period—opposition to compulsory service for military service overseas.

When I tried to explain the position in which French Canadians find themselves in comparison with other English-speaking members of this house, I was taken to task by a very good friend of mine, a man for whom I have the greatest respect, the hon. member for Ontario (Mr. Moore). He tried to establish that my claim that we were the first to open this land to civilization was wrong. He contended that of the number of people speaking French at a certain period of history only 5,000 were not Normans, and he said, if I remember rightly, that he was a descendant of the Normans. Well, following that line of reasoning, I could say in all friendliness to my hon. friend the member

for Ontario, a very learned and most respectable gentleman, that he could have by the same process, traced his origin right back to Adam and in that event, he would find himself among the Jewish race. When the Normans came to Canada they were then a part of France and they came to Canada not as Normans but as French. They came to the new France as the subjects of the King of France. They came as Frenchmen and not as Normans, because in the course of years they had come to form part of French nationality; they had become French citizens by heart and culture.

There is another good friend of mine, a man to whom I listen attentively when he speaks, because he is refreshing. His speeches remind me of the debates I heard in this house when I first came here thirty years ago. I refer to the hon. member for Parry Sound (Mr. Slaght). I regret not having waited, when I made my speech on the second reading of the bill, until the hon. gentleman had spoken, because he supplied all the material that was necessary to justify the speech I myself made. It is only in the conclusion that we differ. He made the strongest speech that could be made against conscription, but he made that speech in support of a conscription by legislation.

Nothing has been shown, nothing has been indicated to us to prove that it is necessary at the present time to have such legislation on our statute books. We have been told that it will place our position in a better light before our allies. Well, if our allies are in such a state of mind as to be satisfied because we have on our statute books legislation which most of the ministers have said will not be applied, our allies are very easily satisfied. It would have been better to make them a gesture of good understanding, otherwise, for example, to shake hands with them.

Before condemning the province of Quebec for the attitude she is taking, and the members from the province of Quebec for the attitude they are taking, on this very important issue, the members of this house and the press of the country should look around the world a little and inquire what is happening in other countries which to a certain extent are in a position similar to that in which Canada finds herself to-day.

Can you seriously condemn the attitude of the people of the province of Quebec when you absolve by silence what has happened in Northern Ireland? Are they not in a danger zone, exposed to attack? Is not the south of Ireland exposed to attack, with the very important maritime ports which they have and which they have so far refused to permit England to use? Are they not in danger of being attacked, much more so than we are in Canada? Who is condemning, who has been condemning them in this house? Who has had the courage, during the debate on the second reading and even now, to raise his voice against the attitude of Ireland, north and south? Nobody. But the good old goat of the province of Quebec has to bear the burden, has to be punished; the fight has to be carried against the province of Quebec as it was carried on in 1917 for the benefit of people we know.

What about the position of Australia? Australia does not have compulsory military service for overseas. We have been told that they sent a number of soldiers overseas who have been fighting gallantly in Libya and elsewhere. That is true, and they deserve all praise for it. Nevertheless, in Australia there is no military service act that provides for service overseas. Legislation of that kind was defeated in the last war, and it has been defeated in the present war as well. Then we are told that the best method of avoiding invasion in Canada—it is a dream—is to fight the enemy on the ten or fifteen or twenty or twenty-five points where the war is raging in Europe and in Asia to-day, one is bound to ask, where is the front to-day? Is the front more in the British isles than it is in Libya? Is the front more in the British isles than it is in Russia to-day? Certainly it is not.

Australia did not have compulsory military service for overseas, and they sent soldiers to fight in other theatres of war. Did that prevent them from being attacked? No. They were attacked just the same, and they were attacked probably with more success because they are more exposed to-day, because a larger number of their soldiers, their sons, have been scattered all over the world. They are thinking of bringing them back to Australia in order to defend their own land.

I do not see any weight in the argument that we must go and defeat the enemy elsewhere. Where? There are ten points in Asia and Europe where the enemy is having successes at the present time. What is the spot we are going to choose to send our men when we apply the military service law?

The province of Quebec is unable, as she was unable in 1917, to force her views on the majority of this country. She has no intention of imposing her views on the majority of the Canadian citizens if they want to have conscription. But I contend that the province of Quebec has the right—and I have exercised it and I do exercise it at the moment without any fear of any kind—to express her own opinion in the councils of the nation. If we

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cannot do it properly; if we cannot do it the way we are used to argue things of that kind according to our temperament, according to our mind, as I said a moment ago, let us say good-bye to confederation and let us say good-bye to democracy.

But I feel that there is in this country a majority capable of understanding the point of view of the province of Quebec and ready to listen to those who represent her in this parliament and to concede to them the liberty of expressing, in the way they like, their point of view on all the problems that are being discussed in this House of Commons. That is all that we ask.

The minority cannot rule; but let me say in all kindnes to the majority of this country, which according to the hon. member for Trinity should rule—and he asked that we should recognize the sovereignty of the majority—I do recognize the sovereignty of the majority in Canada, and the province of Quebec will submit to the legislation that is going to be passed. But if the minority cannot dictate its view to the majority, that majority should hesitate, should pause, before setting its iron heel upon a minority in the country.

We are fighting this war, according to the Right Hon. Mr. Churchill and other leaders, for, among other things, the protection of minorities and for the rights of small nations. Let us not abuse their representatives by laughing at the expressions of their opinions and criticizing bitterly when they are expressing the views of their compatriots, the people they represent in this House of Commons.

My good friend the hon. member for Trinity in the course of his remarks, which are always interesting, because he is a very sincere man and a very broad-minded man, recalled to us an old saying, that the stone may hurt but not the words. Let me add to his saying, which is true in a sense, that stones may hurt the physical body of a person, but words, and very often actions, hurt the soul, and that the wounds of the soul are much more difficult to cure than the wounds of the physical body.

Exercise your authority, you members of the majority, but with kindness, not in Hitler's or Mussolini's way. Exercise it in such a way that the feelings of those upon whom you exercise it by the force of numbers are not hurt too deeply.

The people of the province of Quebec are law-abiding citizens. They have proved this in the past; they will prove it in this instance. When the law is enacted, although it is the worst law that has ever been passed by a democracy in Canada, we will submit. We will obey the law. There will be no trouble. We might remember the occasion, but just the same we will obey the law and act as citizens having in their traditions the respect for those who are exercising the authority. We will in all sincerity try to do the best we can to accommodate ourselves to the situation, which is going to be difficult as a result of what we have been promised not only by our leaders but by the leaders of all parties in Canada.

I know that my position is going to be misunderstood. It is already misunderstood in my own province. There is a veil of silence which is being used to conceal the activities of the representatives of the province of Quebec who disapprove the government. You have only to look at the newspapers and you will see that when one of the members opposing the government on that issue makes a statement it is hidden on the fourth, fifth, sixth, sometimes the twenty-fourth page of the newspaper, if it is reported at all. But when an argument is made in favour of the government by somebody who is ready to swallow the law there is no letter in the printing room of the newspapers too large to advertise the proclaimed great speech that has fallen from the lips of a supporter of the government. That is propaganda which is not any more commendable that the propaganda of Hitler, Stalin or Mussolini. It is propaganda which in a large part is being paid for with public money. It does not give the true significance of what is happening in this house, but it is intended to discredit those who have the courage of keeping their word and frankly and openly stating what they think.

You say, "Well, the majority has spoken." Yes, the majority has spoken—

Mr. SPEAKER: I am sorry to inform the hon. gentleman that his time has expired.

Some hon. MEMBERS: Go on.

Mr. HANSON (York-Sunbury): If it is the wish of the house that the hon. gentleman should proceed, Mr. Speaker, I shall be glad to give way to him.

Mr. SPEAKER: With unanimous consent the hon. gentleman may proceed.

Mr. CARDIN: Mr. Speaker, realizing the difficult position in which I was placed you and the house have been kind enough in one instance already to allow me more time than is permitted under the rules to an ordinary member. I do not want to abuse that privilege. I was then favoured with more time, and I do not want to ask for the same privilege again.

Hon. R. B. HANSON (Leader of the Opposition): Mr. Speaker, I think we have all listened with more than ordinary interest

to the address of the hon. member for Richelieu-Verchères (Mr. Cardin), who has just resumed his seat. He showed, I think, all or nearly all of his old time vigour; he showed his ability to speak extemporaneously, and he marshalled his arguments with much of the power I have seen him exhibit in former days. I should like to say, however, that with respect to certain portions of his remarks he said either too much or too little. I confess that with respect to certain cryptic utterances which he made I did not understand the innuendo, and I hoped that he would enlarge, to a degree at least, upon the position which he says obtains in certain quarters in the province of Quebec. I hope that at least he is absolving me and those whom I represent from any participation in the position to which he referred.

Mr. CARDIN: On that point I do.

Mr. HANSON (York-Sunbury): Thank you. I can only conclude that he was referring to propaganda undertaken and carried on in the province of Quebec in various ways and manners unknown to me, which would have the effect of undermining his position and that of those who think as he does, and of propagating the position, the circuitous position, which this government has taken and which I exposed yesterday in the debate during the committee stage of this bill. I was struck with one statement made by the hon. gentleman, which I regretted to hear him make, when he issued the challenge or made the assertion that no one would crush Quebec. I ask him: Who is trying to crush Quebec?

Mr. LACROIX (Beauce): You.

Mr. HANSON (York-Sunbury): I am not trying to crush Quebec. I want to say that Quebec has played a great part in the history of this confederation. Without Quebec, confederation could not have been possible. With Quebec and the other provinces, Canada has arrived at the stage where she now is a great nation. Quebec has shared those responsibilities. Under the terms of the union the people of Quebec have been given privileges which are embalmed in the British North America Act, privileges which no one in this parliament with any sense of responsibility has ever tried to take away. That question has arisen many times. Many times leaders of every political party in this country, I care not what its colour, have assured the people of the province of Quebec that the contract of confederation would be kept; and no one has been more assiduous in attempting to keep the provisions of that contract than has the historic Conservative party in Canada, which made them possible. Therefore I say to the hon. member in all kindness that if he had any references to me or those who are associated with me when he mentioned the attempt to crush Quebec, I deny the allegation and repudiate the suggestion. I say to him that in order to make good that argument he will have to turn his face to his former friends, and I think by very logical reasoning he can do that. A pledge was made to his people by the Prime Minister of this country, from which during the course of the past six or seven or eight months he has been trying, by every circuitous route open to him, to escape. If the hon. gentleman has any complaint with regard to the way in which his people are being treated, he should turn his face to his former leader or his present leader, I do not know which to call him. As for us and our course, I will say this, that since we became convinced that compulsory national service was necessary in this, the greatest of all wars, we have been absolutely consistent in the course we have sought to pursue. We have not advocated that policy in favour of any class, in favour of any province or in favour of any racial element. We have advocated that course because we believe it is in the national interest; and every part and parcel of this country is part of the body politic and should so consider this situation.

During the course of his vigorous remarks the hon. gentleman indicted the present bill. He said it was the worst law that had ever been placed upon the statute books of a democratic country, and with that statement I am to a very large degree in agreement. Why? It was an emergency measure. It never should have been used as a substantive law. It was only enabling in its scope. It was to give the government power to do certain things, power which a government ought to have in case of an emergency; and that emergency not having arisen but the situation having grown more and more grave from day to day and month to month, the government of this country should have brought down in parliament a detailed measure dealing with the question of compulsory national service in every field of human endeavour. It should have brought that measure into parliament so that we could have passed upon it section by section, stage by stage, power by power, and should not have reserved to itself the power to legislate by order in council. That was the indictment which the hon. member for Richelieu-Verchères made against this bill—the power to do things in secret that should be done in public—and I have made a similar indictment on every occasion I ever had to refer to the matter. His indictment was

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with regard to the power to do clandestinely that which should be done openly in parliament by the representatives of the people, in the democratic way.

The hon. member says that if we adopted what I have advocated, national selective service, there would be no one left to conscript. I deny that statement. I have said that if we are going to have a total war effort in this country every man should be allocated to his job—the farmer, the artisan, the fighting man. That could have been done; yes, it could have been done very much easier two years ago. It could have been done much more effectively two years ago than it can be done to-day. But this government would not do it. The reason is absolutely plain—it was endeavouring to protect its political position. No one knows that better than the hon. member for Richelieu-Verchères.

Then the time came, he said, when, driven on by those who, he claimed, had ulterior motives to serve, driven on by those who wanted to capitalize their positions, this government began to change until to-day, after tortuous steps, one by one, we are now in the position where we have compulsory military service, or have it with the exception of the last one step.

I deny that anybody who has advocated national military service has had any ulterior motive. I appeal to hon. members; I appeal to the hon. members on the Liberal side who spoke in support of conscription, and ask them if they advocated it from any ulterior motive. I appeal to the Minister of National Defence for Naval Services (Mr. Macdonald) whom I see in his seat. Does he advocate compulsory military service from any ulterior motives, or does he advocate it on the broad principle of the national interest? Surely that is the only reason why any of us has ever advocated that position. I was a long time before I brought myself to the position where I advocated it. I thought public opinion had to be educated to it. I thought the urgency of the situation had to be driven home to the minds and hearts of the people of Canada. I did feel that in days gone by there had been maleducation in certain parts of Canada, and if the hon. member for Richelieu-Verchères is responsible for that position, then he must take his share of the responsibility. I do not think he is attempting to escape from it. I think he, as a citizen of his province, will take the responsibility for anything he has advocated in the past.

We do not all think alike. I respect the opinions of those who do not think as I do. This is democracy, we cannot all have our own way. I speak to this opposition group, and to the other minority groups in the house, and I ask them: How often have we had our way in this House of Commons? We believe in the principle of majority rule, and I was glad to hear in the final words of the hon. member for Richelieu-Verchères a declaration of his adherence to that principle. Let me say to him that he is following in the footsteps of the greatest leader the Liberal party ever had. If Sir Wilfrid Laurier were here to-day he would advocate the principle which he laid down in a speech in the House of Commons in 1917 and which at least on one occasion I have quoted.

Enough on that point. The hon. member paid me, I think, perhaps, too high a compliment when he intimated—although he did not say it in so many words—that this government had been driven step by step to the position they are now in through the efforts of those of us who advocated first one step, then another, then another, and then another until we have arrived at the present position. I do not believe I have been wholly responsible for those successive steps. But his testimony was to the effect that we have done that, and I accept the compliment. I have not anything to retract for any part I have ever taken or for what I have urged upon the government of the country in the interests of total war for the salvation of civilization. I shall never retreat from the position I have taken.

If I have advocated by constitutional means one progressive step after another for Canada in this war for civilization, I have done so first of all out of a sincere conviction that I was advocating the right thing. Second, I have done so because I believed the government should be told what the public generally, aside from their own political group, was thinking. I have attempted to voice public opinion for the information of the administration which has the responsibility of carrying on the war.

Was that a duty? I think it was. If I did it, however inadequately, I have no regrets. If I had anything to do with the four months training plan, I have nothing whatever to recall. If the hon. member has any quarrel with or suggests any betrayal in connection with those who were called in under the four months training plan, then I say his quarrel is with his former friends who concealed as fully as possible their real intentions when they started this mobilization legislation.

I said yesterday the Prime Minister had always yielded to public opinion. In that connection I would point out that in the progressive steps which have been taken by this nation under his leadership he has yielded, in each instance, to public opinion. I believe

that before this war is over, perhaps before many months, the Prime Minister will go further in yielding to public opinion, and we shall have at last total war by total effort.

Mr. POULIOT: What do you mean by that?

Mr. HANSON (York-Sunbury): Just what I say—total war by total effort, and it will not be confined to man-power alone. We may have to go the limit in everything. What brooks it if we lose this war? What brooks any of our positions if we lose this war?

Mr. POULIOT: Why don't you drive a truck in England?

Mr. HANSON (York-Sunbury): If it is necessary for me to drive a truck in England, or anywhere else. I am entirely willing to do so. I am entirely willing to do anything that the state says I shall do. Further, I do not think there is a member in the house who, if the state in its urgency says, "We want you somewhere else to do a job," would refuse to do that job. I believe that the Canadian people as a whole, irrespective of race, irrespective of any other consideration, are willing to make every contribution they possibly can, every contribution it is humanly possible for them to make, if they are shown the way.

I would wish that the hon. member for Témiscouata (Mr. Pouliot), who is a man of some parts, a man well versed in the history of this country, would endeavour to understand the point of view of some of the rest of us, as I have tried to understand his point of view and that of those with whom he is associated in thought. If we could get together sometimes and discuss these matters we might have a better understanding. But I am afraid the floor of the House of Commons is not perhaps the best forum in which to arrive at conclusions, or get together in our ideas.

I should like to say a word with respect to our position in this matter, and the position of the Cooperative Commonwealth Federation. When the Prime Minister made his statement with regard to returning to the house for a vote of confidence I took occasion to say that the government had looped the loop three times. I meant that. It was not a very eloquent expression, but it was expressive of what I believed the position to be. This morning the hon. member for Rosetown-Biggar (Mr. Coldwell) stated that he largely agreed with what I had said, but suggested that the official opposition were looping the loop with the government.

If he means that we were urging the government along toward the goal of total war, he is right. We supported the government in its effort to free itself from the silly pledge that it made before and during the election. We helped the government to put over the plebiscite, to get an expression of the views of the people of this country, if not with respect to conscription at least with respect to releasing them from the pledge they had given. By the same token, I wonder if the hon. member for Rosetown-Biggar did not come along with the Prime Minister and myself on that occasion. He did. I heard his speech, and I read it afterwards. He was travelling in the same direction as we were.

Then came this vote on the mobilization bill. On the specious ground that by this bill the government was not proposing to conscript wealth, and in order to curry favour with certain parts of the electorate of this country, these hon. gentlemen of the Cooperative Commonwealth Federation voted against the second reading of this bill. I want to say to the hon. member who is not at the moment in his seat—

Mr. MacINNIS: I think the hon. gentleman will have to withdraw that statement. It is a reflection upon the members of this group, and he has no right to make it.

Mr. HANSON (York-Sunbury): The hon. member can put his own interpretation upon my remarks, but unless Mr. Speaker says that it is a reflection, I have nothing to withdraw.

Mr. SPEAKER: I do not think there is any reflection in what the hon. member has said.

Mr. HANSON (York-Sunbury): By the same token, he reminded us that this was the ninth anniversary of the Regina meeting. Have any hon. members ever read the Regina platform? The Minister of Agriculture (Mr. Gardiner) knows what it was. It was an irrevocable statement that never under any consideration would they or their party participate in any foreign war. There is not any doubt about what attitude those gentlemen took in the days right up to the war. Shades of Mr. Woodsworth! Would he have done anything else? I listened to him speak in this house for years. We all know what his philosophy was with regard to war. He was sincere in holding those views, but I am doubtful about hon. gentlemen who have eleventh hour conversions when they think it is popular. There is not very much consistency about these hon. gentlemen who are now out for total war. Where were they two years ago, three years ago or nine years ago?

There is an old saying that you cannot make a silk purse out of a sow's ear. I am

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not going to apply that to the Cooperative Commonwealth Federation, but I am going to say that you cannot take an isolationist, you cannot take an anti-conscriptionist, you cannot take a non-participationist, you cannot take a man who says he would rather see his son go to gaol than go to war and make him a good participant in this war overnight. I want to say to my friends of the Cooperative Commonwealth Federation that they got off on the wrong foot when they voted against this mobilization bill. If they ever had any hope of becoming a great party in Canada, that hope was buried when they voted against this bill. I know my hon. friend charges me with tailing in behind the government. We did not tail in behind the government because we wanted to help them especially; we did so because we wanted to help the cause that we believe in, heart and soul. When we did so we were not playing politics as they were.

Mr. GILLIS: There is no difference between the two parties at the top.

Mr. HANSON (York-Sunbury): The hon. member for Cape Breton South (Mr. Gillis) says there is no difference between the two parties at the top. I would hope that in essence, with the possible exception of a few members of the cabinet, we are all thinking alike about this war and the absolute necessity of winning this war if we are to survive. I invite my old friend, the hon. member for Richelieu-Verchères to come along with us and get on the band-wagon for victory. No one wants to crush him or his compatriots. We want equality of service. That is all. And I think the only way to get it is by the draft method. My fear is that conscription will come in this country, but that it will be too late to be effective.

I had intended to put on the record the position to which he referred in connection with what was done under the Military Service Act of 1917.

Mr. LACROIX (Beauce): Mr. Speaker—

Mr. HANSON (York-Sunbury): I hear the hon. member for Beauce (Mr. Lacroix) saying something. I am wondering what he has ever done to help to win this war.

Mr. LACROIX (Beauce): I have done more than the hon. gentleman has.

Mr. HANSON (York-Sunbury): I wonder what he has done to help to win this war. We never hear his voice raised in this house in approval of any measure that would in any degree help to win this war. There are many people in this country who are influenced by him, but I am glad to know that there are very few in this house who pay any attention to what he does or says.

Mr. LACROIX (Beauce): I know who you are.

At six o'clock the house took recess.

After Recess

The house resumed at eight o'clock.

Mr. HANSON (York-Sunbury): Mr. Speaker, I had hoped to conclude before the dinner recess what I had to say, but owing to what occurred in the house this morning and this afternoon I found myself unable to do so. I confess that when I came into the house to-day I had intended to participate, to only a very limited degree, in this debate on the third reading, because I thought I had covered all the issues very thoroughly on the second reading and in the course of the remarks I made yesterday in the committee stage. I desire, however, to say something with regard to the Prime Minister's proposal for a vote of confidence, and I shall do so now, and then as rapidly as possible conclude what other observations I have to make.

In my view, the Prime Minister's proposal to return to the house for a vote of confidence in the event of his decision to impose conscription for service overseas is nothing but a sharp political manœuvre. The Prime Minister knows full well that a majority of both parties in this house would support an honest, straight-forward and direct system of compulsory service without any limitation, but he seeks to deflect that vote upon a question of high principle and of great national importance to a vote of personal confidence. He has told us that the vote will not be one on conscription because he will have settled that decision; he will come back for a vote of confidence, and I interpret that to mean a vote of confidence in himself and his government. I tell him here and now that I have not that confidence in him or in his administration, and I reserve the right to vote as seems most expedient in the national interest when the time arrives. I have no confidence that this administration will forsake the policy of appeasement and temporizing which has characterized it since the day war broke out; and until I am convinced that there will be a complete and absolute change in both the policy and the attitude of the administration, and particularly of the Prime Minister, I shall reserve the right to vote confidence or to withhold it.

I do not propose to take time to reiterate the position to which I adhere. I believe that the immediate and full enforcement of the true principle of compulsory selective service without geographical or other limitations is an urgent necessity if Canada is to make an adequate contribution. I shall not cease to urge my point of view on every possible occasion. I shall not cease in my endeavour to arouse public opinion in this country to that necessity, and to try to drive this government into action which I believe to be such a vital necessity if we are to have, what the Prime Minister has so frequently promised, total war waged by total effort.

We have been at war for nearly three years. For nine months of that period of time the war seemed to the people of Canada a very remote affair. Then came Dunkirk, when those of us who were following intensely the situation came to the realization that there was a great possibility that this war might be lost. Then came the period when Britain herself was in danger, when all that stood between us and a horde of Huns who might pour across the Atlantic ocean was the British navy; when in fact and in deed our front line of defence was overseas, and when I thought, and all people who think as I do were driven to the conclusion, that the war must be kept away from these shores if it was humanly possible. Then came a recession of the danger of invasion of Great Britain and after other developments in June, 1941, when the main danger to Britain seemed to have receded, came the invasion of Russia. When we were in Great Britain in September of last year, talking to great men of that nation, I felt day after day a sinking of the heart when I was made to realize that possibly Russia could not last very long, and I recall with what gratitude and praise we looked upon the defence of the gallant Russian nation in repelling the invasion of the Hun. With 1942 came the renewed invasion of Russia, and to-day we hear over the radio and read in the newspapers stories of the splendid struggle which our allies over there are making. But it has been impressed upon me, as, I am sure, it has upon the minds of every one of us, that there is still great danger that this war may be lost.

Has that no lesson for us, for all of us? Well, to me it has this lesson. This is my final word in this debate, and I may not have another opportunity during this session to impress these views upon my fellow members and upon the people of Canada. To-day the danger of losing this war is as great as it has been at any time in the last thirty-three months. If Russia should collapse, millions of nazis may be turned against the western world, and the British empire and the United Nations in general may thereby be put in dire peril.

I appeal to my fellow citizens in this country of Canada, to my fellow members on all sides of this house, to Canadian men and women of whatever racial origin they may be, to unite to repel the common foe, because a nation divided against itself cannot stand. We should not allow ideas which have grown up upon erroneous premises over a period of years to blind us to the significance of present-day events and the potentialities of the immediate future.

Therefore, Mr. Speaker, my last word to the membership of this house to-night is this. No matter what our political differences may be; no matter what our opinions may have been on the war effort of this government in days gone by, when this nation is in as dire peril as I believe it is to-day, and when the United Nations are in as dire peril as I conceive them to be, let us forget past differences, party politics and partisanship. Let us unite as never before so that we can say to our children and our children's children: when Canada was in peril, the Canadian people united.

Right Hon. W. L. MACKENZIE KING (Prime Minister): Mr. Speaker, the leader of the opposition (Mr. Hanson) has just made an eloquent plea for unity. He has said to the hon. members of this house: Forget all past differences, no matter what the record of the government may have been in its war effort; no matter what political differences there may have been between us; the danger in the world to-day is so great that men of all parties and all classes should unite, forget the past, and—if I understood him aright—devote their entire energies simply to the winning of the war. That was fine eloquence; it was a noble appeal. But may I say to my hon. friend that if he had begun his remarks of yesterday with those words and had followed them up in accord with the significance of words of the kind, his utterances would carry much greater weight than they do at the moment.

May I remind the house of yesterday's proceedings. My hon. friend came into this chamber with a carefully prepared address. It was typewritten. He had evidently given considerable thought and preparation to it. He knew that the proceedings in committee would not permit of his making a prolonged address without the consent of all members of the house; and having in mind his desire to get on the record this carefully prepared statement, he made an appeal to the house and

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asked that he be given unanimous consent. I think I can say quite honestly that if after objection had been raised by members in different parts of the house I had not myself risen to say that I would support my hon. friend in his request, the opportunity which was accorded at that time would not have been given him. Having been given the opportunity, the first thing my hon. friend said was, Oh, yes; I appreciate the kindness of the Prime Minister. No doubt he has been in a similar position himself and appreciates the difficulty of such a situation and is therefore helping me to meet it, or words to that effect.

May I say to the hon. gentleman that I have been in many positions, but I cannot recall that at any time in my life I was in the position where I asked a favour of another man in order that I might have an opportunity to knife him as strongly as I could. I would not pay so much attention to my hon. friend's request but for the plea for unity we have had from him to-night and the fact that before preferring his request he had his speech all prepared and knew what was in it. From beginning to close, it was the strongest effort he could make to help to destroy me in the public life of the country. The whole purpose of the speech, from beginning to close, was an effort to destroy confidence in this administration. Yet he says we must win the war. How are we to win the war, I ask my hon. friend, if there is to be no confidence in the ministry carrying on the war? It would be all very well if his words ended with their utterance and were not reported. But what happens? What the leader of the opposition said is sent broadcast not only throughout this country but throughout the world. It is taken up by the gentlemen of the press gallery and sent to the different countries of the world, to the United States, to Great Britain, even to our enemies. What impression do they get from the speech delivered yesterday? What is the impression anyone would get who listened to that speech or who may have read it to-day? It would be that the Prime Minister of the country was not deserving of the confidence of parliament; that he did not enjoy the confidence of the people; that Canada's war effort was being rendered infinitely less effective than it should be on that account. Yet my hon. friend takes exception to my wishing to have some expression of confidence on the part of the house before I continue to add to the responsibilities I have carried during the last three years.

My hon. friend speaks about our having been at war now for three years. I wonder if he realizes what load has been on my shoulders for these three years of war. A little later on he may reflect with regret upon some of the words he used yesterday afternoon concerning the manner in which I have sought to discharge the duty I have to our country.

What was my hon. friend's pretext for the speech he made? He said I had introduced some new matter in the speech I made on the second reading of the bill, and therefore it was necessary and desirable for him to intervene in the committee stage to make the kind of speech that should have been made on the second or third reading of the bill. Well, my hon. friend knows as well as I do, to begin with, that the new matter, as he calls it, which I introduced was not new in the sense of being something which was not wholly relevant to the subject under discussion on the second reading. He knows also that all he had to do was to ask His Honour the Speaker whether in any way I had infringed the rules by introducing new matter into my speech. In that event he could have taken exception to it and so exposed me. But his speech was not occasioned because of any new matter. That was a mere pretext. Indeed, the whole of his speech had nothing to do with new matter. It was all old matter, the repetition of things he has been saying over and over again by way of attack upon myself and upon the government ever since we have been carrying on the duties of a government in this period of war.

Let me remind the house of some of the things my hon. friend said when he spoke. I made a note at the time of some of the references he made to me, and I propose to quote from them to the house on this occasion. But speaking of old matter, if I wished to refer to old matter I think I would not have much trouble in embarrassing my hon. friend. He was eloquent this evening about his convictions on the matter of conscription—how he has always believed in conscription; why this parliament should believe in conscription; that it is necessary for the winning of the war, and so on. Here is a little bit of old matter, the record of a speech made by the hon. gentleman, as reported in the Montreal *Daily Star* of October 30, 1941, just three months before the present session started. What did my hon. friend say then as to conscription being all-important and, above all else, being the thing for which all members of this parliament should stand? I quote:

> "I have been urged to declare for conscription of man-power," Mr. Hanson said, "what would happen if I did? Immediately the Conservative party in parliament nailed conscription to its masthead, we would consolidate all those forces that have been opposed to us since 1917 and they would be marshalled against us."

This is the hon. gentleman who now says that conscription is the thing that everyone should agree upon, the hon. gentleman who says that he has never made a political issue of it; but he then said that the Conservative party, if they were to nail conscription to the masthead, would immediately have all the other forces marshalled against them.

Mr. HANSON (York-Sunbury): Would the Prime Minister read that part in which I said that I tried to avoid its becoming a political issue?

Mr. MACKENZIE KING: I will read the whole of it. My hon. friend said:

> Conscription is bound to come to the front more and more insistently, but it must come from the people themselves. To make it a political move would defeat the very purpose of those who have it in view. . . . Our sense of citizenship must be such that we will go out and tell the people what the situation is, but if you make conscription a political issue you will retard its adoption.

A political issue is what the hon. gentleman opposite and his friends have made this question from the very beginning.

Some hon. MEMBERS: No.

Mr. HOMUTH: You have had twenty-five years of training.

Mr. MACKENZIE KING: I think I can prove pretty quickly the truth of what I have just said. This afternoon when my colleague the former Minister of Transport (Mr. Cardin) was speaking on this question of conscription and how it had come to the fore he said that it had been largely the result of agitation, agitation on the part of hon. gentlemen opposite and their press in different parts of the country and others who represent them or for whom they speak. The result of agitation! My hon. friend described my course yesterday as a tortuous course, that first one step had been taken, then another and another in order to bring conscription more and more to the fore. It was this course he was describing as tortuous yesterday. But to-day when my hon. friend and former colleague comes out and says that the steps leading to the present bill were the result of agitation, and in so doing hands a bit of toffee to the opposition party and their friends, hands what I think the children call "an all-day sucker," my hon. friend grabs this thing and takes the whole credit to himself, implies that he has been the one who from the start has led this agitation and helped to make a success of the issue of conscription.

Mr. HANSON (York-Sunbury): I said he did me too much credit.

Mr. MACKENZIE KING: Yes, but my hon. friend took it all to himself. The moment what had been, when he was describing my course, a tortuous course, when my hon. friend was told it had led to a certain result it became a series of progressive steps. Progressive steps the stages are described as when he has had to do with a course followed; a tortuous course when I have had anything to do with it.

What were some of the adjectives, phrases and epithets he used in describing this so-called tortuous course of mine? First he said I had sought all along only to preserve my political position, then that I had sought only the consolidation of my political position. That is all the credit he gives me as leader of the government in dealing with the question of the progress of the war and the measures necessary for it, that my whole aim and purpose have been to consolidate my position politically, to consolidate the position of the party politically.

Then he went on to speak of my course as one marked by procrastination, a course marked by appeasement. Next he referred to my method of speaking as casuistry, and finally, running out of epithets in that direction, he began to talk about twisting and turning and opportunism and indecision and timorousness, a comedy of errors, a lack of courage, and political expediency. These epithets ran all through my hon. friend's speech as his means of seeking—what? Of seeking to undermine confidence in the government and its leader at this time of war and great peril, for no purpose other than the political benefit he thinks he himself is going to be able to derive therefrom.

There was something that I must confess I was surprised at my hon. friend saying. I can understand some of the epithets he used. I was surprised when my hon. friend not only sought by his different utterances to create the impression that there was lack of unity in the cabinet; that there was lack of unity in the party; that there was dissension in the ranks of my followers, and after having tried to sow that sort of seed he turned to hon. members on this side of the house and said to them that some of them felt that I had betrayed them. But he added—and let me use his own words so that there will be no mistake—"And they have every right to think that he has betrayed them." Well, I say to my hon. friend that I think he will live to see the day when he will greatly regret having accused me of seeking to betray anyone and, most of all, members of my following in this house.

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Mr. HANSON (York-Sunbury): That is what the hon. member for Richelieu-Verchères said, that he had been betrayed.

Mr. MACKENZIE KING: He did not say I had betrayed him. I noted his remarks very carefully. He said there was a time when certain people might think they were betrayed, a very different thing from my hon. friend accusing me of betraying anyone.

What did my hon. friend advise me to do? I had made certain pledges. His party, the party of which he is the leader, had made certain pledges—the same pledges. All hon. members of this house know well that at the beginning of the war the parties generally saw the seriousness of the kind of political discussion that would arise once the question of conscription for service overseas came to the fore, and all parties were united in saying to the electorate that they would do their utmost to prevent conscription for service overseas ever becoming an issue in this country at this time of war. It was not I alone; it was all parties, including that of my hon. friend. He was returned to this House of Commons in an election in which on this question of conscription for overseas service his own leader took exactly the same position as I did.

When I saw that it was necessary and desirable in view of changed conditions in the world for the government to have the power it now seeks, I recognized that a certain pledge had been given, I then said that before any action could or would be taken it would be necessary for me to go to the people of this country and ask them to release me and all others from commitments made, so that my hands and the hands of all might be free for any action it might subsequently be desirable or necessary to take. But my hon. friend who talks about betrayal said to me here, and to this house, that the thing I ought to do was to break, to ignore that pledge and go ahead and by force and might of majority put through conscription regardless of any pledge given. When he talks about betrayal, what is that but betrayal? Wholesale betrayal of the entire nation is what my hon. friend was advocating. Should his conduct in office be the same as his advocacy in opposition, if he had been in the position I am in to-day, he would have carried out that betrayal.

May I say a word about the change in world conditions. Here may I speak more particularly of what my friend and former colleague the hon. member for Richelieu-Verchères said this afternoon as to the government's action being the result of agitation. I have in my hand the speech from the throne which was delivered at the beginning of the present session. My hon. friend was a member of the government at the time. With much of what he said this afternoon I am in entire agreement and most hearty accord; particularly is this so of what he said about the necessity of a majority being careful how it exercises its powers and of not ignoring the rights of a minority. But may I say to my hon. friend that I cannot agree with him when he says it was agitation which caused the government to make its policy, as announced in the speech from the throne at the beginning of this session, one of seeking the power which we have sought in this legislation. The reason was—I am sure that on reflection my hon. friend will recall—the changed condition of this world war. At the beginning of the present war, nearly all persons in Canada believed it was going to be a second European war. Hon. members need not refer to speeches I have made in the past about whether troops would cross to Europe or not; they need only look in the British *Hansard* to see what members of the British parliament said about there not being another war in which Britain would send expeditionary forces to the continent. The leader of the opposition need only look at what his predecessor, Mr. Bennett, said in this House of Commons about no more expeditions being sent from this side to Europe. After the last war there was an intense feeling throughout the country that if the nations of Europe were going to continue to quarrel among themselves, they would have to straighten out their own quarrels. When the present war broke out there were many people who did not begin to have any appreciation of its probable scope and extent. It required not merely education but also time, vision and experience to bring home to the public of this and of other countries the true nature of this conflict.

It was under those circumstances that this government led this country into war, or rather took the responsibility of recommending to His Majesty that he declare that a state of war existed between Canada and Germany. At that time the belief was that for the most part the conflict would be wholly and solely within Europe. But what occurred between then and the time the speech from the throne was prepared this year? Between that time and the preparation of the speech from the throne the whole scene had completely changed. Practically all of Europe had been overrun by the conqueror. Poland and Czechoslovakia had been invaded and crushed. Denmark and Norway were under the heel of the aggressor. Belgium was conquered. The Netherlands were conquered. France had collapsed. Jugoslavia had been

overrun. Greece had been overrun. Armies were in conflict along the border of Russia. The whole situation in Europe had changed completely. War was being carried on in Africa. But there was another circumstance which was most important. In addition to the war in Europe and in Africa, war had broken out on the far side of the Pacific. Japan had entered the war; she and Germany had both declared war on the United States, and before this house met this year Japan had made her strength felt in a powerful way in the far east. If I am not mistaken, by that time the Netherlands East Indies had been overrun; Singapore had fallen, and Australia was in danger of being invaded. These were the circumstances in which this house met at the beginning of this session. These were the circumstances, as my hon. friend and former colleague well knows, which account for the fact that this government had included in the speech from the throne the statement that it was desirable for the government to have the power for which we are now asking in this present legislation. Let me read the clause as it appears in the speech from the throne:

> The government is of the opinion that, at this time of gravest crisis in the world's history, the administration, subject only to its responsibility to parliament, should in this connection and irrespective of any previous commitments—
>
> That was with respect to methods of raising men for military service overseas.
>
> —possess complete freedom to act in accordance with its judgment of the needs of the situation as they may arise.
>
> My ministers accordingly will seek, from the people, by means of a plebiscite, release from any obligation arising out of any past commitments restricting the methods of raising men for military service.

Those were the circumstances. It was not the agitation on the part of hon. gentlemen opposite, but the fact that it was recognized by the government, as indeed it was its duty to recognize and to act accordingly, that instead of being a European war this was a world-embracing war, and that unless the enemy could be defeated in other parts of the world the last phase of the war in all probability would be fought out on Canadian soil.

I say to my hon. friend and former colleague that if he is at all doubtful as to that being the view which he himself held, I would recall to him what he said in his broadcasts to the people of his own province during this very session. Here may I pause to say that I do not think hon. gentlemen opposite have appreciated or sought to appreciate in any way the service that was rendered by my former colleague at that time. They have been ready to find fault with him in one particular after another, but they have been very quick to forget the noble service that he and his fellow ministers from the province of Quebec rendered at the beginning of this war, when they made clear to the people of their province why Canada should enter this war unitedly. They have been very quick to forget that when gentlemen belonging to their own party sought to divide the province of Quebec and to have the government of the province take a different stand, my former colleague and his fellow ministers from Quebec were the ones who spoke to their people and gave them the reasons why they should stand solidly behind this government in its policy of prosecuting the war to the utmost possible extent.

Speaking on the plebiscite, here are the words which my hon. friend used in addressing the people of the province of Quebec:

> It is your war; the war of every one of you. They are deceiving you in saying this is England's war. It is the war of our civilization against dictatorship. It is the war of those who are dear to you and of your way of life against a system of terror and slavery.

Those I am sure were the motives which actuated my hon. friend when he agreed, with other members of the government, to our seeking power to take whatever course might become necessary in order to meet a future situation. And he added:

> A member of the Quebec legislature said a few days ago that he hoped that the present war would make Canada an independent nation. But if Canada were to-day an independent nation, we would surely be engaged in the war.

Speaking on April 9, in another broadcast, my hon. friend said:

> To my fellow citizens of Quebec, I wish to say simply, without weakness and without shame, that it is better not to run the risk of isolating ourselves. We wish others to show confidence in us; let us then show confidence in them. Let us not speak only of rights; let us think sometimes also of the obligations which guarantee those rights . . . and No will lead you nowhere and assure you of nothing. With the rest of the country let us provide for our defence everywhere in order to keep away from us both the black peril of infidel Germany and the yellow peril of deceptive Japan.

That was the world vision which my hon. friend had and shared with all of us, and which I believe he still has. I mention it only to bring home to all hon. members of this house the fact that the government, in pursuing the course that it has taken and in seeking the power that it is seeking by this particular bill, has been motivated solely by what was most in the national interest and has had its course, as must be the case in all matters that affect the lives of men, influenced

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by the course of events in the world about it. We are not in the same position to-day that we were in three years ago. What country in the world is in the same position to-day that it was in three years ago? Who will venture to say what position this or any other country is going to be in a year from to-night? Knowing the rapidity with which the enemy has made headway in all quarters of the globe; seeing what he has done in Europe; seeing the strength of his forces in Russia at this very hour; seeing the battle that is taking place in Egypt; witnessing the conquests of Japan as we have witnessed them in the past few months; having had U-boats in our own rivers and having had our own shores attacked, who will say where we are going to be in relation to the enemy a year from to-night? I should like to know what government would survive that did not anticipate in advance all possibilities, and seek to provide against them in every way at its command. I know what the cry would have been if we had failed to take this step. There would not have been an incident of any kind, of an adverse nature, which would not have been put down to the fact that the government had not taken the power to conscript men for service overseas even if that should be considered necessary.

What government could stand against a charge of that kind?—that it had not been willing even to take power that might be necessary to save the country in a world situation such as we are facing at the present time. I say that no government would have been true to the country that would have tried to avoid its responsibility in that way. But we are taking the responsibility, meeting every situation as it comes, and seeking to discharge our responsibilities to the best of our ability.

Oh, yes, let me say a word about leadership. There has been quite a little said yesterday and to-day about leadership. Something was said about leadership in the province of Quebec. Of course my hon. friend the leader of the opposition could not help getting in the same old jibe that his party has kept up from the beginning of the war—that this country is not getting the leadership that it needs at the present time.

May I just remind the house that the ink was hardly dry on the order in council which set out the declaration of war between Canada and Germany when we were told—and I think it was by the hon. member for Parkdale (Mr. Bruce)—that while the present leader of the government had been a very good leader in times of peace, was in fact a splendid leader in times of peace—though I did not hear that said very often by hon. gentlemen opposite in times of peace—he was not the man to lead the country in a time of war. From that day to this, every few weeks and months one sees evidence of a new drive, that we had better have a change in leadership, and so on and so on. Everything that has been possible for the opposition, the opposition press or the opposition public to do to belittle the leader of the government in this period of war, they have done, most of them without any reserve whatsoever.

They talk about publicity. For example, they complain about Canada's publicity in the United States. They say that our publicity in that country is poor, and that the people over there do not appreciate our war effort. Well, where does the United States get most of its Canadian publicity from to-day? It gets it from the press which reports the utterances of my hon. friend, utterances like those of yesterday. How can we expect to have a proper impression of Canada's war effort out of what these gentlemen have been seeking to have it appear, when they have, in large part, a monopoly of the press, and use press agencies to help to send these speeches abroad?

My hon. friend talks about leadership. May I say to him that there are some things which speak for themselves, despite anything anyone can say, or any construction one may seek to place upon them. For twenty-three years I have held the position of leader of my party. In that period of time I have had the pleasure—it was not altogether a pleasure, but a pleasure, in part—of seeing seven different leaders from the Conservative party sit opposite me, and for the most part they were in opposition.

This leader, who is not much good, at least has had the satisfaction of having seen no less than seven Tory leaders come and go, and seek to put him out of the leadership of his party! May I say to my hon. friend that, very fine in some respects as his own leadership has been, I do not think it has been altogether a bed of roses for him. I do not think it has been a magnificent triumph in the eyes of his own following, if what I read sometimes in the press is correct.

But speaking of leadership, my hon. friend, after referring to some proposed course of mine, said, "What a spectacle!" Well, I have witnessed many spectacles in my experience in political life, but never before have I witnessed the spectacle of a political party which had to have two leaders, one in the house and one out of the house, neither friendly with each other, and neither carrying the

support of his own party. That is the spectacle we have had for many months past in the case of the party which my hon. friend leads in this house.

An hon. MEMBER: When Rome burns!

Mr. MACKENZIE KING: This is the hon. gentleman who preaches to the house about leadership! This is the gentleman who says that the country has not the kind of leadership it needs! Well, thank the Lord it has been spared this two-headed brand of leadership—and that is what exists, so far as the party opposite is concerned.

Mr. GRAYDON: "If Hitler were only a Tory, what a licking we could give him!"

Mr. MACKENZIE KING: Well, I will not repeat what is being said by some of my friends round me, there may be attributes in Hitler that are not far removed from those of some of the party opposite.

May I come now—

An hon. MEMBER: Come to the war.

Mr. MACKENZIE KING: —to the reason my hon. friend gave for seeking to make his long speech of yesterday. He said that I was seeking to introduce some new formula—I think that is what he called it—and that he was taking exception to my so doing. Just what was it to which my hon. friend was taking exception? So that the record may be clear on the point I think I had better read to the house what I said on July 7 respecting the new matter, as I understand it, which my hon. friend said I had introduced at that time. I quote now from *Hansard* of July 7, page 4327:

> If the need should arise for sending overseas as reinforcements men called up under the National Resources Mobilization Act, the procedure should be as open and aboveboard as it can possibly be made. Unless it is understood that parliament will be informed in advance, all kinds of suspicion will be aroused and all sorts of rumours will be in circulation from day to day.
>
> The right of the public to be informed of the decision of the government before it is enforced was set forth clearly in the address I made in opening the plebiscite campaign on April 7. Speaking on this very matter in a nation-wide broadcast, I said:
>
> "The people of Canada are not going to hesitate to take any steps which they believe to be necessary for the preservation of their freedom. They are certainly not going to hesitate to adopt any measure needed to preserve their national existence, but they will wish to know, and they have a right to know, that before any step is taken, that step is necessary. This is particularly true in the case of a measure which has been the subject of bitter controversy and the source of disunity in the past."

And this is the new matter:

> I intend, therefore, if the time should come when the government decides that it has become necessary to send overseas men who have not volunteered for general service, and I should be in office at the time, to ask my colleagues to join me in seeing that parliament is immediately informed of the government's decision. If parliament is not in session, I would do whatever lies within my power, to see that parliament is informed as soon as possible after the decision has been reached.
>
> I intend at the same time to see that, before the administration assumes the additional responsibility of enforcing its decision, hon. members are given an opportunity, not for any second debate on the question of conscription, but of showing their confidence or want of confidence in the administration.

May I ask wherein does any part of this new material not relate to the question of procedure on the very matter contained in the bill which the house is discussing at the present time? Suppose I had said nothing about my intention of informing parliament of the government's decision before seeking its enforcement? What would hon. gentlemen opposite have said? I have to consider what I am going to be face to face with if I fail to take a particular course as well as what I am going to be faced with if I take a particular course. Hon. gentlemen opposite know there is no single subject to which they have directed their opposition toward myself during the last two or three years to a greater degree than in alleging that I was not carrying out what I professed to believe in, namely, the responsibility of the executive to parliament; that I was continually ignoring parliament; that I was doing everything by order in council. There is not an order in council that the government has passed, I believe, to which hon. gentlemen, either in particular or in general, have not taken some exception. They talk about everything being done in the present administration simply by order in council. Yet when it comes to the most important order in council that will be passed during the life of this parliament, these hon. gentlemen say that I am taking a mistaken course in coming to parliament and informing parliament about that order in council before action is taken to enforce its provisions.

I just want to remind hon. members of what some of them have said on this matter during this debate. I am considering now just exactly where I would be if I had not made the statement that I was going to inform parliament immediately the government made its decision; that I was going to seek to get from this house an expression of confidence in this administration if it was to carry out the enforcing of that particular order. I have in my hand a copy of the

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speech made by hon. friend, the leader of the opposition, on May 28 of this year. I am going to read only a sentence or two which will help to illustrate the quotation I would have been faced with had I taken a different course. My hon. friend said, as reported at page 3114 of *Hansard:*

Let parliament take the responsibility; let parliament pass upon such regulations. The whole theory of doing these things by order in council is wrong.

Mr. HANSON (York-Sunbury): That is as to the regulations.

Mr. MACKENZIE KING: The emphasis has been on doing things by order in council. The order in council which will be passed will be an order putting into force regulations that are already known. The essence is that they will be put into force by order in council. My hon. friend also said that he did not think we could get the same spirit of equality if this sort of thing were done merely by order in council, and he objected to such a method. Then on June 10 my hon. friend said, as reported at page 3533 of *Hansard:*

"Trust the people" is an old cry of the Prime Minister. He has never been willing to do that in connection with the conscription of man-power in this country. He has never been willing to trust the people. Yet there is no man in this country, no man in the whole history of Canada, who has played upon the principle of trusting the people more than has the present Prime Minister. In respect to one vital matter, which affects the liberty of the subject, he legislates in the secrecy of the council chamber; he is afraid to trust the people. If we pursue our present course we shall have only the theory of selective service on the statute books; we shall not have its application.

I wonder how my hon. friend would have rung the changes in this house on that declaration if I had not declared that I was going to see that this parliament was informed of any decision this government had made as soon as it was made and before action was taken to carry out the enforcement of the order itself.

Not only is it the leader of the opposition, but the leader of the Cooperative Commonwealth Federation (Mr. Coldwell) has been equally strong in his language. Indeed, both of them repeated to-day their objection to not having parliament fully informed on these matters, even to the extent of having parliament legislate again upon them. On May 28 the leader of the Cooperative Commonwealth Federation party used these words, as appear at page 3116 of *Hansard*:

The decision as to whether we are going to compel men to surrender their lives or their property in the interests of this dominion and of our war effort with the united nations is not the responsibility of the military authorities; it is the responsibility of this parliament. And I agree that under no circumstances should the government take unto itself powers that ought to lie in this chamber.

When we are dealing with the futures of the young men of this nation, this is the place where the decision should be taken, to the very last degree.

Suppose a decision were taken and parliament not informed until action had been taken to send men overseas? Would there not be a repetition of the remarks I have just read? Would not this parliament and this country be told over and over again that I, of all men, had been one who sought to do everything in the secrecy of the cabinet council and to ignore parliament altogether? Speaking on June 11, as reported at page 3544 of *Hansard*, the hon. member said:

We have no right to give a blank cheque to the government to do nothing, or to make regulations for the conscription of man-power, which may be no better understood or more equitably administered than the regulations already in effect and about the meaning of which there is no general agreement by the Department of National War Services which is charged with their administration. Under the circumstances my colleagues and I do not propose to give the government a blank cheque to do by order in council what this parliament alone should do.

I draw attention to one word used there because it is significant. It is not merely action taken by order in council; it is the administration with respect to which my hon. friend wants to have some word to say.

Mr. COLDWELL: The administrative regulations.

Mr. MACKENZIE KING: As to how they would be administered, yes. Then I come to the hon. member for Lake Centre (Mr. Diefenbaker), who is reported at page 3624 of *Hansard* as follows:

We have a right to know how the act will be administered;—

If you are going to know how it is going to be administered, you will want to know what ministry is going to administer it. That is the first step. That is what I am proposing that this parliament shall know. The hon. member continued:

—we have a right to know its mechanics and its provisions. We have a right to see that under these regulations favours will be denied, that favouritism will not be permitted, so that there will be honest administration.

Again a question of administration. That seems to be the important question in connection with this particular measure. Here is a statement which I quoted the other evening and to which exception was taken by the hon. member for Lake Centre on the

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ground of its not conveying his true meaning. I am going to give it the meaning he says he intended to convey. He was speaking on June 15, and I quote from page 3621 of *Hansard:*

Up to the present time the only two ministers who have spoken in this debate on behalf of the government have been the Prime Minister (Mr. Mackenzie King) and the Minister of Agriculture (Mr. Gardiner), both of whom have consistently opposed military service overseas, and from whom, having regard to the speech to which we have listened to-day, we cannot ever expect in my opinion to have military service overseas regardless of what the people may demand.

When I read that the other evening my hon. friend said that he had not meant military service overseas, he had meant compulsory military service overseas. What is the charge being made against me at this time by one of the leading followers of my hon. friend opposite? It is:

. . . having regard to the speech to which we have listened to-day—

That was the speech of the Minister of Agriculture.

—we cannot ever expect in my opinion to have military service overseas—

That would be compulsory service, to use his own words.

—regardless of what the people may demand.

If that is the view members of this house have, do they not believe it is about time that an opportunity should be given to them to say whether they have or have not confidence in the administration that is to have this extra responsibility?

My former colleague, speaking in the first debate, gave one strong reason why parliament should know immediately the decision was made and before further steps were taken. Speaking on June 11, the hon. member for Richelieu-Verchères said, as reported at page 3560 of *Hansard:*

It is not to be applied by act of parliament, as it was in 1917, with the regulations attached to the bill and presented to parliament. No; it is to be done by order in council, and it may very well be that the order in council applying conscription, forcing the boys of Canada to fight anywhere in the world, will be kept secret.

That is a rather serious statement or charge to make. It will be rumoured about the country that there is going to be so much secrecy in this matter that the order in council applying conscription, authorizing the boys to fight anywhere in the world, will be kept secret. There is one very effective way of answering a charge of that kind, one that cannot be denied, and that is that the minute a decision is reached by the government to resort to conscription for service overseas this parliament will be advised of it, and that course is the one which will be taken.

I might quote from many speeches which have been made by hon. members on this side. I shall mention only one, but I give it as a reason why amongst others I think it is necessary that I should know if and when the time comes whether men of my own party are going to support me if it falls to my duty and obligation to have to enforce conscription. I read here from the words of one of my personal friends, the hon. member for Rimouski (Mr. d'Anjou), who, speaking this way, and very feelingly—and I take no exception to what he said, but I feel sorry that he found it necessary to say it—remarked, as reported in *Hansard,* June 29, at page 4052:

When speaking on the plebiscite, I stated that I had faith in my leader and in his cabinet. I must say that I have now lost that faith. I truly believed that I could trust the Prime Minister of Canada.

Then he says later on, speaking of my former colleague:

He too had faith in the government. Having been deceived, he had enough courage to resign.

As I said, I am not surprised that the faith of some of my followers may have suffered—I will not say, a shock, but at least that it has been a little difficult for them to understand some things. The really great things of life, the important things in life, are often not to be understood by any individual act; it is the life as a whole that counts, it is the future as well as the present and the past that have to be taken into account; and in taking the action which I have taken in regard to this matter I have had in consideration above all else the national interest and the problems which men from all parts of this country have to face in their several constituencies. If I have not sought to proceed as hon. gentlemen opposite think I should have proceeded, and a year and a half ago taken steps to put conscription into force immediately, whether it was necessary or not, it is because I have known only too well that such course would have been the most disastrous that the leader of any government could take at any time in this particular country. I say to the hon. member for Rimouski that I believe he will live to see his faith restored, by the events of the coming years. In the light of the possibilities of the future, he will come to see very clearly why I have taken the course I have in the past and in the present.

Mr. ROSS (Souris): Even if we lose the war.

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Mr. MACKENZIE KING: What I wish to make perfectly clear is this. The responsibility of being a member of a government at a time of war, to say nothing of having the responsibility of being head of a government, is the greatest responsibility which can be put upon the shoulders of any man, and no leader of a government and no government can carry on the duties of government in time of war unless absolutely sure of its following in the House of Commons. This is the position that I feel the present administration has come to, or more particularly that I myself have come to, at the present time, after three years in which hon. gentlemen opposite, some of their press and some of their friends have been doing all they possibly can to undermine the administration, and to cause not only the people of Canada but the people of other countries to lose faith in myself as leader of an administration in time of war. Now that we have come to a crisis I feel it is absolutely necessary, if I am to carry on longer as the head of the administration, that I should know whether I have a solid following in this House of Commons and in the country.

I am not going to spend time reading many extracts from the press; I get quite enough of them, morning, noon and night, when I pick up certain journals. But I am going to read a paragraph from one editorial which appeared shortly after I made the speech I did in this house on July 7, in which I said that I thought it would be necessary to have an expression of confidence from the House of Commons. I ask hon. members in listening to this paragraph from this particular editorial whether they believe that, if this kind of thing is given currency day in and day out in different parts of Canada, it will be possible for any man who has responsibility to carry on in time of war. I quote from the Toronto *Globe and Mail* of July 10, 1942:

> It is bad enough for our Prime Minister to be revealing some of the earmarks of a dictator and trying to suppress the privileges of parliament,—

This is at the moment when I am saying to hon. gentlemen opposite that, before seeking to enforce this decision, I intend to come to parliament and give hon. members an opportunity of saying if they have confidence or have not confidence in myself and the government. At the moment I am saying this, the Toronto *Globe and Mail* comes out and says that the Prime Minister is—

> —trying to suppress the privileges of parliament, of which he has been such a vociferous champion, but there would be some toleration for dictatorial methods if they were promoting the country's war effort and enhancing its prestige abroad. But the lamentable feature of Mr. King's tortuous and thimble-rigging courses which have been brought into high relief in the late debate is that they have now done irretrievable damage to the reputation of this young nation in the outer world. The valour of its sons in the last war had set the seal upon Canada's claim to full nationhood and given her a place of honour and influence among the nations. But to-day our Prime Minister, by assiduous and discreditable pursuit of partisan ends—which he has the effrontery to deny—at the expense of our solemn obligations has dragged that good name in the dust and frittered away the high prestige which heroic youth had won with precious blood.

I ask hon. members, if a leading publication in the largest city in Ontario can issue that sort of thing to the people of the province at a time of war, how can anyone expect that a man who has the least self-respect would be willing to ask the country to have him continue in office if he thought the people believed that sort of thing about him?

As a matter of fact, I think I know pretty well the confidence the people of this country have in me, and I am not afraid to go before the people at any time. That brings me to the answer to the question of the hon. member for Souris (Mr. Ross); and by the way, I should like to quote what he said, because it is very much to the point. What did he say yesterday? It is found in *Hansard* at page 4920:

> Mr. Ross (Souris): Just to follow up this question which the Prime Minister has just answered, is it still the intention, if the order in council he has mentioned is passed, that before it can become effective he shall consult parliament for a vote of confidence, as he stated in one of his speeches on the second reading?
>
> Mr. Mackenzie King: I shall have something to say about that a little later on.
>
> Mr. Ross (Souris): I think it has a distinct bearing on these sections, because I know, as one of the members of this house, that many people throughout the country, especially in the armed forces, have not very much confidence in the government as constituted with the present leader; they pin their faith to the ministers of the armed forces.

My hon. friend nods his head. Well, if there is not much faith in the present leader of the government, the sooner he knows it the better. I can assure my hon. friend and every member of this house that any time they wish to have a vote of want of confidence I am willing to give them the opportunity, and the moment such a vote carries no one will leave office more quickly than your humble servant. What did my hon. friend say this afternoon? He began to tremble in his seat after he had heard that possibly there was going to be a vote of confidence. He had been uneasy about it ever since he asked me the question this afternoon, what was I going to do if, when the vote of confidence took place, it should

prove to be a vote of non-confidence—would I go to the governor general and ask him to have one of my colleagues lead the government, or would I go to His Excellency and ask for a dissolution of parliament. My hon. friend was a little bit afraid of a dissolution, and yet he and his leader yesterday spoke about myself as the one who talks about trusting the people. But the moment we come anywhere near the people, my hon. friends, and those who think like them, begin to get very anxious indeed.

An hon. MEMBER: Don't be a child.

Mr. ROSS (Souris): Mr. Speaker, the Prime Minister does not—

Some hon. MEMBERS: Sit down.

Mr. ROSS (Souris): Just a minute. The Prime Minister has referred to the question I asked him this afternoon, and he said I was trembling from fear. I wish to deny that statement, and I invite him to Souris if he resigns.

Mr. MACKENZIE KING: I did not catch what my hon. friend said, but I notice he could not sit still anyway, and had to rise and make an interjection. May I say to my hon. friend that what I will do when the time comes will depend upon what happens at the time and what I think best in the national interest.

While I am dealing with remarks of some hon. gentlemen opposite may I refer to the hon. member for Lake Centre (Mr. Dienfenbaker). The hon. gentleman made a statement which affords a reason why I think it is important that not only this house but the country should know what confidence there is in the present administration. I am glad to observe that the hon. member has just come in. Speaking on July 22, yesterday, as reported at page 4921 of *Hansard*, he said:

> The Prime Minister says, "we will wait until conditions get worse and then, after we decide as a government to bring into effect conscription for overseas service, parliament will be called." Surely with conditions as they are to-day all over this world no one can say that they could be much worse.

I was astonished when I looked at *Hansard* this morning and found that those words which my hon. friend attributed to me appeared in quotation marks. I challenge him to point to any place at any time where I used words such as he has in quotation marks in *Hansard* to-day.

> The Prime Minister says, "we will wait until conditions get worse and then, after we decide as a government to bring into effect conscription for overseas service, parliament will be called."

There the quotation ends.

An hon. MEMBER: He was dreaming as usual.

Mr. MACKENZIE KING: He was not dreaming; he was doing something else though, and he knows it. I ask my hon. friend to rise now in his seat and tell me if I ever used words such as those.

Mr. DIEFENBAKER: I say no. Those words are placed there in parenthesis, and I say to the Prime Minister that with the conditions we face to-night all over the world I cannot understand the type of address which apparently he is trying to make to the house.

Mr. MACKENZIE KING: The words are not in parenthesis; they are in quotations, and I say that those quotations are not justified. I have made no statement of the kind—never at any time—and my hon. friend knows it as well as anyone else. I should like to know who put those quotation marks there. However, let us pass that over. The serious part of my hon. friend's statement, perhaps the most serious, is not putting those words in quotation marks, but in attributing to me any statement that we will wait until conditions get worse and then decide. Is there any justification for an expression such as that? When I have said that we would wait until the time came for putting in conscription, I have not said that we were waiting until conditions got worse. I have said that we were waiting until conscription is necessary, which is a very different thing. And I have made no other statement than that.

My hon. friends opposite a year and a half ago were saying that it was necessary to have conscription for overseas service. At the time I said it was not necessary, and from that time until the present they have been repeating that statement and I have been replying to them. It was not necessary for the reason that up to the present time more men have been offering for overseas service than it was possible for the government to train and send overseas. That is a very different thing. Suppose we had conscription for service overseas in force at this hour. I think I am right when I say that not an additional man would be called out, not one more man would be receiving training at the present time, not one man more would be sent overseas at the present time, for the simple reason that we have more men ready to go overseas to-day than it would have been necessary to raise by conscription to meet the situation at the present time.

Mr. HOMUTH: We have conscription now.

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Mr. MACKENZIE KING: I said, for overseas service. If we had conscription for overseas service at this moment, we still have more men offering to go voluntarily than we are sending across the sea now. May I ask my hon. friend who has interrupted me whether this is what he proposes—that we should take men who are called up under the National Resources Mobilization Act to serve in Canada and send them overseas in preference to men who have volunteered to serve anywhere, who are waiting to go overseas, and who wish to go? Unless that is what he means there can be no force in the kind of argument which hon. gentlemen opposite present.

Mr. HOMUTH: May I answer the question?

Mr. MACKENZIE KING: Yes.

Mr. HOMUTH: I contend that our camps are filled to-day because we have conscription in Canada.

Mr. MACKENZIE (Vancouver Centre): That is not a question.

Mr. MACKENZIE KING: That does not answer my question with respect to conscription for service overseas.

An hon. MEMBER: But it answers his.

Mr. MACKENZIE KING: In the matter of putting conscription for service overseas into force, should that become necessary there will be no delay in conscripting or training men. Exactly the same number will be called up by exactly the same method, regardless of geographical sphere of service. If the supply of volunteers fails there will be no question of starting a new system; all that will be required will be to extend the scope of service of men already called up and trained. That is the answer to the question as to the effect of delay in putting this system into force.

I wish to make perfectly clear my reason for saying that I desire to come back to parliament and inform parliament of the decision which may be made and why I would seek an expression of confidence before undertaking to continue as head of a government that is to administer conscription for service overseas. I have been careful in what I have said to speak for myself alone. I can speak only for myself as to the course I shall take if I have a certain responsibility, but I do say this, and I say it most emphatically, that no man, I do not care who he is, could carry on a government in time of war unless he had the confidence of the House of Commons, expressed in a reliable majority, behind him.

There have been in the course of this debate many things which have given me reason to feel that the degree of confidence in my ability to carry on up to this particular point, which I know I have enjoyed very greatly, particularly from men of my own party and, I believe, in large measure from many hon. gentlemen opposite, may not be as great in me as one qualified to administer conscription for overseas service. If that is the case let me say that I do not wish to assume any obligation that hon. members of this house have not full faith in my carrying out to the letter. May I say this to my fellow-members of the House of Commons: I have shirked no responsibility of any kind since this war came on that I believed to be in the national interest. I have not hesitated to ask this House of Commons for any measure that I thought was essential in the national interest.

I do not expect ever in my life—in the remainder of it—to have any obligation to assume which will be comparable with the obligations I have assumed in the past, when it fell to my lot to go into the council chamber and advise my colleagues—yes, at the time of Munich—that if Hitler made a move against Czechoslovakia, at that time I would advise that this country should go to war against him. When I made my position known to my colleagues in the cabinet a year before the present war, I realized the kind of conquest he was bent on. And when war came against Poland I again told my colleagues that I believed this country should enter this war at the side of Britain and fight this oppressor of mankind, this man who is seeking to gain the conquest of the world and to destroy freedom. I had had deep searchings of heart before that time. I was taking a very grave responsibility when I came into this chamber and asked this House of Commons to support a policy which would carry Canada into the war. I had taken the greatest responsibility that any human being on earth can take, that of bringing his own country into the war. I did not shirk that responsibility because I believed it was in the interest of our country that we should take that step. And after three years of war I ask my friends in this house to-night whether they think I was wrong in taking that step at that time.

I feel exactly the same about this matter of conscription for overseas service. Up to the present time I have not felt it necessary to conscript men for service overseas because our Canadians were doing honour to themselves and to their country by enlisting for training for service anywhere in larger numbers than we could prepare them. But I say to-night that, with the world situation what it is, with

the situation between Germany and Russia what it is at this moment, the situation in Egypt what it is at this moment, the situation on the Pacific as we know it to be at this moment, I would be derelict to the responsibility which I bear to the country and to my fellow-members if I did not say to them that I believed it was absolutely in the interest of the country that the government should have power to take any step at any time that it deems necessary, so long as it takes that step in the light of its responsibility to parliament.

Now I know there are some hon. members who do not attach the same significance to those words that I do. But I attach very great significance to them. When I say that what I wish to do I wish to do in the light of my sense of responsibility to parliament I am not talking about the shadow of responsibility; I am talking about the substance of responsibility. If I am persuaded that it is necessary and desirable to resort to conscription of men for overseas service, I am going to support that view. But the minute I support that view, if it is the view of the cabinet, I wish to be able to come to this House of Commons and say: The cabinet has reached this decision; the next step will be to enforce it. Before that next step is taken I want this House of Commons to declare whether it has confidence in me as the head of the administration that is to carry out this policy of conscription or whether hon. members prefer to have another government in the place of the administration now in office. That is my conception of carrying out my responsibility to parliament.

Some hon. gentlemen opposite keep saying over and over again, as the leader of the opposition said to-night, "I have no confidence in the Prime Minister; a lot of us have no confidence in the Prime Minister; we reserve our right to vote as we think best on the motion of confidence," but can you think of anything more ridiculous than when they are offered that opportunity the tenor of their words is, "Oh, for goodness sake, do not give us that opportunity; we don't want it; we don't want to have to vote on an expression of confidence or otherwise." I say the people of this country will want to know two things: first, whether the head of the government that is carrying on this war has the confidence of the majority in this House of Commons, and second, where the members of this House of Commons stand, each one of them, not by their words but by their vote, on the question of the course that may be thought necessary by the administration in the winning of the war. And I intend, if it lies in my power, to see that this House of Commons gets that opportunity, so that the people will know exactly where each and every one of us stands.

Let me say this in conclusion. If I propose a course in this parliament, immediately some hon. gentlemen opposite find fault with it. If the Prime Minister of Britain, Mr. Churchill, who is all-powerful in the support he has, proposes a course, of course he is applauded for it by the same hon. gentlemen. They say that was the right thing for him to do.

Mr. JACKMAN: National government.

Mr. MACKENZIE KING: Yes, that is where we come pretty much to the crux of the whole situation. My hon. friend belongs to that little group of Tories who feel that nobody else is able to carry on a government unless they are members of it. May I ask my hon. friend this question, because he was elected on the basis of national government. Who was it raised the question of national government in this country at the last general election? It was his leader and the members of his party. So keen were they on national government; so strongly did they believe that national government was the cry that was going to sweep Canada, that they actually struck out their old time-honoured name of Conservatives and called themselves national government candidates.

Mr. JACKMAN: I ran as a Conservative candidate, supporting the policy of national government.

Mr. MACKENZIE KING: My hon. friend ran under a leader who ran as national government leader and who said that national government was the policy of his party, and all hon. gentlemen opposite know it. I simply mention the matter because if national government has been anathema ever since, hon. gentlemen opposite are responsible, because they are the ones who put the issue to the people and got the answer from the people themselves.

Now I come back to the example of Mr. Churchill. I ask this house to listen to these words and to ask themselves whether they might not have been spoken by myself to-night after this long debate as giving expression to much that has been said in the course of it. Less than three weeks ago Mr. Churchill returned to Great Britain from the United States. While he had been away a handful of his opponents had been directing different charges against his administration, doing what they could to undermine the confidence of

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the people in his administration. This is what Mr. Churchill said in his first great speech in the house after his return:

This long debate has now reached its final stage. What a remarkable example it has been of the unbridled freedom of our parliamentary institutions in time of war.

Everything that can be thought of or raked up has been used to weaken confidence in the government; has been used to prove that the ministers are incompetent and to weaken their confidence in themselves; to make the army distrust the backing it is getting from the civil power; to make workmen lose confidence in the weapons they are striving so hard to make; to represent the government as a set of non-entities over whom the Prime Minister towers and then to undermine him in his own heart and, if possible, before the eyes of the nation—all this has poured out by cables and radio to all parts of the world, to the distress of all our friends and the delight of all our foes. I am in favour of this freedom which no other country would use or dare to use in times of mortal peril such as those through which we are passing, but the story must not end there, and I make now my appeal to the House of Commons to make sure that it does not end there.

And later.

Do not let the house underrate the gravity of what has been done.

Now that it has been trumpeted all around the world to our disparagement, and every nation, friend and foe, is waiting to see what is the true resolve and conviction of the House of Commons, it must go forward to the end.

The most effective statement made by the Prime Minister of Great Britain during the course of that speech was when he reminded the house that they had two alternatives; they could dismiss the present government or support it, but they had no right to impair its efficiency and reduce its prestige abroad by a process of "sniping." That is exactly where we are at the present time, and I am saying to members of this House of Commons tonight that none of them have a right to continue to undermine confidence in the government that is carrying on the war unless they are prepared to put some other government in to take its place; and they have no right to do what they can to seek to destroy the Prime Minister of the country in his own eyes, in the eyes of his fellow-citizens and in the eyes of the world, unless they have someone whom they can put in his place and who is prepared to take the responsibility that is mine at this time.

On a previous occasion, after he had been in Washington before, Mr. Churcill found that the same thing had happened. His back had hardly been turned before a small, vociferous group began to make charges against the Prime Minister for having done this, for not having done that, and the like. He came back and found his strength impaired, his prestige lessened, and what did he say? He addressed the House of Commons on January 27 and asked for a vote of confidence in himself. He said:

From time to time in the life of any government there come occasions which must be clarified . . . . Since my return to this country I have come to the conclusion that I must ask to be sustained by a vote of confidence from the House of Commons. This is a thoroughly normal, constitutional, democratic procedure. A debate on the war has been asked for. I have arranged it in the fullest and freest manner for three whole days. Any member will be free to say anything he thinks fit about or against the administration or against the composition or personalities of the government, to his heart's content, subject only to the reservation which the house is always so careful to observe about military secrets. Could you have anything freer than that? Could you have any higher expression of democracy than that? Very few other countries have institutions strong enough to sustain such a thing while they are fighting for their lives.

After two days of debate a division was taken, and Mr. Churchill was supported by 464 votes to 1. Well, Mr. Speaker, I do not expect any such support.

Mr. ROSS (Souris): You would hardly make a comparison between yourself and Prime Minister Churchill, would you?

Mr. MACKENZIE KING: What is my gallant and wise friend saying?

Mr. ROSS (Souris): It is on *Hansard*.

Mr. MACKENZIE KING: I want to make one thing perfectly clear—

Mr. ROSS (Souris): The Prime Minister asked what I said. I asked if he was making a comparison as between himself and Prime Minister Churchill.

An hon. MEMBER: Why not?

Mr. ROSS (Souris): Read the history of the last war, 1914-18.

Mr. MACKENZIE KING: The last thing in this world I wish to do is to make comparisons between myself and anyone else, let alone Mr. Churchill. No one knows better than I do the burden that Mr. Churchill is carrying and the magnificent manner in which he is carrying it. He is a noble example to all of us, and I am seeking to follow his example; not to compare myself with him but to follow his example: to do the best I possibly can in the position which I hold, for the time that I may hold it, but also realizing that I cannot pretend to carry on the duties of leadership of a government in time of war efficiently or effectively unless I enjoy the confidence of the members of the House of Commons. That is all I am asking for.

Now let me make one thing perfectly clear, so that there will be no mistake about it. I notice that some sections of the press have interpreted my remarks to mean that I was coming back to parliament to get approval of the decision of the government. I cannot make it too plain that when this bill passes both houses, as I believe it will pass, and is assented to, the government will have been given by parliament power to conscript men for service overseas. That power will rest in the government. It will be there. The policy of the government is to exercise that power when it believes it necessary to do so, when it is necessary to resort to conscription to make Canada's war effort more effective. When the decision is made by the government—if and when it is made—that settles the matter as far as conscription is concerned. Conscription will have been enacted; the government will have declared that it is necessary for the carrying on of the war. There will be no question of referring that matter to parliament at all. And may I add this, that if that should happen between now and the end of this year there could not be a debate on it, even if some hon. members might wish to have one. Every hon. member knows that His Honour the Speaker would immediately rule out of order a second debate on conscription, even if this house would tolerate it. It would be against the rules of the house, so there is no use in anyone seeking to make out that I am trying to have a second debate on the question of conscription, that I am going to take a long time in order to get this matter settled. This matter will be settled to-night, I believe, as far as this House of Commons is concerned. Then this bill will go to the senate and later will be given assent by the governor general. That will settle the question of the power the government will have, and according to my policy already stated the decision will be settled by the administration under the power given to it by this legislation.

But, Mr. Speaker, it is a very different thing when a decision has been reached which places additional responsibilities on the ministry, responsibilities which must be viewed by any wise ministry in the light of all that has gone before; in the light of all that has taken place during this debate in this House of Commons; in the light, as my hon. friend the former minister said this afternoon, of what is going to be the result of the enforcement of that policy not only in the immediate future but for all time to come; I say when all that responsibility is added to the responsibility already on the shoulders of the ministry, I think it very desirable that this House of Commons should say whether it is prepared to give its support to the administration to carry on with that extra responsibility, or whether it is going to withhold its support just at the time it is most needed. That does not mean a matter of taking any time. I will not delay to look up his words, but my hon. friend the leader of the opposition said something to the effect that I was going to ask for a second debate on conscription.

Mr. HANSON (York-Sunbury): No.

Mr. MACKENZIE KING: My hon. friend is quite right; that I was going to put through conscription by closure.

Mr. HANSON (York-Sunbury): No; a vote of confidence by closure.

Mr. MACKENZIE KING: No; my hon. friend said conscription by closure. I will quote his words, so that there may be no mistake about it. Here is what my hon. friend said, as reported at page 4905 of *Hansard*:

Later in that speech of Tuesday, July 7, the Prime Minister indicated that the debate would have to be curtailed. Well, who will do the curtailing. There is only one way to curtail debate in parliament, and that is by invoking the rules with respect to closure. Consequently, what the Prime Minister said on July 7 was that the action of his government in imposing conscription would be submitted again to debate in the House of Commons, but that closure would be applied in the debate, and the motion or resolution put through under closure.

There could be no clearer words than those. My hon. friend says he did not use them, but—

Mr. HANSON (York-Sunbury): I did not say that.

Mr. MACKENZIE KING: Then what did he say?

Mr. HANSON (York-Sunbury): The record will speak for itself.

Mr. MACKENZIE KING: Why did I look up the reference, if it was not to make perfectly sure?

Mr. HANSON (York-Sunbury): The right hon. gentleman was wrong in his first reference, and I think he is wrong in the second. I will leave it at that.

Mr. MACKENZIE KING: I find I was right in my first reference, because he said:

What the Prime Minister said on July 7 was that the action of his government in imposing conscription would be submitted again to debate in the House of Commons—

I did not say anything of the kind.

—but that closure would be applied in the debate, and the motion or resolution put through under closure.

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Mr. HANSON (York-Sunbury): "Resolution put through under closure."

Mr. MACKENZIE KING: It was closure in reference to the question of conscription.

Mr. HANSON (York-Sunbury): No; the resolution of confidence would be put through under closure.

Mr. MACKENZIE KING: Now my hon. friend is taking exception to the resolution of confidence being put through under closure. And yet he says he is so sure of his ground he is prepared to vote want of confidence immediately. I ask my hon. friend if there could be any more absurd attitude for a leader to take than this, to say that he has not confidence in the ministry, but will require weeks of debate if necessary to prove that there is anything in it. That is what it comes to.

I want to make perfectly sure at the present time that, so far as I am concerned, coming to this house for an expression of confidence at any time, undue time will not be consumed in debate. Hon. members will be given within a certain period of time, a chance to show where they stand and that will be a period of time which the people of this country will deem reasonable and sufficient for the purpose. I hope that is clear so that the country and hon. members will see there are not any delays whatsoever. Once the decision of the government is reached the government is going to proceed immediately and rapidly with the question of confidence and in carrying out to the full the intent and purpose of its decision.

I have spoken at greater length than I had intended to speak. My hon. friend closed his remarks with an appeal for unity at this particular time of war. I am not going to make that appeal in my own words, but, like my hon. friend, I should like to leave a few words with hon. members at the close of this long and very important debate. The words I wish to leave to-night are words which interpret better than any I have ever seen anywhere else what I believe to be the real inner meaning and significance of this great struggle.

I doubt if the people of Canada as yet begin to realize, not only the scope of this war, not only the terrible character of it, not only the rapidity with which it is encroaching upon the very confines and coasts of this continent. I doubt if they realize, or have yet fully realized, what this war really means to mankind.

Of all I have read on the subject, no passage has impressed me more than one I came across written by a young Canadian woman now in her thirties who, for some ten years or more suffered as an invalid. This young lady, Audrey Alexandra Brown, was born in Nanaimo, and is now living, I believe, in Victoria, out on the Pacific coast. I give these words to the hon. members to-night as words to be taken into the hearts of all, excepting none. I give them as words to be kept constantly before us to help us realize the character and the magnitude of the task it is our duty to seek to meet:

There is no place for separatism and dissension among us now, if there ever was. For it is plain that mankind has come to the crossroads. It is easy to cast back to Genghis Khan or the dark ages and declare that nothing is happening now which did not happen then. It is easy, it is comforting, and it is a lie. Certainly, brutality and force are not new among men. It has always been true that, as the Psalms have it, "the dark places of the earth are full of the habitations of cruelty". Men who are little more than savages can be expected to behave as beasts. But never before in history has a nominally civilized, a nominally Christian nation deliberately made the profession "Evil be thou my good". This war is unlike all other wars, for the deformed monstrosities that sheltered in darkness have crawled out of that darkness and openly challenged the world for the possession of its soul! They no longer fight under cover, they flaunt in steel. For Germany to win this war would not mean merely a re-drawing of boundaries or a shift in sovereignty. It would mean the destruction of the free spirit of man.

There can be no stronger plea for national unity.

Mr. ANGUS MacINNIS (Vancouver East): Mr. Speaker, we have witnessed a rather unusual spectacle in the house this afternoon and evening. Before the dinner recess the leader of the opposition (Mr. Hanson) took occasion to castigate all and sundry in the wildest terms. In this he was cheered by the Prime Minister (Mr. Mackenzie King). However, the leader of the opposition had a good dinner and returned in much better spirits, and made a perferoid plea for unity.

The Prime Minister drew this contradiction to the attention of the leader of the opposition and then proceeded for an hour and a half to do the very same thing, in turn ending up with an ardent plea for unity. It is a terrible spectacle at this time, coming from the two leaders of the two major parties in this house.

I would not take the time of the house in commenting on this procedure or in speaking in this debate had it not been for the fact that the leader of the opposition said certain things which we just cannot let pass. Speaking earlier to-day, the leader of this group (Mr. Coldwell) made reference to the statement of the leader of the opposition that the Prime Minister had looped the loop three

times, and that in that he was supported by the official opposition. I believe he added that later there had been another loop.

In any event this is what the leader of the opposition said on July 7, following the second reading of the bill, and as reported at page 4331 of *Hansard:*

Before the motion is put, Mr. Chairman, if I may, I should like to make this statement. Because of the speech that was made by the right hon. the Prime Minister to-night concluding the debate and at a time when no one else could reply, a speech in which it was indicated that the government has looped the loop three times . . . .

That statement was made after the leader of the opposition and his party had voted with the government that had looped the loop. Consequently the opposition also looped the loop. I am not a bit surprised that the leader of the opposition and his followers are feeling sore over the position in which they have become entangled. I am now going to show them what they voted for. They want total war, total conscription, and this is what they voted for and got. The Prime Minister is reported at page 4328 of *Hansard* as having said:

I intend, therefore, if the time should come when the government decides that it has become necessary to send overseas men who have not volunteered for general service, and I should be in office at the time, to ask my colleagues to join me in seeing that parliament is immediately informed of the government's decision.

I skip a few lines:

I intend, at the same time, to see that, before the administration assumes the additional responsibility of enforcing its decision, hon. members are given an opportunity, not for any second debate on the question of conscription, but of showing their confidence or want of confidence in the administration.

My hon. friends want total war; they want total conscription, and they got another delay. And they voted for it. No wonder they are sore. My particular purpose in rising to-night was to refer to the statement which was made by the leader of the opposition, and which was cheered by the Prime Minister, that this group in voting against the amendment to the National Resources Mobilization Act did so in order to carry favour with members from the province of Quebec. There is not a particle of truth in that statement. But if there should be, why did my hon. friends to the right vote for a bill which they despised? I will tell the house why. They voted for it because they were afraid to be found voting with what they called the "nationalists" from the province of Quebec. That was the reason. We did not vote against the bill for any such unworthy purpose. Our position and the position of my hon. friends opposite from Quebec are as far apart as the poles. The leader of this group, the hon. member for Rosetown-Biggar (Mr. Coldwell), put the case quite clearly and beyond the possibility of a doubt when speaking in this debate on July 7. The hon. member is reported at page 4310 of *Hansard* as saying:

What should this house do? In our opinion, this house should decide now, at once, without further delay, for total mobilization of industry, of wealth and of man-power. But what are we doing under this bill that we are discussing? We are merely allowing the government once more to postpone its decision on one phase of the mobilization that I have mentioned, and that not the most important.

That is not what my hon. friends from Quebec want. There is no similarity between what my hon. friends from Quebec want and what we want. They do not want this bill at all; they do not want mobilization of man-power, of wealth, of finance, of industry—we want conscription of all of them. How can my hon. friends of the official opposition then say that we voted against the bill in order to curry favour with the nationalists from the province of Quebec?

Mr. GRAYDON: Who said that?

Mr. MacINNIS: Your leader.

Mr. GRAYDON: Then it must be right.

Mr. MacINNIS: If it is, it would be the first right thing he ever said in his life. The leader of this group went on to say:

I want to make it very clear, as I said on June 11 when this measure was under discussion then, that we do not propose to be parties to this kind of political manoeuvring, for such it clearly is. We shall make our protest to-night by casting our vote against this measure.

My hon. friends to my right were parties to that political manœuvring. Indeed, the whole procedure leading up to this bill, the plebiscite and the amendment to the National Resources Mobilization Act is about as clever a bit of trickery as was ever perpetrated on the people of this country. Several times to-night the Prime Minister said that he wanted to make it perfectly clear where the house stands in this matter. Does any hon. member know where we stand at the present time or what our position will be when we come back to this house if the government undertakes to give effect to the powers taken under this bill? No one knows, and the longer the Prime Minister talks about it the less clear everyone is in regard to it.

The leader of the opposition was not satisfied with the position he had put himself in by supporting a bill that he did not want; he went another step this afternoon. The hon. member for Richelieu-Verchères (Mr. Cardin) —I am not quoting his words—said that this was one of the worst bills ever introduced in

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a democratic parliament. The leader of the opposition said that he was in almost perfect agreement with the hon. member. Yet he voted for that "worst" bill, and his followers voted with him.

The leader of the opposition pretends to feel concern over the political fortunes of this party because we voted against this bill. He should not worry over our affairs; he has enough to do looking after his own party. However, he should not even worry much about the fortunes of his own party because those fortunes are all in the past. Referring to the Cooperative Commonwealth Federation he said it was impossible to make a silk purse out of a sow's ear. I shall take the hon. gentleman's word for that, because no one is in a better position to give an expert opinion on that subject. All his political life he has been figuratively trying to make a silk purse out of a sow's ear. He has ended with a failure so complete that it should demonstrate the impossibility of that to anyone, even to himself.

In his speech this afternoon he raked up past history. To-night the Prime Minister took some time to point out the changes which have taken place since this war began; how almost everybody had changed their ideas on the war. The leader of the opposition referred to the statement on External Affairs made in 1933 in the Regina manifesto. He pointed out that in that statement we said we would take part no more in imperialistic wars. The Prime Minister pounded his desk in approval.

Mr. DOUGLAS (Weyburn): Is this an imperialistic war?

Mr. MacINNIS: That appears to be the position of my hon. friends. Let us see what was adopted as our foreign policy in 1933. I doubt if the leader of the opposition has ever read it. He pointed his finger at the government's side and said, "Did you ever read it?" If he has read it, he does not understand it. This section in the programme reads:

> A foreign policy designed to obtain international economic cooperation and to promote disarmament and world peace.

That is the kernel of the statement. We then elaborated it by saying:

> Canada has a vital interest in world peace. We propose, therefore, to do everything in our power to advance the idea of international cooperation as represented by the League of Nations and the International Labour Organization. We would extend our diplomatic machinery for keeping in touch with the main centres of world interest. But we believe that genuine international cooperation is incompatible with the capitalist regime which is in force in most countries, and that strenuous efforts are needed to rescue the league from its present condition of being mainly a league of capitalist great powers. We stand resolutely against all participation in imperialist wars. Within the British commonwealth, Canada must maintain her autonomy as a completely self-governing nation. We must resist all attempts to build up a new economic British empire in place of the old political one, since such attempts readily lend themselves to the purpose of capitalist exploitation and may easily lead to further world wars. Canada must refuse to be entangled in any more wars fought to make the world safe for capitalism.

Let me tell this house that we have not departed one iota from that statement.

In September, 1939, when war was imminent, when we were called here to attend the session of parliament which was to decide whether Canada should enter into the war or not, the Cooperative Commonwealth Federation called together its national council—the only political party in Canada which gave its members an opportunity to decide before they came into parliament as to whether we would participate in the war or not—and after two days' discussion the national council came to the conclusion that, although there might be certain imperialist factors connected with the war, the issues at stake were such that we were not unconcerned as to which side should win, and because we were not unconcerned as to which side would win we favoured participation by Canada in the war. Referring to imperialist wars, unfortunately we have, in the past, engaged in imperialist wars. The Minister of Mines and Resources (Mr. Crerar), speaking on this bill at an earlier date, said that if this had been another war like the Boer war he would be opposed to participation; and if this had been an imperialist war like the Boer war the Cooperative Commonwealth Federation would have opposed it, regardless of what the consequences might be.

The leader of the opposition talks about his desire to win this war, and he makes the welkin ring in telling us how necessary it is to sacrifice everything in order to win it; yet, during the discussion on the budget resolutions the only thing he seemed to be concerned with was that he and those whom he represents should keep what they have. It was a fine thing to send our young men to give their lives, and it was also the correct thing to make the young men of future generations pay for the war, as long as his "savings of a lifetime" were not touched. Let me tell my hon. friend that unless he understands better than he seems to do now what is at stake in this war he will wake up some fine morning and find that, in the winning of the war, a world revolution has taken place wherein the savings that he and the privileged

classes of the world have piled up will have disappeared, but in their place will come security for everyone; because those world changes are the issues at stake in this war. I do not, however, expect hon. members to understand that.

The leader of the opposition was not satisfied with calling attention to our foreign policy statement, which I have demonstrated is a perfectly good statement. He had to refer to a statement supposed to have been made by the leader of this group to the effect that he would rather see his son dead than have him join the army. I am not sure whether my hon. friend put it in just those words, but that was the import of his statement. He, however, failed to tell the house, though I have no doubt that he knows it, that the only son of the leader of this group is to-day in the armed forces.

A great many things have happened since 1939. I could believe far more in the sincerity of the Prime Minister in many of the things he said if he had not cheered the canards of the leatder of the opposition earlier this evening. But if we have changed our position, so has the Prime Minister. As late as March 30, 1939, he said, as reported in *Hansard* at page 2419:

> We have tremendous tasks to do at home, in housing the people, in caring for the aged and helpless, in relieving drought and unemployment, in building roads, in meeting our heavy burden of debt, in making provision for Canada's defence, and in bringing our standards of living and civilization to the levels our knowledge now makes possible. There is no great margin of realizable wealth for this purpose; we must, to a greater or less extent, choose between keeping our own house in order, and trying to save Europe and Asia. The idea that every twenty years this country should automatically and as a matter of course take part in a war overseas for democracy or self-determination of other small nations, that a country which has all it can do to run itself should feel called upon to save, periodically, a continent that cannot run itself, and to these ends risk the lives of its people, risk bankruptcy and political disunion, seems to many a nightmare and sheer madness.

That was in 1939. My right hon. friend referred to-night to Munich, and said that at the time of Munich he told his cabinet that if war developed at that time Canada should go into the war. Yet eight or nine months later he said that for Canada to take part in these foreign wars was sheer madness. Was the right hon. gentleman on that occasion currying favour with the province of Quebec? If he wants his protestations of sincerity to be taken at their face value, he should not cheer or pound his desk when the leader of the opposition in his ignorance casts aspersions on this group. I may say that since this war began we have advocated one thing only; we have demanded that if we are going to conscript men and use men's lives in winning this war, we should conscript the wealth and the industries of the country to fight the war. I want to tell the Prime Minister that there is not a group in this house, neither his own members, nor the official opposition, nor the group to my left, who have been more careful not to embarrass either himself or his ministers in the carrying on of the war than the group which sits behind me in these rows of seats. I challenge him to bring forward one instance where we have said or done anything that could possibly embarrass him. We did not do so because we realize the importance of winning this war.

I regret having to take up the time of the house to discuss these matters to-night, but unfortunately the leader of the opposition had to be answered. The statesmanship shown by the leaders of the two major groups in the house this evening is something that should give the people of Canada food for thought. We have an amendment before us which would delay this bill going into action, even such action as is offered by the government. Since its only purpose is to delay the measure, this group will vote against the amendment.

Mr. MAXIME RAYMOND (Beauharnois-Laprairie): I had not intended to take part in this debate on the third reading of the bill, but in view of certain observations made this afternoon by the leader of the opposition (Mr. Hanson) and the hon. member for Trinity (Mr. Roebuck), I wish to make a few remarks. I have already expressed my views on the principle of the bill, and I have also stated my reasons for opposing it. I do not intend to repeat them. But let me say this. If before hearing the speeches delivered by the Prime Minister and most members of the cabinet I had the slightest hesitancy about opposing the bill, after listening to those speeches that hesitancy would have disappeared entirely. The speeches delivered by the Prime Minister and most members of the cabinet have demonstrated that this measure is inopportune; that conscription is not necessary, and that they do not foresee when it will be necessary. Yet we are asked to vote for this conscription bill.

I have no hesitation in supporting the amendment which has been moved by the hon. member for Gaspé (Mr. Roy) that there should be a six months' hoist, because it is the logical consequence of all the speeches we have heard this afternoon and on previous occasions. Reference was made this afternoon by the leader of the opposition to national

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unity. It is not the first time that we have been asked in the province of Quebec to make sacrifices for the sake of national unity. For the last hundred years national unity has always been achieved at the expense of the province of Quebec. Let me recall a bit of history. In 1840 when the Union Act was passed the province of Ontario had a debt of $600,000, and Quebec was asked to assume responsibility for that debt in the name of national unity. At the same time the population of the province of Quebec was much larger than the population of Ontario, and the province of Quebec was asked to give equal representation in parliament to the province of Ontario in the name of national unity, and we consented. In 1867, when the British North America Act was passed the principle of equal representation in the parliament was no longer good, because in the meantime the population of Ontario had increased and was larger than the population of Quebec, and they asked, not equal representation, but proportional representation, and for the sake of national unity the province of Quebec again consented. As a matter of fact, we have not even proportional representation, but that is something about which I shall have to speak on some other occasion. In 1939, when war was declared, the province of Quebec was asked to consent to participation, again in the name of national unity, and the province of Quebec consented to participation, but on the express condition that there would never be any question of conscription. Now in the name of national unity Quebec is again asked to consent to conscription, notwithstanding the pledge that had been given in 1939 to that province. Well, there must be a limit to sacrifice, always at the expense of the province of Quebec.

Reference has also been made by the leader of the opposition to privileges enjoyed in the province of Quebec by virtue of the British North America Act. Let me say that these are not privileges but rights.

Mr. HANSON (York-Sunbury): Did I use the word "privileges"? I said "contractual obligations."

Mr. RAYMOND: They are rights. There was a contract in 1867, and I dare anyone in this house or anyone outside it to cite one fact to show that the province of Quebec has not fulfilled all its obligations under the British North America Act. In the province of Quebec French Canadians are the majority, and we have always fulfilled our obligations and always respected the rights of the minority. Unfortunately, however, I do not think the same can be said of all the other provinces.

This afternoon the hon. member for Trinity said that in a democracy the majority should rule. I agree entirely with that principle. In a democracy the majority should rule, but may I add that the majority should never abuse its powers, and when a pledge has been given by the majority to the minority it is sacred. In this case a most solemn pledge, so qualified by the Prime Minister, was given by the majority to the minority. Think of it! We are now asked to pass a bill to conscript men to go and fight for a broken pledge. It has been said that the government has been released from that pledge. That is not a fact. The government has not been relieved from its pledge because the pledge was given to the minority. I have only to refer to the compromise made in September, 1939. Mr. Lapointe, speaking in the name of the province of Quebec, said this, when war was declared. I am quoting from page 68 of *Hansard* of that date:

> The whole province of Quebec . . . will never agree to accept compulsory service or conscription outside of Canada. . . .
>
> Provided these points are understood, we are willing to offer our services without limitation and to devote our best efforts for the success of the cause we all have at heart.

This is the condition which has been asked of the majority for our participation. It was agreed to, and the Prime Minister has said that it was the most solemn pledge that had ever been given to a group. When they say that the plebiscite has relieved the government from its pledge I say no, because the pledge was given by the majority to the minority, and the province of Quebec has voted almost unanimously against relieving the government from this pledge. But to-day we are asked in the name of national unity to relieve the government from its pledge when the population has refused to do so; and because the province of Quebec is refusing, some people treat the province of Quebec as a disloyal province. Since when has disloyalty consisted in asking someone to respect their pledge? Is it not the one who wants to violate the pledge that is disloyal?

I am not going to insist any more, but I wanted to say to the house before this bill passes that if it is passed it is passed at the price of a broken pledge.

Mr. E. G. HANSELL (Macleod): I would not rise to take part in this debate but for the fact that we of this group have remained silent. We have not yet spoken to this bill, and therefore it behooves us to say just a word before the vote is taken.

As I sat here and listened to the debate on this bill as well as on its resolution stage, but

more particularly to what I have heard to-day, I have been convinced of one thing, that there are political parties in this house that have something that they have to defend. I come to you this evening, Mr. Speaker, and I say that the only wise stand that could ever have been taken in time of war from the very beginning, from the time Canada declared war on Germany, was a stand for an all-out war effort. That is the stand that this group with which I am affiliated took in those days. It is the only stand that needs no defence. It is the only common-sense stand. It is not a political stand. We tossed politics to the wind in those days; we went out to this country as all parties went out; but we went out and told our constituents that war was war. There are no degrees in war. When the Prime Minister (Mr. Mackenzie King) speaks of things having changed since the beginning of the war I do not understand that language. When he talks in that language he can mean only one thing, that you might just as well win the war ten years from now as win it now.

That is an entirely wrong attitude to take. I therefore do not rise in defence of the stand that this group has taken ever since the war began. We will contend for that stand, for it is the only stand that can be taken in time of war.

As I listened to the speeches to-day I could not help thinking that in this chamber, which has sometimes been called the highest court in the land, the game of politics is now being played. I declare that this issue of conscription has been the political football of this country ever since the war commenced, notwithstanding anything that anyone can say to the contrary. It was so in the election of 1940; it was so in the plebiscite, and it is so in this debate. Politics, politics, politics! When somebody talks politics the house applauds; when anyone talks regular basic common sense no notice is taken of it, or else we are incapable of knowing what it means. As I listened to the leader of the opposition (Mr. Hanson), I did not hear all his speech, and as I listened to the Prime Minister, it took me back to my school days and I felt like saying, "Now boys, boys, boys, do not fight like that."

What is the issue? To my mind the issue is to put into practice now what the people said should be put into practice when they put a little X mark opposite that word "yes". That was the vote of the people. That was the voice of democracy. When the people speak with a voice as loud as they did that day that should end all debate. When the people speak that should be the last word. But what have we seen displayed in this house? I think there have been nearly one hundred speeches made in an attempt to explain what the little X mark meant after the word "yes". The voice of the people expresses the will of the people, and the will of the people is supreme. When they voted "yes" that was the "go" sign for the government to put all they had into this war. That needs no explanation; it needs no debate. Then what have we been talking about? We have simply been vying with one another in making it a political issue. We of this group refuse and have refused to play politics. If it had not been for the vote about to be taken, and all other groups having spoken, we would have remained silent. We refuse to play politics in time of war.

There is one thing that bothers me. I have not been able to understand what the Prime Minister means when he talks of coming back to parliament for this vote of confidence. I am sorry I have to take this attitude, but almost every time the Prime Minister speaks I have to regard it as having some sort of political significance. Perhaps I am not right in that; I hope I am not too suspicious. I am not an old hand in parliament; I have been here only since 1935, but somehow or another—I cannot explain why—when some proposal is made by the Prime Minister I wonder what political dodge he is up to. He now proposes to come to parliament to ask for a vote of confidence. What does that mean? Almost everything we vote on here is a vote of confidence or no confidence, depending upon the way the vote goes.

There is something else which I do not understand, which I cannot think my way through, for I like to be as logical as I can. The Prime Minister says, "We will come for a vote of confidence in this administration." Well, you know, if I were certain that this was a parliament of the people I could believe in the veracity of his action in that regard; but this parliament, I maintain, is no longer a parliament of the people, whatever we may say about it. This is a parliament of parties; we may as well make up our minds to that at once. When the Prime Minister comes to this parliament for a vote of confidence, I think I know what is going to happen. The whips are going to begin to crack, to whip members into line, and when the vote is taken we know how it will go. I fail to see where that is a vote of confidence. To make my illustration clear, let us suppose that the three opposition groups in this house refuse to vote confidence, but that the large Liberal majority votes confidence. Will the Prime Minister say that is a vote of confidence by parliament?

Some hon. MEMBERS: Why not?

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Mr. HANSELL: Certainly that is what he will do. It will be a vote of confidence by his own party; of course it will.

Some hon. MEMBERS: By the majority.

Mr. HANSELL: Yes, elected by the people of the country and whipped into line by party politics. I cannot help thinking that this whole debate could have been settled by the Liberal party itself. Do you know, Mr. Speaker, what I think should have taken place? Of course I may be blamed for not having recommended this to the leader of the opposition, but do you know what I think he should have done when the resolution preceding this bill was brought down? He should have said to his party, to the Cooperative Commonwealth Federation group, and to this group, "Now listen. This whole thing is a family quarrel. We will just walk out and and let the Liberals settle their own family problem. The people have spoken. The people have said 'yes'. That should be the final word." But instead we have been talking, talking, talking. Therefore, Mr. Speaker, without doing any more talking, I shall resume my seat.

The house divided on the amendment (Mr. Roy) which was negatived on the following division:

YEAS

Messrs:

Authier
Bertrand (Terrebonne)
Blanchette
Bonnier
Bourget
Cardin
Cloutier
Crète
d'Anjou
Dubois
Durocher
Eudes
Fauteux
Ferland
Ferron
Fontaine
Fournier (Hull)
Fournier (Maisonneuve-Rosemont)
Gauthier
Gingues
Lacombe
Lacroix (Beauce)
LaCroix (Quebec-Montmorency)
Laflamme
Lafontaine
Lalonde
Lapointe (Matapedia-Matane)
Leclerc
Lizotte
McDonald (Pontiac)
Poirier
Pouliot
Raymond
Rhéaume
Roy
Ryan
Thauvette—37.

NAYS

Messrs:

Abbott
Adamson
Bence
Bercovitch
Bertrand (Laurier)
Black (Chateauguay-Huntingdon)
Black (Cumberland)
Blackmore
Blair
Boucher
Bruce
Casselman, Mrs. (Edmonton East)
Casselman (Grenville-Dundas)
Castleden
Chevrier
Church
Claxton
Cleaver
Coldwell
Corman
Crerar
Cruickshank
Diefenbaker
Donnelly
Douglas (Queens)
Douglas (Weyburn)
Edwards
Emmerson
Esling
Evans
Fair
Farquhar
Fleming
Fraser (Northumberland, Ont.)
Fraser (Peterborough West)
Fulford
Furniss
Gardiner
Gershaw
Gibson
Gillis
Gladstone
Golding
Grant
Gray
Graydon
Green
Gregory
Hansell
Hanson (Skeena)
Hanson (York-Sunbury)
Harris (Danforth)
Hazen
Healy
Henderson
Hill
Hlynka
Homuth
Howden
Howe
Hurtubise
Ilsley
Isnor
Jackman
Johnston (Bow River)
King, Mackenzie
Kinley
Kirk
Kuhl
Leduc
Leger
Little
Lockhart
McCann
McCuaig
McCubbin
McCulloch
MacDiarmid
Macdonald (Brantford City)
Macdonald (Halifax)
Macdonald (Kingston City)
McGarry
McGeer
McGibbon
McGregor
McIlraith
MacInnis
McIvor
MacKenzie (Lambton-Kent)
MacKenzie (Neepawa)
Mackenzie (Vancouver Centre)
MacKinnon (Edmonton West)
McKinnon (Kenora-Rainy River)
MacKinnon (Kootenay East)
McLarty
MacLean (Cape Breton North-Victoria)
McLean (Simcoe East)
Macmillan
McNevin (Victoria, Ont.)
McNiven (Regina City)
MacNicol
Marshall
Matthews
Michaud
Mitchell
Moore
Mulock
Neill
Nicholson
Nielsen, Mrs.
Nixon
Noseworthy
O'Neill
Perley
Pinard
Pottier
Purdy
Quelch
Ralston
Reid
Rennie
Rickard
Roebuck
Ross (Calgary East)
Ross (Hamilton East)
Ross (Middlesex East)
Ross (Moose Jaw)
Ross (Souris)
St. Laurent
Sanderson
Senn
Shaw
Sissons
Soper
Stirling
Stokes
Telford
Thorson
Tripp
Turgeon
Tustin
Veniot
Vien
Ward
Warren
Weir
White
Whitman
Winkler
Wright—150.

PAIRS

(The list of pairs is furnished by the chief whips.)

Messrs:

Turner — Bertrand (Prescott)
Bradette — Parent
Jean — Power
Dupuis — Johnston (London)
Marier — Mayhew
Brunelle — Leader
Coté — Dechene

Mr. COTE: I was paired with the hon. member for Athabaska (Mr. Dechene). Had I voted I would have voted for the amendment.

Mr. DUROCHER: I am authorized to say that the hon. member for Victoria, British Columbia (Mr. Mayhew) was paired with the hon. member for Jacques Cartier (Mr. Marier). Had the hon. member for Jacques Cartier voted he would have voted for the amendment.

Mr. GAUTHIER: The hon. member for Quebec West and South (Mr. Parent) was paired with the hon. member for Cochrane (Mr. Bradette). Had he voted he would have voted for the amendment.

Mr. BERTRAND (Prescott): I was paired with the hon. member for Springfield (Mr. Turner). Had I voted I would have voted for the amendment.

M. BRUNELLE: J'avais pairé avec l'honorable député de Portage-la-Prairie (M. Leader). Autrement, j'aurais voté pour l'amendement.

Mr. SPEAKER: The question is on the main motion. May I assume that all members are here and ready to take the vote?

The house divided on the main motion (Mr. Mackenzie King), which was agreed to on the following division:

YEAS

Messrs:

Abbott
Adamson
Bence
Bercovitch
Bertrand (Laurier)
Black (Chateauguay-Huntingdon)
Black (Cumberland)
Blackmore
Boucher
Bruce
Casselman, Mrs. (Edmonton East)
Casselman (Grenville-Dundas)
Chevrier
Church
Claxton
Cleaver
Corman
Crerar
Cruickshank
Diefenbaker
Donnelly
Douglas (Queens)
Edwards
Emmerson
Esling
Evans
Fair
Farquhar
Fleming
Fraser (Northumberland, Ont.)
Fraser (Peterborough West)
Fulford
Furniss
Gardiner
Gershaw
Gibson
Gladstone
Golding
Grant
Gray
Graydon
Green
Gregory
Hansell
Hanson (Skeena)
Hanson (York-Sunbury)
Harris (Danforth)
Hazen
Healy
Henderson
Hill
Hlynka
Homuth
Howden
Howe
Hurtubise
Ilsley
Isnor
Jackman
Johnston (Bow River)
King, Mackenzie
Kinley
Kirk
Kuhl
Leduc
Leger
Little
Lockhart
McCann
McCuaig
McCubbin
McCulloch
MacDiarmid
Macdonald (Brantford City)
Macdonald (Halifax)
Macdonald (Kingston City)
McGarry
McGeer
McGibbon
McGregor
McIlraith
McIvor
MacKenzie (Lambton-Kent)
MacKenzie (Neepawa)
Mackenzie (Vancouver Centre)
MacKinnon (Edmonton West)
McKinnon (Kenora-Rainy River)
MacKinnon (Kootenay East)
McLarty
MacLean (Cape Breton North-Victoria)
McLean (Simcoe East)
Macmillan
McNevin (Victoria, Ont.)
McNiven (Regina City)
MacNicol
Marshall
Matthews
Michaud
Mitchell
Moore
Mulock
Neill
Nielsen, Mrs.
Nixon
O'Neill
Perley
Pinard
Pottier
Purdy
Quelch
Ralston
Reid
Rennie
Rickard
Roebuck
Ross (Calgary East)
Ross (Hamilton East)
Ross (Middlesex East)
Ross (Moose Jaw)
Ross (Souris)
St. Laurent
Sanderson
Senn
Shaw
Sissons
Soper
Stirling
Stokes
Telford
Thorson
Tripp
Turgeon
Tustin
Veniot
Vien
Ward
Warren
Weir
White
Whitman
Winkler—141.

NAYS

Messrs:

Authier
Bertrand (Terrebonne)
Blanchette
Bonnier
Bourget
Cardin
Castleden
Cloutier
Coldwell
Crète
d'Anjou
Douglas (Weyburn)
Dubois
Durocher
Eudes
Fauteux
Ferland
Ferron
Fontaine
Fournier (Hull)
Fournier (Maisonneuve-Rosemont)
Gauthier
Gillis
Gingues
Lacombe

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Lacroix (Beauce)
LaCroix (Quebec-Montmorency)
Laflamme
Lafontaine
Lalonde
Lapointe (Matapedia-Matane)
Leclerc
Lizotte
McDonald (Pontiac)
MacInnis
Nicholson
Noseworthy
Poirier
Pouliot
Raymond
Rhéaume
Roy
Ryan
Thauvette
Wright—45.

PAIRS

(The list of pairs is furnished by the chief whips.)

Messrs:

Turner — Bertrand (Prescott)
Bradette — Parent
Power — Jean
Johnston (London) — Dupuis
Mayhew — Marier
Leader — Brunelle
Dechene — Coté

Mr. DUPUIS: I was paired with the hon. member for London (Mr. Johnston). Had I voted, I would have voted for the amendment and against the third reading of the bill.

Mr. BERTRAND (Prescott): I was paired with the hon. member for Springfield (Mr. Turner). Had I voted, I would have voted against the third reading.

Mr. GAUTHIER: The hon. member for Quebec West and South (Mr. Parent) was paired with the hon. member for Cochrane (Mr. Bradette): Had he been here to vote, he would have voted against the motion.

Mr. COTE: I was paired with the hon. member for Athabaska (Mr. Dechene). Had I voted, I would have voted against the motion.

M. BRUNELLE: J'avais pairé avec l'honorable député de Portage-la-Prairie (M. Leader). Autrement, j'aurais voté contre la motion.

Motion agreed to and bill read the third time and passed.

BUSINESS OF THE HOUSE

Mr. MACKENZIE KING: The first order of business to-morrow will be the bills in the name of the Minister of Finance which appear upon the order paper, and the next order will be an opportunity for debate on the report of the Hong Kong inquiry, and, if we reach supply, that of the Department of Agriculture.

Mr. HANSON (York-Sunbury): I should like to point out to the Prime Minister that to-morrow is Friday. There are six rather important bills in the name of the Minister of Finance, and if we are to give them consideration there will hardly be an opportunity to start a debate on Hong Kong. It will be either that or supply. Perhaps we could confer at the conclusion of the consideration of the finance minister's bills.

Mr. MACKENZIE KING: We shall see what time is taken up by the bills of the Minister of Finance. If it is not desired to go on with the Hong Kong debate, we can take it up later.

Mr. COLDWELL: We did not hear either the question of the leader of the opposition or the reply of the Prime Minister regarding the debate to-morrow—particularly his last remark.

Mr. MACKENZIE KING: The last remarks had reference to whether it would be possible to reach to-morrow the debate on the Hong Kong inquiry in view of the fact that the bills of the Minister of Finance are important bills and may take the greater part of the day. Should they take the greater part of the day we would not proceed with the Hong Kong debate until another day.

Mr. HANSON (York-Sunbury): But go on with supply?

Mr. MACKENZIE KING: Yes.

On motion of Mr. Mackenzie King the house adjourned at 11.08 p.m.

CANADA

House of Commons Debates

OFFICIAL REPORT—UNREVISED EDITION

The following is the English translation of a Speech delivered in French on the date indicated

Thursday, July 23, 1942.

MOBILIZATION ACT

Mr. LIGUORI LACOMBE (Laval-Two Mountains): Mr. Speaker, this measure is odious, anti-national and anti-Canadian. It is destructive, unjust, arbitrary and calamitous. This I intend to demonstrate in a moment. It is a challenge to public opinion clearly expressed on March 26, 1940 in favour of a free and voluntary policy. Parliament holds no other mandate than that it received from the Canadian people at the last general election. This mandate was never revoked. The plebiscite campaign was nothing but a fraud perpetrated by the Prime Minister (Mr. Mackenzie King) who squandered public funds for this purpose and conjured up an alleged majority which never existed. Never has an administration shown itself more wasteful and extravagant. Never in the history of Canada has there been a government more prodigal and less concerned with the public interest.

What is happening to our finances, our agriculture, our trade and our national resources? Our entire national heritage is being ruthlessly sacrificed by the present government, now more detested than the Borden administration ever was. Why is this? Because the Borden government, although just as colonial, just as imperialistic and conscriptionist, was more open, more loyal, more honest in its dealings than the King administration. Because the Borden government never reached the degree of duplicity, hypocrisy and cynicism attained by our present ineffable administration. Past masters in the art of trickery, they are proceeding step by step. They stated at first that we would not participate in the war. Then came participation. They declared that such participation would be free and voluntary. Then our youth and resources were mobilized. That mobilization was allegedly proceeded with for the defence of Canada and of Canada alone. And now, by changing our Mobilization Act into a conscription measure, they are preparing to send overseas our sons already mobilized under the law. In this supreme hour, I shall make a last stand against conscription, in order to save what may yet be saved in this orgy of expense and carnage and blood. I earnestly urge the hon. members of this house to think of Canada's future, to think first of all of organizing her defence.

I implore my hon. colleagues to bar the disastrous path down which the government is treading and to cry out with us: "You shall not pass!" On behalf of our Canadian youth, of the survival of our agriculture, our trade, our industry, our fisheries, our national resources and our living strength, I pray for the earnest support of my hon. colleagues to give the death blow to this conscription measure which threatens to demolish the defence of Canada and the very existence of the nation. Yes, let us give the death blow to conscription which the people have damned for over twenty-five years. We have no right to rush headlong into the abyss. We have no right to sacrifice our sacred heritage, in defence of which we would gladly give our lives, for the sole benefit of other countries who will become the graveyard of our national defence. It would be an infamous crime to sacrifice the physical, moral and spiritual wealth of our land to a military and financial imperialism which is planning our ruin and our downfall.

In closing these remarks, I launch a third and last appeal to my fellow members of the Liberal party. What ties could be powerful enough to bind them still to a government that has broken its solemn pledges and promises, broken with its past? I trust they will not remain deaf to this appeal in favour of cooperation, of a sacred unity in unmasking those who prefer colonialism to autonomy, slavery to freedom.

Will they remain faithful to the Prime Minister and this conscriptionist government or, following Laurier's example, will they prefer honesty, truth, courage and honour to

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power? Let them remember that the stand of the present government is a cynical denial of Laurier's career, the man who, almost an octogenarian, travelled through the whole of Canada, from one ocean to the other, in order to fight the Borden conscription measure in 1917.

Mr. Speaker, if there were a sixth reading of the bill provided for in the Canadian or British constitutions, I would still oppose this unfair and arbitrary conscription measure.

Will the year 1942 see a majority of the members of parliament sign their names to this heinous conscription law, without a mandate to do so from the Canadian people? Will the present generation remain indifferent, unconcerned or powerless witnesses of the repetition of the frightful deed perpetrated twenty-five years ago by a government censured by the Canadian people, dogged and removed from office as public enemy number one for over a decade?

Woe unto those men who, without due consideration, are on the point of repeating the criminal error of 1917. Woe unto those flatterers and imposters who, during the plebiscite campaign, sheltered in the radio studios, broadcast falsehood to mask their treason. Woe unto all the crooked and false politicians who foment misunderstanding and doubt in our so-called sacred democracy, while our soldiers are laying down their lives to safeguard it. Mr. Speaker, woe unto all those disciplies of Voltaire whose motto is: "Lie and keep on lying, it's bound to bear some fruit."

But I say that nothing, absolutely nothing, will come of this conscription measure or of its sorry and hypocritical authors save strife, hatred, doubt, distrust and defeat. Before another year has passed, Providence will rescue our country from the deceit, lies and treason to which it has fallen a victim. In this energetic and pathetic fight for Canadian liberties, we shall show the same tenacity, eagerness, courage and patriotism that have ever guided us in all the various disasters that have assailed our beloved country.

One last word. It was easy to foresee that the mobilization act contained all the elements of conscription for overseas service. The previous stand of the government was reason enough for anyone to understand the menace that this mobilization act, which I energetically opposed on June 18 and 19, 1940, constituted for the Canadian people. A positive proof of this lies in the Prime Minister's statement to the effect that conscription has been on our statute books ever since June 21, 1940. I thank heaven for having foreseen the dangerous stand taken by the government in June, 1940, as I had previously forecast, in September of 1939, the misfortunes which would befall our country. Participation and mobilization were the fatal stepping stones to conscription.

Are those who refused to support the successive amendments I moved in connection with participation and mobilization now satisfied with their stand, their abstention and their work? The events of the near future will give a forcible answer to that question fraught with so many direful consequences.

Mr. Speaker, who mentioned in this house or on the hustings the matter of a sacred contract? Who was simple enough to believe in the government's sincerity after what happened in parliament in 1937, 1938 and 1939, when the defence estimates were increased? I flatly refused to concur in those estimates. I knew that they were not for the defence of Canada but for participation in war. Who could reasonably draw another conclusion when the government rejected my repeated requests that the Militia and Defence Act be amended so that Canada might not have to participate in outside wars? The people of this country will judge, and history will confirm, that those who joined the advocates of imperialism and conscription in accepting participation and mobilization, are responsible for the enactment of conscription. They will vainly try to conceal their anti-Canadian stand. The people shall be made aware of all facts. We are going to enlighten them by every possible means. We have too long delayed doing so, although for a very lofty motive; the desire for concord and harmony. There is something loftier and greater than that motive; it is the triumph of truth over error and the welfare of this country. That is the principle for which we will fight alongside all true Canadians who may join our banner. We do not care for the shameful desertion of some or the cynicism of others. A surging torrent will sweep all that away. The wave of Canadianism which is now rolling over the country will sweep the remnants of a government dominated by a military and financial imperialism which is planning the downfall and ruin of Canada.

The Prime Minister stated in this house on July 7 last, that the opponents of conscription were prepared to leave to others the task of doing for Canada, their homes and families what they refuse to do for others and even for their own country. That is a groundless statement, to say the least. The Prime Minister should be the last man to use such a language. He was not talking that way when he solemnly asserted that not a penny of the increase in the estimates was intended for anything but the defence of Canada, and solely of Canada. He was not talking that way when he promised, in the

C252326

following terms, that Canada would not participate in outside wars. Let me quote his words:

> We shall probably never again see the day when large bodies of infantry have to be dispatched overseas.

The Prime Minister also said:

> We must choose between minding the affairs of our own country and trying to save Europe and Asia.

The Prime Minister was not talking that way when he gave the unconditional pledge that he would never enforce conscription, as evidenced by this solemn statement:

> Let me say that so long as this government may be in power, no such measure will be enacted.

The conscription measure.

Is there anything more blameworthy than to fail to keep so many promises, than to break so many pledges? Is there anything more apt to foster doubt, distrust and hatred as regards constituted authority? What more despicable doctrine than one founded on contradiction and falsehood? What greater threat to the very existence of our laws and constitution than the implicit acceptance of error and deceit triumphant over truth? I maintain that such an evasive attitude is more harmful to our war effort and to the morale of the Canadian people than the most nefarious doctrine and the most pernicious policy.

In conclusion, I have the honour of seconding the amendment moved by the hon. member for Gaspé (Mr. Roy).

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EARL C. YOUNG,
Editor of Debates, Room 324.

F. W. S. GALBRAITH,
Associate Editor, Room 325.

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HENRI MACKAY, *LL.L.*,
rédacteur des débats français,
chambre 514

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COPIE

Aux Honorables Messieurs
MacKenzie King et Ernest Lapointe.

Vous avez ordonné l'arrestation et l'internement sans aucune forme de procès de monsieur Camilien Houde, maire de Montréal, parce que, convaincu que vous nous acheminez vers la conscription pour service outre-mer, il a jugé que vous outrepassiez votre mandat.

Au moment même où l'on réclame le sang de nos fils, et notre dernier dollar pour la défense de "la liberté" et de "la démocratie", ce procédé sommaire envers le premier magistrat de la métropole ne laisse pas de stupéfier nos concitoyens.

Vous avez déjà affirmé, il est vrai, que l'enregistrement devait servir à la conscription uniquement pour la défense du Canada.

Cependant, lors de la dernière guerre, nos chefs politiques avaient situé la première ligne de défense du Canada aux Dardanelles et dans les Flandres. Aujourd'hui, plusieurs de vos collègues, dont vous êtes solidaires, après l'avoir promenée du Rhin à la Norvège, la placent temporairement en Angleterre.

Au surplus, vos actes, depuis le début de la guerre, sont en contradiction tellement évidente avec vos déclarations solennelles de 1938 et 1939 que vous devriez admettre, en toute honnêteté, que nos concitoyens sont justifiables de douter de votre parole et de manifester du désarroi.

Si pour une fois vous voulez que le peuple croit en votre sincérité et si vous désirez éviter la désobéissance civile, déclarez donc, sans équivoque, à l'unanimité du cabinet, que jamais cet enregistrement ne servira, sous aucun prétexte, à envoyer un seul homme combattre hors du Cahada.

Nous sommes d'avis qu'une déclaration catégorique de votre part empêcherait nombre de nos concitoyens de voir en votre loi d'inscription nationale une mesure vexatoire imposée sans mandat.

Croyez, Messieurs les ministres, à notre ferme résolution....

(Signé) Philippe Hamel
J.-E. Grégoire
René Chaloult
Paul Bouchard
Louis Even

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TRANSLATION

C252329

The Honourable Mackenzie King and the
Honourable Ernest Lapointe:

You have decreed the arrest and internment, without any form of trial, of Mr. Camilien Houde, Mayor of Montreal, because, being convinced that you were holding us immediately to conscription for service overseas, he thought that you were exceeding your mandate.

At the very moment when we are asked for the blood of our sons and our last dollar for the defence of "liberty" and "democracy" this summary proceeding against the first Magistrate of the metropolis is of a nature to astound our fellow citizens. It is true that you have already declared that the registration would be for conscription solely for the defence of Canada. However, during the last war our political chiefs placed the first defence line of Canada on the Dardanelles and in Flanders. To-day, more than one of your colleagues, with whom you share responsibility, after having drawn it from the Rhine to Norway, now place it in England for the time being.

Morever, your record since the beginning of the war is in such evident contradiction with your solemn declarations of 1938 and 1939 that you should admit in all

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honesty that our fellow citizens justifiably doubt your word and exhibit some confusion.

If, for once, you want the people to believe in your sincerity and if you want to avoid civil disobedience, declare, without equivocation and on behalf of your whole Cabinet, that this registration will never be used under any circumstance to send one singleman to fight outside of Canada.

We are of the opinion that such an explicit declaration on your part would prevent a good number of our fellow countrymen from seeing in your National Registration Act a vexatious measure imposed without mandate.

Believe, Sirs, in our firm resolution.

(Sgd.) "Philippe Hamel"
(Sgd.) "J.E. Gregoire"
(Sgd.) "Rene Chaloult"
(Sgd.) "Paul Bouchard"
(Sgd.) "Louis Even"

Quebec, August 9th, 1940.

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C252331

1. Copies to Goodwin
2. Acks re Letters for Pres.
3. return dings. to Dept.

May 28th, 1940.

M-305-18
1940

Memorandum for the Prime Minister:

Re: Voluntary Service Registration Bureau

The Under-Secretary of State is seriously concerned about the position of thousands of men and women who have, since the outbreak of war, volunteered their services to the Government, and about the serious criticism which is being made of the Government's failure to take advantage of such offers in the great majority of cases.

In a long report, dated May the 24th, to the Minister of Labour (as Chairman of the Cabinet Committee on Public Information), Dr. Coleman points out:

1. That the Bureau has received and classified some 14,500 individual offers; has, through its technical section, recorded the classifications of more than 8,000 names (comprising probably more than 95 percent of the trained technical personnel) of the engineering profession; and has received between 150,000 and 250,000 classified cards recording offers of service made through the Voluntary Registration of Canadian Women.

2. That although on several occasions the Bureau has communicated to all departments and agencies of government, informing them of the existing classifications of voluntary service, departments and agencies in employing personnel for war purposes, have, in most cases, failed to take advantage of the records and services of the Bureau.

For example, the records of the technical section of the Bureau result from a voluntary canvass made by the three engineering societies; despite this, enquiries by certain departments for engineers have been directed to these societies direct, thus leaving the impression that their canvass of members for the Bureau's purposes ~~are~~ is not being utilized.

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In the circumstances, Dr. Coleman suggests that it is important that an immediate reorganization of the Bureau be undertaken with a view to providing that the fullest possible use be made by the Government of the great reservoir of voluntary aid available in the Bureau's records. He recommends strongly that he be replaced as Chairman of the Bureau by a prominent and representative citizen who could give his full time to the work and keep in continuous touch with developments in departments concerned with war effort. Such a man should, in his opinion, have an acquaintance with and possess the confidence of the members of the Government at the head of the leading service departments, and should have a reasonably extensive acquaintance with the leaders of business and industry in all parts of the country. He suggests that possibly the services of a member of one of the Houses of Parliament might be utilized for this important task. Specifically, he suggests the name of Senator Lambert.

The present members of the Bureau are civil servants, all of whom have other important war duties. In the opinion of Dr. Coleman, an active, full time and properly chosen staff for the Bureau would result in the utilization of the services of a much larger proportion of those who have volunteered their services in the national war effort.

A copy of the full report of Dr. Coleman is available if required.

A. D. P. H.

A. D. P. H.

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1940

P.C. 3086

AT THE GOVERNMENT HOUSE AT OTTAWA

TUESDAY the 9th day of JULY, 1940.

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL:

WHEREAS the Right Honourable W. L. Mackenzie King, the Prime Minister, submits, that it is expedient for securing the public safety, the defence of Canada, the efficient prosecution of the war and the maintenance of supplies of essential services to establish with the least possible delay a scheme for the registration of all persons resident in Canada of the ages of sixteen years and upwards and that for the purpose of such registration scheme it will be necessary, in the first place, to appoint a Chief Registration Officer.

THEREFORE His Excellency the Governor General in Council, on the recommendation of the Prime Minister and under and by virtue of the power vested in the Governor in Council by the National Resources Mobilization Act, 1940, is pleased to appoint and doth hereby appoint Jules Castonguay, Esquire, Chief Electoral Officer, as Chief Registration Officer under the Title of Chief Registrar for Canada.

His Excellency in Council, on the same recommendation and under the above cited authority, is further pleased to order and doth hereby order that every person resident in Canada who, on the first day of July, one thousand nine hundred and forty, had attained the age of sixteen, shall register with deputies or representatives of the aforesaid Chief Registrar to be appointed, such registration to take place at such times and places and in such manner as will hereafter be fixed and proclaimed.

Sgd. A.D.P.Heeney

Clerk of the Privy Council.

see
also
M-305-61
1940

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1940

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1940

NATIONAL REGISTRATION REGULATIONS, 1940.

SPECIAL INSTRUCTIONS TO REGISTRARS RELATING TO THE PROCEDURE TO BE FOLLOWED IN CONNECTION WITH THE NATIONAL REGISTRATION WHICH HAS BEEN ORDERED TO BE HELD THROUGHOUT CANADA

(Issued by the Chief Registrar for Canada on the 15th day of July 1940.)

1. It is the declared policy of the Government to provide for the mobilization of the resources of the nation, so as to enable Canada to make her maximum contribution toward the successful prosecution of the war, in men, food-stuffs, munitions and ships. As a pre-requisite to that undertaking, and as providing the only basis upon which it can be proceeded with intelligently, the Government has ordered the registration of the man and woman power of Canada.

2. The territorial units which will be followed in the conduct of the Registration will be that of the electoral districts as defined in The Dominion Elections Act, 1938, and as fixed by the Representation Act, 1933, as amended. For each of such electoral districts a Registrar and a Chief Assistant have been appointed by the Chief Registrar for Canada, on the nomination of the Minister of National War Services.

3. The fees payable to Registrars will be those provided in the Tariff; namely, $6.00 for each day upon which the Registrar is necessarily employed in connection with the performance of his duties as such. The period during which the Registrar will be entitled to receive payment will begin on the date of receipt of advice from the Chief Registrar for Canada that he has been appointed, and will terminate shortly after the close of the period of registration.

4. Furthermore, the Registrar and his Chief Assistant will be entitled to mileage allowance, at rates provided for in the Tariff of Fees, for any travel undertaken in connection with the registration. Travelling allowances will, however, only be made for travelling in cities and towns of less than 5,000, and in rural sections of electoral districts. No mileage allowance will be made to Registrars or their Chief Assistants for travel done in a city or town of 5,000 or more population. Special instructions will later be issued by

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Chief Registrar for Canada on the subject of travel by Registrars and their Chief Assistants. Claims for travelling must be made on the special form provided for that purpose by the Chief Registrar for Canada. This form is known as Form No. 105, and has been prepared for use by election officers. It can easily be adapted for use by registration officers.

5. Deputy registrars and assistant deputy registrars will not be entitled to any mileage allowances.

6. As far as possible it is intended to carry on the registration with the same set-up of polling divisions fixed in connection with the preparation of the lists of electors at the last Dominion general election. For that purpose, a copy of the Notice of Grant of a Poll, published in connection with the last Dominion election in the electoral district for which you have been appointed Registrar, is sent you herewith. You will observe that a complete description of the boundaries of the polling divisions at the last general election is clearly given in the said Notice of Grant of a Poll. No notice need be taken of the location of polling stations mentioned after the description of each polling division.

7. Immediately upon being advised of his appointment the Registrar should lose no time in establishing an office from which the registration will be conducted throughout his electoral district. In most cases the Registrar will be able to use his own office to carry out these duties. If the Registrar has no such suitable office quarters available, he should if possible immediately arrange to secure suitable quarters on the groundfloor of a public building, belonging either to the federal, provincial or a municipal government. Every effort should be made by the Registrar to secure suitable quarters, together with the necessary office furnishing and equipment, free of charge. If no federal, provincial or municipal buildings are available, it is possible that some public-spirited citizen will welcome the opportunity of supplying the Registrar with suitable premises, sufficiently furnished and

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equipped, gratuitously, to be used as an office for the conduct of the registration. There is no allowance provided for the rental of an office for the Registrar. However, if the Registrar is unable to use his own office or finds it absolutely impossible to secure suitable premises gratuitously for that purpose, the matter should at once be taken up with the Chief Registrar at Ottawa. In the same communication the Registrar should state the amount that will be required for the rental and furnishing of his office, and the Chief Registrar will then instruct him as to how he should proceed. In the Notice of National Registration in Form A the Registrar shall state the exact location of the office that he has established for the conduct of the registration.

8. The next duty of the Registrar and his Chief Assistant will be to swear their oaths of office and send a copy of the completed oaths to the Chief Registrar at Ottawa. For this purpose the necessary blank forms are sent you herewith.

9. Another pressing duty to be performed by the Registrar, as soon as he has been advised of the days fixed for registration, is the publication of a Notice of National Registration, in Form A, and its distribution throughout the electoral district according to paragraph six of the National Registration Regulations. The Regulations prescribe that a copy of this notice is to be despatched to each postmaster within two days of the receipt by the Registrar of advice from the Chief Registrar for Canada as to the dates fixed for the registration. The aforesaid Notice of National Registration will be printed in accordance with a specimen form provided for that purpose, of which copies will be furnished to the Registrar with the first consignment of blank forms.

10. The next duty of the Registrar will be to select and appoint two competent persons to act as deputy registrars in each polling division comprised in his electoral district. A sufficient number of blank forms for the appointment and oath of deputy registrars will be sent to the Registrar with the first consignment of supplies.

11. It is imperative that a list of prospective deputy registrars be prepared as soon as possible after the receipt of these instructions.

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This list should at the latest be completed by the first of August next. Registrars and their Chief Assistants are empowered by the Regulations to swear the oaths of deputy registrars, but it is not absolutely necessary that deputy registrars' oaths be taken exclusively before them. The Regulations prescribe that a deputy registrar may swear his oath of office before a notary public, a magistrate, a Justice of the Peace, a commissioner for taking affidavits in the province, a postmaster or other person authorized by law to administer oaths. The Regulations prescribe also that all such oaths are to be administered gratuitously. Assistant deputy registrars will be appointed and sworn by the deputy registrars themselves in the form of oath prescribed by the Chief Registrar for Canada for that purpose. A supply of these forms will be sent to the Registrar for transmission to deputy registrars at a later date. All assistant deputy registrars are expected to give their services gratuitously.

12. Both the Registrar and his Chief Assistant are expected to do everything in their power in order to secure the gratuitous services of as large a number of assistant deputy registrars as possible. The two deputy registrars appointed for each polling division will each receive $3.00 per day for the three days fixed for registration. It will be a physical impossibility in nearly every polling division for these two deputy registrars without assistance to complete the registration in their polling division during these three days, even if they sit as long as twenty hours each day. The services of assistant deputy registrars are, therefore, absolutely necessary.

13. Many offers have already been received from nearly every part of Canada from persons anxious to make some kind of voluntary contribution for registration purposes. Most of these public-spirited persons are anxious to serve in some capacity or other with regard to the registration, and there should not be any difficulty encountered by the Registrar or deputy registrar in securing voluntary services of this kind, sufficient to fully man every registration booth in his electoral district. Assistant deputy registrars may be appointed by either of the deputy registrars, who may also swear their oaths

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of office.

14. In selecting deputy registrars, the Registrar is expected to take special care in their selection, and it is suggested that he seek the services of men and women who may be ordinarily engaged in some of the following occupations or professions: He might select them from among members of the teaching profession, secretaries of municipal governments, secretaries of school boards or school districts, secretaries of Service Clubs, secretaries of organizations of all kinds, bank clerks, conveyancers; dominion, provincial or municipal civil servants, and, generally, those with office and clerical experience. This suggested list is picked at random and there are undoubtedly many other suitable categories.

15. In making the appointment of deputy registrars, consideration will have to be given to the number of persons in the polling division who are expected to register. The registration card contains about eighteen questions with quite a number of sub-questions, and it is expected that the completion of a single card will necessarily take from ten to fifteen minutes. In polling divisions with only a very small number of persons the appointment of only one deputy registrar should be sufficient, but wherever it is expected that there will be more than 100 registrations two deputy registrars should be appointed. The Tariff of Fees prescribes a nominal fee of $3.00 per day for the services of deputy registrars for each of the three days that the registration is held.

16. Another very urgent duty of the Registrar is to secure suitable premises to be used as registration places or booths. Since the days fixed for registration fall during the school holidays, there should not be any difficulty in securing schools for that purpose. The Registrar is expected to do all in his power to secure suitable premises to be used as registration booths without any cost to the country. In polling divisions where schools are not available it may be possible to secure the use of some federal, provincial or municipal buildings to be used as registration booths. In such places it is possible also that there may be some public-spirited

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citizens who are disposed to grant the use of suitable premises without any charge. If no rent-free premises can be secured as a registration booth, the matter should at once be taken up with the Chief Registrar at Ottawa, who will advise the Registrar how to proceed in the matter. A registration booth should ordinarily be established within the boundaries of each polling division, but this is not obligatory. There will be some cases in which the convenience of the public would be well served if as many as from two to six polling divisions are centralized in a large school or other spacious premises, and a corresponding number of registration booths provided therein. In any event the number of polling divisions so centralized should not exceed 6 in number.

17. In selecting registration booths the Registrar will see that proper accommodation is provided for every deputy registrar and assistant deputy registrar who will be called upon to register the persons residing in the polling division. Many of these persons will no doubt be desirous that, in giving the necessary information to complete the questionnaire, no one but the deputy registrar or the assistant deputy registrar will be within hearing distance.

18. It is the duty of the Registrar to inform both deputy registrars of every polling division as to the location of the premises that have been secured as a registration booth. The Regulations prescribe that five days before the first day fixed for the registration, the deputy registrars shall post up in conspicuous places in the polling division for which they have been appointed, six copies of a Notice of Registration, on blank forms supplied by the Chief Registrar for Canada for that purpose. In such notice the boundaries of the polling division shall be clearly stated. The days and the dates upon which the registration is to take place shall also be clearly stated and the location of the premises secured as registration booths shall be given.

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19. Neither the Registrar nor his Chief Assistant have any duties to perform with regard to the posting up of these notices, but it is imperative that both deputy registrars should be advised in good time of the location of the registration booth, in order that the required number of notices may be posted up by them within the time prescribed by the Regulations. A sufficient number of these notices will be supplied to the Registrars for distribution to the deputy registrars appointed in his electoral district.

20. Amongst the first consignment of supplies sent to the Registrar will be found three sets of the list of electors prepared in connection with the last Dominion election for the Registrar's electoral district. The Registrar will use one set of such list in determining the number of blank registration cards and registration certificates that are to be sent to the deputy registrars appointed for a given polling division. A copy of the list of electors for the appropriate polling division will also be furnished to such deputy registrars, with the blank registration cards and other supplies.

21 A questionnaire is now in the course of preparation. When completed it will be printed on a card to be known as a registration card. A sufficient number of these cards will be sent to each Registrar in due course, for the registration of all men and women who have attained the age of sixteen years on or before the last day of the period of registration fixed pursuant to the National Registration Regulations. The cards for men will be printed on white paper while the cards for women will be printed on pink paper. The Registrar will distribute the registration cards in sufficient quantities together with books of instructions, a copy of the Regulations and necessary supplies to each pair of deputy registrars, if possible, at least one week before the period of registration.

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22. All the registration cards, registration certificates and other supplies necessary for the registration will be transmitted to each Registrar in special mail bags stencilled "Chief Electoral Officer". Each of these bags bears a serial number and the Registrar is expected to retain them in his possession until the time comes for making his return after the completion of the registration. All the completed registration cards and other documents will be returned by the Registrar to the Chief Registrar at Ottawa in these special mail bags. Every special mail bag sent to a Registrar is charged to him and he will be held accountable for its safe return. When transmitting completed registration cards to the Chief Registrar at Ottawa, every Registrar is expected to have the cards tied up in parcels of not more than 250 for packing in the special mail bags.

23. The duties of the Chief Assistant will be to assist the Registrar in the conduct of the registration in the electoral district for which he has been appointed. The Chief Assistant is empowered by the Regulations to swear the oaths of the deputy registrars, and he may act in the Registrar's stead in the performance of any necessary duties in connection with the registration.

24. The remuneration fixed in the Tariff of Fees for a Chief Assistant is $5.00 for every day that he is necessarily employed in the conduct of the registration. The period during which the Chief Assistant will be entitled to receive payment will begin on the date of receipt of advice from the Chief Registrar for Canada that he has been appointed, and will end immediately following the close of the period of registration.

25. Registration will be compulsory, with the exceptions hereinafter named, upon every resident of Canada, man or woman, of the age of 16 years or upwards. Each registrant will be required to answer certain questions set forth upon a printed questionnaire, copies of which will be available in the registration booths for the appropriate polling divisions at which every person who has attained the age of 16 years on or before the last day of the

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period of registration is required to personally attend for the purpose of such registration.

26. The Regulations provide that certain persons need not register, such as cloistered nuns, persons confined in asylums, penitentiaries or prisons, and inmates of institutions excepted by the Regulations upon the recommendation of the Registrar for the district in which they are situated. It will be the duty of the Registrar to submit for approval to the Chief Registrar for Canada a list showing the names and locations of any institutions within his district, the registration of whose inmates would in his opinion serve no useful purpose. Persons on active service with any of His Majesty's naval, military or air forces in Canada will not be required to register.

27. Where, to the knowledge of the deputy registrar, a person is ill or incapacitated and cannot attend the registration booth in person, the deputy registrar may have a duly appointed assistant deputy registrar attend on such ill or incapacitated person to complete the registration card in the usual manner.

28. Persons who are sick, or who are temporarily out of the country, or who for any other good and sufficient reason cannot attend during the registration period, will be permitted to register afterwards at any post office. Similar provisions will be made for the registration of those who attain the age of 16 years after registration day, and those who may be discharged from active service after registration day. Inmates of excepted institutions, and those confined in prisons, etc., will register at any post office immediately after their discharge.

29. When, during the period of registration, a person is in a province other than the province wherein he or she ordinarily resides, or is in an electoral district in the province wherein he resides but not in his own electoral district, or where a person is in a polling division within his electoral district, but not the polling division in which he ordinarily resides, such

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person may register at the nearest registration booth. If he satisfies the deputy registrar that it is not possible for him to register in his own polling division, then the deputy registrar shall permit him to register at the booth at which he presents himself, and upon registration he shall be given a certificate of registration.

30. At the conclusion of the registration the deputy registrar should sort out the afore-mentioned cards of non-residents in the ordinary manner, and deal with them just as though the registrants were residents of the polling division. These cards will later be extracted by the Bureau of Statistics at Ottawa, and allotted to their proper electoral districts.

31. If it so happens that during the period of registration any persons ordinarily resident in Canada are in some other country, then they should, immediately upon their return to Canada, attend at a post office within their electoral district, and, if possible, within the polling division in which they ordinarily reside, and complete a registration card before the postmaster thereof, obtaining a registration receipt therefor.

32. Every registrant, upon completing his registration, will be provided with a certificate bearing the name of the electoral district, the name or number of the polling division, and the signature of the deputy registrar, which certificate he must thereafter carry at all times upon his person, under pain of serious inconvenience should he be unable to produce it upon the demand of anyone authorized to call for its production.

33. Upon receiving the completed registration cards from each registration booth it will be the duty of the Registrar to ascertain if duplicate copies of the cards for single men or widowers without children between 19 and 45 years of age have been made by the deputy registrars. It is imperative that the duplicate copies of these cards be available for transmission to the appropriate judge specially appointed for that purpose, who will be designated to the Registrar at a later date. If

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deputy registrars have omitted to make duplicate copies of the registration cards of single men whose age ranges from 19 to 45, the Registrar willeither require the deputy registrars in fault to come to his office to make these duplicate copies at their own expense, or he may himself have them made in his own office. When such duplicate copies of registration cards of single men from 19 to 45 years of age have been separated from the rest of the cards from any given registration booth, they will be put in the special envelopes supplied for the purpose, which will be clearly marked with the name of the electoral district and the name of the polling division where such registrations have been effected.

34. All persons engaged in assisting in the conduct of the registration will be required to maintain secrecy with respect to the information obtained from the individual registrant.

35. The Regulations prescribe certain severe penalties for failure to register, or for failure to answer any question upon the registration card, or for answering questions untruthfully. The penalties take the form of a fine, or imprisonment, or both.

36. It must be noted that registration is compulsory upon all aliens of the prescribed age resident in Canada. If unable to speak either French or English they should bring their own interpreters, who of course must be sworn. No provision is made for payment of fees to interpreters.

37. The Chief Registrar for Canada will forward further information to Registrars as the need arises.

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NATIONAL REGISTRATION REGULATIONS, 1940.

INTERPRETATION

1. In these Regulations and in any amendments thereto, unless the context otherwise requires,

(a) "Chief Registrar for Canada" means a person appointed by Order in Council to exercise general direction and supervision over the registration of persons resident in Canada;

(b) "Deputy Chief Registrar for Canada" means a person appointed to assist the Chief Registrar for Canada in the performance of his duties under these Regulations;

(c) "Registrar" means the person appointed under these Regulations to supervise the registration of persons in an electoral district;

(d) "Chief Assistant" means a person appointed under these Regulations to assist the Registrar in the performance of his duties;

(e) "deputy registrar" means the person appointed under these Regulations to conduct the registration in a given polling division;

(f) "voluntary assistant deputy registrar" means a person appointed by a deputy registrar under these Regulations to assist in the conduct of the registration in a given polling division;

(g) "electoral district" means an electoral district as defined in The Dominion Elections Act, 1938, and fixed by The Representation Act, 1933, and amendments thereto;

(h) "polling division" means a polling division as established for the last Dominion general election: provided, however, that the Chief Registrar for Canada may for the convenience of the public authorize the revision of any such division;

(i) "registrant" means a person who has registered or is registering pursuant to these Regulations;

(j) "registration period" means the period of days appointed by proclamation of the Governor in Council for registration as hereinafter provided.

(k) "single man" means a person who was unmarried on July 15th, 1940.

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REGISTRATION

2. (1) The Governor in Council may appoint a Chief Registrar for Canada who shall

(a) exercise general direction and supervision over the administrative conduct of the registration of all persons of 16 years of age and over, held under these Regulations;

(b) issue to Registrars and other persons employed at or with respect to registration under these Regulations such instructions as from time to time he may deem necessary;

(c) execute and perform all other powers and duties which in these Regulations are imposed upon him.

(2) The Governor in Council may also appoint a Deputy Chief Registrar for Canada, who shall assist the Chief Registrar for Canada in the performance of the duties imposed upon him by these Regulations.

3. The Governor in Council may by proclamation appoint a period of days for the registration hereinafter provided for.

4. (1) Every person who resides in Canada, man and woman, British subject or alien, who shall have attained his or her sixteenth birthday on or before the last day of the registration period as herein defined shall register in the manner prescribed in section nine of these Regulations: provided, however, that the following persons shall not be required to register, viz:-

(a) Cloistered nuns;

(b) Members of the Naval, Military and Air Forces of Canada on Active Service;

(c) Persons confined in asylums for the insane or feeble minded, or in penitentiaries or prisons;

(d) Inmates of institutions excepted by the Chief Registrar for Canada upon the recommendation of a Registrar for the electoral district in which the institution is situated, provided that information required with respect to any of the excepted classes mentioned in sub-sections A to D inclusive shall be made available to the Bureau of Statistics in a manner to be hereafter prescribed.

(2) Every person resident in Canada, man and woman, British subject or alien who,-

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(a) attains his or her sixteenth birthday after the last day of the registration period, or

(b) ceases after the last day of the registration period to be a member of a class of persons exempted from registration under subsection one of this section, or,

(c) was absent from Canada during the whole of the registration period,

shall, within thirty days from the date of his or her sixteenth birthday in the case of persons mentioned in paragraph (a) or from the date of his or her ceasing to be exempted in the case of persons mentioned in paragraph (b) or from the date of his or her entry or re-entry into Canada in the case of persons mentioned in paragraph (c), register in the manner prescribed in section ten of these Regulations.

(3) Every person who fails to register as required by these Regulations may nevertheless register in the manner prescribed in section ten of these Regulations: provided that such subsequent registration shall not, except as herein otherwise provided, relieve such person from any penalty incurred for having failed to register during the registration period or within the time limited.

5. A central registry shall be maintained at the Dominion Bureau of Statistics at the City of Ottawa under the charge and direction of the Dominion Statistician.

REGISTRARS

6. (1) The Chief Registrar for Canada shall on the nomination of the Minister of National War Services appoint a Registrar and one Chief Assistant for each electoral district who shall subscribe and take an oath of office in the form prescribed by the Chief Registrar for Canada and approved by Order in Council, before a judge, notary public, commissioner, justice of the peace, postmaster or other person authorized by law to administer oaths and shall forthwith cause the same to be returned to the Chief Registrar for Canada.

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(2) The Registrar shall, having due regard to the public convenience, appoint a place or places of registration for each polling division in his electoral district and provide therein a suitable room or rooms for the conduct of the registration.

(3) Within two days after he has been advised by the Chief Registrar for Canada as to the dates fixed for registration, each Registrar shall publish a "Notice of Registration" in Form A of these Regulations. A copy of such notice shall be mailed to each post office in the electoral district. The postmaster shall post up such notice in a conspicuous place within his office, to which the public has access, and shall maintain it so posted up until the end of the registration period.

DEPUTY REGISTRARS

7. (1) The registrar shall appoint on the form prescribed by the Chief Registrar for Canada and approved by Order in Council, two competent persons whose handwriting is legible to be deputy registrars in each polling division.

(2) Every deputy registrar shall, before entering upon his duties, subscribe and take an oath of office in the form prescribed by the Chief Registrar for Canada and approved by Order in Council, before the Registrar of the electoral district for which he is appointed, a Chief Assistant, a judge, notary public, commissioner, justice of the peace, postmaster, or other person authorized by law to administer oaths, and shall forthwith cause the same to be returned to the Registrar.

(3) The deputy registrar shall, at least five days before the first day fixed for the registration, cause to be posted up in conspicuous places throughout his polling division, at least six copies of a notice in Form B of these Regulations, specifying the boundaries of the polling divisions, the dates fixed for registration and the location of the registration places appointed for that division.

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(4) A Deputy Registrar may appoint such voluntary assistant Deputy Registrars as he may deem necessary to assist in the conduct of the registration in his polling division during the period of registration. Such voluntary Assistant Registrars shall be appointed in the form prescribed by the Chief Registrar for Canada and approved by Order-in-Council and shall be sworn before the Deputy Registrar by whom they have been appointed in the form prescribed by the Chief Registrar for Canada and approved by Order-in-Council.

8. Copies of these Regulations, and of registration cards, together with instructions, shall be supplied by the Chief Registrar for Canada to the Registrars, and the Registrars shall distribute the same in sufficient numbers to the deputy registrars and moreover every Registrar shall fully instruct the deputy registrars in his electoral district as to their duties and the proper method of performing the same.

REGISTRATION DURING REGISTRATION PERIOD

9. Every person required by these Regulations to register during the registration period shall attend at one of the places appointed for registration and truthfully declare to the deputy registrar his answers to the questions upon the appropriate registration card. The deputy registrar shall carefully and legibly write or cause to be written such answers upon the said registration card; the registrant shall sign the registration card thereby affirming the truth of the answers there recorded and the deputy registrar shall complete and sign the report on the said registration card. Where, to the knowledge of the deputy registrar, a person is ill or incapacitated and cannot attend the registration booth in person, the deputy registrar may have a duly appointed voluntary assistant deputy registrar attend on such ill or incapacitated person to complete the registration card in the usual manner.

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10. Every person required by these Regulations to register after the registration period shall within the time limited for registration by him by these Regulations attend at a post office in Canada, and complete a registration card to be furnished to him by the postmaster, and the postmaster shall, for the purposes of any such registration, perform all the duties and functions of, and shall be deemed to be a deputy registrar under these Regulations.

11. Every person shall register during the registration period at the registration place in the polling division in which he ordinarily resides, or, subsequent to the registration period, at the post office nearest to his permanent place of residence: provided, however, that the Chief Registrar with the approval of the Governor-in-Council may permit registration otherwise than herein prescribed upon being satisfied that a more complete registration can be otherwise secured.

12. (1) The deputy registrar shall issue to every registrant who has duly registered with him a certificate of registration in form prescribed by the Chief Registrar for Canada and approved by Order in Council.

(2) If the registration certificate of any person should be lost or destroyed, worn out or defaced, he may, upon establishing the fact to the satisfaction of the Dominion Statistician at Ottawa, obtain from him a fresh certificate.

13. Registration cards for men and women shall be in the forms prescribed by the Chief Registrar for Canada and approved by Order in Council.

14. Every registration card and every registration certificate shall bear the name of the appropriate electoral district and the name or number of the polling division thereon in the spaces provided for that purpose on the face of each of such documents.

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15. During the registration period the places appointed for registration shall be opened at eight o'clock in the morning and they shall remain open until ten o'clock in the evening, both local time.

16. The deputy registrar may, when necessary, employ a person qualified to act as interpreter, who, before proceeding to interpret the questions and answers, shall take an oath before the deputy registrar in the following form: I, A.B., do solemnly swear (or affirm, if the interpreter be a person entitled to affirm) that I will truly interpret the questions submitted to and the answers given by the registrant, so help me God.

17. (1) The deputy registrar shall make duplicates of all registration cards of single men and widowers without children from the age of nineteen years to the age of forty-five years and shall enclose such duplicate cards in a separate envelope or parcel for transmission to the Registrar. The Registrar shall transmit the said duplicate registration cards to such judge as shall be named to him by the Chief Registrar for Canada.

(2) Registration cards after completion thereof shall be delivered by the deputy registrar to the Registrar, and by the Registrar to the Dominion Statistician in accordance with directions given by the Chief Registrar for Canada.

18. The Dominion Statistician shall be the custodian of the registration cards, and shall file, preserve, classify and deal with them, and abstract, co-ordinate and make available the information therein contained in the manner directed by the Governor in Council.

19. The Chief Registrar for Canada, the Deputy Chief Registrar for Canada, the Registrars, the Chief Assistants, the deputy registrars, the voluntary assistant deputy registrars, and

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the postmasters, as well as all clerks or other persons engaged in the registration, or in the custody or use of the registration cards, shall preserve secrecy as to all information disclosed by the cards; and any of these officers, clerks or persons who discloses, except as officially or by law required, or as authorized by these Regulations or the instructions of the Chief Registrar for Canada, any information so obtained shall be guilty of an offence and liable to a fine not exceeding five hundred dollars, or to imprisonment for any term not exceeding three months or to both such fine and such imprisonment.

20. (1) Every person required by these Regulations to register during the registr tion period who, without lawful excuse, omits, neglects or fails to register during such registration period, and every person required by these Regulations to register after the registration period who, without lawful excuse, omits, neglects or fails to register in the manner hereinbefore provided within the time limited therefor, shall be guilty of an offence, and shall be liable to a fine not exceeding two hundred dollars, or to imprisonment for a term not exceeding three months, or to both such fine and such imprisonment, and, moreover, to a further penalty not exceeding ten dollars for each day, after the day upon which he should have registered, during which he shall continue to be unregistered.

(2) Any person to whom a registration certificate has not been issued shall be deemed to be unregistered, and the burden of proving registration shall lie with the person who alleges it.

21. (1) Every registrant shall at all times carry upon his person his registration certificate, and shall produce it for inspection upon reasonable demand to any peace officer, police officer or constable who may in particular,

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without limiting the generality of this section, require any person present or attending at any public assembly, place of public resort or entertainment, ticket or telegraph office, or post office, or being in or upon any car, train or steamboat, to produce his registration certificate upon that occasion; and if any person so required shall, without reasonable excuse, refuse, neglect or fail to produce his registration certificate, he shall be guilty of an offence and liable to a fine not exceeding twenty dollars, and may be taken immediately before a justice of the peace to be dealt with according to law.

(2) Any person may at any time after the registration period be accosted by any peace officer, police officer or constable and questioned as to whether or not he is registered; it shall be the duty of any person so accosted to answer truthfully all relevant questions put to him concerning his registration, and if he answers untruthfully or evasively, or if the officer questioning shall have reasonable ground to believe that his answers are untruthful or evasive, the officer may detain such person and take him before a justice of the peace to be dealt with according to law.

22. If any person upon his registration refuses to answer any question on his registration card, he shall be guilty of an offence and liable to a fine not exceeding one hundred dollars.

23. If any person upon his registration wilfully gives a false or misleading answer to any question on his registration card, he shall be guilty of an offence, and liable to a fine not exceeding two hundred dollars or to imprisonment for a term not exceeding three months or to both such fine and such imprisonment.

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24. Every person who falsely represents himself to be a person to whom a registration certificate has been issued, shall be guilty of an offence, and liable to a fine not exceeding two hundred dollars, and not less than fifty dollars, or to imprisonment for a term not exceeding three months, or to both such fine and such imprisonment.

25. Every person who counsels or advises any other person to refuse or omit to comply with any of the provisions of these Regulations or who impedes or attempts to impede any person in the performance of his duties under these Regulations shall be guilty of an offence and liable to a fine not exceeding two hundred dollars, or to imprisonment for a term not exceeding three months, or to both such fine and such imprisonment.

26. It shall be the duty of any person registered under these Regulations to answer truthfully in writing, any questions which may be submitted to him in print or in writing by or under the direction of the Chief Registrar for Canada touching the answers upon his registration card, or requiring further information concerning any of the matters thereinmentioned or referred to, and to return his answers to any such questions to the Chief Registrar for Canada, or to any other officer as may be required, either personally or by registered post, within ten days after the day when he shall have received the questionnaire; and every such person who refuses, fails or neglects, without lawful excuse, to return his answers to such questions within the time aforesaid shall be guilty of an offence, and liable to a fine not exceeding fifty dollars.

27. Any person registered under these Regulations who afterwards marries or changes his or her place of residence shall within fourteen days notify the Dominion

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Statistician at Ottawa of the date of his or her marriage, and of the name and place of residence of the person whom he or she married, or of the place of residence and post office address to which he or she has removed, as the case may be, and any such person who refuses, fails or neglects, without lawful excuse, to comply with the provisions of this section, shall be guilty of an offence and liable to a fine not exceeding fifty dollars.

28. For the purposes of carrying into effect the provisions of these Regulations or supplying any deficiency therein, the Chief Registrar for Canada may issue such directions not inconsistent therewith as may be deemed necessary to give effect to these Regulations according to their true intent and purpose and any such direction shall have the same force and effect as if enacted in these Regulations.

29. Every Registrar, Chief Assistant, deputy registrar, postmaster or other person charged with any duty under these Regulations who refuses, fails or neglects, without lawful excuse, to comply with these Regulations or any direction duly given by the Chief Registrar for Canada shall be guilty of an offence and liable to a fine not exceeding two hundred dollars.

30. Every offence against these Regulations or any amendment or addition thereto shall be punishable upon summary conviction, in the manner prescribed by Part XV of the Criminal Code, before any police or stipendiary magistrate, or before two justices of the peace, or any magistrate having the authority of two justices of the peace.

31. The Northwest Territories shall be deemed to be an electoral district for the purposes of these Regulations, and the Commissioner in Council of the Northwest Territories

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may appoint a Registrar or Registrars and a Chief Assistant or Chief Assistants for such district and, furthermore, may appoint a registration period different from that fixed by the Governor in Council for the registration and may by order or regulation vary the procedure to be adopted in the taking of the registration.

32. All accounts and expenses in connection with the administration of these Regulations shall be taxed and paid by the Auditor General.

33. Upon the recommendation of the Chief Registrar for Canada, the Governor in Council may make a tariff of fees, costs, allowances and expenses to be paid and allowed to Registrars and other persons employed at or with respect to registration under these Regulations, and may, from time to time, revise and amend such tariff.

34. It shall be the duty of the Chief Registrar for Canada to furnish to the various postmasters throughout Canada, and to the other officers who require them for the purposes of these Regulations, a sufficient supply of registration cards for the use of persons required to register from time to time, or who fail to register on the appointed day, or who are authorized to register afterwards, and as well with copies of these Regulations and the pertinent instructions thereunder; it shall be the duty of the postmasters, and of such other officers, to make themselves thus acquainted with the Regulations, instructions and duties of the deputy registrars and to attend to the taking and recording upon the cards of the answers of the persons aforesaid who present themselves for that purpose, and generally, except as herein otherwise provided, to discharge in respect to the execution of the registration cards of such persons the duties of deputy registrars as herein defined.

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35. All letters or mailable matter addressed to the Chief Registrar for Canada, at Ottawa, or sent by the said Chief Registrar for Canada, at Ottawa, shall be free of Canadia n postage under such regulations as the Postmaster General shall prescribe.

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FORM A

NATIONAL REGISTRATION REGULATIONS, 1940. C252358

NOTICE OF NATIONAL REGISTRATION

ELECTORAL DISTRICT OF.....

PROVINCE OF.....

PUBLIC NOTICE IS HEREBY GIVEN pursuant to the National Registration Regulations, 1940

THAT a proclamation has been issued by the Governor in Council ordering every resident in Canada who has attained the age of 16 years on or before the last day of the period of registration herein mentioned shall personally register before a deputy registrar appointed for that purpose for each of the polling divisions in the above mentioned electoral district.

THAT the days fixed for such registration are , and , the , and days of August, 1940.

THAT the territorial unit adopted for this registration will be the polling division as fixed for the last Dominion General Election.

THAT premises have been secured as registration places for each of such polling divisions.

THAT before the days fixed for registration the exact location of each registration place, and other necessary particulars will be advertised in notices posted up in conspicuous places, by the deputy registrars concerned, in the polling divisions for which they have respectively been appointed to act.

THAT the National Registration Regulations, 1940, prescribe severe penalties for failing to register, for failure to answer any question on the registration card, or for answering questions untruthfully.

AND THAT I have established my office as Registrar for the above mentioned electoral district at (giving the location of the Registrar's office) of which all persons are hereby required to take notice and to govern themselves accordingly.

Given under my hand at.....in the above mentioned electoral district, this.....day of.....1940.

.....
Register

W.L.M. King Papers, Memoranda and Notes, 1940-1950,
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C252359

FORM B

NATIONAL REGISTRATION REGULATIONS, 1940.

NOTICE OF NATIONAL REGISTRATION

ELECTORAL DISTRICT OF..... .....

POLLING DIVISION NO....., ...
(insert name of polling division, if any)

bounded as follows:

(insert complete description of boundaries of polling division)

PUBLIC NOTICE IS HEREBY GIVEN

THAT the undersigned have been appointed deputy registrars to take the registration of all persons resident in the polling division above described who have attained the age of 16 years on or before the last day of the registration period herein mentioned.

THAT the days fixed for such registration are....., ...and..... the....., ...and.....days of August,1940.

THAT the place of registration appointed for the above mentioned polling division will be at.....

(here insert exact description of the place of registration)

THAT the hours during which registration will be conducted will be from 8 o'clock in the forenoon until 10 o'clock in the evening, both local time, on each of the said days.

THAT all persons of 16 years and upwards, residing in the above polling division, are required personally to attend at such registration place to complete their registration during the days and hours mentioned.

THAT the National Registration Regulations, 1940, prescribe severe penalties for failing to register, for failure to answer any question on the registration card, or for answering any questions untruthfully.

Given under our hands at.....in the above mentioned electoral district, this.....day of....., 1940.

....
Deputy Registrar Deputy Registrar..

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C252360 236

NATIONAL REGISTRATION

Criticism: National Registration months too late. Will take three months to find out how many young men are available for service.

(Mr. Hanson at Osgoode, Aug. 1, 1940, report attached.)

Reply: National Registration undertaken as soon as need apparent;

Need arose as result of Blitzkrieg and collapse of France;

Less than two months after registration completed (Aug. 21st) first class of young men actually in training camps. (Oct. 9.)

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C252361

HON. R. B. HANSON at Osgoode, Aug. 1/40

Ottawa Journal Aug. 2/40

"It has been announced that National Registration on the 19th of August will give the Government an idea of the man and woman power of Canada. This would be all right if it had come earlier, but it is several months too late.

"Hitler Won't Wait."

"The registration forms can be filled out in three days, but it will take three months to count them. Hitler won't wait till we have counted up all those cards and found how many young men between the ages of 21 and 45 are available for service."

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C252361

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C252362

N-305-18-M

OFFICE OF THE PRIME MINISTER

1940

MEMORANDUM

Re United States. August 3/40

First word was received at Ottawa at about 9 O'clock from representatives of La Presse - the paper being concerned about violation of general Censorship regulations. Montreal Censor was promptly notified and instructed Together was to publish. He was told that no paper had yet to learn (but apparently at this time papers had not received it otherwise). Subsequent action was as initialled in Censor's office by Mr. Carpenter.

(W. J. Turnbull)

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M-3 05-18-M
1948

Aug 3/48

Mr. Ralston,-

The following is a written statement which Mayor Houde handed to the Press at 5.30 this evening, and which has been read to me over the telephone by Mr. Morgan Powell, of the Montreal Star:

"I do not understand why Mr. Honore Parent, K.C., Deputy Administrator and Director of Services has taken upon himself, without consulting the Executive Committee, to grant municipal buildings for purposes of national registration.

"I ask the Executive Committee to revoke these permits and to refuse to grant any further ones. The Executive Committee agreed to this except Alderman John Kerry, K.C., dissenting.

"I declare myself peremptorily against national registration. It is an unequivical measure of conscription, and the Government recently elected declared by the mouths of all its political chieftans, beginning with Prime Minister Mackenzie King, down to Premier Godbout, not excepting Mr. Lapointe, and Mr. Cardin, that there would be no conscription under any form whatsoever.

"Parliament, according to my belief, has no mandate to vote conscription. I do not believe that I myself am held to conform to the said law and I have no intention of so doing, and I ask the population not to conform, knowing full well what I am doing presently, and to what I expose myself.

"If the Government want a mandate for conscription to this effect, let it come before the people without this time fooling them."

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OFFICE OF THE CHIEF REGISTRAR FOR CANADA.

CIRCULAR LETTER NO. 7 - TO ALL REGISTRARS.

Ottawa, August 7, 1940.

Dear Sir:

I desire to inform you that the National Registration Regulations, 1940, have been amended as follows:

1. Section 4 of the said Regulations is amended by adding thereto the following subsection:

> "(4) Notwithstanding anything contained in subsection (1) of this section, the Chief Registrar for Canada shall arrange for taking the registration, so far as this is possible, of those persons mentioned in paragraphs (a), (b), (c) and (d) of subsection (1) and shall prescribe such procedure as he deems advisable for the purpose".

2. Section 11 of the aforesaid Regulations is repealed and the following is substituted therefor:

> "11. Except as herein otherwise provided, every person shall register during the registration period at a registration booth established for the polling division in which he ordinarily resides, or subsequent to the registration period, at the post office nearest to his permanent place of residence; Provided that if any person is absent from his ordinary place of residence during the registration period he may register at a registration booth established for the polling division in which he happens to be during such period upon satisfying the deputy registrar that it is not possible for him to register in the polling division in which he ordinarily resides".

3. Section 28 of the said Regulations is amended by adding thereto the following:

> "28. (2) Without restricting the generality of subsection (1) of this section and notwithstanding anything contained in any other of these Regulations, the Chief Registrar for Canada may direct that the registration of any special class or classes of persons shall be taken otherwise than in accordance with these Regulations and shall prescribe such procedure as he deems advisable for such purpose".

4. Section 32 of the said Regulations is repealed and the following is substituted therefor:

> "32. All expenditure in connection with the administration of these Regulations shall be paid in the same manner as in the case of ordinary civil Government expenditure".

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5. The said Regulations are further amended by adding thereto the following:

"36 (1) All registration cards, registration certificates and other registration supplies, shall whenever deemed advisable, be transmitted by mail by the Registrar to the deputy registrar of the proper polling division.

(2) All completed registration cards and other registration documents, together with all unused registration supplies, shall whenever deemed advisable, be transmitted by mail by the deputy registrars to the Registrar of the proper electoral district.

(3) All registration material mentioned in subsections (1) and (2) hereof, shall, when enclosed in the special envelope provided by the Chief Registrar for Canada for that purpose, be entitled to pass through the mails free of Canada postage".

"37. Notwithstanding anything contained in these Regulations to the contrary, a Registrar in any electoral district may establish a registration place or booth in connection with any organization employing more than one hundred persons and the premises of such organization shall be deemed to be a polling division, and the Registrar may appoint a responsible person connected with such organization to be deputy registrar and such deputy registrar may appoint voluntary assistant deputy registrars from amongst the employees and any employee of such organization may register at such registration place or booth so established in lieu of registering as otherwise provided by these Regulations. Registration of employees in such organizations may be commenced in advance of the days fixed for registration in these Regulations".

"38 (1) Every person who employs other persons (hereinafter referred to as "employer") shall on the twenty-first day of August, one thousand nine hundred and forty or as soon thereafter as is practicable, require each and every person in his employ, who has attained his sixteenth birthday to produce for inspection his registration certificate.

(2) Every employer shall on or after the twenty-first day of August aforesaid before employing any person who has attained his sixteenth birthday require such person to produce for inspection his registration certificate.

(3) Every employer who on or after the twenty-first day of August, one thousand nine hundred and forty, employs or continues in his employment any person required by these Regulations to register who is unregistered shall be guilty of an offence in respect of each such employee and liable to a fine not exceeding two hundred dollars or to imprisonment for a term not exceeding three months or to both such fine and such imprisonment.

(4) Every employer shall forthwith after the twenty-first day of August aforesaid report to the Department of National War services and to the nearest police officer the name, address and occupation of all persons at any time employed by such employer required by these Regulations to register who are unregistered, and every employer who refuses, fails or neglects without lawful excuse to report as required by this section of these Regulations shall be guilty of an offence and liable to a fine not exceeding two hundred dollars or to imprisonment for a term not exceeding three months or to both such fine and such imprisonment".

Yours truly,
Jules Castonguay
Chief Registrar for Canada.

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C252366

fyi PMO

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FOR THE PRIME MINISTER

FOR COUNCIL: August 13th, 1940.

SUBJECT: Internment of Mayor Houde.

REMARKS: Mr. Heeney's note, communication signed by Messrs. Hamel, Gregoire, Chaloult, Bouchard and Even, with copy of translation, attached; also draft reply for Mr. Lapointe's signature.

CONSIDERED BY COUNCIL: August 13th, 1940.

ACTION TAKEN: To be dealt with by Mr. Lapointe.

DISPOSED OF:

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C252367

NB 05-16-M
1940

Ottawa, August 13th, 1940.

MEMORANDUM FOR THE PRIME MINISTER:

Attached is a communication of August the 9th, addressed to Mr. King and Mr. Lapointe, regarding the interment of the Mayor of Montreal, and the purposes of the National Registration. It is signed by Messrs. Hamel, Gregoire, Chaloult, Bouchard and Even.

The communication demands of the government a declaration that the National Registration will not be used to conscript Canadians for service outside of Canada.

As the Prime Minister has indicated that he wishes to have the communication answered as from the Justice Department, Mr. MacNeill of that department, who is familiar with the Defence of Canada Regulations and matters relating to interment, has been requested to draft a reply for consideration by Council. This will be ready for this afternoon's meeting.

A. D. P. H.

AH/R

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Hanson Summary

19.10.40

C252368

NATIONAL REGISTRATION AND MOBILIZATION

Leader of Opposition maintains that national registration should have been undertaken months earlier;

National registration was a costly business - government did not feel justified in undertaking expense unless need clearly proved;

Utmost need of avoiding all unnecessary expense in war effort: every dollar must be used to the best advantage;

Registration undertaken as soon as it became clear that mobilization of manpower required for a second line of defence;

Leader of Opposition states that thirty day training will not fit men for active service.

It was never intended to do so: it is merely basic training - necessarily experimental in character.

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NATIONAL REGISTRATION AND MOBILIZATION

Mr. Hanson: at Osgoode, Ont:

"It has been announced that National Registration on the 19th of August will give the Government an idea of the man and woman power of Canada. This would be all right if it had come earlier, but it is several months too late.

The registration forms can be filled out in three days, but it will take three months to count them. Hitler won't wait till we have counted up all those cards and found how many young men between the ages of 21 and 45 are available for service.

Mr. Hanson also found fault with the compulsory training scheme.

'Starting October 1 a call is being made for young men to train for a month, for thirty

Suggested Reply

Modern war extremely costly; must get value for money spent, if enemy to be beaten;

No justification for national registration in early stages; No one expected collapse of France.

Government put first things first.

Altered character of war and increased menace demanded preparation of different character;

Basic training of 30 days not intended to turn out men ready for immediate service.

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Mr. Hanson (Cont'd)

days. Did anyone ever hear of a soldier being trained in 30 days? It would be a joke if it wasn't so serious.

It is planned that 300,000 men will be trained. But what sort of training will they get? When the need arises and they are called to the defence of their country, they will know something about setting up drill, something about arms drill and squad drill and not much more. This is not the kind of soldier to oppose Hitler."

(Ottawa Journal Aug.2/40).

Suggested Reply

Regarded merely as a preliminary stage in creating a defensive force.

Basic training programme part of second line defence programme: not interfering with development of C.A.S.F., R.C.A.F., or R.C.N., which are part of Canada's contribution to the first line of defence.

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IH/12

P.C. 2253

PRIVY COUNCIL
CANADA

C252371

BUREAU FOR TRANSLATIONS
MAR 21 1942
OFFICE OF THE SUPERINTENDENT

AT THE GOVERNMENT HOUSE AT OTTAWA
SATURDAY, the 21st day of MARCH, 1942.

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL:

WHEREAS Section 5 of The Department of National War Services Act, 1940, Chapter 22 of the Statutes of Canada 1940, provides, inter alia, that the Minister of National War Services may with the consent of the Governor in Council (a) conduct such national registration and make such survey as may be required for the effective carrying out of the provisions of the aforesaid Act and of The National Resources Mobilization Act, 1940, and (b) place the results of such registration and of such survey at the disposal of His Majesty in the right of Canada;

AND WHEREAS [redacted] pursuant to the said National War Services Act, 1940, a National Registration Division of the Department of National War Services was set up and in the month of August, 1940, a national registration of all persons resident in Canada over the age of 16 years was conducted and is still being carried on;

AND WHEREAS by Order in Council P.C. 1445 of 2nd March, 1942, the Minister of Labour is authorized and directed to establish and maintain an inventory of employable persons in Canada;

AND WHEREAS the Minister of National War Services and the Acting Minister of Labour report that a Central Registry is being set up in the Department of Labour for the purpose of establishing and maintaining an inventory of the manpower and womanpower of Canada over the age of 16 years available for the purposes of the armed forces, war industries, agriculture and essential civilian purposes;

That it is intended to correlate the inventory of employable persons provided for by Order in Council P.C. 1445 of 2nd March, 1942, with the information already secured as a result of the said National Registration and to bring and keep all such information up to date with such further information as may from time to time be secured;

That

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C252372

That for the purpose of better establishing and maintaining the said Central Registry, it is expedient to transfer to the Minister of Labour the duties, powers and functions vested in the Minister of National War Services to conduct such national registrations and make such surveys as may be required for the effective carrying out of The National Resources Mobilization Act and to place the results of such registrations and surveys at the disposal of His Majesty in the right of Canada and to transfer to the Department of Labour the personnel and records of the aforesaid National Registration Division of the Department of National War Services;

NOW, THEREFORE, His Excellency the Governor General in Council, on the recommendation of the Minister of National War Services and the Acting Minister of Labour and under and in virtue of the provisions of the Public Service Re-arrangement and Transfer of Duties Act, Chapter 165 of the Revised Statutes of Canada, 1927, the War Measures Act, Chapter 206 of the Revised Statutes of Canada, 1927, and the National Resources Mobilization Act 1940, Chapter 13 of the Statutes of Canada, 1940, is pleased to order as follows:

1. The duties, powers and functions vested in the Minister of National War Services under the National War Services Act, 1940, with respect to conducting national registrations and making such surveys as may be required for the effective carrying out of the provisions of The National Resources Mobilization Act, 1940, and the placing of the results of such registrations and surveys at the disposal of His Majesty in the right of Canada are hereby transferred to the Minister of Labour and the personnel and the records of the National Registration Division of the Department of National War Services are hereby transferred to the Department of Labour.

2. In respect of the aforesaid National Registration and the aforementioned inventory of employable persons and all information available in the Central Registry, such information or material as may be required by the Minister of National War Services to enable him to carry out the National War Services Regulations 1940 (Recruits) shall be furnished and made available to the said Minister.

3. Where a Government Department or any person or body of persons has, by virtue of any Act or Order in Council, power to obtain, for any purpose, information as to matters with respect to which the Minister of Labour is empowered under Order in Council P.C. 1445 of 2nd March, 1942, or under this Order to require information to be given or returns to be made, -

(a)

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C252372

That for the purpose of better establishing and maintaining the said Central Registry, it is expedient to transfer to the Minister of Labour the duties, powers and functions vested in the Minister of National War Services to conduct such national registrations and make such surveys as may be required for the effective carrying out of The National Resources Mobilisation Act and to place the results of such registratiens and surveys at the disposal of His Majesty in the right of Canada and to transfer to the Department of Labour the personnel and records of the aforesaid National Registration Division of the Department of National War Services;

NOW, THEREFORE, His Excellency the Governor General in Council, on the recommendation of the Minister of National War Services and the Acting Minister of Labour and under and in virtue of the provisions of the Public Service Re-arrangement and Transfer of Duties Act, Chapter 165 of the Revised Statutes of Canada, 1927, the War Measures Act, Chapter 206 of the Revised Statutes of Canada, 1927, and the National Resources Mobilization Act 1940, Chapter 13 of the Statutes of Canada, 1940, is pleased to order as follows:

1. The duties, powers and functions vested in the Minister of National War Services under the National War Services Act, 1940, with respect to conducting national registrations and making such surveys as may be required for the effective carrying out of the provisions of The National Resources Mobilization Act, 1940, and the placing of the results of such registrations and surveys at the disposal of His Majesty in the right of Canada are hereby transferred to the Minister of Labour and the personnel and the records of the National Registration Division of the Department of National War Services are hereby transferred to the Department of Labour.

2. In respect of the aforesaid National Registration and the aforementioned inventory of employable persons and all information available in the Central Registry, such information or material as may be required by the Minister of National War Services to enable him to carry out the National War Services Regulations 1940 (Recruits) shall be furnished and made available to the said Minister.

3. Where a Government Department or any person or body of persons has, by virtue of any Act or Order in Council, power to obtain, for any purpose, information as to matters with respect to which the Minister of Labour is empowered under Order in Council P.C. 1445 of 2nd March, 1942, or under this Order to require information to be given or returns to be made, -

(a)

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(a) such department, person or body shall, if so required by the Minister of Labour, exercise that power for the purpose of assisting said Minister in obtaining any such information, and

(b) any information obtained by such department, person or body, whether upon a requisition of the Minister of Labour or otherwise, may, notwithstanding anything in any other enactment or order, be furnished to the Minister of Labour.

4. All expenditures incurred under Order in Council P.C. 1445 of 2nd March, 1942, and under this order shall be paid out of the moneys provided by The War Appropriation Act or otherwise by Parliament for the purposes of the said Order in Council P.C. 1445 and of this Order.

A.D.P. Heeney
Clerk of the Privy Council.

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(a) such department, person or body shall, if so required by the Minister of Labour, exercise that power for the purpose of assisting said Minister in obtaining any such information, and

(b) any information obtained by such department, person or body, whether upon a requisition of the Minister of Labour or otherwise, may, notwithstanding anything in any other enactment or order, be furnished to the Minister of Labour.

4. All expenditures incurred under Order in Council P.C. 1445 of 2nd March, 1942, and under this order shall be paid out of the moneys provided by The War Appropriation Act or otherwise by Parliament for the purposes of the said Order in Council P.C. 1445 and of this Order.

A.D.P. Heeney
Clerk of the Privy Council.

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ATM.

C252374

MEMORANDUM

FOR THE CHAIRMAN OF THE CABINET COMMITTEE

ON INFORMATION :

1. On the 9th September last, the Voluntary Service Registration Bureau was created by Order in Council, the members of the Bureau consisting of myself as Chairman, Major J. F. Cummins, of the Department of National Defence, as Vice-Chairman, Major M. F. Gregg, V.C., Sergeant-at-Arms of the House of Commons, Miss E. Saunders, Secretary of the Civil Service Commission, with Major G. W. Ross of the Post Office Department and Mr. J. F. Delaute of this Department as Joint Secretaries.

Major Cummins is associated with the Historical Section of the Department of National Defence, and I am not sure that his work brings him sufficiently in touch with the rapidly expanding activities of the Department in relation to employment and appointments. Major Gregg is now on active service with the C. A. S. F., and is presently in England. Miss Saunders is kept exceedingly busy with the very heavy burden of work which has been placed upon the Civil Service Commission. Major Ross has been assigned important duties with the Postal Service for the C. A. S. F.

2. The records of the Bureau divide themselves into three main categories :

(1) The records compiled as the result of letters addressed directly to the Bureau or to members of the Government or departments of government, which

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which were referred to the Bureau. The offers of service contained in these letters have all been acknowledged, classified, and indexed. The total amounts to something more than 14,500.

(2) The records of the Technical Section, which have been compiled out of replies to questionnaires addressed to members of the engineering profession throughout Canada by the Canadian Engineering Institute, the Canadian Institute of Mining and Metallurgy, and the Canadian Institute of Chemistry.

As you will recollect, representatives of these three Societies came to us last autumn, explaining that these Societies, at the request of the Department of National Defence, last spring had embarked upon a thorough canvass of the members of their profession throughout the Dominion. It was agreed that the results of these questionnaires should be examined and classified by the Institutes and the relevant information transferred to cards which were then turned over to the Bureau. To deal with this phase of the work, we organized a Technical Section and placed it, for the time being, in charge of Dr. H. M. Tory, who had tendered his services to the Government on a gratuitous basis. Associated with Dr. Tory in the work of the Technical Section has been Major G. H. McCallum, whose services have been made available to the Bureau by the kindness of the Department of Mines and Resources. These cards, which have been very carefully classified and subdivided, amount to over 8,000, and comprise

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probably more than 95% of the trained technical personnel of the engineering profession throughout Canada.

(3) Cards amounting in number to between 150,000 and 250,000, which are now in process of being turned over to the Bureau by the Voluntary Registration of Canadian Women.

You will recollect that this Voluntary Registration was undertaken by a committee of Canadian women last summer and developed with amazing rapidity in Ontario and the Western Provinces. When you and I had a conference with representatives of the women's group, we pointed out to them that no effective use could probably be made by Government Departments at Ottawa of the records concerning the great majority of the women who had domestic responsibilities and who would, therefore, only be available for war effort such as sewing, knitting, and the like, in their leisure hours and in their own local communities. We did not indicate, however, to the women's committee that the services of this latter group of women might not be of great importance in advancing war work, such as canteen work, sewing, and the like, in their own towns, but questioned whether it would be of any great advantage to have the records of their offers on file at Ottawa. We suggested to the women's committee that those records might be made available to the municipal and other local authorities engaged in community effort.

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It was, therefore, suggested that the cards turned over to us for record should only comprise three classes of women:

(i) The very limited number of women having special technical or scientific qualifications, whose circumstances were such that they could leave home and accept full time employment, if necessary.

(ii) Women with office training and experience, who were also at liberty to give full time effort.

(iii) A limited class of younger women who, while they did not possess at the moment any business or technical training, might be available, if the necessity arose, for enrolment in classes for training along particular lines of enterprise.

Greatly to our surprise, we have ascertained that the women's group have registered several hundred thousand women and that not less than 150,000 and, possibly, as many as 250,000, when their registration records have been examined, come within the three classes mentioned above.

Mr. Delaute, the Secretary of the Bureau, worked out with the women's committee special forms of cards which would contain the essential information and nearly 5,000 stenographers, most of them employed in the large insurance companies and business houses in Toronto, have been giving their own time, two or three evenings each week, to the examination of the complete registrations and the transfer to cards of

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the desired information. The companies by whom these stenographers and typists are ordinarily employed have co-operated by providing typewriting machines, carbon paper, and the like, but our Bureau has supplied the printed cards. These records are now being received at Ottawa in ever increasing numbers.

5. The Bureau, on several occasions, communicated by letter with all departments and agencies of government, informing them of the classifications which existed and of the records which were available here. This was more particularly the case in relation to the technical section. Notwithstanding our communications, we have discovered that departments and agencies of government seeking the services more especially of technicians, have failed to take advantage of the information on file and have made independent inquiries from other bodies. As a matter of fact, I am informed that some departments have communicated directly with the Engineering Societies, which has led the officers of those Societies to form the impression that the great amount of work which has already been performed by the professional institutes is not being used by the Government. It has only been recently that we have been asked by some of the departments to furnish detailed lists or to supply information concerning people who may be available for employment in some special technical branch. On the other hand, the Bureau has, since its organization, furnished to various departments of government some 5,500 names of various

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classes of registered persons, but we have found it most difficult to ascertain what use has been made by the departments of the information so supplied.

4. I have recently had further interviews with the Secretaries of the three Engineering Institutes and I find that they have become restive and feel that there should be a much greater degree of co-ordination between the departments seeking the services of engineers. We have also had a volume of inquiries from leaders in the women's committee and I am quite certain that, as a result of the call for greater mobilization of industry, we shall have many further inquiries of this nature. I have also ascertained that a Member of the House of Commons, himself a supporter of the Government, has made inquiries from the women's committee as to whether that committee could undertake a voluntary registration of men, the intimation being given that this particular Member was considering making the suggestion in the House of Commons.

5. The conclusion which has been forced upon me, and in this conclusion such members of the Board as I have been able to reach concur, is that it is most desirable that an immediate decision should be reached concerning the further operations of the Bureau. I am also of the opinion, in the light of developments during the past two months, that it would be a great advantage if the Bureau could be reorganized. For reasons which I

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am sure you will appreciate, it is not possible for me, as Chairman, having regard to other heavy official duties, to keep continuously in touch with the rapidly expanding activities in many of the departments.

You will appreciate that a civil servant in one department is under some handicap in dealing directly with officers of other departments, and I am afraid so long as a Deputy Head of a department of government is listed as Chairman of the Bureau it may be regarded as an adjunct of the particular department to which the civil servant belongs.

For this and other reasons, what I wish to suggest to you is that a prominent and representative citizen might, as a matter of public duty in this time of war, undertake to become the head of the Bureau, either under its present name or under some other appropriate title. I have in mind that this gentleman might give his whole time to the work and keep continuously in touch with developments in all the departments concerned with the war effort. I think it is essential that he should be a man who has an acquaintance with and possesses the confidence of the members of the Government at the head of the leading service departments and war agencies. I think it is also very desirable that he should be a man who is familiar with the business life of Canada and who has a reasonably extensive acquaintance with the leaders of business and industry in all parts of the country.

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I do not think it is for me to presume to suggest any particular gentleman but, speaking personally, I cannot see why the services of a member of one of the Houses of Parliament might not be utilized in what will be a very important task. A member of one of the two Houses would have a knowledge of the operations of the Government, which might not be possessed by a business man who has not had parliamentary experience.

I am also of the opinion that, in respect to the Technical Section, it might be very advisable to obtain, by way of loan or otherwise, the services of the Secretary of one of the three Institutes mentioned in paragraph 2. If I were to make the selection, I am inclined to think I would recommend that the Government might ask the Canadian Institute of Mining and Metallurgy to make available, as a contribution to the war effort, the services of the Secretary of that Institute, Mr. Carlyle. He is the senior of the three Secretaries and impresses me as a man of energy, wide experience and good judgment. I would think, however, that it might be desirable that the new head of the Bureau should make his own selection, subject to Ministerial approval.

I should like to make it clear that in making the suggestions which I put forward in this memorandum, I do not desire on my own part to shirk responsibility or to represent that the Bureau as presently constituted has not been effective. I feel, however, that the time has come when it should be more effective and I cannot

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see the possibility of this under the present set-up. Every officer and employee of the Bureau has given conscientious, intelligent and faithful work and, for my own part, I am quite prepared to give to the new head any assistance within my power.

I might further remark that it was impossible for us to view the problem as a whole until comparatively recently. As a matter of fact, the cards relating to the women's registration are only now beginning to arrive in considerable quantities and until we had an idea of the number which would be furnished and the classes of experience which would be recorded, it was difficult for us to do more than we have already done.

I hope also that the statements I have made in this memorandum will not be construed as implying criticism of other departments of government. I can quite appreciate that the process of expansion and organization in many of the new branches and departments has led to changes in leadership and personnel which have prevented a full use being made of the facilities of the Bureau.

May I remind you of the fact that in the last war Mr. R. B. Bennett, then a private Member of the House of Commons, was appointed to a position as head of a scheme of national registration and I rather anticipate that representations for some similar scheme of registration may be made at any time. If it is not the policy of the Government to undertake such a scheme, (and I think the value may be doubtful) it may be desirable

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to give direct evidence that the records of the present Voluntary Service Registration Bureau are being used to the greatest possible extent.

In conclusion, I may remark that during the past few days we have had a considerable number of further offers of service and quite a number of follow-up letters in respect to offers made at an earlier stage of the war.

Respectfully submitted.

E. H. COLEMAN

Under Secretary of State,
Chairman, Voluntary Service
Registration Bureau.

Ottawa, May 24th, 1940.

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OFFICE OF THE PRIME MINISTER

MEMORANDUM

C252384

W-317-H
Confl
see p. 4.

For the Prime Minister.

Mr. St. Laurent spoke to Mr. Godbout about the Houde matter. Mr. Godbout, however, is still anxious to make direct representation to you and is coming to Ottawa tomorrow afternoon (Thursday). Mr. St. Laurent is ready to join in a discussion, if you so desire.

W.L.M.K.
W.S.T.

P.M. said after 3. pm tomorrow Thursday"

June 21, 1944.

seen in 2 12 June

W.L.M.K.

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AMENDMENT

moved June 11th
by the Rt. Hon. Arthur Meighen
111 enlarges amendt in connection
with already placed on record

That all the words after "That" in the said motion be struck out and the following substituted therefor:

"this Bill be not now read a second time but that it be resolved that provision for the introduction of conscription of man-power for overseas service, without specific proposals for the immediate use of the power conferred by Section 2 of the Act, to conscript war industry, financial institutions and accumulated wealth, does not meet the urgent need for total war, imposes further inequality of sacrifice and is, therefore, contrary to the peace, order and good government of Canada."

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AMENDMENT

That all the words after "that" in the said motion be struck out and the following substituted therefor:

"this bill be not now read a second time but that it be resolved that the principle of the bill before the House is inadequate and inequitable, permits the Governor-General-in-Council to conscript men for overseas service without reference to Parliament and is, therefore contrary to the peace, order and good government of Canada. "

Moved by Mr. MacInnis.
Seconded by Mr. Noseworthy.

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C252387

May I suggest an
Amendment to
Mr. Ray's Amendment.

C. H.

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Moved by Mr. Roy
Seconded by Mr. Lacroix.

"That all the words after the word "That" be deleted from the main motion and the following substituted therefor:

This House is of the opinion that the Government's policy respecting mobilization, instead of drawing closer the union of the two races in Canada, has fostered dissensions which might cause an internal war, thus betraying the ideal set forth by the Fathers of Confederation".

This amendment may be amended as follows:

"That the following words be inserted

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after the word "mobilycta"
"has been so distorted
by extremist elements
in Canada that,"

And that the words
"has fostered" be struck out
and the words "may
foster" substituted
instead thereof.

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I have the honour to move, seconded by the honourable Member for Laval-Two Mountains.....

That all the words after the word "that", in the motion, be deleted, and the following substituted therefor:

"This House is of the opinion that the policy of the Government respecting the Mobilization effort, instead of drawing closer the union of the two races in Canada, has fostered dissensions which might cause an intestinal war, thus destroying the ideal set forth by the Fathers of Confederation".

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THAT all the words after the word "that" in the main motion be deleted and the following substituted therefor:-

> This House is of the opinion that the Government's policy, respecting mobilization, instead of drawing closer the union of the two races in Canada, has fostered dissentions which might cause an internal war, thus destroying the ideal set forth by the Fathers of Confederation.

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Crerar

C252592

Extract from speech of October 23rd by Major-General H.D.C. Crerar

Now, I do not wish these remarks to be taken as an indication that there exists in my mind any doubt whatsoever as to the vital importance and significance of the adoption by this country of compulsory training and of service for home defence of its manpower. On the contrary, all my life I have firmly believed that true democracy means equality of service of all, for the state, as well as equality of opportunity for all, within the state. I should also make it clear that the decision to limit the initial training period for those young men who but recently have been privileged to inaugurate this scheme to one month, is also based on my recommendation. There were two important reasons which influenced me to make that recommendation. Firstly, the short training period enabled a larger number of young Canadians to gain a proper conception of their national obligations within a given time. Secondly, our limited supply of modern weapons made it impracticable just now to carry the individual training of these young men beyond the basic stage, and a month or six weeks of instruction was sufficient for that limited syllabus. These factors, though important at this time, are not of enduring importance and, as my Minister stated the other day, consideration is being given to possible alterations in the training schedule in order to adjust the period of compulsory training to changes and improvements in conditions and to the requirements of industry.

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GOVERNMENT NOTICE OF MOTION.

THE PRIME MINISTER - , On next - In Committee of the Whole - the following Resolution:-

RESOLVED, That it is expedient to introduce a measure to confer special emergency powers upon the Governor in Council to permit of the mobilization of all of the effective resources of the nation, both human and material, for the purpose of the defence and security of Canada during the continuation of the state of war now existing.

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NRMA

Statement re Amendment

C252394

The purpose of the amendment is to give to the government, by the deletion of Section 3 of the National Resources Mobilization Act, the same freedom of decision and action with respect to the method of raising men for military service overseas which, in the recent plebiscite the government requested, and which the people of Canada have said they desire the government to possess.

Section 3 contains the one remaining restriction on the government's freedom of decision and action in all aspects of Canada's war effort.

This section was included in the National Resources Mobilization Act at the time the bill was passed because of a commitment arising out of promises and pledges from which the government and members of Parliament have now been released.

In presenting the issue of the plebiscite to Parliament and to the people, I repeatedly stressed the importance of removing any restriction, or even the appearance of any restriction on the powers of the Government to effect a total effort for total war. I pointed out that Canada's war effort was being placed in a false light because of the existence of what appears to be a restriction upon an all-out effort. If the amendment is adopted, Canada's war effort will appear thereafter in its true light; an effort in no

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way hampered by any moral or legal restrictions. By their vote in the plebiscite, the people have expressed their readiness to have the sole remaining restriction upon the government's freedom and decision of action removed.

The removal of Section 3 of the National Resources Mobilization Act is, in other words, the logical consequence of the vote on the plebiscite. Since the people have indicated that they do not desire any restriction on the freedom of action of the government, there is the strongest of reasons why Parliament should be asked to remove any shadow of restriction which remains.

In the plebiscite, the people were asked to give full powers to the government, not to meet an immediate situation, but to provide against a future emergency. The National Resources Mobilization Act is only enabling legislation. The extent of the use of such power as is conferred upon the government by its provisions, has, from the outset, been a matter of government policy, to be decided in the light of all relevant circumstances. ~~as the Act confers.~~ This will remain true of the unrestricted powers which the amendment, if enacted, would afford.

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The government might have proceeded in this matter by Order in Council under the War Measures Act. Having regard, however, to its responsibility to Parliament, the government has felt that such action as is necessary to bring existing legislation into conformity with the will of the people expressed in the vote on the plebiscite should be taken, not by Order in Council under the War Measures Act, but by Act of Parliament. In thus proceeding, the government is providing members of Parliament, before any amendment to the National Resources Mobilization Act is made, with the fullest opportunity of considering the effect of every aspect of the amendment.

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June 26, 1940.

C252397
7-305-58(B)
1940
7-305-4-M
1940
7-200
1940.

(2)

MEMORANDUM FOR THE PRIME MINISTER:

Re: The opposition of the Canadian Youth Congress to the National Resources Mobilization Act.

Mr. Kenneth Woodsworth, the Secretary of the Canadian Youth Congress, has written to the Prime Minister expressing opposition to the National Resources Mobilization Bill on behalf of the Congress.

In view of the fact that the Youth Congress has a numerous membership, and includes in the ranks several important youth organizations, the Prime Minister would, perhaps, wish to send a reply to Mr. Woodsworth. A draft is attached.

Mr. Woodsworth has enclosed with his letter an analysis of the results of a questionnaire circulated by the Youth Congress showing the measure of its opposition to any form of conscription. The ballots, as well as the analysis thereof, have been sent to the office of the Prime Minister.

Mr. Woodsworth also brings to the Prime Minister's attention a reply to the charges made in the House of Commons by Honourable H. A. Bruce that the Canadian Youth Congress is a subversive organization. The Youth Congress affirms:

1. A belief in God;
2. The right of individuals to private property;
3. The necessity for internal peace and co-operation between all social classes;
4. The sanctity of the human personality.

Mr. Woodsworth further adds that the constitution of the Youth Congress is such that no affiliated organization can possibly "dominate" the Congress. This is particularly so in the case of the now illegal Young Communist League.

W. J. T.

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THIRTY DAY TRAINING

Criticism: Thirty day training period of no use militarily. Short period a political expedient.

(See Hanson statement, Aug. 1st and Montreal Gazette editorial, attached). (1+2)

Reply: Major-General H. D. G. Crerar's statement of October 23rd (Extract attached). (3)

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PRESS CLIPPINGS

Office of
The Prime Minister

C252399

Name of Publication Ottawa M. Journal

Date Aug. 2/40

Subject

Hanson Assails Registration And Premier

Conservative Leader Speaks at Osgoode Rally for Boucher

Strong criticism of the National Registration scheme was registered by Conservative leader Hanson, speaking at a political rally at Osgoode Thursday night. The meeting was in support of G. Russell Boucher, Conservative candidate for Carleton County.

"It has been announced that National Registration on the 19th of August will give the Government an idea of the man and woman power of Canada. This would be all right if it had come earlier, but it is several months too late.

"Hitler Won't Wait."

"The registration forms can be filled out in three days, but it will take three months to count them. Hitler won't wait till we have counted up all those cards and found how many young men between the ages of 21 and 45 are available for service."

Mr. Hanson also found fault with the compulsory training scheme.

"Starting October 1 a call is being made for young men to train for a month, for thirty days. Did anyone ever hear of a soldier being trained in 30 days? It would be a joke if it wasn't so serious.

"It is planned that 300,000 men will be trained. But what sort of training will they get? When the need arises and they are called to the defence of their country, they will know something about setting up drill, something about arms drill and squad drill and not much more. This is not the kind of soldier to oppose Hitler.

"Eight precious months have been lost at a time when the whole of the country should have been putting its back to the wheel.

In Small Numbers.

"We heard for a long time that Canada could not produce tanks. I asked repeatedly why Canadian workmen and Canadian machinery could not produce them. And now we hear that they are being made here in small numbers."

Premier King had decided upon a program of moderate participation in the Empire War effort.

"Only moderate participation in a struggle unprecedented in history", Mr. Hanson commented.

"But notwithstanding propaganda from the different publicity offices, which are, incidentally being paid for by the taxpayers, we know now that for eight solid months the Canadian effort was pitiful. Pitiful is the only word I can describe it with, pitiful.'

"No contingent ever left Canadian shores worse equipped than the First Division. It had to be mechanized in Great Britain.'

'Things went on like this said the speaker, till the invasion of Norway, and the shocks which followed it in rapid succession. This corresponded with the time when the House was sitting.

Greeted By Barrage.

"I reviewed the Government's war effort and was greeted by a barrage from Mr. King and his cabinet, who tried to cram it all down my throat.

"We were small in number in the House, but we felt ourselves on safe ground. And we were right. Everything we said has been from time to time grudgingly admitted.

"On that black Sunday when it came over the wires that our Allies the French had started negotiations with the Huns, I went to the Prime Minister and proposed that he should declare a state of national emergency in order to bring the situation home more forcibly to the people's minds.

"We Conservatives were paying for the war, and I see no reason why we should not have a share in directing it. I asked Mr. King to arrange a National Government so that there would be absolute unanimity in the country. Mr. King asked for 24 hours.

Revulsion of Opinion.

"But even then he wouldn't yield. He has the idea that he has the God-given right to run this country. Perhaps he is right, but there has been a great revulsion of public opinion between the sixth of March and now.

"It is not as if Parliament had refused to vote the Government money. They have had all the money voted that they asked for.'

"I say that we will pay taxes and pay them cheerfully if we get results, but we have not got them yet."

Mr. Hanson then read a telegram from a friend describing recruiting conditions in the country regions of British Columbia. After seeing a notice in the newspapers that a recruiting officer would be in a certain town at a certain time, men had flocked, some as much as 40 or 60 miles in order to enlist. But the recruiting officer did not turn up and the men, some of whom had sold all their effects, had to be supported by public contributions of the community.

"This kind of bugling is too widespread throughout the country", commented the Opposition Leader.

"This war cannot be won on paper. Nor can it be won merely by letting contracts. It must be won by well trained and equipped men.'

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PRESS CLIPPINGS

Office of
The Prime Minister

C252401 (2)

Name of Publication _____

Date _____

Subject _____

TRAINING SCHEME A FARCE.

Now that young Canadians of the first class to be called under the Government's compulsory military training plan are actually in the camps provided for them, some of the things may be said which if put into print prior to last Wednesday might have imperilled the initial success which, to the general satisfaction of the country, was achieved. The spirit of the men summoned has been admirable, as has been that of their relatives and friends; it is the spirit of the country. It is the Government's project itself that is all wrong or so nearly all wrong that it cannot possibly serve the purpose which the people have had in mind. It may serve the Government's own purpose if the object has been to establish the principle of compulsory military training without putting it into practice upon a scale that might be embarrassing, politically or sectionally—sectionally especially. The conclusion that the Government is deliberately evading a plain responsibility, and at a most critical time, is inescapable.

This training scheme expresses not the most that can be done and should be done but the least that a politically-minded Government, sectionally controlled, is prepared to do. Thirty days of military training will not produce soldiers and there is not a military man in the service of the country who does not know this. There was a suggestion some little time ago that the periods would be extended, but this was denied officially, and so hurriedly did the denial come that there could be no last lingering doubt as to the Government's complete subjection to those influences which have been hampering this country's war effort from the beginning and are hampering it now. It has been declared "without any reservation" that so far as this year's camps are concerned the thirty-day training period will not be extended and that if there is to be any change in the future it will depend upon a study now being made of the whole manpower problem, the needs of the munition industry and of the services; which means nothing more nor less than a settled disinclination of the Government to face the facts and to do its duty.

The men who are being taken to these camps, or will be taken in the future, are the men upon whom the Dominion must rely for home defence, minus the number, estimated by the Minister of National War Services as at least one-eighth, who will pass voluntarily into the Active Service Force. This Government proposes to entrust the national safety to a citizen army trained for only thirty days and to pit this force against an enemy who will have undergone the most intensive and prolonged training and will be fighting with all the fury of a desperate venture. The proposition is idiotic, and official idiocy under the conditions for which this country must prepare is comparable only with the administrative follies which led to the disastrous downfall of France. There can be no place in the Canadian scheme of things for any military project that does not express the maximum effort which the nation is able to exert in the mobilization and training of its manpower, and no Government which is not seized of this fact and prepared to act upon it can be regarded as capable or trustworthy, or even well-intentioned under the conditions which now prevail. No such Government can deserve or hold the confidence of the people or can merit anything better than the contempt of this country's enemies.

Britain and the other Dominions are fighting to the last ounce of their strength, while Canada is side-stepping. The United States, not yet in the war and only recently war conscious, is already far ahead of Canada in the vigor and scope of its national defence arrangements. The United States Government has moved ahead of the Canadian Government in its conception of administrative responsibility in the face of a crisis which menaces the whole future of North America, its institutions, its ways of living, its freedom. The United Kingdom began the conscription of its manpower five months before the war began, making provision for six months' continuous training, with the provision that the men so trained be required to join the territorials, or home guard, for a period of three-and-a-half years or enter the special reserve of the regular army.

W.L.M. King Papers, Memoranda and Notes, 1940-1950,
MG 26 J 4, Volume 365, pages C252070-C252767

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PRESS CLIPPINGS

C252402

Office of
The Prime Minister

Name of Publication _____

Date _____

Subject _____

Two years' military training was required of all young Germans, all young Italians and all young Frenchmen before the war. Canadians, trained for thirty days, will be required to meet, if there is an invasion at all, enemy forces who have been under arms for more than a year, had two years training before that, and have had actual fighting experience. What sort of a defence can these Canadians provide? They will be thrown to the wolves, and by their Government. And yet this country is capable of raising and thoroughly training and equipping an army of half a million men. The King Government is standing between the Dominion and the effective defence which, in the event of invasion, alone can save us.

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Major-General H. D. G. Crerar, D.S.O.

23rd October, 1940 - addressing Canadian Club, Ottawa:

"..... I should also make it clear that the decision to limit the initial training period for those young men who but recently have been privileged to inaugurate this scheme to one month, is also based on my recommendation. There were two important reasons which influenced me to make that recommendation. Firstly, the short training period enabled a larger number of young Canadians to gain a proper conception of their national obligations within a given time. Secondly, our limited supply of modern weapons made it impracticable just now to carry the individual training of these young men beyond the basic stage, and a month or six weeks of instruction was sufficient for that limited syllabus. These factors, though important at this time, are not of enduring importance and, as my Minister stated the other day, consideration is being given to possible alterations in the training schedule in order to adjust the period of compulsory training to changes and improvements in conditions and to the requirements of industry."

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Ottawa Morning Citizen

August 2, 1940

Describing the 30-day training period under the National Resources Mobilization Act "as a joke if it weren't so serious," Honourable R. B. Hanson, leader of the Opposition, last night said it would be sheer suicide to send men with so little training into any theater of war.

Speaking at a large rally at Osgoode in support of G. Russell Boucher, Conservative standard bearer in Carleton county by-election, Honourable Mr. Hanson said that while the men might learn something of discipline and physical training, there were few uniforms to outfit them, no rifles to arm them and certainly no mechanized units with which to train them.

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C252405

NAR/SR
30.12.41

MEMORANDUM FOR THE PRIME MINISTER

W.L.M. K.

In view of the discussion, from time to time, in the War Committee of the Cabinet on the advisability of amending the National Resources Mobilization Act to enlarge the areas into which persons called up for military training under that Act can be sent, I have had prepared, for your consideration, the attached note setting forth five possible amendments.

In the attached draft Newfoundland includes Labrador.

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December 24, 1941.

MW/MB

National Resources Mobilization Act, 1940

3. The powers conferred by the next preceding section may not be exercised for the purpose of requiring persons to serve in the military, naval or air forces

Present Version

outside of Canada and the territorial waters thereof.

1st possibility

outside of Canada, Newfoundland, the continental United States of America including Alaska, and the territorial waters thereof.

2nd possibility

outside of Canada, Newfoundland, Bermuda, the British West Indies, the continental United States of America including Alaska, and the territorial waters thereof.

3rd possibility

outside of Canada, Newfoundland, Greenland, Bermuda, the British West Indies, the continental United States of America including Alaska, and the territorial waters thereof.

4th possibility

outside of North America (including all of Canada, Greenland, Newfoundland, Bermuda, and the West Indies) and the territorial waters thereof.

5th possibility

outside of the Western Hemisphere (Question: which of the many definitions of "Western Hemisphere" would apply?).

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A.D.P. HEENEY to WLMK MC / NRMA

C252407

Ottawa, January 5th, 1942.

WWK - Home Defence
WWK - N.R.M.A.

MEMORANDUM FOR THE PRIME MINISTER:

Attached is the opinion of the Deputy Minister of Justice, given in reply to specific questions of law which I put to him, at the Prime Minister's direction.

These questions were:

Question 1 - Does the limitation contained in Section 3 of The National Resources Mobilization Act, 1940, so operate as to prevent the government, in case of need, despatching men called up under the Act to Newfoundland, Labrador or other adjacent territories in this hemisphere, including the United States?

Opinion - Yes, but the limitation applies only in respect of men serving as a result of the exercise of powers conferred by that Act.

Question 2 - Is the expression "the territorial waters thereof" capable of an interpretation which would permit the despatch of such personnel to Newfoundland or other non-Canadian islands in close proximity to Canadian coasts?

Opinion - No.

Question 3 - Can the government, by Order in Council, under the War Measures Act (to be confirmed subsequently by Parliamentary action) so extend the effect of orders and regulations made under the Act as to permit men called out under the Act to serve in all or any of the areas mentioned in question 1, or is the government prevented from so doing by the limitation in section 3 of the Act?

Opinion - Men serving under the National Resources Mobilization Act could, as a result of action under the War Measures Act, be legally placed on active service beyond Canada in these areas. The limitation in Section 3 does not derogate from the delegation of legislative powers confided in the Governor in Council by the War Measures Act.

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C252407-A

Question 4 - What is the effect of the provisions of the Militia Act (specifically Sections 8 and 64 et seq) in the event of the government wishing to make use, for active service in any of the areas above mentioned of personnel:

(a) called out under the National Resources Mobilization Act, and

(b) of the reserve army?

Opinion -(a)Men called out under the National Resources Mobilization Act and attached by administrative action to units of the reserve army could not be required to serve abroad as a result only of the provisions of the Militia Act, and

(b) Personnel of reserve units could be placed on active service outside of Canada in virtue of the provisions of the Militia Act.

A. D. P. H.

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FPV/FEH

C252408

PLEASE ADDRESS
THE DEPUTY MINISTER OF JUSTICE
OTTAWA

OTTAWA January 5th, 1942.

J.R. 6405-42

Dear Mr. Heeney:

In reply to your letter of December 24th submitting four questions for advice relative to the despatching of military forces to Newfoundland, Labrador, or other adjacent territories in this hemisphere, including the United States, the first question should be answered in the affirmative. Section 3 of The National Resources Mobilization Act, 1940, would, clearly I should think, operate to prevent the despatching of men pursuant to that Act to the areas mentioned. The limitation applies, however, only in the case of men required to serve as a result of the exercise of powers conferred by the said National Resources Mobilization Act.

The second question should be answered in the negative. Military personnel employed in Newfoundland or other islands in close proximity to the Canadian coasts (exclusive, of course, of islands which are part of Canada) could not be held to be serving in Canada and the territorial waters thereof.

The answer to the third question, namely, whether military forces, including men who have first been called out for service under The National Resources

.....

A.D.P. Heeney, Esq., K.C.,
Clerk of the Privy Council,
O T T A W A.

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Mobilization Act could, as a result of action to be taken under the War Measures Act, be legally placed on active service beyond Canada in the aforesaid adjacent areas, should be in the affirmative. It has already been held by the Supreme Court of Canada, in a case raising a question somewhat similar to that now under consideration, that the War Measures Act is broad enough to cover power to make regulations for the raising of military forces for service beyond Canada. The question, therefore, is whether this Act, in so far as it relates to the raising of military forces, has been displaced by the National Resources Mobilization Act. If it is displaced in this one respect it is displaced in many other respects also; in fact it would follow that the War Measures Act is no longer in force for the purpose of requisitioning persons, property or services for the purposes of the war.

Expressly the limitation contained in section 3 of the National Resources Mobilization Act applies only to powers conferred upon the Governor in Council by the National Resources Mobilization Act and there is no reason for extending this limitation. The conferring of the lesser limited power by the National Resources Mobilization Act, temporarily, for the mobilization of all resources, human and material, during the state of war now existing, should not be construed as derogating from the delegation of greater legislative powers necessarily confided in the Governor in Council by the War Measures Act as part of the permanent structure of war time administration.

.....

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The rules and principles applicable to the interpretation of Statutes leads to the conclusion that Parliament did not intend to displace the powers conferred by the War Measures Act. These powers are extensive constituting, as was said by the now Chief Justice of Canada in the case above mentioned, authority to supersede existing law whether resting on Statute or otherwise. In my opinion, they can be utilized to raise military forces and to place the same on active service outside of Canada. Men called out for service under the National Resources Mobilization Act would not be entitled to be exempted from such service.

As regards the fourth question, men who have voluntarily joined the so-called Reserve Army, that is, enrolled themselves in Reserve Units, can be placed on active service outside of Canada as a result of sections 8 and 64 of the Militia Act. On the other hand, in the case of men called out under the National Resources Mobilization Act, 1940, for service and attached by administrative action to Reserve Units of the militia, I would not advise that they can be required to serve abroad as a result only of these provisions of the Militia Act.

Yours truly,

F. P. Varcoe

Deputy Minister.

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NRMA

file
Reading Room

C252411

Unrevised Hansard

Page 957
February 26, 1942

Mr. Mackenzie King: I do not mind answering that. I regard the moral obligation as one not to send men overseas. But with respect to any technical limitation, should immediate necessity arise -- in the panhandle, or any place in the vicinity of the coast of Canada -- I certainly would make use of the War Measures Act to see that the men were sent, within these immediate areas, to protect our own shores.

Page 1063
March 2, 1942

. . . .

service overseas. That is why I said the other night that if to-morrow it became necessary to exercise compulsion in the matter of protecting our shores to the extent of our armed forces going out in the Pacific beyond Queen Charlotte Island, or to Alaska, or to Labrador or Newfoundland, I would not hesitate one moment in using the War Measures Act to see that conscription was enforced for that purpose were such a step necessary. That would not be violating the commitment made. The commitment was not made with respect to the protection of our own shores; it was made with respect to sending men overseas; everyone so understood it, and it was to that extent that the law and the fact was limited and that the government at the present time is limited.

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A10 P.C. 2192

44244

C252412

Certified to be a true copy of a Minute of a Meeting of the Committee of the Privy Council, approved by His Excellency the Governor General on the 21 st MARCH 1942

PRIVY COUNCIL
CANADA

BUREAU FOR TRANSLATIONS
MAR 2 1942
OFFICE OF THE SUPERINTENDENT

The Committee of the Privy Council have had before them a report, dated 19th March, 1942, from the Minister of National War Services, representing that the National War Services Regulations, 1940 (Recruits) (Consolidation 1941) as amended provide that men of any age classes, class or part of any age class, may be called out for military training by Proclamation of the Governor in Council and that it is now expedient that a Proclamation calling out men who were on the fifteenth day of July, 1940, unmarried or widowers without child or Children and who were born in any of the years 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913 or 1912, but that persons born in the year 1921 shall not be called out until they reach the age of twenty-one years.

The Committee, therefore, on the recommendation of the Minister of National War Services, advise that a Proclamation do issue in the words of the attached draft.

A.D.P. Heeney
Clerk of the Privy Council.

The Right Honourable
The Prime Minister.

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PROCLAMATION

C252413

CANADA

GEORGE THE SIXTH, by the Grace of God of Great Britain, Ireland and the British Dominions beyond the Seas KING, Defender of the Faith, Emperor of India.

TO ALL TO WHOM these Presents shall come or whom the same may in anywise concern,

GREETING:

PROCLAMATION

F.P. VARCOE, Deputy Minister of Justice, Canada.) WHEREAS it is provided by the National Resources Mobilization Act, 1940, that the Governor in Council may make from time to time such orders and regulations requiring persons to place themselves, their services and their property at the disposal of His Majesty in the right of Canada for the use within Canada or the territorial waters thereof, as may be deemed necessary or expedient for securing the public safety, the defence of Canada, the maintenance of public order, or the efficient prosecution of the war, or for maintaining supplies or services essential to the life of the community;

AND WHEREAS pursuant to the powers therein contained, and the provisions of The War Measures Act, Our Governor in Council did on the 27th day of August, 1940, make regulations to provide a system for calling out men for military training within Canada and the territorial waters thereof, such regulations as amended and consolidated being now known as the National War Services Regulations, 1940 (Recruits) (Consolidation 1941);

AND WHEREAS pursuant to and in accordance with the said Regulations, it has been decided to call out for military training, as aforesaid, every male British subject who is or has been, at any time subsequent to the first day of September, 1939, ordinarily resident in Canada, who on the fifteenth day of July, 1940, was unmarried or a widower without child or children, and who was born in any of the years 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913 or 1912, but that persons born in the year 1921 shall not be called out until they reach the age of twenty-one years.

NOW THEREFORE KNOW YE that pursuant to the National Resources Mobilization Act, 1940, and The War Measures Act, and pursuant to and in accordance with the National War Services Regulations, 1940 (Recruits) (Consolidation 1941) as amended, promulgated under the provisions of the said Acts, we do hereby call out the aforesaid classes of men to submit themselves for medical examination and to undergo military training for a period of four months within Canada or the territorial waters thereof, and to report at such places and times and in such manner and to such authorities or persons as may be notified to them respectively by a Divisional Registrar of an Administrative Division appointed by the Governor in Council pursuant to the above mentioned regulations.

AND FURTHER TAKE NOTICE that upon completion of the military training aforesaid all such persons shall be liable to perform such training, service or duty, but only within Canada and the territorial waters thereof, as the Minister of National Defence may from time to time require pursuant to the provisions of the Reserve Army (Special) Regulations, 1941.

OF ALL WHICH OUR LOVING SUBJECTS and all others whom these Presents may concern, are hereby required to take notice.

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JWP/MS
4.V.42

The Composition of the Canadian Army

C252414

There is only one Canadian army. The Canadian Army is divided into (a) the Canadian Army (Active) and (b) the Canadian Army (Reserve).

The active army includes two categories of men. The first category is composed of the men who have volunteered and been accepted for active service anywhere in the world. The fact that a man has enlisted for service anywhere does not necessarily mean that he is serving or will ever serve outside Canada. It means that he can be sent to serve anywhere at the discretion of the government.

The second category of men in the active army includes (i) the young men who have been called up for compulsory military training under the National Resources Mobilization Act and (ii) retained for military service for the duration of the war. These men are full-time soldiers on active service, but their service is limited to Canadian territory and territorial waters by Section 3 of the National Resources Mobilization Act.

The reserve army also includes two categories of men.

What we usually think of as the reserve army is what was formerly called the non-permanent active militia. It is composed of men who have volunteered for part time military training with the various reserve units

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C252415

throughout the country. These men are continuing in their civilian occupations, but are liable to call for full-time active duty in case of emergency.

The second category of men in the reserve army includes the young men who were called up in 1940 for thirty days of compulsory military training under the National Resources Mobilization Act. At the end of their training period these men were attached to reserve units as a part of the reserve army. Their number is steadily diminishing as they are being called back, in considerable numbers, month by month, for additional compulsory training and subsequently for compulsory military service for the duration of the war.

The home defence forces on active service are composed in part of volunteers enlisted for service anywhere in the world and in part of young men called up for compulsory military service which is, by law, at present restricted to Canada.

It has been the policy of the government, as far as possible, to replace the volunteers on active defence duties in Canada by men engaged in compulsory service, in order to free the volunteers for service elsewhere. The application of this policy can be extended as soon as it becomes legally possible to send men engaged

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in compulsory service to Newfoundland, Labrador, the United States and Alaska.

(N.B.: This statement has been checked with the Adjutant General; see copy of his memorandum attached.)

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C252417

MEMORANDUM

To: THE MINISTER

Department of National Defence
H.Q.
OTTAWA, 7th April, 1942.

Summary

1. There is only one Canadian Army.

2. The Canadian Army is divided into two main categories:

(a) The Canadian Army (Active).

(b) The Canadian Army (Reserve).

Active Army

3. All formations and personnel who serve full time are classified as Active. Although some soldiers of the Active Army have volunteered to serve anywhere, whereas others are liable to serve in Canada only, the fact remains that they are all Active soldiers.

4. Therefore, the Sixth, Seventh, Eighth Canadian Division units, etc., are part of the Canadian Army (Active).

5. For purposes of distinction, that major portion of the Canadian Army serving in the United Kingdom is designated the Canadian Army (Overseas). Other smaller overseas formations are known as "W", "Y", "Z", etc., Forces.

Reserve Army

6. All personnel, units and formations who do not serve full time are known as the Canadian Army (Reserve).

Nomenclature

7. Owing to different methods having been employed from time to time to obtain men for service in the Army, a multiplicity of qualifying nomenclature has developed, i.e.- "R Recruit", "Members H.D.", "A Recruit", "Volunteer", etc., etc. The fact remains, however, that there is legally only one class of man in the Army and he should rightly be called by only one term, namely "soldier", and it is my intention to see to it that such term is brought into general use at the earliest possible moment.

..... 2/

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It will not be possible to do this overnight, nor will it be possible in regulations, documents, etc., to entirely eliminate certain qualifying terms, e.g.- "Soldier (Active)", "Soldier (Reserve)", "Soldier (N.R.M.A.)", as long as we have different conditions of service in the Canadian Army. Nor do I think it desirable to attempt any revision of the Reserve Army (Special) Regulations until after the result of the plebiscite is known and the possible changes which this result may bring about have been considered.

8. However, instructions have already been issued to the effect that all men serving in the Canadian Army are to be treated alike and without distinction. To implement this policy, I have issued orders to-day that Officers Commanding may, if they deem advisable, promote personnel called to service under N.R.M.A. regulations to acting rank as N.C.O's.

(Sgd) H.F.G. Letson,
Major-General,
Adjutant-General.

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PRESS RELEASE

C252419

Statement by Prime Minister re Amendment to National Resources Mobilization Act.

Ottawa, May 11, 1942.

The purpose of the amendment is to give to the government, by the deletion of Secion 3 of the National Resources Mobilization Act, the same freedom of decision and action with respect to the method of raising men for military service overseas which, in the recent plebiscite the government requested, and which the people of Canada have said they desire the government to possess.

Section 3 contains the one remaining restriction on the government's freedom of decision and action in all aspects of Canada's war effort.

This section was included in the National Resources Mobilization Act at the time the bill was passed because of a commitment arising out of promises and pledges from which the government and members of Parliament have now been released.

In presenting the issue of the plebiscite to Parliament and to the people, I repeatedly stressed the importance of removing any restriction, or even the appearance of any restriction on the powers of the Government to effect a total effort for total war. I pointed out that Canada's war effort was being placed in a false light because of the existence of what appears to be a restriction upon an all-out effort. If the amendment is adopted, Canada's war effort will appear thereafter in its true light; an effort in no way hampered by any moral or legal restrictions. By their vote in the plebiscite, the people have expressed their readiness to have the sole remaining restriction upon the government's freedom and decision of action removed.

The removal of Section 3 of the National Resources Mobilization Act is, in other words, the logical consequence of the vote on the plebiscite. Since the people have indicated that they do not desire any restriction on the freedom of action of the government, there is the strongest of reasons why Parliament should be asked to remove any shadow of restriction which remains.

In the plebiscite, the people were asked to give full powers to the government, not to meet a then immediate situation, but to provide against a future emergency. The National Resources Mobilization Act is only enabling legislation. The

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extent of the use of such power as is conferred upon the government by its provisions, is and has, from the outset, been a matter of government policy, to be decided in the light of all relevant circumstances. This will remain true of the unrestricted powers which the amendment, if enacted, would afford.

The government might have proceeded in this matter by Order-in-Council under the War Measures Act. Having regard, however, to its responsibility to Parliament, the government has felt that such action as is necessary to bring existing legislation into conformity with the will of the people expressed in the vote on the plebiscite should be taken, not by Order-in-Council under the War Measures Act, but by Act of Parliament. In thus proceeding, the government is providing members of Parliament, before any amendment to the National Resources Mobilization Act is made, with the fullest opportunity of considering the effect of every aspect of the amendment.

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Mobilization Act

Amendments and Speaker's Rulings

Mr. Coldwell ..... June 11th
Speaker's Ruling ..... June 11th

Mr. MacInnis ..... June 15th
Speaker's Ruling ..... June 17th

Mr. Lacombe ..... June 17th
Speaker's Ruling ..... June 17th

Mr. Roy ..... June 18th

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Mr. Coldwell

and

Speaker's Ruling

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Amendment

Votes and Proceedings
June 11th, 1942.

Mr. Coldwell, seconded by Mr. MacInnis, moved in amendment thereto: That all the words after That" in the said motion be struck out and the following substituted therefor:—

"this Bill be not now read a second time but that it be resolved that provision for the introduction of conscription of man-power for overseas service, without specific proposals for the immediate use of the power conferred by Section 2 of the Act, to conscript war industry, financial institutions and accumulated wealth, does not meet the urgent need for total war, imposes further inequality of sacrifice and is, therefore, contrary to the peace, order and good government of Canada."

Speaker's Ruling:

Mr. SPEAKER: The amendment moved by the honourable member for Rosetown-Biggar (Mr. Coldwell) is, that, "This Bill be not now read a second time but that it be resolved that provision for the introduction of conscription of man-power for overseas service, without specific proposals for the immediate use of the power conferred by Section 2 of the Act, to conscript war industries, financial institutions and accumulated wealth, does not meet the urgent need for total war, imposes further inequality of sacrifice and is, therefore, contrary to the peace, order and good government of Canada."

In support of the amendment the honourable member for Rosetown-Biggar quoted from page 217, section 755 of Beauchesne's Parliamentary Rules and Forms. I will read the citation:—

"It is also competent to a member who desires to place on record any special reasons for not agreeing to the second reading of a Bill, to move as an amendment to the question, a resolution declaratory of some principle adverse to, or differing from, the principles, policies, or provisions of the Bill, or expressing opinions as to any circumstances connected with its introduction or prosecution; or otherwise opposed to its progress; or seeking further information in relation to the Bill by committees, commissioners, the production of papers or other evidence or the opinion of judges."

But in conjunction with that citation must also be read citation 760 which reads:—

"The principle of relevancy in an amendment governs every proposed resolution, which must, therefore, 'strictly relate to the Bill which the House, by its order, has resolved upon considering' and must not include in its scope other Bills then standing for consideration by the House. Nor may such amendment deal with the provisions of the Bill upon which it is moved, nor anticipate amendments thereto which may be moved, in committee, nor attach conditions to the second reading of the Bill."

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This same issue was raised in a debate in this House on April 24, 1934, and is very apropos of this amendment. It is referred to on pages 272 and 273 of the Journals of the House, Volume 72, 1934. It dealt with a Bill concerning the marketing of natural products in Canada.

The then Leader of the Opposition referred, as was done to-day, to citation 755 of Beauchesne's Parliamentary Rules and Forms, and read it as the honourable member for Rosetown-Biggar did this afternoon in the first instance. The then Speaker the Honourable Mr. Black, now member for Yukon, referred the Leader of the Opposition to citation 760, ruled the amendment out of order, and based his ruling on a decision in support as cited in May, 13th Edition, page 390, and the precedent set forth there in support of this was 188 Parliamentary Debates, 4th Series, Column 76, The Education (Scotland) Act. The House divided on an appeal and sustained the Speaker's decision.

This amendment accepts in part the principle of the Bill but indicates that it does not go far enough. It anticipates amendments which may be moved in committee on the Bill, but cannot be moved on second reading.

But there is another, and, I think, a more serious objection to the relevancy of the amendment, and that is that this House has already decided on the 18th day of February, on the principle which is now invoked in the amendment, as will be found in Votes and Proceedings of that day, page 57. The House divided on the following amendment which was moved by the honourable member for Rosetown-Biggar in the debate on the Address in reply to the Speech from the Throne:—

"That all the words after the words 'This House regrets that Your Excellency's Advisors' in the amendment be deleted and the following substituted therefor:—

'have used the sweeping powers conferred by the National Resources Mobilization Act mainly for the conscription of men for home defence and in the opinion of this House no total efforts adequate to meet the present needs of the war, domestic problems, and the preparation for post-war conditions is possible without total mobilization of wealth, industry and finance as well as human resources.

'Therefore this House respectfully requests that the forthcoming plebiscite should seek the support of the people of Canada for the complete and effective conscription of war industries, accumulated wealth and financial institutions, at the same time and on the same basis of sacrifice as the suggested extension of the conscription of man-power.' "

The effect of the words used in the present amendment is equivalent to that of the words which have already been used in the amendment on the Address in Reply to the Speech from the Throne. In connection with that, the authority which I shall quote to the House is citation 304 of Beauchesne's Parliamentary Rules and Forms:—

"It is a wholesome restraint upon members to prevent them from reviving a debate already concluded; and it would be little use in preventing the same question from being offered twice in the same Session if, without being offered, its merits might be discussed again and again."

As I have said, I think that is probably the greatest to the relevency of this amendment, and in view of that and also of the precedent which I have already quoted, I must rule the amendment out of order.

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C252425

Mr. MacInnis

and

Speaker's Ruling

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Amendment

Votes and Proceedings
June 15th, 1942.

Mr. McInnis, seconded by Mr. Noseworthy, moved in amendment thereto: That all the words after "That" in the said motion be struck out and the following substituted therefor:—

"this bill be not now read a second time but that it be resolved that the principle of the bill before the House is inadequate and inequitable, permits the Governor General in Council to conscript men for overseas service without reference to Parliament and is, therefore, contrary to the peace, order and good government of Canada".

Speaker's Ruling - June 17th:

RULING OF MR. SPEAKER

Mr. Speaker: On the motion of the Prime Minister that Bill No. 80, "An Act to amend the National Resources Mobilization Act, 1940" be now read the second time;

Mr. MacInnis moved, seconded by Mr. Noseworthy:—

That all the words after "that" in the said motion be struck out and the following substituted therefor:—

"this bill be not now read a second time but that it be resolved that the principle of the bill before the House is inadequate and inequitable, permits the Governor General in Council to conscript men for overseas service without reference to Parliament and is, therefore, contrary to the peace, order and good government of Canada."

It will be noticed that the amendment apart from the declaratory statement that "This bill be not now read a second time" takes the form of a Resolution "that the principle of the Bill before the House is inadequate and inequitable, permits the Governor General in Council to conscript men for overseas service without reference to Parliament and is, therefore contrary to the peace, order and good government of Canada."

This question is somewhat analogous to that discussed in connection with the amendment moved by the honourable member for Rosetown-Biggar on Thursday last, 11th June, which I ruled out of order as reported on pages 3566, 3567 and 3568 of unrevised Hansard. Before giving that decision I was

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C252427

referred to Citation 775 of Beauchesne and also to Citation 760, and if there had been no other feature than the principle laid down in Citation 760, strengthened as it was by the same principle stated in May 391, I would have felt obliged to rule the amendment out of order, but as honourable members will recall there was another objection to its relevancy which admitted of no doubt that the House had already decided during this session on the same principle, and in support of that I quoted Citation 304 of Beauchesne.

It is an accepted principle, both in this House and the British House of Commons, that an amendment cannot deal with the provisions of the Bill upon which it is moved, nor anticipate amendments thereto which may be moved in Committee, and this amendment infringes upon that principle.

The amendment states that "the principle of the Bill before the House is 'inadequate and inequitable'." The word "inadequate" is a general term which may in Committee cover proposals in amendment of the clauses of the Bill but such proposals cannot be made at this stage of proceedings. The same observations will apply to the use of the word "inequitable". If amendments are contemplated by these words, they can only be moved in Committee on the Bill. This emphasises the principle which I have already stated that amendments on the clauses of the Bill cannot be anticipated on the second reading of a Bill.

As reported in Denison's and Brand's Decisions with respect to the British House of Commons, 1857 to 1884, we find reported at page 47 a statement by Mr. Speaker with respect to an amendment being made to the Franchise Act. I need not give the details in connection with that amendment, but in effect it dealt with certain regulations with respect to the Franchise Act. Mr. Speaker then said:—

> Before the honourable member moves his resolution I wish to point out to him that it exceeds the limits prescribed for such motions by the rules of the House. It is a resolution which in reality, anticipated discussion on every clause of the Bill, and on some points with respect to which notice of amendment has been already given. It seems to me to go beyond the rules laid down by the practice of this House.

That is the practice and procedure which has been followed in this House. It is, I am of opinion, a proper practice. To do otherwise would give rise to difficult and embarrassing situations. On an amendment in general terms such as this, if the House rejected the amendment and the House went into Committee of the Whole on the Bill, the Committee would be bound by the decision of the House and it would be deprived of its freedom of action in dealing with the clauses of the Bill.

If the Committee of the Whole decided upon amendments to the Bill within the terms of this amendment, the House would not be able to concur in the Committee's report because the House has already decided against such amendments. The House should not approve and disapprove the same questions on the same Bill in the same session.

For these reasons I rule that the amendment is out of order.

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Mr. Lacombe

and

Speaker's Ruling

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Amendment

Votes and Proceedings
June 17th, 1942.

Mr. Lacombe, seconded by Mr. Roy, moved in amendment thereto: That all the words after the word "That" in the principal motion be deleted and the following substituted therefor:—

"This House is of the opinion that the Ministers and most of the members from 'Quebec' do not have a mandate allowing them to modify the National Resources Mobilization Act of 1940; that the voluntary contribution of soldiers for overseas service is satisfactory because of the dangers which are now threatening Canada and of growing difficulties arising from shortage of labour for production of food and other war necessities; that it is essential to maintain National Unity; also that if there is a compulsory measure, the survey of which may be necessary, it is not conscription of men for overseas service but rather compulsory mobilization of accumulated wealth for the purpose of lightening the burden of the cost of war that lies so heavily on those in the lower income brackets of society."

The Deputy Speaker ruled the amendment out of order on the ground that it covered the same subject-matter that already has been disposed of during the present session in previous Debate.

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Mr. Roy

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Amendment

Votes and Proceedings
June 18th, 1942.

Mr. Roy, seconded by Mr. Lacombe, moved in amendment thereto: That all the words after the word "That" in the motion be deleted and the following substituted therefor:—

"this House is of the opinion that the policy of the Government respecting mobilization, instead of drawing closer the union of the two races in Canada, has fostered dissentions which might cause an internal war, thus destroying the ideal set forth by the Fathers of Confederation."

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Confidential

C252432

MOBILIZATION ACT

Closing Speech on Second Reading.

The following points still seem to need emphasis or explanation:

1. That the real issue is not whether or not to use conscription, but where to employ conscripted men.

2. Whether and how Parliament will be consulted further.

3. That no pledge was given to any province or any group of citizens - that the issue is a national issue on which a national verdict alone is valid.

4. That overseas service is just as truly serving Canada as service within Canada or elsewhere in this hemisphere.

5. That the size of the army is determined by other considerations than the question of conscription which is separate and distinct.

6. That the disposition of our troops is determined by strategic considerations and not by considerations relating to conscription.

7. That the only way of extending the application of conscription for the armed forces at the present time would be the abandonment of voluntary recruiting, since conscription is now being used up to the capacity of the training establishments.

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8. That a combination of voluntary and compulsory methods will give better results than 100% compulsion. (On this point the attached quotation from Mr. Ilsley's budget speech provides a relevant analogy)

9. That an immediate amendment of the Mobilization Act is necessary in order to give Parliamentary authority for the use of conscripted men in other parts of this hemisphere. (This point needs exceptional emphasis as it has been overlooked by almost all speakers on both sides.)

10. That the only circumstance in which national unity should be sacrificed is when a clear proof has been given that the sacrifice of unity is immediately essential to survival.

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Unrevised Hansard
June 23rd, 1942,
Page 3896:

Mr. Ilsley:

Let me emphasize clearly that this minimum of savings to be required of all does not release any of us from the obligation to save as much as is humanly possible in addition to this, and to invest it in war savings certificates or victory loans. We are not substituting compulsory for voluntary savings. On the contrary, we must secure a very large increase in voluntary savings from individuals this year, in addition to the minimum savings now to be required by law. The figures I shall give in a few minutes of the amount we shall have to borrow in addition to the revenue to be obtained from existing and increased taxes will make it quite evident that savings must greatly increase.

There is no doubt that Canadians as a whole have the financial means to make such savings. Under the pressure of vast war expenditures their aggregate income is reaching levels which would have seemed impossible a few years ago or even in the palmy days of 1929. Under the measures being proposed we are going as far as we feel we can to ensure a reasonable minimum degree of equity in respect of war saving. But the great majority of Canadians can save more than this basic minimum, and some can save very much more. I have in mind, for instance, family groups whose total income has increased very substantially because of the war. Under a fiscal system which is based on the individual rather than the family as a unit, the full mobilization of possible savings by such groups can only take place on the voluntary principle.

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WW II - Manpower - National Selective Service - Council

C252435

IMPORTANT

Ottawa, July 8th, 1943.

W.804 Aff & Conf

W.312 1943

MEMORANDUM FOR THE PRIME MINISTER:

Re: Calling up of further classes under N.R.M.A.

Attached is a memorandum submitted by the Minister of Labour to the Manpower Committee of the Cabinet, which was discussed at yesterday's meeting of the Cabinet War Committee.

In accordance with the War Committee's decision I have told Mr. Mitchell that these recommendations should be brought forward at a full meeting of the Cabinet at as early a date as possible.

1st occasion please

A → P.M.

A. D. P. H.

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Precisely what I said in terms I announced also in 1942

Scope of P.C. 8891 C252436 [illegible]

Order-in-Council P.C.8891 applies to all personnel who are serving or may serve in consequence of having been called up under the National Resources Mobilization Act.

Its enactment consequently accords with the procedure laid down in 1942, namely, that the Order-in-Council deals "with the members of the forces as a whole". This one Order-in-Council covers the entire force.

It was in reference to such an Order-in-Council that it was stipulated that the government would ~~[illegible]~~ place the matter before the House and that I should ask a resolution that I had the support of Parliament for effecting the order ~~In addition to making all N.R.M.A. personnel liable for service in European theatres~~, the Order-in-Council authorizes the Minister of National Defence to despatch overseas a maximum of 16,000 N.R.M.A. personnel.

In calculating the number of N.R.M.A. personnel so despatched, men will be counted as N.R.M.A. personnel only if they have embarked without converting to general service. All N.R.M.A. personnel who convert to G.S. before embarkation will be excluded from the 16,000.

(Possible addition)

Should it become necessary to despatch overseas additional personnel beyond the 16,000 the additional numbers would be fixed by Order-in-Council under the general authority provided by P.C. 8891.

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Secret

C252437

Urgent

MEMORANDUM FOR THE PRIME MINISTER:

re. NRMA personnel in the Army

The resolution embodied in the attached telegram from the Legion has already been endorsed by the Globe and Mail. It will probably mark the beginning of another campaign to have the restriction on the service of NRMA personnel removed.

It would be easier to resist such a campaign effectively if the public could be convinced that the "draftees" were really giving essential service. Whatever the truth may be, there is certainly a widespread impression that some 60,000 able-bodied men belonging to this group in the army are engaged in a form of service that is no longer vital to the war effort.

The Minister of National Defence has repeatedly stated that NRMA personnel, in addition to performing essential military duties in Canada and elsewhere in the Western Hemisphere, constitute a reserve of potential overseas reinforcements should the supply of volunteers dry up.

It is imperative, therefore, to keep in the army all men in the physical category for combat service. Many of these men have now been in the army for several years and should be pretty thoroughly trained. The probability of attack on this country must have decreased considerably. There is the gravest shortage of labour, particularly for heavy and largely unskilled work of the most essential character, e.g. packing plants, grain elevators at head of Lakes, etc.

It would be a very real addition to our total effort if groups of "draftees", under discipline and retained in the army, could be used for some of this work, subject always to immediate recall, in case of need.

If such a plan could be worked out, the political effect would be very great, and all but the extreme critics would be silenced.

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It is, of course, only a matter of opinion, but it is very probable that many of the "draftees" would soon decide they preferred ordinary army life to this form of work service and that the army would benefit from a rapid increase in the number of volunteers for general service among the "draftees".

A draft reply to the Legion's telegram is attached.

7.VI.44

W.L.M.P.

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C252439

For Mr. ~~Turnbull and~~
Mr. ~~Pickersgill~~.

I thought you might
care to have a look at this,
before it is given out.

A.D.P.H.

Nov. 14/44

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FACTS ABOUT N.R.M.A. SOLDIERS

All members of Canada's navy and air force and of its army overseas are volunteers. Of the more than 450,000 men on service with the army, either overseas or in Canada, more than 390,000 have volunteered for general service anywhere in the world. The remaining 60,000 are men who have been enrolled under the National Resources Mobilization Act for compulsory military training and service in Canada and in certain adjacent territories such as Newfoundland and Jamaica, which have been designated by order-in-council. Such men may be despatched to other areas only by further orders-in-council. In addition to this 60,000, there are about 8,500 N.R.M.A. soldiers who, although on army strength, are on extended leave or duty from depots.

The total number of men enrolled under the N.R.M.A. between March, 1941, and October, 1944, was 150,000. This compares with 345,000 men who volunteered for service in the same period. Of the total of 150,000 enrolled men, 42,000 enlisted for general service after their enrolment, and 6,000 transferred as volunteers to the navy or air force. Discharges, etc., accounted for 33,500.

In 1944 to the end of September, nearly 15,000 men were enrolled under the N.R.M.A. In the same period 10,000 enrolled men volunteered for general service. Since the invasion of western Europe began on June 6, 1944, voluntary enlistments for overseas service on the part of N.R.M.A. men have been greater in number than the enrolments of compulsory service men during the same period, as shown in the following table:

Month	Enrolments Under N.R.M.A.	Voluntary Enlistments From N.R.M.A.	Excess of Voluntary Enlistments Over Enrolments
June.....	1,500	2,975	1,475
July.....	1,350	1,350	-
August.....	1,225	1,350	125
September.....	1,050	1,350	300
October.....	1,075	850	- 225
Total.....	6,200	7,875	1,675

Nearly 975,000 men have entered all three fighting services during the war. The number of N.R.M.A. men still on the strength of the army who have failed to volunteer for service anywhere in the world is about 7% of this total.

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Following is a summary of N.R.M.A. enrolments, conversions to general service, discharges, etc., from the time men were first enrolled for the duration of the war, which was March, 1941:

	Enrolments	Conversions To General Service	Conversions To Other Services	Discharges, etc.	Total	Strength at End of Year
1941 (commencing March.....	31,500	7,500	4,200	3,300	15,000	16,500
1942.....	69,500	18,000	1,500	8,200	27,500	
Total including 1942	101,000	25,500	5,500	11,500	42,500	58,500
1943.....	34,000	6,500	300	11,000	17,800	
Total including 1943.	135,000	32,000	5,800	22,500	60,300	74,700
1944 (to end of September.....	(nearly) 15,000	10,000	200	11,000	21,200	
Grand Total...	150,000	42,000	6,000	33,500	81,500	68,500 (at end of September)

On extended leave or duty from depots.....	8,500
Net effective strength (at end of September	60,000

Of these 60,000 it is estimated that 42,000 are of an age and medical category suitable for combat service in the infantry. (For a breakdown by districts and type of formation of N.R.M.A. men now on strength and of those suitable for infantry see page 4). Some 16,000 are already trained as infantry, about 8,000 of whom are sufficiently trained to be ready for combat at an early date.

The remaining 26,000, who are of an age and category suitable for infantry, are presently on the strength of the units of the other arms and services where they are undergoing training or engaged in duties related to the continuing but diminishing requirements for the defence of Canada and certain outlying territories for which Canada has assumed certain responsibilities.

The year of enrolment of those men still on strength as N.R.M.A. men at the end of September, 1944, was as follows by military districts:

Military Districts Where Enrolled	1941	1942	1943	1944	Total
No. 1, 2 and 3 (Ontario)....	900	6,800	4,900	2,400	15,000
No. 4 and 5 (Quebec).....	2,900	8,800	6,100	5,000	22,800
No. 6 and 7 (Maritimes).....	400	1,800	1,500	600	4,300
No. 10, 12 and 13 (Prairies)	1,700	6,200	4,200	1,700	13,800
Pacific Command (British Columbia.....	300	1,800	1,200	800	4,100
Total.....	6,200	25,400	17,900	10,500	60,000[x]

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x Figures not adjusted for part of Quebec included in M.D. 3 and part of Ontario included in M.D. 10.

The 42,000 suitable for employment as infantry are by district of enrolment as follows:

Military Districts Where Enrolled	Number
No. 1, 2 and 3 (Ontario)	10,250
No. 4 and 5 (Quebec)	16,300
No. 6 and 7 (Maritimes)	2,600
No. 10, 12 and 13 (Prairies)	10,000
Pacific Command (British Columbia)	2,850
Total	42,000x

x Figures not adjusted for part of Quebec included in M.D. 3 and part of Ontario included in M.D. 10.

The 8,500 on extended leave or duty from depots were engaged as follows:

Farm duty	200
Farm leave--	
Compassionate	5,400
Harvest	500
Industry	400
Logging	100
Mining	500
Other similar leaves	1,400
Total	8,500

Languages of the 60,000 N.R.M.A. men now on strength are as follows:

English only	17,800
French only	12,100
English and French	14,400
Foreign languages[x]	15,700
Total	60,000

x Generally able to speak either English or French also.

(In all tabulations figures are given in round numbers).

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N.R.M.A. MEN ON STRENGTH AND ESTIMATED NUMBER SUITABLE FOR INFANTRY x
At September 30, 1944

Military Districts where now Stationed	Operational Units		Non-operational Units		Training Stream		Depot Appraisal, Placement and Rehabilitation Wings	Total	
	Total On Strength	Suitable for Infantry Included	Total On Strength	Suitable for Infantry Included	Total On Strength	Suitable for Infantry Included	Total On Strength	Total On Strength	Suitable for Infantry Included
Military Districts No. 1, 2 and 3, including National Defence Headquarters, Camp Borden and Petawawa (Ontario)	1,500	1,300	4,400	2,300	5,500	3,900	300	11,700	7,500
Military Districts No. 4 and 5 (Quebec)	200	200	5,800	3,000	2,500	1,800	1,000	9,500	5,000
Military Districts No. 6 and 7 (Maritimes)	4,700	3,900	3,300	1,700	1,300	900	400	9,700	6,500
Military Districts No. 10, 12 and 13 (Prairies)	2,200	1,900	1,300	700	1,300	900	200	5,000	3,500
Pacific Command (British Columbia)	17,900	14,900	700	300	600	500	300	19,500	15,700
Total in Canada	26,500	22,200	15,500	8,000	11,200	8,000	2,200	55,400	38,200
Adjacent Territories	4,600	3,800	-	-	-	-	-	4,600	3,800
Total	31,100	26,000 xx	15,500	8,000	11,200	8,000	2,200	60,000	42,000

It should be noted that this table shows the districts where the men are now serving, not where they were enrolled.

x Excluding extended leaves from depots. Figures not adjusted for part of Quebec included in Military District No. 3 and part of Ontario included in Military District No. 10.

xx This group includes most of the 16,000 estimated as trained infantry, of whom 8,000 could be ready for combat at an early date.

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Epreuve illisible

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C252444

W.300-A
1944

Nov. 16/44

"THE ZOMBIE PRAYER"

We thank thee Lord for MacKenzie King
Who keeps his promise not to bring
Such diverse trials and tribulations
As making us fight our Allied Nations
Who looks Canadian in the eye
And says "MY ZOMBIES SHALL NOT DIE."

We also thank thee too O Lord
That he provides us with our board
He gives us lodging, clothes and guns:
But keeps us clear of nasty huns.

And when our country fights the Japs
and MEN are needed to fill the gaps
We pray dear Lord He'll spare us boys
And send those awful G.S. Guys.

From Active Service us preserve
We really haven't got the nerve
Content we are to serve him well
Grant this O Lord and we will be
Always grateful unto thee. Amen.

"SEVENTY THOUSAND ZOMBIES"

Seventy thousand Zombies, isn't it a farce?
Seventy thousand Zombies, sitting on their ----
Eating up th rations, Morning, Noon and Night,
Squatting here in Canada, while others go to fight

Seventy thousand Zombies, hear the buzzards sing,
Here's our thanks to you Quebec, and old MacKenzie King
Never mind our Comrades, let them be the goats
As long as politicians protect their slimy Votes.

Seventy thousand Zombies refuse to play the game
God, our fair Dominion must hang its head in shame
Recruits are badly needed, you hear the urgent shout
But seventy thousand Zombies, reply "WE'RE STAYING OUT."

"THE ZOMBIE PSALM."

MACKenzie King is my Shephord, I shall not wander
He maketh me not to wear G.S. Badge:
He leadethe me along the paths of Canada for his Party's sake
Yea, though I move from one camp to another, I fear no draft;
For MacKenzie King is with me
His government and his Cabinet they comfort me
He prepareth a table before me, In the presence of mine
ACTIVE Enemies;

He does not clip my hair too short
My glass runneth over with Canadian beer
Surely the government will not alter its policy at this late da
And I will dwell in the confines of CANADA FOREVER.

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/2 2

J.W.P.
26/11/44

C252445

When is a Man Actually a Conscript?

The authority vested by P.C. 8691 in the Minister of National Defence to despatch N.R.M.A. personnel overseas compulsorily will not be invoked until the men reach the point of embarkation, and are on the point of embarking. Until that stage, the Minister has adequate powers under the law as it stood before this Order in Council was passed.

Every man who volunteers up to the point of receiving the order to go on board ship will cross the gang plank as a general service man, not an N.R.M.A. man.

As to the point raised about "compulsion to volunteer", it can be said that until he receives the order to go on board ship no man will know absolutely certainly that he, as an individual, will in fact be despatched. What he will know is that his unit has been selected for despatch. But it will be obvious that the units selected must contain numbers considerably in excess of those who will actually go on to the ships. Right up

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to the last minute, there is bound to be wastage through illness, accidents, etc. and a considerable margin for safety is necessary in order to ensure that adequate numbers actually embark.

Only the men who embark without converting to general service will be counted as N.R.M.A. men despatched from Canada.

Should N.R.M.A. men be permitted to volunteer for general service after embarking?

The answer is yes. Under P.C. 8891, these men are only liable for service in Europe. It is to the advantage of the State to have them convert at any stage to general service. Once they have done so they become available for service in any theatre. It is also to the man's advantage as it permits him to remove the stigma which attaches to a conscripted man.

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Why conscripted men in Europe must be allowed gratuities.

The Government has already recognized that the men who went to Kiska are entitled to gratuities. It is obviously out of the question to deny the gratuities to the men who are sent to greater danger in Europe.

But like the Kiska men, under General McNaughton's proposal, they will count only their service outside Canada. If any of them return to Canada and continue to serve, they cannot count the time in Canada, so general service men will always preserve some advantage. This approximates as closely to equal justice as it is practicable to reach.

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Prime Minister

122

re Discrimination.

C252148

(see Gazette editorial, Nov. 27) 1944)

I see that newspapers and others are speaking of discrimination because some of the N.R.M.A. men are to be selected for despatch overseas, instead of all of them being sent immediately. Such statements can only be intended to confuse the public. It is perfectly obvious that the lack of shipping alone would prevent all N.R.M.A. men being despatched, even if no other reasons existed. It should be equally obvious that the best trained men must be selected for the earliest despatches.

The Order in Council, of course, makes every N.R.M.A. liable for service in the European area.

The absurdity of such charges of discrimination can be quickly illustrated.

There are at present in the army in Canada over 130,000 general service. It would be just as reasonable to charge the government with discrimination because they have not all been sent overseas.

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PRESS CLIPPINGS

C252419

Office of The Prime Minister

Name of Publication Montreal Gazette

Date Nov. 27/44

Subject

WHEN WILL THIS CONFUSION END?

Over the entire policy of the Government on the conscription issue there has descended an air of curious unreality. The absence of frankness and consistency has produced a cloud of bewilderment and contradiction. A clear demand is being met with hesitance. Forced by battlefield realities into a change in its standing policy, the Government is seeking to restrict the extent of the change and even to disguise its implications.

Nothing is more curious than the way in which the change came to be adopted. On October 31—less than a month ago—Prime Minister W. L. Mackenzie King requested the resignation of Col. J. L. Ralston on the grounds that Col. Ralston believed that the Home Defence personnel should be used to fill reinforcement gaps which could be met in no other way. On November 8—only 19 days ago—the Prime Minister addressed the nation by radio to declare that the Government was committed to the voluntary system. On November 16—only 11 days ago—Gen. A. G. L. McNaughton publicly and forcibly denied rumors to the effect that he had in any way changed his mind upon the feasibility of maintaining the voluntary system.

But this same consistent declaration of Government policy was maintained throughout the first day of the special session of Parliament. In a remarkably prolonged address before the House on Thursday, November 23—only four days ago—Gen. McNaughton declared that the Government was determined to exhaust the voluntary system before drawing upon the Home Defence personnel by compulsion. But on the very same day Gen. McNaughton announced that the order in council had been passed making the Home Defence troops available for overseas service. The next day, Friday, he revealed that details for the despatch of the first 10,000 had already been worked out.

Indeed, Gen. McNaughton himself admitted the abruptness with which the Government's policy had been changed, and admitted it in an oddly naive way. "Knowing the tremendous amount of detail which is required in working out a movement of that sort," he remarked, "it gives a wonderful feeling of confidence in the minister, who after giving an order of the kind, can go back on the following morning and find that the thing is complete and is placed before him so that he has merely to say, 'Yes, that is satisfactory'."

So it is that the country is presented with the spectacle of the Defence Minister maintaining until Thursday, November 23 that he was upholding a policy different from his predecessor, and then adopting the policy and plans for which his predecessor was asked to resign.

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But the instability and furtiveness of the Government appears not only in its sudden change of mind, but in the fact that even after having accepted the necessity for conscription it fails again to face with any convincing frankness the implications of its new decision. Apparently it feels that conscription is so bad and dangerous a thing that it should be reduced to the smallest possible dimensions. In this way it seems to hope that the anti-conscriptionists, which Mr. King has insistently repeated would rend the country, will swallow a gnat, though they would strain at a camel.

This furtiveness, however, ignores the principle involved. Now that Mr. King himself has adopted conscription he is anxious that it should not appear as that same fearful thing which he has always sought to picture it. But his method recalls certain words of Matthew Arnold, the eminent English critic of the nineteenth century. Dealing with the difficulties that some persons had in his day in accepting the miraculous, he pointed out that these difficulties were not to be lessened by seeking to reduce the element of the miraculous to its smallst proportions. "It is as if we were startled," he said, "by the extravagance of supposing Cinderella's fairy godmother to have actually changed the pumpkin into a coach and six, but suggested that she did no more than change it into a one-horse brougham." Mr. King hopes that nobody will be unduly astonished at his conscription measure because it is so limited. But the evidence is already becoming clear that he will receive little consideration from the anti-conscriptionists for the thoughtful softening of his policy.

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But the policy of partial conscription raises difficulties other than the obvious fearfulness that motivates it. For partial conscription is the most unfair of all methods of raising troops. It is an elementary principle of military administration that the soldiers should receive fair and equal treatment. To make conscription partial is to make it inevitably discriminatory. Under this system one is left and another taken; one must fight overseas while another is permitted to remain in Canada; the men in one camp are abruptly made subject to overseas service while those in another camp retain unchanged their Home Defence status. It is essential, now that the principle of conscription has been admitted, to make the whole of the Home Defence Army subject to overseas service. The dual categories should be promptly abolished.

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PRESS CLIPPINGS

C252450

Office of
The Prime Minister

Name of Publication .....

Date .....

Subject .....

The Government's policy of partial conscription, more deeply, will perpetuate and even strengthen in the men of the Home Defence Army the feeling that they are to become involved in still further political expedients. For several years they have been subjected by the Government itself to all manner of slurs, because they did not volunteer. Now that the Government has accepted conscription, they are to be subject to discriminating methods of selection for their new overseas duties. The serious feature is that the Government, by its uncoordinated and politically-minded policies, has created a group of political malcontents, who are and will long remain, fertile ground for propaganda of a more extreme kind. A sign of what is happening is very clearly seen in the report that a thousand draftees from the camp at Vernon in British Columbia paraded down the town's main street shouting: "Conscript wealth and industry, as well as manpower." That slogan has a well-known party ring.

From the evasion of its voluntary system the Government has now passed to a policy of evasive conscription. No good—no soundness of national health—can come from such a continued failure in frankness. If the issue could only be kept clear, the present Parliament could yet rise to it and meet it. We are simply faced with the inescapable obligation of seeing that the soldiers overseas receive our sufficient backing. We will neither serve the men abroad nor our nation at home unless we see matters clearly and act with clear purpose. In politics Mr. King has yet to prove that honesty is not the best policy.

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Re Nat'l Selective Service compulsion, allocation of persons & individuals individual assignment to jobs

There are those, I know, who think the Government should solve the man power problem by examining every individual in the country and assigning him to the task for which he personally is best fitted.

In theory, this course should give the very best results. But, as a practical proposition it is much less attractive. It would involve endless delays when speed is essential. It would require a vast increase of bureaucracy to administer. It may be doubted whether there are in Canada enough men with the training, experience and understanding to determine, in hundreds of thousands of individual cases, what the best field of service for each individual would be.

I do not say that we may not reach the stage when it will be necessary to examine individual cases and make compulsory allocation of the services of individuals. That is already done in the case of men called up for compulsory military service. The scope of this method of compulsion has been and will continue to be expanded gradually to meet real needs.

Nothing, however, is to be gained by creating vast new machinery of administration to accomplish ends which are being successfully reached in other and simpler ways.

The government has used instead simpler and speedier methods to meet acute manpower shortages.

To meet the manpower problem on the farms, employment in agriculture was stabilized. It was necessary to act at

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once to meet a problem which could never have been dealt with in time by a meticulous examination of individual cases.

To help meet the demands of war industry, and of the armed forces, the schedule of restricted occupations was adopted. By barring alternative employment, thousands of men are being directed every month into war work. The advantage of this method over the method of examining individual cases is that it works quickly and automatically over a wide field. It is contemplated, of course, that able-bodied men now employed in the restricted occupations, who are undisturbed by the present regulations, will gradually be weeded out as further shortages of manpower appear.

The curtailment and even the elimination of civilian occupations has, so far, been occasioned mainly by scarcity of materials and the need of conserving short supplies for war purposes. But, wherever and whenever it becomes necessary to cut down or eliminate unessential occupations in order to make manpower available for direct war service, it will be done without hesitation.

The underlying principle of national selective service as it operates in Canada, is to get men and women out of unessential work as fast as they can be used effectively in direct war work; and at the same time to keep in essential work those who are already there, unless they are of military age and can be adequately replaced.

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C.C.F. Bulletin

file - 236

C252453

(News Comment - Vol.II.No.1 - January 1st, 1942)

SELECTIVE SERVICE

NOTE: In view of official statements that compulsory selective service will probably be introduced, the Editorial Committee thought it useful to have a general analysis of the problem prepared for "News Comment", so that readers might be able to judge critically any future legislation on the subject.

Compulsory selective service will shortly be introduced to Canada. The Hon. C.G. Power has announced that the Government is preparing a scheme, and indications are that it will be ready by the time Parliament assembles in January. Wartime planning is to be carried this one stage further. With full control over wages and salaries, with prices fixed and all business licensed, the addition of compulsory labour for the entire adult population will produce in this country a degree of regimentation far in excess of anything the CCF originally contemplated in its Regina Manifesto. The one thing least controlled is the ownership of Canadian wealth.

In terms of efficiency in war, there is much to be said for the principle of selective service. The recent Gallup Poll showed that the Canadian people recognised this, for a considerable majority favoured the idea. A wise distribution of labour is as necessary as an intelligent distribution of raw materials. The old unplanned capitalist methods of competing for labour in a "market" were as inefficient as most of the other ways of doing business under that system ---- as even a Liberal Government is forced to admit now that an emergency is here of a type they have to take seriously.

The important question before the Canadian people, therefore, is not whether selective service is desirable, but how it is going to be introduced and who is going to control it. More and more we are learning that the issue today is not whether planning should come, but who is going to do the planning and for what ends. The way that wages and prices have been fixed shows only too clearly that the interests which control a political party, are the interests which look after themselves when controls are set up. We are getting planning done by a capitalist party, with the obvious result that farmer and labour needs come a long way down the scale.

These are some of the things to watch out for when the scheme is ready:-

1st. How will the plan be adopted ? Will we suddenly read in the newspaper or hear over the radio of another Order-in-Council placing us all under government control ? Will it be another case of "legislation by radio" ? Or will Mr. King suspend

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C252454

action till Parliament meets, and then put before that body a proposal that can be fully discussed and debated ? The latter is the democratic way. Remember all the sharp attacks that were made upon Russia in 1931, when we broke off commercial relations with her, because of the "forced labour" in that country?

2nd. Selective service means first and foremost an interference with a man's right to work where he wants to. Therefore it is an interference that concerns farmers, labour and trades unions more than any other classes in Canada; much more than employers, for example, since they are numerically a very small class, Hence selective service will provide a supreme opportunity for the government to call trades unions and farm organizations into full consultation, and to give them that share in the operation of the scheme which is their democratic right. Unless they have, not just representation, but an effective control in all the Boards that may be set up, selective service may turn out to be the greatest inroad on the democratic way of life this country has witnessed since the days of the early governors.

For consider the dangers. Wages are now fixed by law. This takes away one main purpose of trades unionism. Now workers are to be told where to work. They can be shifted around the country; moved from Cape Breton to Alberta, from British Columbia to Northern Quebec. What happens if they move from an organized shop to an unorganised shop? What happens if they are moved from a district whith high wages to one with low wages ? Is the government going to have the right, not only to move a man, but to lower his standard of living and to destroy his trades union affiliation? Who is to decide whether a key trades unionist, doing from the union point of view an essential job on behalf of a group of workers, is not better employed on a machine in some remote place? Similar questions arise for farmers. If we do not take care it will be the employer class who will have the effective control in such matters, and selective service will end up as a simple means of providing cheap labour to manufacturers and of still further barring the road to trades unions. Some things cannot be sacrificed for "efficiency".

It is one thing to select a man for the army. That is a public function entirely run by the state. It is another thing to select men for the C.P.R.or for Ford of Canada. They are private corporations mostly owned by non-Canadians and making profit out of the war effort. Until war industries are conscripted too, selective service may produce an economic feudalism.

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3rd. Selective service must be sharply distinguished. from conscription for overseas service. It does not necessarily follow that adopting the one means we must adopt the other. England has not imposed conscription on Northern Ireland, Australia has no conscription for overseas service; the Labour Party has always opposed it. Theoretically conscription is fair, but in some countries, and particularly in Canada, conscription has a historical background which makes it impossible to view it abstractly. In Quebec, conscription is much more than just a question of whether French Canadians are going overseas or not; on the contrary, no one objects to voluntary enlistment for overseas service. But due to the manner in which Canada participated in previous wars and, particularly, the way in which conscription was introduced last time, French Canadians question whether, on a matter of life and death, the English majority has a right to impose its will on the French minority. Most of them deny that the rest of Canada has this right, just as they deny the right of the majority to take away the guarantees for the French language. It may be that French opinion will change, but that cannot be decided in Toronto. In a democracy the compulsion that is necessary in wartime must have the prior consent of the people who are to be compelled; only in that way do the war controls operate as a real defence for democracy and not as its destroyer.

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WWII - Manpower
WWII - National Selective Service file

C252456

Urgent March 21st, 1942. N-305-6/-M
1942
(Conf)

MEMORANDUM FOR MR. TURNBULL:

Re: National selective service
Orders in Council

Mr. Thorson suggests that the following Orders in Council be tabled by the Prime Minister in making his statement on Monday:

1. The Order restricting the entry of men who are of military age and physically fit for service with the armed forces into certain occupations. (Passed as of March 20th.)

2. The Stabilization of Employment in Agriculture Regulations, 1942. (Passed as of March 20th)

3. The Order providing for the appointment of a Director and an Associate Director of National Selective Service and the establishment of a National Selective Service Advisory Board. (To be passed on Monday, March 23rd.)

4. The order relating to the establishment of a Central Registry and the Transfer of the National Registration records, etc., to the Minister of Labour. (Passed as of March 20th.)

5. The order providing for the issue of a proclamation under the National War Services Regulations, 1940 (Recruits) calling up men up to thirty years of age. (Passed as of March 20th.)

6. Amendments to the National War Services Regulations, 1940 (Recruits). (Passed as of March 20th.)

7. The Order providing for the reconditioning of certain classes of physically unfit persons. (To be passed on Monday, March 23rd.)

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8. Order in Council P.C. 1445, authorizing the Minister of Labour to establish and maintain an inventory of employable persons. (Dated March 2nd.)

9. The Order in Council P.C. 1955 providing for the re-registration of persons under Unemployment Insurance. (Dated March 13th.)

10. Order in Council P.C. 638, Essential Work (Scientific and Technical Personnel) Regulations, 1942. (Dated March 4th.)

Regarding translation and reproduction:

A. Mr, Hill will provide you with copies of draft Orders 1,2,4,5 and 6 as soon as possible.

B. 8 has already been translated and is available at the Bureau.

C. Copies of 9 and 10 are sent you herewith.

D. 3 and 7 cannot be dealt with until they are passed.

We will provide you with copies of all Orders for tabling on Monday; meantime, you were to arrange for translation and reproduction.

A.D.P.H.

Note: Miss Kearns' office have reproduced 8, 9 and 10 in English, and may have additional copies thereof.

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PRIVY COUNCIL
CANADA

AT THE GOVERNMENT HOUSE AT OTTAWA

Saturday, the 21st day of MARCH, 1942.

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL:

WHEREAS the Minister of National War Services and the Acting Minister of Labour report that it is essential for the development and administration of a programme of National Selective Service to appoint a Director of National Selective Service and to establish machinery for co-ordination between the departments of government concerned and consultation with representatives of employers and employees;

NOW, THEREFORE, His Excellency the Governor General in Council, on the recommendation of the Minister of National War Services and the Acting Minister of Labour, and under the authority of the War Measures Act, Chapter 206 of the Revised Statutes of Canada, 1927, and the National Resources Mobilization Act, 1940, Chapter 13 of the Statutes of Canada, 1940, is pleased to make, and doth hereby make the following Order:

O R D E R

1. There shall be an officer who shall be called the Director of National Selective Service and an Officer who shall be called the Associate Director of National Selective Service, to be appointed by the Governor General in Council, and who shall hold office during pleasure.

2. It shall be the duty of the Director of National Selective Service, with the assistance of the Associate Director of National Selective Service, to co-ordinate the policies and activities of the departments and agencies of the Government of Canada which affect or relate to the demand for and the supply of labour requisite to the prosecution of the war in all its phases, to make such recommendations as he deems necessary in connection therewith, and generally to perform such other duties as the Governor in Council may direct.

3. The representatives of employers and employees on the Executive Committee of the National War Labour Board are hereby appointed as members of the Inter-departmental Committee on Labour Coordination and the said Committee shall of its own initiative or on request of the Director of National Selective Service, advise him about any matter relating to the development and administration of

the/

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the programme of National Selective Service.

4. (1) There is hereby established a National Selective Service Advisory Board which shall consist of the members of the Interdepartmental Committee on Labour Coordination and the members of the National War Labour Board and such other members as the Minister of Labour may designate, and of which the Minister of Labour shall be chairman.

(2) It shall be the duty of the Director of National Selective Service to consult the National Selective Service Advisory Board, and of the said Board to advise the Director, on any matter of major policy affecting employers and employees before any recommendation in connection therewith is made.

5. (1) The Director of National Selective Service shall appoint or designate an officer, to be known as the National Selective Service Officer, for each area assigned by the Unemployment Insurance Commission to a local employment and claims office, who shall act as the representative of the Director in such area.

(2) The Governor in Council may appoint such other officers, clerks and other employees as may be necessary to carry out the duties assigned to the Director of National Selective Service.

6. The Director of National Selective Service, the Associate Director of National Selective Service, and such other officers, clerks and other employees as may be appointed hereunder shall receive such remuneration as the Governor in Council may fix.

A. D. P. Heeney.

Clerk of the Privy Council.

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Order in Council placing at the disposal of the Minister of Labour for the duration of the war the personnel and premises of the Unemployment Insurance Commission in connection with the administration of the National Selective Service Regulations, 1942.

P. C. 7994

AT THE GOVERNMENT HOUSE AT OTTAWA

FRIDAY, the 4th day of SEPTEMBER, 1942

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL:

WHEREAS consideration has been given to the problems arising out of the administration of the recently enacted National Selective Service Regulations, 1942, and discussions have been had with the several members of the Unemployment Insurance Commission, who have expressed a strong desire to co-operate in every way possible in the present emergency;

AND WHEREAS as a result of the discussions it would appear advisable, for the efficient administration of the said National Selective Service Regulations, 1942, and more particularly to avoid duplication of services, to utilize the local employment and claims offices of the Unemployment Insurance Commission as well as the officers, clerks and employees of the Commission;

AND WHEREAS the Unemployment Insurance Commissioners concur in this opinion and have expressed their willingness to place at the disposal of the Minister of Labour the offices and personnel aforesaid and to afford all personal assistance in their power in connection with the administration of the regulations to serve the present emergency;

AND WHEREAS the Right Honourable W.L.Mackenzie King, Prime Minister and President of the Privy Council, recommends, with the concurrence of the Unemployment Insurance Commissioners, that for the security, defence, peace, order and welfare of Canada, the order hereinafter set out be made;

NOW, THEREFORE, His Excellency the Governor General in Council, under the authority of the War Measures Act, Chapter 206, Revised Statutes of Canada, 1927, is pleased to order and doth hereby order as follows:

1. The control and supervision of the officers, clerks and employees of the Unemployment Insurance Commission as well as the several premises occupied by the Commission is hereby placed at the disposal of the Minister of Labour for a period which shall end on a day fixed by a proclamation issued under section two of the War Measures Act to the effect that the war no longer exists or on such earlier

day/

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day as may be fixed by Order in Council and the Minister of Labour may utilize such personnel and premises for the administration of the National Selective Service Regulations, 1942, and, without prejudice to the autonomy and continuity of the Unemployment Insurance Commission, shall in co-operation with the Unemployment Insurance Commissioners administer The Unemployment Insurance Act, 1940, along with the administration of the National Selective Service Regulations, 1942, aforesaid, and, in that behalf, may exercise the rights, powers, duties and functions of the Unemployment Insurance Commission, which rights, powers, duties and functions are hereby extended to the Minister of Labour for the period aforesaid.

2. The Chairman of the Unemployment Insurance Commission shall be fully informed by the Minister of Labour from time to time touching all matters relative to the administration of The Unemployment Insurance Act, 1940, and shall make representations from time to time to the Minister of Labour in order to prevent any infringement of and to secure such fair and liberal administration of the said Act as will best insure the attainment of the object thereof according to its true intent, meaning and spirit .

3. Notwithstanding anything contained in The Unemployment Insurance Act, 1940, one of the commissioners may with his consent be appointed as Head of the Branch of the Department of Labour charged with the administration of the Unemployment Insurance Act and the National Selective Service Regulations, 1942, which shall be known as the Employment Service and Unemployment Insurance Branch. Such commissioner shall, upon assuming such office, be known as the Director of Employment Service and Unemployment Insurance.

4. Notwithstanding anything contained in The Unemployment Insurance Act, 1940, one of the commissioners may with his consent be assigned the duty of reviewing decisions of the courts of referees established under the Unemployment Insurance Act and of making representations to the Minister of Labour and to the referees aforesaid with the object of bringing about uniformity of decisions. Such commissioner shall also be appointed, in the absence on account of illness of the Chairman, as Acting Chairman of the National Employment Committee authorized by section ninety of the Unemployment Insurance Act.

5. The Officers, clerks and employees of the Unemployment Insurance Commission shall, under the control and supervision of the Minister of Labour, in addition to the duties which may be required of them under the Unemployment Insurance Act, perform such other duties as the Minister of Labour may from time to time require in connection with the administration and enforcement of the National Selective Service Regulations, 1942, and amendments thereof.

Sgd. A.D.P.Heeney
Clerk of the Privy Council.

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FILE: WLMK WWII-Manpower / WWII-National Selective Service / NSS 1942

SECRET

Dictated by the Prime Minister
September 30, 1942

C252462

Re: Selective Service

FORMULA DRAFTED BY COL. RALSTON AND AGREED TO BY CABINET
Friday, September 25, 1942.

National Selective Service (in co-operation with Prices and Trade Board) are to make available, to the maximum extent, "men required for armed services and war industry as fast as that can be done without reaching a situation where the effort (will be) so drastic as to reduce, rather than increase, the number of men available."

P.S. I had stated the matter in much the same way only stressing not creating conditions in the country which would have the effect of prejudicing the war effort.

Mr. Ralston said that prejudicing the war effort would have the effect of reducing rather than increasing the number of men available and that, therefore, the meaning of the two things was the same. This was agreed to by all present.

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CABINET WAR COMMITTEE

Ottawa, Oct. 5, 1942.

Mr. Turnbull:

C252463

For information.

A.D.P.H.
A.D.P.H.

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C252464

N·305-61-M
1942
(Engl.)

Urgent and
Confidential

October 5th, 1942.

MEMORANDUM FOR THE PRIME MINISTER:

Re: National Selective Service programme

The Minister of Labour and the Director of National Selective Service have had great difficulty in obtaining properly qualified men for administration of the National Selective Service programme at the top level. Within the last few days, they have been pressing Mr. James Muir, assistant general manager of the Royal Bank, to accept very important responsibilities in this connection.

Mr. Morris Wilson, the president, and Mr. Dobson, the general manager of the Royal Bank, have apparently agreed, without enthusiasm, that Muir would be released if he is willing to take on the job. Muir, however, is showing reluctance and Little is concerned that he will refuse.

Alex. Skelton spoke to me on Saturday, and Graham Towers this morning, as to the extreme urgency of Little being given really top-flight assistance. Towers is most concerned at the inadequacy of the National Selective Service organization, principally in terms of personnel, to deal with the gigantic task which they have undertaken.

For these reasons, it is hoped that you may agree to sending a telegram today, which will impress upon the management of the bank, and Mr. Muir himself, the importance of Muir's coming to Ottawa at once.

Attached is a draft day letter for your consideration. A wire is suggested instead of a letter as it is feared that an adverse decision may otherwise be received.

A.D.P.H.

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WLMK National Selective Service

C252465

Urgent and
Confidential

Ottawa, November 16th, 1942.

MEMORANDUM FOR THE PRIME MINISTER:

Re: National Selective Service

Turnbull tells me that you are to see the Minister of Labour, this evening, and later, Elliott Little.

This being so, and because of the manifest gravity of the situation, I feel that I am bound to provide you, confidentially, in advance, with the latest developments, as they have been described to me.

Little has submitted to the Minister, since his return, detailed proposals for revision of the whole Selective Service administration which, he believes, will end the present deadlock. These proposals apparently include a clarification of Little's own position vis-a-vis the Minister and the department, with the object of providing direct access and responsibility to the Minister and, under the Minister, control of the National Selective Service machinery. They also include recommended detailed revision of the regulations under which men are called for military service and deferments granted to essential workers, and others. As you know, this subject is to be considered at a special meeting of the War Committee, on Wednesday.

While I have not spoken to Little, nor had any communication with him on the subject, I believe that his present position is an impossible one and that he feels that unless conditions are radically changed, he cannot carry out the announced government programme with regard to manpower. On the other hand, he thinks that the proposals which he has now submitted, after thorough consideration, offer good prospects of a solution of the difficult problems involved.

As you know, Mr. Ralston is gravely concerned at the "deficiencies" in men called for military service. Other members of the War Committee, notably Mr. Howe,

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are worried at the failure to deal with the problem of employment in essential industry. Mr. Gordon, to my knowledge, is also deeply concerned.

I feel you should be made aware, at once, of these considerations. Little will probably feel that he is being driven out of National Selective Service if his proposals are not given consideration by the government, and the results of his leaving, in such circumstances, after being in the position for more than six months, would clearly be serious from every point of view.

A. D. P. H.

A. D. P. HEENEY

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Vol 11 — National Selective Service

C252467

MEMORANDUM FOR THE PRIME MINISTER:

Mr. Charles Bland called at the office this morning to contribute the following observations on the National Selective Service:

1. During a recent two weeks' tour of the West, Mr. Bland's observation was that Selective Service was the object of more interest and criticism than any other aspect of the war effort.

2. The appointment of Mr. Elliott Little was well received, but recently there has been a growing feeling that policy direction from the government is lacking, or that the demands of the army are being allowed to outweigh all other considerations.

Mr. Bland has had some discussions yesterday and today with Mr. Mitchell, and has the following suggestions to make about the present difficulty:

1. That Selective Service is too big to be considered as a branch of the Labour Department; that the Minister of Labour quite properly should be the link with the Cabinet or War Committee, and should assist the Director in the formulation of policy but should not consider that he has departmental jurisdiction over the Board.

2. Mr. Elliott Little is a very capable Director, the loss of whose services would have very serious consequences in the public mind, but one weakness is that he is not a good administrator of office organization, and accordingly someone should be found for this important part of the Board's work.

3. Failing the obtaining of someone else for the post, Mr. Bland suggests that Mr. MacNamara might be made an Associate Director of Selective Service to look after the organization end only. He does not consider this arrangement ideal, owing to the possible clash of personalities, but feels that as an organizer Mr. MacNamara is probably the best man in the field, although lacking the qualities which make Little valuable in other aspects of the work.

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4. To prevent any idea that MacNamara in the capacity of Associate Director, is acting as a departmental link with the Labour Department, Mr. Bland suggests that every effort be made to retain Mr. Bryce Stewart's services as Deputy for at least six months, until the present situation is clarified.

W. J. T.

W. J. TURNBULL

November 18, 1942.

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Manpower / Little

C252469

CONFIDENTIAL www. National Selective Service

FOR THE PRIME MINISTER:

I had a lengthy visit this morning from Mr. Pequegnat, who, over the week-end, had apparently made up his mind to resign from his position in charge of the civilian end of the National Selective Service, but decided to withhold his resignation until he had a word with me, with the expectation that I in turn would report to you.

Mr. Pequegnat, at some length, dealt with the negotiations leading up to his coming to Ottawa and his relations with Mr. Elliott Little, with Mr. MacNamara and others with whom he has come in contact. The gist of his complaint is that Mr. MacNamara has, from the outset, given bad advice to the Minister and generally delayed and obstructed the work of National Selective Service so that, in the opinion of Mr. Pequegnat, he could force out those in charge and assume responsibility himself. Mr. Pequegnat says that under no circumstance could he work with Mr. MacNamara, as he has completely lost confidence in him. Moreover, he states that even if there were not this personal difficulty, there is the more pertinent fact that the position of Director of National Selective Service is far too important to give to a man who has already enough to do and who now is prepared to take over Selective Service, and as well, the post of Deputy Minister of Labour. In Mr. Pequegnat's view, no one man is big enough to do these three jobs at one and the same time.

Under the constructive side of his remarks, Mr. Pequegnat suggested the following:

1. That the Minister of Labour should be designated Minister of Labour and National Selective Service.

2. That by recognizing the separate identity of National Selective Service, two Deputies could be appointed. In view, however, of the temporary nature of the post, the Deputy of the Selective Service should be known as the Director.

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3. That in order to clarify the situation immediately an Acting Director of National Selective Service be appointed, instead of leaving Mr. MacNamara to carry on and possibly take steps which would further complicate an already troubled situation.

I gathered from our conversation that Mr. Pequegnat himself would not be unwilling to be the Acting Director.

4. The Minister should be advised to give his confidence to the Acting Director and subsequently appointed Director, instead of, after appearing to settle the particular point at issue, changing his mind because of some later representations by Mr. MacNamara or others.

Mr. Pequegnat further observed that men who were forced out of positions such as his own in Ottawa, felt obliged, in fairness to themselves, to justify their seeming failure when they returned to their homes. The recital of real or fancied grievances to even a select group could not fail but to harm the government, and it was largely because of this consideration that Mr. Pequegnat decided to remain in Ottawa for another week or ten days.

He reiterated that the situation, which was bad before, would not be improved by Mr. MacNamara's taking over, but rather the reverse. There will be, at the outset, some additional resignations, including his own, but even more serious will be the failure to cope with the major part of the problem, so that another six months or more will go by and the government will still find itself with the manpower problem unsolved.

During our discussion Mr. Pequegnat referred to Mr. Alex Gunn, the United Kingdom expert who has been over here to advise Selective Service officials as to the setting up of their organization. Mr. Gunn will be here for about two weeks more. You might find it advantageous to have a word with him. He is probably free of any personal bias in the matter, and could therefore give a more reasoned recommendation.

W. J. T.

November 23, 1942.

W. J. TURNBULL

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WWII - National Selective Service

Confidential

C252471

Memorandum for the Prime Minister.

Following your request, I saw Mr. Mitchell to discuss with him the representations made by Mr. Pequegnat.

When I informed Mr. Mitchell, at the outset, that Mr. Pequegnat might resign, he immediately said: "Well let him"; but he modified this attitude when I pointed out that this might well increase public clamour against himself and the government as a whole.

Mr. Mitchell admitted that he had not seen Mr. Pequegnat except for a few minutes when Mr. Little brought him in to pay his respects, and that he had turned to Mr. MacNamara, Mr. Couper and Mr. Gunn (British adviser) for any advice he had received on the civilian end of Selective Service. I suggested that this might well be the basis of any grievance Mr. Pequegnat had; that Mr. Pequegnat had occupied an important post in the business world and was in charge of one division of the Selective Service, and in this capacity might well feel that he should be consulted on anything affecting the work of his division, particularly since the resignation of Mr. Little. Mr. Mitchell said that when he held his press conference last week, he was asked what he proposed to do about appointing a Director and being thus "placed on the spot" he had announced that Mr. MacNamara would take charge. He added that he had been too busy to see Pequegnat or others and had issued his weekend statement about the coal mining situation without any word to Mr. Pequegnat. The Minister then informed me he was having a meeting on this coal question in his office this morning, but had invited only Mr. MacNamara, Mr. Couper and Mr. Gunn, but if I wished, he would have Mr. Pequegnat come to the meeting. I said I thought the Minister would have to decide this for himself, keeping in mind the general situation, including the fact that Mr. Pequegnat is the Associate Director in charge of Civilian Selective Service.

Mr. Mitchell, during some remarks he made outlining a discussion on Saturday with Mosher and other labour people, stated that Mr. Pequegnat was anti-labour in his attitude and for this reason was not acceptable to the labour people.

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He then called Mr. MacNamara to his office, and after learning what I had said to the Minister, Mr. MacNamara explained his position in the matter. He agreed that the work of Selective Service was too big for any one man, and that a place should be held for Mr. Pequegnat. He repeated the Minister's charge that Pequegnat was anti-labour, and for this reason he felt it unwise to continue him in his present post in charge of the civilian end, and still more would this rule him out for consideration as Acting Director. He has in mind making him a financial controller, but felt that Pequegnat might feel this was a demotion. Mr. MacNamara frankly admitted that he had not seen Pequegnat because he too had been busy. He had made one brief attempt to do so last Friday, but at that time Pequegnat was occupied with some long distance calls.

I again pointed out to both the Minister and Mr. MacNamara that Pequegnat might feel he was being completely ignored and that his services were not required or appreciated. Mr. MacNamara said he would see him today, and that he appreciated very fully what I had done to prevent Mr. Pequegnat from resigning without giving them the opportunity to reach some common understanding.

The weakness of the position of the Minister and his Deputy seems to lie in the fact that they have made no arrangements to deal with the civilian end of Selective Service, except to give it some general supervision by the already over-burdened Mr. MacNamara.

W.J.T.

W. J. TURNBULL

24th November, 1942.

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Manpower / Little

MEMORANDUM

Office of the Prime Minister

Ottawa, C252473

Mr King

I covered the gist of the attack in conversation with you.

This may be useful however for your records or otherwise. WLM

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OFFICE OF THE PRIME MINISTER C252474

MEMORANDUM W.W.II - National Selective Service

For the Prime Minister.

More than fifty communications have been received in this office relating to Mr. Elliott Little's resignation.

With the exception of one telegram expressing confidence in Mr. Mitchell, these communications all protest against the acceptance of Little's resignation. A number of them demand that Mr. Mitchell be replaced as Minister of Labour, and others urge that Little's memorandum be released to the public. Strong feeling is expressed re "Anti-labour attitude of the Government", and "lack of co-operation, friction and obstructionism" from the Government and the Department of Labour.

Practically all these communications have come from trade unions.

W.J.T.

W. J. TURNBULL

November 25, 1942.

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(for the Prime Minister) November 26th, 1942.

Memorandum re National Selective Service

About six weeks ago I was approached by Mr. Elliott Little, at that time Director of National Selective Service, to assist him in the great task which the Prime Minister had asked him to undertake and he outlined the duties and responsibilities which he wished me to assume. I was invited to accept the position of an Associate Director and my responsibilities were in general described as the supervision of the functions of National Selective Service as related to civilian occupations. Being fully seized with the importance of the manpower problem and its relation to our war effort, and as a national service, the Board of Directors of the Company with which I have been associated for over thirty years, The Mutual Life Assurance Company of Canada, readily placed my services at the disposal of the Government.

On my arrival at Ottawa to assume my new duties, the closer insight which I was afforded into the scope of operations contemplated by N.S.S. and the numerous difficulties associated therewith, presented a task of formidable dimensions, and it was obvious to me that to direct such a task successfully would require leadership of unquestioned skill in administration and possessing sound judgment, courage, forthrightness and a spirit of fairness in its dealings with the many elements which make up the citizenship of our country.

The immediate need, as I saw it, was to develop a headquarters organization which could efficiently and promptly formulate policy to deal with the steadily increasing problems continuously presented by shifting manpower requirements, and to provide a field organization to administer, with a minimum of delay and friction, the policies determined by headquarters. To this end, I immediately applied myself and was indeed pleased to find that

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the assistants, with whom the Director had surrounded himself, were admirably qualified to form the basis for an effective organization.

In formulating such a plan and organization we were not required to act without pattern or experience. The British Ministry of Labor and National Service has, since the inception of the war, been devoting itself to the solution of manpower problems and has succeeded in establishing a procedure which very effectively and scientifically is arranging the placement of its manpower and womanpower to the best advantage of its war effort. Without the guidance and advice of Mr. Alex. Gunn, Assistant Secretary of the Department of Labor and National Service in Great Britain, kindly placed at the disposal of Canada by the British Ministry, the task of developing a Canadian organization would have been fraught with many uncertainties and desultory experimentation. For five weeks, almost constantly, day and evening, I have been afforded the benefit of Mr. Gunn's wise counsel in developing a functional organization chart.

Under this organization, associated with the Director, are two Associate Directors, Military; an Associate Director, General Headquarters Services; and an Associate Director, Civilian. Assisting these Associate Directors are ten divisions, one of which includes the field organization which has been built up by the Unemployment Insurance Commission and which, at the present time, is under the direction of Mr. Allan Mitchell, one of the Commissioners of the U.I.C. This division, in addition to performing its routine U.I.C. functions, is responsible for the efficient administration throughout its regional and local offices of the policies determined by the several planning divisions of N.S.S. Having in mind the greatly increased responsibilities connected with efficient Selective Service, this organization will undoubtedly require strengthening and extension. The nine planning divisions are each headed by an Assistant Director, and between these several divisions the closest co-operation and co-ordination is essential.

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Probably the chief desideratum of the organization which has been developed is decentralization. It is planned that each regional office will be set up, as far as possible, according to the pattern of headquarters and to avoid a bottleneck condition, each of these regional offices will have free access on specific matters to the planning division interested. The setting up of these divisions required some adjustment of the duties previously assumed by these officers. There was evidence of considerable over-lapping and confusion. The Assistant Directors interested are now in general agreement as to the duties prescribed by the functional chart, which, of course, must possess some degree of flexibility. Actual experience alone will determine where specific responsibilities should vest to best advantage.

The National Selective Service organization had reached this point when it was shocked by the resignation of the Director. Most of the Assistant Directors have been closely associated with the Director since the inception of N.S.S. and his high qualities of courage, initiative and forthrightness bound them to him with strong cords of loyalty. It is only natural, therefore, that they should be seriously disturbed by the turn of events. It is only a high sense of national duty in a critical hour which has encouraged these men to continue at their posts in the light of all which has transpired during recent months and which was brought to such an unhappy climax within the last few days. It is sufficient to say that all these men remain at their respective posts awaiting developments.

Insofar as I am personally concerned, my services have been placed by my Company at the disposal of the Government to perform a national service and I am sure that it is the wish of my Directors that I continue to devote myself to the national welfare. However, I am equally convinced that my Company would not wish me to continue to be associated with a function, even a national service, where failure appears inevitable and I

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know they would expect me to use my best judgment in reaching a conclusion. My judgment, based on personal observation and supported by what I believe to be sound advice on the part of many who are thoroughly acquainted with governmental procedure, has led me to the conclusion that the task of National Selective Service in effectively and scientifically solving Canada's manpower problems is of such magnitude and importance that no man, however competent, could hope to do justice to such a responsibility other than by devoting his undivided thought and energy to this particular task. It is to me quite obvious that an official who already bears the exacting burdens connected with the conduct and administration of so important a department as that of Labor could not do equal justice to an additional responsibility even more onerous than the one he now bears. Such an appointment could only result in a serious bottleneck condition which, under wartime conditions, where time is the essence, must at all costs be avoided. Furthermore, N.S.S. is unquestionably a wartime measure and, therefore, temporary in character, and there does not appear to be any sound reason why such a function should be merged into permanent government procedure.

I am taking the liberty of proposing a basis under which, in my humble opinion, National Selective Service could continue to function with a minimum of interruption.

1. N.S.S. to be incorporated into a Department known as the Ministry of Labor and National Selective Service.

2. Under the Minister of Labor and National Selective Service shall be appointed a Director of National Selective Service whose status shall be that of a Deputy Minister, thus providing access to the Treasury Board, and through the Minister, to the Privy Council.

3. That, pending the selection of an individual competent to assume the heavy responsibilities encumbent upon the Director, an Acting

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Director of N.S.S. be named. Failing a more suitable immediate appointment, and having in mind the importance of avoiding any interruption in the activities of N.S.S., I am prepared to offer my services as Acting Director.

4. If a plan along these lines meets with the approval of the Prime Minister, I am also taking the liberty of suggesting that it cannot be a success unless the Minister of Labor and National Selective Service is prepared to co-operate with and assist the Director or Acting Director of N.S.S. with equal wholeheartedness and frankness to that which he manifests toward the Deputy Minister of Labor. I have no hesitation in stating that only on such a basis can the success of N.S.S. be assured.

5. That the period for which Mr. Alex. Gunn was made available to N.S.S. be extended.

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C252480

OFFICE OF THE PRIME MINISTER

MEMORANDUM

N·S·O·S·61-44
1942
Little

FOR THE PRIME MINISTER

Some twenty more letters and telegrams have been received respecting the resignation of Mr. Little, and the situation in regard to National Selective Service and the Department of Labour as a whole.

While some of these communications urge Little's reinstatement, the emphasis now seems to be on a demand for Mr. Mitchell's resignation as Minister of Labour.

All of these communications have come from labour unions.

W. J. T.

Nov. 30/42

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C252481

MEMORANDUM

OFFICE OF THE PRIME MINISTER

N·305-61-M
1942

WJT/PM
18.12.42
(sam 18.1942)
(Copy) sent to Mitchell

For the Prime Minister

You asked on Tuesday if Mr. Mitchell had seen Mr. Pequegnat. I learn that he had upwards of an hour and a half's interview with him on Monday, and that Mr. Pequegnat afterwards saw Mr. McNamara for about an hour. I don't know anything of the nature of the discussions, nor what attitude Mr. Pequegnat had towards Mr. Mitchell and Mr. McNamara after he left.

W. J. T.

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C252482

Note for the Prime Minister.

Can you possibly have a word with the Cardinals Archbishops about the young fellows who have taken to the woods to avoid Selective service? They are not doing any work and go to the villages at night for food.

It is such a danger for the future to have a lot of young men who have never learned a trade and are simply idlers.

K.

8. 8. 43.

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Order in Council amending P.C. 7994, September 4, 1942, re administration of the National Selective Service Regulations, 1942.

P.C. 8999

AT THE GOVERNMENT HOUSE AT OTTAWA

WEDNESDAY, the 29th day of NOVEMBER, 1944

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL:

WHEREAS the Minister of Labour reports that it is necessary for the security, defence, peace, order and welfare of Canada to amend the provisions of Order in Council P.C. 7994 of September 4th, 1942, providing for the administration of the National Selective Service Regulations 1942, so as to make further provision at this time for the administration of necessary measures undertaken by the Department of Labour for the re-establishment in employment of war veterans and civilian war workers;

NOW, THEREFORE, His Excellency the Governor General in Council, on the recommendation of the Minister of Labour, and under the authority of the War Measures Act, Chapter 206, Revised Statutes of Canada 1927, is pleased to amend Order in Council P.C. 7994 of September 4th, 1942, and it is hereby amended as follows:

1. Section 1 is amended by adding after the words therein 'and the Minister of Labour may utilize such personnel and premises for the administration of the National Selective Service Regulations 1942' the following words:

> "and necessary measures undertaken by the Department of Labour for re-establishment in employment of war veterans and civilian war workers"

2. Section 5 is amended by adding after the words therein 'administration and enforcement of the National Selective Service Regulations 1942 and amendments thereof' the words

> "and necessary measures undertaken by the Department of Labour for re-establishment in employment of war veterans and civilian war workers"

Certified to be a true copy.

A. D. P. Heeney,

Clerk of the Privy Council.

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WW II - Agriculture ✓
WW II - Canada's War Effort ✓
WW II - Manpower ✓
WW II - Recruiting ✓
WW II - National Selective Service ✓

file

Confidential.

W.304
offlongfl.
Farm L.

MEMORANDUM FOR THE PRIME MINISTER C252484

Re: Calling up Farmers and Farm Labourers for Military Service, Mr. Gardner's letter re.

In the attached letter, which the Prime Minister indicated was to be taken up in Council, Mr. Gardiner recommends "that we stop calling up farm boys under 20 and married farm labourers or owners of any age".

The present regulations provide and have provided since March, 1942, that every essential farm worker, regardless of age, should receive automatic postponement. The Mobilization Boards are being repeatedly reminded of the importance of adhering strictly to this provision. It is, however, probable that some farmers and farmers' sons do not ask for the postponement but accept the call, and that others enlist voluntarily when the call is received. Selective Service have always maintained that the calls had to be sent in order to determine whether the men called were still on farms and engaged in essential farm work. If Mr. Gardiner's suggestion that no call-up notices be sent were adopted, they would have to work out some other technique of determining whether men registered as farmers were actually engaged in farm work.

An examination of the figures over the past two years shows that considerably over ninety per cent of those who have applied for agricultural postponements have received them. It is doubtful, therefore, if a change in the regulations would make much practical difference in the numbers of farm workers retained on the farms.

J.L.R.

Discussion Council

February 24, 1945.

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Order in Council extending the time during which the control and supervision of the Unemployment Insurance Commission organization shall rémain at the disposal of the Minister of Labour. C252485

P.C. 7377

AT THE GOVERNMENT HOUSE AT OTTAWA

FRIDAY, the 21st day of DECEMBER, 1945.

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL:

WHEREAS by Order in Council of the 4th September, 1942 (P.C. 7994) provision was made inter alia, for the control and supervision of the officers, clerks and employees of the Unemployment Insurance Commission to be placed at the disposal of the Minister of Labour for a period which shall end on a day fixed by a proclamation issued under Section Two of the War Measures Act to the effect that the war no longer exists or on such earlier day as may be fixed by Order in Council;

AND WHEREAS the said Order in Council provides that the Minister may utilize such personnel for the administration of the National Selective Service Regulations, 1942 and, as amended by P.C. 8999, 29th November, 1944, for necessary measures undertaken by the Department of Labour for re-establishment in employment of war veterans and civilian war workers;

AND WHEREAS the Minister of Labour is of the opinion that the authority conferred on him by the said Order in Council should continue during the transition stage;

THEREFORE, His Excellency the Governor General in Council, on the recommendation of the Minister of Labour, and under the authority of the War Measures Act, Chapter 206, Revised Statutes of Canada 1927, is pleased to amend the said Order in Council P.C. 7994 and it is hereby further amended by striking out, where they appear therein, the words "for a period which shall end on a day fixed by a proclamation issued under Section Two of the War Measures Act to the effect that the war no longer exists or on such earlier day as may be fixed by Order in Council", and substituting therefor the words, "for a period of time which shall end on the thirty-first day of March, 1946".

A.D.P. Heeney,

Clerk of the Privy Council.

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Copy

C252486

MOST SECRET

NAVAL MESSAGE

TO: NSHQ Ottawa
(R) Admiralty 294

FROM: NCXF

CNS
VCNS
DOD
DSD
D of P
SEC.N.B.

Ville de Quebec made most satisfactory U-boat kill on 18th January. This success was due to good training and handling. Superficial damage to ship only. Please accept my congratulations on this example of the excellent work being performed here by the R.C.N. Corvettes.

1838A/15

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COPY

N/ AR
C252487

NAVAL MESSAGE

TO:

ADMIRALTY
N.S.H.Q.
U.S.C.N.O.
COM.TASK FORCE 4
C.O.A.C.
C in C.W.A:
B.A.D. WASHINGTON

PRIME MINISTER
MR. ROBERTSON
MR. HEENEY

FROM:

C.C. N.F.

IMPORTANT

H.M.S. "WINDFLOWER" ESCORTING S.C. 58 SUNK BY COLLISION IN FOG WITH STEAMSHIP "ZYPENBERG" AT 1250Z 7th IN 046°19' N. 049°30' W. SHORTLY AFTER THIS "NASTURTIUM" SUFFERED DAMAGE WHEN ( ) THE WRECK. STEAMSHIP "ZYPENBERG" WITH 47 SURVIVORS ON BOARD OF WHOM 3 HAD DIED AFTER RESCUE ARRIVED ST. JOHN'S NFLD. 1100Z 8th ACCOMPANIED BY "NASTURTIUM" AND ESCORTED BY "PICTOU". "NASTURTIUM" HAS EXTENSIVE DAMAGE OF SUPERFICIAL NATURE INCLUDING MANY ENGINEERING FITTINGS AND CASTINGS FRACTURED. NO HULL DAMAGE BELOW WATER. "ZYPENBERG" HULL DAMAGED FORWARD. TOTAL UNACCOUNTED FOR FROM "WINDFLOWER" 20 INCLUDING ALL OFFICERS EXCEPT FIRST LIEUTENANT. "PICTOU" HAS SAILED TO OVERTAKE SC 58.

1859Z/8.

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R

OFFICE OF THE PRIME MINISTER

MEMORANDUM

W/R
M/C Naval

C252488

22-9-41

FOR THE PRIME MINISTER:

Mr. Macdonald (Naval Minister) telephoned Mr. Henry to say that the corvette "Levis" was lost by torpedo off the coast of Iceland - most of the men were saved, according to the information they have.

This will not, of course, be made public until they get complete casualty lists and the families notified. I have asked that we be informed in advance when this news is to be published.

JWP.

Sept. 20

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C252489

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To:
THE PRIME MINISTER ✓
MR. HEENEY
MR. ROBERTSON

From:
SEC. CHIEFS OF STAFF
COMMITTEE

SUMMARY A.M. 9TH JUNE

ALASKA MOVEMENT OF JAP FORCES REMAINS OBSCURE OWING TO POOR VISIBILITY.

MIDWAY IS. FURTHER RECONNAISSANCE REPORTS PLACE JAP FORCE 850 MILES WEST OF MIDWAY ISLAND ON 7TH JUNE.

LATEST SUMMARY OF ENEMY CASUALTIES AS FOLLOWS

SUNK - 4 CARRIERS
2 HEAVY CRUISERS
4 TRANSPORTS
1 DESTROYER

DAMAGED 3 BATTLESHIPS (1 reported abandoned)
3 CRUISERS
4 TRANSPORTS AND A NUMBER OF DESTROYERS

1020/9/6.

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CSC

C252490

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

~~NAVAL MESSAGE~~

To: THE PRIME MINISTER ✓
THE MINISTER
MR. HEENEY
MR. ROBERTSON

FROM PACIFIC COMMAND TO CHIEFS OF STAFF

From: SEC. CHIEFS OF STAFF COMMITTEE

852

MOST IMMEDIATE AND SECRET. CGS NDHQ REPEATED TO COMMANDING RUPERT FROM COMMANDING PACIFIC.

FOLLOWING RECEIVED FROM U S FOURTH ARMY 1105 HOURS 5 JUNE.

"PILOT OF B-17 WHOON 3 JUNE REPORTED HOSTILE CARRIER NORTH OF UNLASKA DID NOT GIVE POSITION AND NO WORD FROM HIM SINCE. REPORT GIVEN GOOD RATING ON SIGHTING AND DOUBTFUL ON LOCATION. HOSTILE SURFACE FORCE ESTIMATED 3 CRUISERS 3 CARRIERS 2 DESTROYERS REPORTED BY C O MAISEC AT 0003 G M T 5 JUNE TO BE MOVING SOUTH WEST INTO FOG AT 20 KNOTS ON BEARING 215 DEGREES AND DISTANCE 16 MILES FROM OTTER POINT UMNAK ISLAND. BETWEEN 0355 AND 0445 G M T 5 JUNE DUTCH HARBOUR ATTACKED BY APPROXIMATELY 26 HOSTILE PURSUIT PLANES AND BOMBERS, ONE BOAT AND NAVAL FUEL STORAGE BURNED AND OTHER DAMAGE SMALL. FORT GLENN AT UMNAK REPORTED AT 0617 G M T THAT ITS AIR FIELD WAS STRAFED BY ENEMY ZERO FIGHTERS BUT NO DAMAGE TO FIELD. TWO

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5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To:

From:

ENEMY PURSUIT PLANES SHOT DOWN AND NO FRIENDLY PLANE LOST REPORTED.
ENEMY PLANES OUTSPED AND OUTMANOEUVRED FORT GLENN PLANES"
ADDRESSED CGS REPEATED PRINCE RUPERT.

OTTAWA 0905/6

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5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To: ADMIRALTY
OPNAV
CTF 4
N.S.H.Q.
F.O.N.F.

From: C.O.A.C.

IMMEDIATE

STEAMSHIP "COLLAMER" BELIEVED TORPEDOED AND SUNK IN 044° 19' NORTH 063° 09' WEST AT 0940 Z TODAY 5TH MARCH. 31 SURVIVORS IN STEAMSHIP "EMPIRE WOODCOCK" NOW ENTERING HALIFAX.

1808Z/5.

(POSITION 25 MILES S.E. OF HALIFAX.)

COPY FOR: THE PRIME MINISTER.
MINISTER OF NAT. DEFENCE (NAVAL).
MR. ROBERTSON.
MR. HEENEY.
C.A.S.
C.G.S.

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(COPY)

C252493

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

From:

To:
ADMIRALTY
C IN C A & W I
N.S.H.Q.
F.O.N.F.
C IN C U.S. FLEET
U.S. C.N.O.
N.O.I/C SYDNEY C.B.

G.O.A.C.

QSS 1 REPORTS ATTACKED BY SUBMARINE IN 044° 32' N 063° 05' W

BETWEEN 0405Z 13TH. AND 0415Z/13

4 TORPEDOES MISSED

4 SHIPS AND 3 ESCORTS ARRIVED HALIFAX UNDAMAGED.

1503Z/13

NOTE: Position is 20 miles S.E. of Halifax

Copy to Prime Minister
Minister
Mr. Heeney
Mr. Robertson

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(C O P Y)

NAVAL MESSAGE

C252494

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

To:
ADMIRALTY
C IN C A & W I
N.S.H.Q. OTTAWA
C IN C U.S. FLEET
USCNO
F.O.N.F.

From:
C.O.A.C. HALIFAX

S.S. "EGBA" REPORTED ATTACKED BY SUBMARINES AT 0212Z 13 IN 044° 20' NORTH 063° 26' WEST. TORPEDO MISSED. SHIP ARRIVED HALIFAX 0532Z 13TH UNDAMAGED.

1240Z/13

Copy to the Prime Minister
Minister
Mr. Heeney
Mr. Robertson

NOTE: Position close to Sambro Lightship about 20 miles South and East of Halifax

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N/AR

(COPY)

C252495

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To: N.O. I/C GASPE (R) C.O.A.C.
NO I/C SYDNEY
N.O. I/C QUEBEC
F.O.N.F.

From: N.S.H.Q.

38 CRE- 3 PASSENGERS REPORTED LANDED VICINITY CLORIDORME ABOUT FIVE MILES WEST FAME POINT. "NICOYA" REPORTED ABOUT HALF MILE OFF SHORE SEND SUITABLE OFFICER TO GET DESCRIPTION OF U-BOAT AND ANY OTHER INFORMATION. REPORT RESULT BY SIGNAL

1342Z/12

Prime Minister
Copy to Minister
Mr. Heeney
Mr. Robertson

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C252496

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To: N.S.H.Q. OTTAWA

From: N.C.S.O. QUEBEC

FOLLOWING TWO MESSAGES RECEIVED FROM SIGNAL AGENT FAMEPOINT QUOTE NOON SUB LT C S TATE RCNVR HAS ARRIVED HERE AND WILL TAKE FULL CHARGE OF SURVIVORS MOTORBOAT HAS LEFT FOR RESCUE 1715Z12 UNQUOTE SECOND MESSAGE QUOTE SURVIVORS OF SHIP ARRIVING LANSEAVALLEAU 1718Z/12 UNQUOTE SIGNED H L ASCAH.

"NICOYA" 21252/12

Copy to Prime Minister
Minister
Mr. Heeney
Mr. Robertson

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COLOURED PAPER
PAPIER DE COULEUR

(C O P Y)

C252497

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To: ADMIRALTY
C IN C A.W.I.
OPNAV
COMINCH
N.S.H.Q.

From: C.O.A.C.

IMPORTANT

S/S "NICOYA" TORPEDOED 0355Z/12 POSITION 49-19 N - 64-51 W.

66 SURVIVORS LANDED.

2230Z/12

Copy to Prime Minister
Minister
Mr. Heeney
Mr. Robertson

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COLOURED PAPER
PAPIER DE COULEUR

(C O P Y)

C252498

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To: N.S.H.Q. OTTAWA

From: N.O. I/C GASPE

YOUR 1342 12TH SHIP STRUCK BY 2 TORPEDOES. SUNK IN 10 MINUTES NO FURTHER INFORMATION.

0020Z/13

Copy to Prime Minister
Minister
Mr. Heeney
Mr. Robertson

RE:: "NICOYA" HALF MILE OFF SHORE

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COLOURED PAPER
PAPIER DE COULEUR

(COPY)

C252499

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To: ADMIRALTY
(R) N.S.H.Q. OTTAWA
C.O.A.C.

From: N.O.I.C. QUEBEC

---

10 SURVIVORS 1 DEAD LANDED FATHER POINT FROM "LETO" TORPEDOED IN 049° 32' NORTH 065° 19' WEST 0640 12TH MAY. LIST OF SURVIVORS AND MISSING FOLLOWING.

03052/13.

Copy to Prime Minister
Minister
Mr. Heeney
Mr. Robertson

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COLOURED PAPER
PAPIER DE COULEUR

2-4-4 ✓

NA/R

(COPY)

C252500

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To: ADMIRALTY
N.S.H.Q. OTTAWA
C IN C A & W I
FOR INFORMATION
COM EAST SEA FRONTIER
COM GULF SEA FRONTIER
COM CARIBBEAN SEA FRONTIER

From: C IN C U.S. FLEET

GERMAN SUBMARINE U 85 SUNK BY U.S. DESTROYER "ROPER" 035° 55' NORTH 075° 13' WEST 0525Z/14TH. 29 BODIES RECOVERED.

1923Z/15

Copies to: The Prime Minister
The Minister
Mr. Heeney
Mr. Robertson

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PAPIER DE COULEUR

N/AR

(C O P Y)

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

From: C252501

To:

N.O. I/C GASPE (R) C.O.A.C.
N.O. I/C SYDNEY
N.O. I/C QUEBEC
F.O.N.F.

N.S.H.Q.

---

38 CREW 3 PASSENGERS REPORTED LANDED VICINITY CLORIDORME ABOUT FIVE MILES WEST FAME POINT. "NICOYA" REPORTED ABOUT HALF MILE OFF SHORE SEND SUITABLE OFFICER TO GET DESCRIPTION OF U-BOAT AND ANY OTHER INFORMATION. REPORT RESULT BY SIGNAL

1342Z/12

Copy to Rt. Hon. W.L. MacKenzie King

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COLOURED PAPER
PAPIER DE COULEUR

S. 1320H
15,000M-5-42 (4534)
N.S. 815-9-1320H

NAVAL MESSAGE

To: COPY

From:

CONVOY Q.S. 19 ATTACKED IN POSITION 049° 22' NORTH
065° 12' WEST AT 1810Z 20TH.
ONE SHIP "FREDERICK LENSEN" ATTACKED. NOW SAFELY ANCHORED
IN VALEE BAY AND CAN BE SALVAGED.

COPY TO - PRIME MINISTER
THE MINISTER (NAVAL)
A.D.P. HEENEY, ESQ.,
N.A. ROBERTSON, ESQ.

21/7/42

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C252503

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5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To:
C.O.A.C. HALIFAX N.S.
(R) N.S.H.Q. OTTAWA

From:
N.O. IN C GASPE

MY 1446Z 22ND RE FREDERICK LENSEN

(1) LIEUTENANT COMMANDER REDFORD CONSIDERS POSSIBLE SALVAGE DOUBTFUL IN PRESENT POSITION. SHIP'S CAPTAIN AND H.E. SNOW IN CHARGE OF SALVAGE OPERATIONS BELIEVES SALVAGE NOT PRACTICABLE. GUNS AND ALL REMAINING GEAR IN PROCESS OF BEING TRANSFERRED STEAMSHIP TRAVERSE

(2) NUMBER 3 HOLD (2 CORRUPT GROUBS) 23RD WHEN MORE DETAILED REPORT WILL BE MADE TO OWNER BY SNOW

(3) SHIP DECK PLATES BREAKING ACROSS AND SIDES BUCKLING

(4) REQUEST OWNERS DECISION REGARDING THEIR INTENTION WILL BE PASSED AS SOON AS POSSIBLE

(5) Q050 STANDING BY BUT WISH TO WITHDRAW HER AS SOON AS POSSIBLE FOR OTHER DUTIES

0120Z/23

Copy to the Prime Minister ✓
The Minister (Naval)
A.D.P. Heeney, Esq.
N.A. Robertson, Esq.

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NAVAL MESSAGE

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N.S. 815-9-1320H

To: C.O.A.C.
(R) N.S.H.Q. OTTAWA

From: NOIC GASPE

B.D.F.K. REPORT LENSEN 0345Z/22 BEACHED LISTING BADLY BUT GOOD PROSPECTS OF SALVAGE.

(2) HOLED BOTH SIDES AND SIDES SPLIT.

(3) EXPLOSION WAS TERRIFIC AND APPEARS POSSIBLE INTERNAL

(4) FOGGY WHEN EXPLOSION OCCURRED AND NO CONFIRMATION OF SUBMARINE ATTACK

(5) FOUR MEN LOST IN STOKE HOLD.

1438Z/22

Copy to the Prime Minister
The Minister (Naval)
N.A. Robertson, Esq.
A.D.P. Heeney, Esq.

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(C O P Y)

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NAVAL MESSAGE

To: COAC
(R) N.S.H.Q. OTTAWA

From: NOI/C GASPE

MY 1446Z/22. MASTER OF LENSEN HAS CALLED AND REPORTS: (A) PECULIAR NOISE LIKE MOTOR RUNNING HEARD BY HIM BEFORE EXPLOSION. SHIP IN 150 FATHOMS AND TREMENDOUS EXPLOSION WOULD EXCLUDE SABOTAGE OR BOILER EXPLOSION. BELIEVES TORPEDO OR MINE. (B) COMPLIMENTARY REGARDING NAVAL ASSISTANCE AND IS FORWARDING REPORT THROUGH HIS AGENTS TO NSHQ. (C) BACK OF SHIP IS BROKEN AND IS BREAKING UP NOT SALVAGEABLE (2) ALL POSSIBLE GEAR WILL BE REMOVED IF SHIP CANNOT BE REFLOATED AND DIVER WILL INVESTIGATE.

1751Z/22

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The Minister (Naval)
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N.A. Robertson, Esq.

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NAVAL MESSAGE

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To:

C.O.A.C.
(R) N.O.I.C. SYDNEY
" GASPE
" QUEBEC
" MONTREAL

From:

N.S.H.Q. OTTAWA

STUDY OF GERMAN BROADCASTS AND U-BOAT ACTIVITY INDICATES THAT "FREDERIKA LENSEN" WAS TORPEDOED.

2150Z/23

Copy to The Prime Minister
The Minister (Naval)
A.D.P. Heeney, Esq.
N.A. Robertson, Esq.

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N/AR

C252507

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NAVAL MESSAGE

To: H.M.S."INDOMITABLE"
(R) N.O.I/C TRINIDAD
N.O.I/C KINGSTON JA.

From:
C-in-C, A. & W.I.

IMPORTANT

MY 1031Q/10. UNITED STATES AUTHORITIES ARE SHOWING GREAT ANXIETY AS TO POSSIBILITY OF AIR ATTACK IN CARIBBEAN SEA AREA. PROPOSED EXERCISE WITH TRINIDAD IS THEREFORE NOT REPETITION NOT TO TAKE PLACE. CONSULT N.O.I/C TRINIDAD ON ARRIVAL REGARDING ADVISABILITY OF ARRANGING AN EXERCISE LATER.

PRIME MINISTER.
MR.ROBERTSON
MR.HEENEY
MINISTER

1132Q/11.

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NAVAL MESSAGE C252508

To: N.S.H.Q. OTTAWA
OPNAV
BERMUDA C.C.O.

From:

IMMEDIATE

FOLLOWING RECEIVED

INTERCEPTED 0753 G.M.T. SSSS 44° NORTH 63° 25' WEST "ATLANTIAN" SHELLED BY SUBMARINE SPEED 12 KNOTS COURSE NORTH. DE V C S

(APPROXIMATELY 38 MILES SOUTH OF HALIFAX.)

/7

COPY TO: THE PRIME MINISTER
MINISTER OF NAT. DEFENCE (NAVAL)
MR. ROBERTSON
MR. HEENEY
C.A.S.
C.G.S.

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NAVAL MESSAGE

C252509

To: N.S.H.Q. OTTAWA
C.O.A.C.
N.O.I/C SYDNEY C.B.
C.T.F. NO. 4

From: C.C.N.F.

"IMPORTANT"

S. S. "DAYROSE" TORPEDOED CLOSE TO VICINITY OF CAPE RACE AT 2344Z/14. EXACT POSITION NOT KNOWN BUT BELIEVED WITHIN 3 TO 10 MILES OF CAPE RACE. H.M.C.S. "NAPANEE" "THUNDER" "MINAS" BEING DESPATCHED FORTHWITH TO SEARCH VICINITY FOR 24 HOURS AND AIR SEARCH AT DAWN ARRANGED.

0009Z/15

COPY TO THE PRIME MINISTER
Minister Nat. Defence(Naval)
Mr. Robertson
Mr. Heeney.

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N/AR (4)

C252510

S. 1320H
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N.S. 815-9-1320H

NAVAL MESSAGE

To: N.S.H.Q. OTTAWA
A.O.C. E.A.C.

From: C.O.A.C.

IMMEDIATE

FOLLOWING HAS BEEN READ

1753Z 41 30 N. 63 36 W.

WRECKAGE OF PRESUMABLE S S "CYCLOPS"

12 LIFE BOATS

10 RAFTS

200 PERSONS COULD BE SEEN IN A RADIUS OF THREE MILES.

MINESWEEPER "RED DEER" WAS CARRYING OUT RESCUE WORK VERY EFFICIENTLY. ALL APPEARED TO BE SAFE FOR TIME BEING AND IN SIGHT OF RESCUE SHIP.

2130Z/12

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COLOURED PAPER
PAPIER DE COULEUR

C252511

S. 1320H
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N.S. 815-9-1320H

NAVAL MESSAGE

To:
C.O.A.C.
(R) C. C. H.

From:
H.M.C.S. "RED DEER"

YOUR 2233Z/12 ALL SURVIVORS PICKED UP FROM 5 BOATS AND 18 RAFTS. "CYCLOPS" CAPTAIN CONFIRMS THIS AGREES WITH TOTAL BOATS AND RAFTS. H.M.C.S. "BURLINGTON CARRIED A/S SEARCH WHEN SIGHTED AT 1645

0104Z/13

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PAPIER DE COULEUR

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5 Mil.-6-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

C252512

To: ADMIRALTY
N.S.H.Q.
(R) B.A.D.
C IN C A & W I
F.O.N.F.

From: C.O.A.C.

"IMMEDIATE"

AT 1632Z "CHEDABUCTU" SIGHTED SUBMARINE 44° 06' N. 63° 18' W ATTACKED AND LOST CONTACT.

0037Z/13

NOTE: 40 MILES SOUTH OF HALIFAX.

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NAVAL MESSAGE

To: ADMIRALTY
N.S.H.Q.
(R) B.A.D. WASHINGTON
C. IN C. A.& W.I.

From: C.O.A.C.

"IMMEDIATE"

N.S.H.Q. 1347Z/12 "RED DEER " RETURNING HALIFAX WITH 89 SURVIVORS.

2244Z/12

(RE "CYCLOPS" TORPEDOED)

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COLOURED PAPER
PAPIER DE COULEUR

C252514

S. 1320H
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N.S. 815-9-1320H

NAVAL MESSAGE

To:

N.S.H.Q. OTTAWA

From:

IMMEDIATE

FOLLOWING RECEIVED....

INTERCEPTED 0400 G.M.T. SSSS 43 55 N 64 22 W

"EMPIRE SUN" TORPEDOED DE V C S

(APPROXIMATELY 58 MILES S.W. OF HALIFAX.)

/7

COPY TO: THE PRIME MINISTER
MINISTER OF NAT. DEFENCE (NAVAL)
MR. ROBERTSON
MR. HEENEY
C.A.S.
C.G.S.

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COLOURED PAPER
PAPIER DE COULEUR

Copy file 10-2-40

N/AR

C252515

S. 1320H
5 Mil.-6-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

To: C.O.A.C.

(R) N.S.H.Q. OTTAWA

From: F.O.N.F.

"IMPORTANT"

F.S. "ALYSSE" TORPEDOED AT 2230Z/8TH IN POSITION 045o 50' N 044° 48' W. "MOOSE JAW" HAS 21 SURVIVORS (1 COT CASE) "HEPATICA" 13 SURVIVORS "HEPATICA" HAD "ALYSSE" IN TOW BUT LINE PARTED RESUMING TOW AT DAYBREAK IF PRACTICABLE WITH "MOOSE JAW" PROVIDING ANTI-SUBMARINE SCREEN. RESCUE TUG "PRUDENT" AND "MINAS" BEING SENT AT BEST POSSIBLE SPEED. "PRUDENT" TO TOW "MINAS" TO PROVIDE ANTI-SUBMARINE SCREEN AND EMBARK MEDICAL ASSISTANCE. C.O.A.C. PASS TO ADMIRAL MUSELIER.

1047Z/9

COPY TO: THE PRIME MINISTER.
MINISTER OF NAT. DEFENCE (NAVAL).
MR. ROBERTSON.
N.O.I/C MONTREAL.

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PAPIER DE COULEUR

C252516

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

To:

ADMIRALTY
OPNAV
N.S.H.Q. OTTAWA

From:

C.O.A.C.

"IMPORTANT"

SUBMARINE SIGHTED BY FIGHTER AIRCRAFT AT 1600Z 16TH 10 MILES EAST "SAMBRO" LIGHT VESSEL. HALIFAX ANTI SUBMARINE VESSEL ATTACKED CONTACT AT 1820Z 16TH. SECOND AIRCRAFT SIGHT 2117Z 16TH ONE MILE EAST OF LIGHT VESSEL. SECOND CONTACT AND ATTACK BY 2 ANTI SUBMARINE VESSELS 0040Z 17. SEARCH CONTINUING.

0339Z/17

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MR. HEENEY
C.A.S.
C.G.S.

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N.S. 815-9-1320H

NAVAL MESSAGE

C252517

To: G B 7 A

From: C.O.A.C.

IMMEDIATE

RECEIVED AT 2019 GMT SSSS 44 DEGREES 14 1/2 MINUTES N. 63 DEGREES 53 1/2 MINUTES W. "EMPIRE UNION" GUNNED BY SUBMARINE ON SURFACE AT 2014 GMT.

2030Z/23.

NOTE: POSITION 30 MILES OFF HALIFAX.

COPY FOR THE PRIME MINISTER
MINISTER OF NAT. DEFENCE (NAVAL)
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MR. HEENEY
C.A.S.
C.G.S.

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N.S. 815-9-1320H

NAVAL MESSAGE

To: N.S.H.Q. OTTAWA

From: C.C.O. HALIFAX

I M M E D I A T E

SUBMARINE SIGHTED 2009 G M T /22 POSITION 44 22 N.
63 20 W MERCHANT VESSEL TORPEDOED.

/22

NOTE: POSITION 20 MILES SOUTH AND EAST OF HALIFAX.

COPY FOR: THE PRIME MINISTER ✓
MINISTER OF NAT. DEFENCE (NAVAL)
MR. ROBERTSON
MR. HEENEY
C.A.S.
C.G.S.

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NAVAL MESSAGE

To: ADMIRALTY
OPNAV
CTF 4
N.S.H.Q.
F.O.N.F.

From: C.O.A.C.

IMMEDIATE

STEAMSHIP "COLLAMER" BELIEVED TORPEDOED AND SUNK IN 044° 19' NORTH 063° 09' WEST AT 0940 Z TODAY 5TH MARCH. 31 SURVIVORS IN STEAMSHIP "EMPIRE WOODCOCK" NOW ENTERING HALIFAX.

1808Z/5.

(POSITION 25 MILES S.E. OF HALIFAX.)

COPY FOR: THE PRIME MINISTER.
MINISTER OF NAT. DEFENCE (NAVAL).
MR. ROBERTSON.
MR. HEENEY.
C.A.S.
C.G.S.

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NAVAL MESSAGE

To: ADMIRALTY
OPNAV
CTF 4
N.S.H.Q.
F.O.N.F.
F.O.C. SUBMARINES HOME FLEET

IMMEDIATE

From: C.O.A.C.

MY 1808Z 5TH CONFIRMED. STEAMSHIP "COLLAMER" WAS SUNK BY 2 TORPEDOES.

2121Z/5.

(RE: "COLLAMER BELIEVED SUNK)

COPY FOR: THE PRIME MINISTER.
MINISTER OF NAT. DEFENCE (NAVAL)
MR. ROBERTSON
MR. HEENEY
C.A.S.
C.G.S.

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C252521

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To: ADMIRALTY
OPNAV
CTF 4
N.S.H.Q.
F.O.N.F.
F.O.C. SUBMARINES HOME FLEET

IMMEDIATE

From: C.O.A.C.

MY 1808Z 5TH CONFIRMED. STEAMSHIP "COLLAMER" WAS SUNK BY 2 TORPEDOES.

2121Z/5.

(RE: "COLLAMER BELIEVED SUNK)

COPY FOR: THE PRIME MINISTER.
MINISTER OF NAT. DEFENCE (NAVAL)
MR. ROBERTSON
MR. HEENEY
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C.G.S.

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N/AR

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N.S. 815-9-1320H

NAVAL MESSAGE C252522

To:

ACTION ADMIRALTY
INFO N.S.H.Q. OTTAWA
C-in-C, A. & W.I.

From:

OPNAV 4.S.

PRIORITY

C in C LANT HAS ISSUED ORDERS AS FOLLOWS:

ALERT AS TO FRENCH SHIPS AT MARTINIQUE. COMMANDER TASK FORCE TWO SEND DETACHMENT AT ONCE TOWARDS CULEBRA AREA TO INCLUDE TWO CRUISERS ONE OF THEM "BROOKLYN". MOVE DETACHMENTS FROM ARGENTIA TOWARDS BERMUDA. COMMANDER CARIBBEAN COASTAL FRONTIER AND COMMANDER TASK FORCE THREE MAKE APPROPRIATE DISPOSITIONS. GENERAL CHARGE OF OPERATIONS PLACED UNDER COMMANDER CARIBBEAN COASTAL FRONTIER.

PRIME MINISTER
MINISTER
MR.ROBERTSON
MR.HEENEY

2157Z/10.

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NAVAL MESSAGE

To: ACTION
N.S.H.Q. OTTAWA
C.O.P.C. ESQUIMALT.

From: OPNAV

PRIORITY

JAP ACTIVITY AGAINST ALEUTIANS BELIEVED IS PENDING AT 1700Z/9

FAIR TO GOOD R D F FIX ON ENEMY TRANSMISSIONS AT 55 03 NORTH 170 15 WEST. MATERIAL INTELLIGENCE INFORMATION OBTAINED AT HAWAII FURTHER SUPPORTS THIS BELIEF.

1200/10

COPY FOR: PRIME MINISTER
MINISTER
MR. ROBERTSON
MR. HEENEY

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K N/AR D-19-B.

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N.S. 815-9-1320H

NAVAL MESSAGE C252524

PRIME MINISTER
MR.ROBERTSON
MR.HEENEY

To:
ADMIRALTY
N.S.H.Q.
U.S.C.N.O.
COM.TASK FORCE 4
C.O.A.C.
~~C-in-C,W.A.~~
B.A.D. WASHINGTON

From:
C.C.N F.

IMPORTANT

H.M.S."WINDFLOWER" ESCORTING S.C.58 SUNK BY COLLISION IN FOG WITH STEAMSHIP "ZYPENBERG" AT 1250Z 7th IN 046°19' N. 049°30' W. SHORTLY AFTER THIS "NASTURTIUM" SUFFERED DAMAGE WHEN ( ) THE WRECK. STEAMSHIP "ZYPENBERG" WITH 47 SURVIVORS ON BOARD OF WHOM 3 HAD DIED AFTER RESCUE ARRIVED ST.JOHN'S NFLD.1100Z 8th ACCOMPANIED BY "NASTURTIUM" AND ESCORTED BY "PICTOU". "NASTURTIUM" HAS EXTENSIVE DAMAGE OF SUPERFICIAL NATURE INCLUDING MANY ENGINEERING FITTINGS AND CASTINGS FRACTURED. NO HULL DAMAGE BELOW WATER. "ZYPENBERG" HULL DAMAGED FORWARD. TOTAL UNACCOUNTED FOR FROM "WINDFLOWER" 20 INCLUDING ALL OFFICERS EXCEPT FIRST LIEUTENANT. "PICTOU" HAS SAILED TO OVERTAKE SC 58.

1859Z/8.

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PAPIER DE COULEUR

N/AR

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N.S. 815-9-1320H

NAVAL MESSAGE C252525

To: N.S.H.Q.

PRIME MINISTER
MR.ROBERTSON
MR.HEENEY
MINISTER.

From: C.O.P.C.

IMPORTANT

INTELLIGENCE REPORT.

(1) REPORTS OF ENEMY NAVAL AND AIR ACTIVITY ALONG THE ENTIRE PACIFIC COAST INCLUDING ALASKA ENTIRELY UNCONFIRMED.

(2) R.C.A.F. AIRCRAFT CARRYING OUT PATROLS FOLLOWING AREAS GEORGIA STRAIT JUAN DE FUCA STRAIT WEST COAST VANCOUVER ISLAND QUEEN CHARLOTTE SOUND WEST COAST QUEEN CHARLOTTE ISLANDS DIXON ENTRANCE HECATE STRAIT SEAWARD PATROL BETWEEN CAPE FLATTERY AND TAKOLAH WASHINGTON. U.S. AIRCRAFT U.S. NAVY PBY'S PATROLLING AREA THREE HUNDRED MILES BETWEEN CAPE FLATTERY AND CAPE SCOTT. TWO C G PLANES PATROLLING CAPE FLATTERY TO VANCOUVER ISLAND AND THREE NAVY PBY'S PLANES BASED ON UCLUELET.

(4) U.S. DESTROYER PATROL AT ENTRANCE STRAIT JUAN DE FUCA. (5) EXAMINATION SCHEME VIDE PC 10-5-2 OF TWO FIVE NOVEMBER. ALL FISHING VESSELS CONCERNED REPORTED TO BE RESPONDING FAVOURABLY IN REPORTING TO SPECIFIED ASSEMBLY POINTS. PLANES DESPATCHED WITH EXAMINING

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COLOURED PAPER
PAPIER DE COULEUR

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

C252526

To:

From:

OFFICERS A.M. NINE DEC. FROM PATRICIA BAY AND SANS PEUR VENCEDORE AND AUXILIARY PATROL CRAFT PROCEEDING WEST COAST.

(6) REFERENCE PARA. ONE REPORT RECEIVED BY U.S. AUTHORITIES AT 1835Z/9 THAT U.S. NAVAL D/F STATIONS OBTAINED FAIRLY DEFINITE BEARINGS INDICATING JAPANESE NAVAL FORCE LOCATED AT 55°03' NORTH 170°45' WEST. NOT YET CONFIRMED.

(7) INSHORE SURFACE PATROLS BEING CARRIED OUT BY R.C.N. IN ACCORDANCE WITH JOINT PLAN 1940.

2028Z/9.

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THE ROYAL CANADIAN NAVY C252527

The situation as at May 10th:

A personnel strength of 6,614, all ranks, including 125 officers and 100 ratings serving in the British Navy.

Ninety-four vessels in commission, comprising 7 destroyers, 15 minesweepers, 6 anti-submarine vessels, 15 fishermen's reserve vessels, 51 auxiliary vessels.

Six destroyers engaged in operations on Canadian east coast, one in West Indies waters. Smaller craft operating on both east and west coasts.

Three high speed merchant ships taken over by R.C.N. and in process of conversion to armed merchant cruisers.

Ninety vessels under construction, including 54 patrol vessels and 18 minesweepers.

Emergency measures adopted since May 10th:

Certain naval formations assigned to duty in Caribbean waters.

Certain Canadian destroyers despatched to service in United Kingdom waters.

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ACTIVITIES OF THE NAVY

PERSONNEL

The outbreak of the war found the Navy already partially mobilized. Large numbers of Royal Canadian Naval Volunteer Reserve ratings were already on the Coasts undergoing training, augmenting the regular establishment of the Royal Canadian Navy. In subsequent days, Canada's naval establishment was placed on a full wartime basis with the calling up and placing on active service of both the Royal Canadian Naval Reserve and the Royal Canadian Naval Volunteer Reserve. In the Royal Canadian Naval Reserve was included a large percentage of the Fishermen's Reserve. Some trained personnel were acquired from the Royal Canadian Mounted Police, and since September, experienced men and recruits have been taken on the strength steadily. ~~By the year's end, the naval personnel on active service numbered 9,111.~~

By May 1, the nos. of Can. naval personnel were 900 of. and 5600 ratings, a total of 6500. Of these nos.

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Equipment

On September 1st, the Navy had thirteen vessels in commission, six destroyers, five minesweepers, and two of other types. Within three days the requisitioning of small craft was begun--along with measures to ensure adequate and just compensation for owners. By this and other means, in four months seventy-one vessels of all types were added to the naval strength. This included the destroyer flotilla leader which had been previously purchased from the United Kingdom, and which in November was taken over and re-named the "Assiniboine". At December 31st, 1939, then, the Canadian naval ensign flew over eighty-four vessels, which were based fifty-two on the East Coast, and thirty-two on the West Coast.

The conversion of at least two of the Canadian National Steamships vessels into armed merchant cruisers is in prospect; while a programme of construction in Canada of twenty patrol vessels and twelve minesweeping vessels is at present in hand, with deliveries to commence later this year. Contracts have been let for

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the provision of additional motor boats, ammunition barges, and store lighters.

(Confidential) The Admiralty have been approached as to the practicability of Canada building anti-submarine vessels for the United Kingdom, to be paid for by the construction, in the United Kingdom, of "Tribal" class destroyers for Canada. This matter is at present under investigation by the Admiralty.

The war emergency greatly increased the demand for stores of all kinds. In 4½ months the sum of nearly $8,000,000 was spent or requisitioned for armament stores, for fuel and naval stores, including anti-submarine nets for harbour defence, and for victualling stores. Also to the end of the year, some $856,000 of supplies were requisitioned for the Royal Navy, on a repayment basis.

Naval accommodations on shore have been extended, and a considerable programme of construction of barracks, store houses, wharves, and depots at naval centres has been undertaken. This has also included the extension and revision of the naval wireless transmitters at Ottawa, Halifax, and Esquimalt, and the installation of teletype systems between Ottawa and Halifax, Halifax and Sydney, and Esquimalt and Vancouver.

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Operations

On August 26th all Canadian shipping was brought under naval control, simultaneously with similar British action.

This control is evidenced principally by the trans-Atlantic convoy system. The Canadian Naval Control Staff at Halifax, in conjunction with officers of the British Admiralty, are responsible for convoy organization at that point. The record of the convoy system is an impressive one. From September 16th, 1939, when the first convoy left Halifax, until December 31st, 436 British, Allied, and neutral vessels were cleared from Halifax in twenty-four convoys (fourteen "slow", ten "fast"). Of these, but one vessel was lost by enemy action, a percentage of .23 of 1%. This is exclusive of the two special troop convoys which sailed without mishap. There is small comprehension in the layman's mind of the involved, intricate, and accurately timed organization that is involved in an accomplishment of this nature.

Canada's destroyers from their early disposition on both coasts/ were concentrated in Eastern waters. All Canadian vessels were, at an early date, placed in full co-operation with the British fleet.

Since September, the Canadian naval

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A prime measure of defence, of course, is the mtaintenance of examination services and port war signal stations at all defended ports. At the outset of war these were established at Vancouver, Victoria, Esquimalt, Prince Rupert and York Island on the west coast; and at Halifax, St. John, Quebec, and Sydney on the east coast. These have been kept in operation, save where winter conditions rendered them temporarily unnecessary.

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G E N E R A L

War Contracts already let for Canadian Government exceed $200,000,000

Armed Forces on Active Service (May 10):

Royal Canadian Navy	6,614
Canadian Active Service Force	81,519
Royal Canadian Air Force	12,315
TOTAL	100,448

ROYAL CANADIAN NAVY

Personnel at May 10:

952 officers
5,662 ratings

6,614 all ranks (includes 125 officers and 100 ratings serving in British Navy)

Personnel being increased as rapidly as ships come into service.

Provision in current fiscal year for increase in personnel to 1450 officers, and 10,000 ratings by March 31, 1941.

Ships:

In Commission:

7 destroyers

15 minesweepers

6 anti submarine vessels

15 fishermen's reserve vessels

51 auxiliary vessels

Being converted:

3 high speed merchant ships to light cruisers (to be completed shortly), plus smaller vessels being armed

Under construction:

90 vessels (including 54 patrol vessels and 18 minesweepers.)

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Personnel strength:

	August 8	October 31	Increase
Officers	1,242	1,601	359 or 29%
Ratings	8,233	11,320	3,087 or 36%
Total	9,475	12,921	3,446 or 35%

Number of vessels in commission:
(excluding destroyers)

August 8	October 24	Increase
129	143	14 or 10.8%

Destroyers:

August 8	October 24	Increase
6	12 (excluding H.M.C.S. "MARGAREE")	6 or 100%

New construction in Canada:

Vessels launched:

By August 8 ---------- 4 corvettes
By October 24 ---------- 19 corvettes (15 additional or 375%)
4 minesweepers (all launched since adjournment)

Also 10 corvettes for the Royal Navy.

Events since adjournment, August 7:

Naval Attache appointed to Washington

American destroyers transferred to British control at Halifax--six acquired by Royal Canadian Navy.

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MEMORANDUM

SECRET AND IMMEDIATE

(a) Navy.

1. The six destroyers of the Royal Canadian Navy to be placed under Admiralty orders (unless it is necessary from the Canadian point of view to retain two destroyers on the west coast the Admiralty would prefer to employ them on the east coast).

2. The completion of the fitting of Asdic equipment to "Saguenay" and "Skeena" and 14 minesweepers.

3. Naval bases at Halifax and Esquimalt, especially the former, to be placed in complete readiness including Anti Submarine boom and to be available for Royal Navy.

4. 8 Minesweeping vessels to be taken up and fitted out at Sydney Cape Breton and 6 Minesweeping and three Anti Submarine at St. John's Newfoundland.

5. Provision for the maintenance of a reserve of 30 thousand tons of naval fuel oil at Halifax.

6. Small craft for Anti Submarine and Minesweeping duties to assist the Commander-in-Chief, America and West Indies Station, in West Indian local defence.

7. Provision of aircraft for seaward reconnaissance at the convoy assembly port of Halifax.

8. Fleet air arm. Aerodrome facilities for the operation of 6 aircraft and accommodation at Esquimalt for 3 aircraft and 8 reserve aircraft. Accommodation at Halifax for 1 officer 13 Chief Petty Officers and 28 men and at Esquimalt for 1 officer 5 Chief Petty Officers, x Petty Officers and 11 men. The maintenance at Halifax

x number being ascertained.

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of 500 tons D.T.D. 230 aviation spirit and 30 tons aero lubricating oil D.T.D. 109.

9. Fitting out "Letitia", at present at Quebec, as a Merchant Cruiser at an east coast port. Fitting out as Merchant Cruisers at Esquimalt of Monowai and Rajputana at present in Australia and China respectively, to be capitalized later.

10. Canadian Government to proceed with arming of Defensively Equipped Merchant Ships. If convenient, the majority of equipments at Esquimalt to be transferred to the east coast. Defensively Equipped Merchant Ships instructional staff mainly required at Canadian ports (appendix CBO 1764/39) and gun-layers in Defensively Equipped Ships to be provided from Canadian sources, His Majesty's Government in the United Kingdom regret that trained personnel from the United Kingdom cannot at present be made available.

11. 2 trained officers will be sent for duty at the convoy assembly port at Halifax to assist in organizing convoy service. Additional personnel required for this staff and for naval control service staffs at Sydney Cape Breton Quebec and Vancouver to be supplied from Canada.

12. Naval reserves surplus to Canadian requirements to be made available for Royal Navy.

13. Recruitment from civilian life of officers and technicians with specialist qualifications, viz. trained civilian pilots for service in the fleet air arm, yachtsmen or ex mercantile marine officers

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suitable for Royal Naval Volunteer Reserve commissions, telegraphists and signalmen, artificers, scientists, electrical and wireless telegraphy and skilled electrical workmen.

14. Examination of possibility of building vessels, escorts "Black Swan" type, small mine sweepers and Anti Submarine trawlers for Royal Navy.

(b) Army.

15. While it is hoped that Canada would exert her full national effort as in last war, even to the extent of the eventual despatch of an expeditionary force, it is realised that no statement of policy on these lines is likely to be possible at the moment. Would it be possible, however, to consider as an immediate programme

(a) the despatch of a small Canadian unit which would take its place along side the United Kingdom troops

(b) the provision of technical units, particularly signal, royal engineers, ordnance, medical, transportation (particularly railway construction and operating) units for attachment to United Kingdom formations.

(c) technical personnel for enlistment in United Kingdom units, particularly fitters, electricians, mechanics, instrument mechanics, alternatively motor transport drivers, and officers with similar qualifications.

(c) Air Force.

16. A general reconnaissance squadron of eastern

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air command to co-operate with forces at Halifax. (see paragraph 7 above)

18. The United Kingdom authorities anticipate real difficulty in meeting personnel requirements if, as seems likely intensive air operations develop in Western Europe. It is suggested therefore that the best way in which Canada could assist would be to concentrate first on the individual training of pilots, observers, and particularly air gunners and W/T operators, rather than by forming and training complete units for despatch to Europe (Canadian expeditionary force units excepted). When sufficient officers and personnel were available in England and France the aim would be to form a Royal Canadian Air Force contingent.

18. If this suggestion is acceptable the first step would be to adopt an intensified war training scheme with existing resources with a view to an immediate increase in existing output of 120 pilots a year.

19. Further steps:

(a) the rapid expansion of present training facilities using civil aerodromes with the aim of 2,000 pilots a year.

(b) the training of as many observers and air gunners as possible perhaps by using existing service squadrons.

(c) the immediate enlistment of skilled mechanics both for Canadian expansion and for Royal Air Force.

(d) At a later stage it may be desirable if possible to transfer at least 4 Royal Air Force flying training schools to sites in Canada.

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20. Supplies. The technical mission from the United Kingdom now on its way to Canada (some members of which left September 2nd) has full details. The most important items are aero-engines and alloys.

Generally speaking, and where points contained in this memorandum are acceptable to the Canadian authorities, Departments in the United Kingdom would like to get into direct touch with Canadian services as regards further details.

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USSR

Z. No.56
Most Secret and Personal.

In view of the powerful German fleet concentrated in northern Norwegian waters (D.W. Nos.93 and 94 of 22nd and 29th March), it was decided in consultation with the President of the United States not to run the May or subsequent convoys to Russia. It was considered that it was impossible to do so without the protection of the home fleet, which would have been exposed to excessive risk from shore-based aircraft and U-boats without the prospect of inflicting equivalent damage on enemy surface ships. Moving the home fleet into Barents Sea would, moreover, have left way open for German battleships to break out into the Atlantic. Stalin was informed of this decision but that we hope to resume the convoys in the autumn when the conditions are expected to be less unfavourable. He was also told that we were doing our utmost to increase the flow of supplies by the Persian Gulf route which it was hoped would reach a monthly capacity of 240,000 tons by August and that the United States would materially increase the shipments via Vladivostock. Stalin received the decision regarding convoys remarkably well.

bc

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MEMORANDUM

Office of the Clerk of the Privy Council

Ottawa, June 23 C252551

Prime Minister

this important secret message has just been received from the Navy. It has been seen by a copy Mr Macdonald & Robertson has been given A.D.C.

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C252552

NAVAL MESSAGE

MOST SECRET

TO: HUSH
C. IN C. HOME FLEET 345
C. IN C. WESTERN APPROACHES 218
C. IN C. A. & W.I. 816
F.O.C. ORKNEYS AND SHETLANDS 922
C.N.S. CANADA 588
R.A. 3B.S. 350
N.O.I/C ICELAND 255
F.O. SUBMARINES 42

FROM: ADMIRALTY.

A United States Force of 1 Marine Brigade sails from U.S.A. on 22nd June in 4 Transports and 2 Cargo ships. This Force will relieve an equivalent British Force in Iceland which will be withdrawn in British Transports escorted by British Forces.

(ii) The U.S. C. in C. Atlantic Fleet has been charged with the task of escorting U.S. Marine Brigade to Iceland, of ensuring its maintenance, and of acting in defence of Iceland and its territorial waters.

(iii) The naval aspect of this plan is interpreted as implying that:

(A) The U.S. Navy will take no repetition no offensive action until enemy indicates that his objective is Iceland by his approach to territorial waters of that Island.

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(B) When and if the U.S. Naval Forces decide to take offensive action the senior British or U.S. Naval officer in the area of operations will co-ordinate action to be taken and will allocate to several units their tactic tasks.

(C) The U.S. Naval units based on Iceland will be self contained.

(D) The responsibilities of N.O. I/C Iceland will remain unchanged.

(iv) The Navy Department Washington has been requested to confirm the above interpretation which is to be acted upon failing further instructions.

(v) It is the intention of C. in C. Atlantic Fleet to escort the above convoy with a Naval Force of 2 Battleships, 2 light cruisers, 9 destroyers, 1 oiler, 2 small aircraft tenders, 1 tug and 12 PBY aircraft. The convoy and escort will arrive at Argentia, Newfoundland on Friday 27th June. The date of departure from Newfoundland for Iceland is not yet known and a further signal will be made.

(vi) Following berths will be required in Hvalfiord for about a week: - 6 radius 300 yards, 5 radius 250 yards 12 radius 150 yards and a berth for oiler after unloading is completed and all other ships

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have sailed.

(vii) PBY's will be based on Reykjavik.

(viii) It has been suggested to U.S. authorities that liaison officers should be exchanged between Home Fleet and U.S. Atlantic Fleet when latter arrives in Iceland. N.O. I/C Iceland should also act in liaison capacity with U.S. Naval Unit in Iceland and keep British authorities informed of U.S. movements and intentions.

(ix) The area of mutual recognition signals between British and U.S. authorities is being extended and will be signalled.

(x) The content of this telegram is to be communicated only to those officers to whom the information is essential.

(xi) C.N.S. Canada pass to C.C.N.F. and C.O.A.C.

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C252555

Lock up in SAFE

MOST SECRET

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C252556

NAVY

In the Navy we began the month of May with 6,614 officers and ratings, including 125 officers and 100 ratings serving in the British Navy, ~~sharing its dangers, adding to its honour and glory~~.

We had 94 vessels in commission.

We had 90 vessels under construction.

Our ships operated on both coasts, in West Indian waters, and convoyed ships from our shores and protected our harbours.

Since the course of the war changed, with the shock of uncontemplated suddenness, we have ordered the recruitment of 4,900 additional men. Every shipyard now works to capacity. And today, by one of those strange changes of fate and fortune, our destroyers, willingly repaying a small part of an ancient debt, are helping to guard the shores of Britain and watch with increasing vigilance for those who would violate her island freedom. I bade them Godspeed when they left with the same ~~wistful~~ pride with which you and the people of Britain greeted their arrival.

The Navy is a young navy. It has inherited great traditions; it is helping to create them.

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Naval 1/g

JAG/MC

FOLLOWING MESSAGES TO BE SENT IN CMPHER THROUGH N.S.H.Q.

C252557

From: Prime Minister of Canada

To: Commanding Officer, H.M.C.S. Ville de Quebec

(R) " " " " " " Port Arthur

Please accept for yourself and convey to all officers and men under your command the hearty congratulations of my colleagues and myself upon the successful action in which you have recently been engaged. The successes of Canada's naval vessels upon foreign waters and the gallantry and bearing of their officers and men throughout the war are matters of great pride to us all. We join with citizens of Canada from coast to coast in wishing you "good luck and good hunting".

W. L. Mackenzie King.

1737/26

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Collateral - WWII - naval defence

SECRET

January 20, 1940 C252558

SUMMARY OF WAR EFFORT - NAVAL

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Pre-War period - (1st January - 22nd August) (Ships, Training, Accommodation, etc.)

PART B

War Period (22nd August - 31st December).

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Training

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Operations of H.M.C. Ships

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PART A

GENERAL

From January to July, inclusive, the Naval Service carried on routine activities with a quickened tempo and a singleness of purpose, intensified by the prospect of eventual war.

The material available was held in a constant state of readiness, and the personnel on the active lists of the R.C.N., R.C.N.R. was ever on the alert to be ready for what lay ahead.

SHIPS AND TRAINING

In January, February, and March, the Destroyers "OTTAWA", "SKEENA", "SAGUENAY", "FRASER", "ST. LAURENT", and "RESTIGOUCHE" carried out an intensive period of exercise in West Indian waters with the A. & W.I. Squadron (and its S.A. Division) of the Royal Navy.

H.M.C.S. "VENTURE", auxiliary training schooner, continued training cruises on the Atlantic Seaboard and in the West Indies. She was "paid off" on the outbreak of hostilities and was placed into care and maintenance parties. Subsequently she has been used for accomodation of overflow staffs in H.M.C. Dockyard, Halifax.

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SHIPS AND TRAINING (Cont'd)

The four minesweepers, recently built in Canada, H.M.C.S. "COMOX", "NOOTKA", "FUNDY", and "GASPE", served as sea-time training ships for recent recruits to the services (principally Reserve personnel).

BUILDING ACCOMODATION

The offices of N.S.H.Q. were moved to a separate and suitable building in February. Atlantic and Pacific Coast Naval Dockyards and Establishments were improved within the limitations of financial expediency. Several of the 17 R.C.N.V.R. Divisional Headquarters, in 16 cities across Canada, were enlarged or improved or more suitable quarters were engaged.

DEFENCE SCHEMES AND WAR BOOK

At the beginning of August a complete revision of the Defence Schemes was taken in hand, particularly with regard to the organisation of Personnel on the lines which had been established by the latest Admiralty ideas. An Assistant Director of Naval Personnel was appointed, and a system of war appointments was commenced.

This work was necessarily incomplete on mobilisation but had sufficiently advanced to enable war expansion to be made on the new lines.

Further progress had been made in the preparation of the Canadian War Book and Defence

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DEFENCE SCHEMES AND WAR BOOK (Cont'd)

Regulations which enabled up to date Defence Regulations to be brought into force on the outbreak of war.

MERCHANT SHIPPING

A test of the Organisation for Wireless Broadcasting of Messages to all British Merchant Ships was about to take place when mobilisation occurred. The system, however, works well under actual conditions.

A Roneo card index system was built up to provide a record of movements for German, Italian and Japanese shipping, commencing September, 1938, and a similar system was brought into being for British Shipping in March, 1939.

The system of watching German, Italian and Japanese merchant vessels in the area was further developed during the year and an exercise of passing this information to H.M. Ships on the A.W.I. Station took place early in August with satisfactory results.

This section has since developed very considerably and is now principally concerned with the movements of British Merchant Shipping.

SECRET AND CONFIDENTIAL PUBLICATIONS

The work of the Naval Distributing Authority continued to increase during the year but the outbreak of hostilities found the Authority well prepared to issue the necessary books which were in stock. There was, however, a serious shortage in several publications, sufficient copies of which had not then arrived in Ottawa. The number of pieces involved in this distribution exceeded 16,000.

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PART B

I. PERSONNEL

TRAINING AND RECRUITING - 1939

The year 1939 may be divided into two distinct periods:

Period I - January to August - Peace Basis

Period II - August to December - War Basis

PERIOD I

The R.C.N. was increased steadily in all branches by normal recruiting from all sections of the country. New Entries were trained at Esquimalt and Halifax and in the case of Halifax, Seamen New-entries were also sent to sea in the training schooner H.M.C.S. "VENTURE". (The accompanying table on P.8 shows the complement of the R.C.N., R.C.N.R. and R.C.N.V.R. at three periods of the year, 1st January, 1939, 1st September, 1939 and 1st January, 1940.)

During the winter H.M.C. Destroyers and H.M.C.S. "VENTURE" carried out intensive training programmes in the West Indies. The normal summer programme was affected by preparation and carrying out of the commitments devolving on the Naval Service in connection with the Royal Tour.

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I. PERSONNEL (Cont'd)

Period I (Cont'd)

R.C.N. ratings continued to be sent to England to qualify for non-substantive rates.

R.C.N.

During the winter, a large percentage of the R.C.N.R. ratings borne carried out their annual training period including the newly formed Fisherman's Reserve on the West Coast who carried out training with their boats based at Esquimalt. On the East Coast, training was given officers and ratings of the Marine Section, R.C.M.P., in addition to the R.C.N.R.

The four new minesweepers made it possible to give ratings practical minesweeping experience.

R.C.N.V.R.

Strength of R.C.N.V.R. Divisions was steadily increased during this period and during the training period a greater number of ratings than in any previous year were sent to the Coasts for annual training. A high percentage of these men proceeded for their first period of training, including men of the newly formed London Division.

Training continued throughout the summer and although the Royal Tour interrupted it slightly, the officers and men were employed supplying guards

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I. PERSONNEL (Cont'd)

R.C.N.V.R. (Cont'd)

of honour and parties for lining the route both in their own cities and also at Esquimalt and Halifax.

WAR

The outbreak of war found the Navy already partially mobilized.

Large numbers of R.C.N.V.R. ratings were already on the Coasts undergoing training. All trained ratings, except for essential officers and key ratings at Divisional Headquarters, were drafted to the Coasts to fill the rapid expansion in ships, bases, and supply of ratings to Defensively Equipped Merchant Ships as guns' crews and signalmen and telegraphists to Convoy staffs. New ratings were enrolled at Divisional Headquarters to replace ratings drafted for active service.

The R.C.N.R. was mobilised, including a large percentage of the Fisherman's Reserve.

The R.C.M.P. turned over its vessels to the R.C.N. and most of the Marine Section Personnel were enrolled in the R.C.N.

The Personnel of Ships of the Departments of Transport, Fisheries, Mines and Resources, which were transferred to R.C.N., volunteered and were entered in the R.C.N.R.

Another immediate increase was shown in the many ex-R.C.N. and R.N. Officers and men who were called for duty.

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I. PERSONNEL (Cont'd)

WAR (Cont'd)

The Barracks at Esquimalt and Halifax have been continually filled to capacity with men undergoing training, awaiting draft to ship or outlying establishments and men arriving to take the place of the men drafted.

Training in the R.C.N. is being carried on as far as possible in the normal manner with new recruits being sent to Esquimalt. The sending of ratings to England for courses was interrupted during the first two months of the war, but this has been again resumed in order to provide the larger number of higher non-substantive ratings that are essential due to expansion. The lower non-substantive rates are now being trained at Training Establishments in Canada.

H.M.C.S. "VENTURE" was paid off and placed into dockyard care and maintenance at the outbreak of war and at the present time R.C.N. ordinary seamen are being sent to sea for training in H.M. ships until they can be accommodated in H.M.C. destroyers.

Officers and men with seagoing experience are being enrolled in the R.C.N.R. for service as they can be utilised.

In January the first class of 33 Supplementary Reserve Officers joined the newly established Officers' Training Establishment, H.M.C.S. "Stone Frigate", situated in the old Stone Frigate block of the Royal Military College, Kingston. These officers will receive

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I. PERSONNEL (Cont'd)

WAR (Cont'd)

an intensive two months' course before being drafted to the Coasts. At the present time, it is intended to hold three courses of approximately the same length.

At R.C.N.V.R. Divisions, the numbers of officers and ratings are maintained by recruiting as officers and ratings are drafted for active service. Thus an essential Reserve of officers and ratings is available for draft to Coasts at short notice.

A new French-speaking Division, the Cartier Division, has been formed in Montreal and Divisions at Kingston and Windsor are in the process of being established. This brings the number of R.C.N.V.R. Divisions throughout the country to 20. The Division at Halifax has been paid off during the war as its accommodation in the Dockyard was urgently required for service purposes.

APPENDIX A

(i) GROWTH OF ACTIVE SERVICE PERSONNEL

	Officers	Ratings	TOTALS
1.1.39	313	2943	3256
22.8.39	328	3356	3684
1.1.40	654	4457	5111

Note: Anticipated requirements of Active Service Personnel by 31st March, 1941, 10,000 officers and ratings. This number is subject to our shipbuilding programme going forward as planned.

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I. PERSONNEL (Cont'd)

(ii) DETAILED ANALYSIS OF TABLE (i)

	R.C.N.		R.C.N.R.		R.C.N.V.R.	
	Officers	Ratings	Officers	Ratings	Officers	Ratings
1.1.39	125	1,465	65	222	123	1,256
22.8.39	131	1,674	66	196	131	1,486
1.1.40	155 (52)#	1,749 (93)#	209	715	340"/	3,100"/

Signifies R.C.N. officers and men for hostilities only.

"/ Includes 100 R.C.N.V.R. Officers and 1200 ratings under training at Divisional Headquarters, but not yet called up for active service.

Active Service Personnel as at 1.1.40.

Officers (RCN., RCNR., RCNVR.) ...	654
Ratings " " " ...	4,457
Total Personnel	5,111

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II. SHIPS

(a) Numbers:

The number of ships in service had not, on 1st September altered materially throughout the year; and there were in commission of that date:

Class	Total	East Coast	West Coast
Destroyers	6	4	2
Minesweepers	5	2	3
Other Vessels	2	1	1
	13	7	6

Immediately upon Canada's declaration of war, the Department, by requisition and private arrangement, added to the list of vessels as follows:

	Total	East	West
Destroyer-Leader "ASSINIBOINE"	1	1	-
R.C.M.P. (all types)	29	27	2
Other Gov't Vessels	11	9	2
Privately owned	15	8	7
Fishermen's Reserve	15	-	15
	71	45	26

(b) Classification

On 31st December, 1939, therefore, the numbers of ships, by classes, employed under the White Ensign under Canadian control had increased to:

Class	Total	East	West
M/S Vessels	11	8	3
A/S Vessels	6	5	1
Fishermen's Reserve	15	-	15
Auxiliary Vessels	45	32	13
Destroyers	7	7	-
	84	52	32

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II. SHIPS (Cont'd)

(c) Projected Augmentation

Tenders have been called for the conversion of the C.N.S.S. "PRINCE ROBERT" and "PRINCE DAVID" into Armed Merchant Cruisers, to mount a broadside of 4 - 6" guns, 2 - 3" High-angle guns and eight depth-charges; it is expected that these ships will be commissioned by June, 1940.

A recommendation has been forwarded to the Minister of National Defence for the acquisition of S.S. "NORTH STAR" (ex-"PRINCE HENRY") for similar conversion.

It is anticipated that these ships when converted to Armed Merchant Cruisers will make excellent Ocean Escort Vessels for Trans-atlantic Convoys.

A programme for construction of 20 Whale-catcher type Patrol Vessels and 12 M/S vessels is in hand for building in Canadian yards, and for delivery commencing in 1940.

Tenders for these vessels were received by the W.S.B. on January 11th.

At outbreak of hostilities, 4 Motor Patrol Boats were under construction for the R.C.M.P. Two of them have been completed and taken over by the R.C.N.; the remainder will be completed in the spring.

Contracts for two Ammunition Barges were awarded in October and for two store lighters in January, 1940.

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II. SHIPS (Cont'd)

(d) Contemplated Increases in Destroyer Strength

The Admiralty have been approached by signal as to the practicability of Canada building Anti-submarine Vessels for the United Kingdom, to be paid for by the construction, in the United Kingdom, of "TRIBAL" Class destroyers for Canada. The Admiralty have promised to investigate these proposals.

COMPARISON OF "FRASER", "H"# AND " TRIBAL" CLASSES

	"FRASER" Class	"H" Class#	"TRIBAL" Class
Displacement	1,375 tons	1,340 tons	1,870 tons
Length	329'	323'	377'
Beam	33'	33'	37'
Armament	4 - 4.7" 2 - 2 pdr. Pom-pons	4 - 4.7" 2 - .5 Multiple M-g	8 - 4.7" 1 - 2 pr. Multiple Pom-pom 2 - .5 Multiple M-g.
Torpedoes	8	8	4
Speed	36	36	36
Endurance	6,100 at 15 knots 1,150 at full speed	5,500 at 15 knots 1,200 at full speed	Not known but probably 7,000 at economical speed.

Intermediate Type of Destroyer suggested by the Admiralty, but not considered as suitable as "TRIBALS" would be for Canadian conditions.

Details of Operations of H.M.C. Ships are shown in a special Appendix at the end of this report, commencing on Page 24.

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PART B

III. DEFENCES

Examination Services were instituted and Port War Signal Stations erected at all Defended Ports, viz. Halifax, St. John, Quebec and Sydney on the East Coast and Vancouver, Victoria, Esquimalt and Prince Rupert on the West Coast. In addition, an Examination Service was also instituted at York Island (Johnstone Strait, B.C.) to identify vessels bound for the Gulf of Georgia from the North. An Examination Service for small vessels is also maintained at the mouth of the Fraser River.

Anti-Submarine nets have been laid at Halifax and Esquimalt, and the blocking of Eastern Passage in the approaches to Halifax Harbour with piling is in hand; steps are being taken to provide an anti-submarine net for Sydney by the opening of navigation this year, and for Prince Rupert at an early date. Anti-torpedo nets will also be installed at Halifax and Esquimalt in the near future.

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PART B

IV. COMMUNICATIONS

(a) Facilities

The large, crystal-controlled short-wave wireless transmitters installed at the Ottawa, Halifax and Esquimalt Naval W/T Stations early in the year have more than justified their acquisition, as can be seen from the immense volume of traffic it has been possible to handle in the first four months of war. Rapid increase of staffs, installation of extra receiving equipment, and the introduction of Duplex working, by which stations transmit and receive at the same time, have all contributed towards making the Canadian Naval Stations extremely important links in the Admiralty world-wide system of short-wave wireless communications. Teletype systems have been installed between Ottawa and Halifax, Halifax and Sydney, C.B., and between Esquimalt and Vancouver.

(b) W/T Traffic Volume

	Received	Sent	Total
1 Jan.-31 Aug. (8 mos.).	6,090	7,113	13,203
September	1,198	1,430	2,628
October	1,180	1,533	2,713
November	1,744	2,374	4,118
December	1,560	2,218	3,778
Years total	11,772	14,668	26,440
4 mos. (wartime) total	5,682	7,555	13,237

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IV. COMMUNICATIONS

(b) W/T Traffic Volume (Cont'd)

As illustrating the work involved in the passing of messages, the 3,773 messages for December called for the coding, cyphering (and also decoding and decyphering) of a total of 182,002 groups of numbers and/or letters, and, as W/T messages comprise approximately 1/3 of all traffic, it follows that the number of cypher groups coming before the Coding Staff averages about 400,000 per month.

The sudden and extensive increase in flow of messages through N.S.H.Q. following outbreak of hostilities--when 4 months total volume exceeded the previous (peacetime) 8 months--accounts for an increase in the staff of the communications department of 45 (from 1 in normal peace time).

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V. CONTROL OF SHIPPING

On 26th August all shipping of Canadian Registry was placed under Naval Control by Order-in-Council, thus enabling Canada to complement and assist Admiralty Control which took effect that same day.

Adequate Control Staffs were appointed immediately and no trouble was experienced in developing the general control of shipping from Atlantic and Pacific Coasts.

Consular Shipping Advisers, attached to British Consulates in thirteen United States ports, take the place of Naval Control Service Officers in Canada. These Consular Shipping Advisers are operated by the Chief of the Naval Staff through the Director of Naval Intelligence on behalf of the Commander-in-Chief, America and West Indies Station. It was found essential that C.N.S., Canada should be in a position to control these Advisers since they play a large part in the initial Organisation of Convoys, for which C.N.S. is finally responsible. The Director of Naval Intelligence maintains touch, through the world-wide Naval Intelligence Organisation, with adjacent Intelligence Areas. The linking-in of the Control Service Organisation with the British Ministry of Shipping in Canada, and the United States is also dealt with by the Chief of the Naval Staff.

The introduction of the Convoy System, following early upon the outbreak of hostilities, found the Control Staff at Halifax in a position

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V. CONTROL OF SHIPPING (Cont'd)

to administer adequate control.

In conjunction with Ministry of Transport, a system of passing messages to all British Merchant Shipping has been established which is functioning satisfactorily. This added to the regular duties of this section has required an expansion of 10 in the civil personnel of Mercantile Shipping (Intelligence) Section.

THE HALIFAX CONVOY

The first Convoy left Halifax on the 16th September, 1939. From then until 31st December, 436 vessels, British, Allied and Neutral have been organised into 24 Convoys, 14 "slow", 9-11 knots and 10 "fast", 11-15 knots. These sailed approximately twice a week from Halifax. Some of these convoys have been far greater than was previously visualised, and in two cases exceeded in numbers any convoy during the last war. Of the 436 vessels, one was lost by enemy action whilst actually in convoy or 0.23 of 1%. (S.S. "MALABAR" torpedoed in the Western Approaches to the English Channel on 28th October.) Collisions in thick weather accounted for the sinking of two vessels, only one of which was actually in convoy at the time.

In addition to the normal convoys, two special convoys, one of 5 ships and one of 7 ships, sailed during December with the Canadian Active Service Force. These required special organisation and were provided with a larger and more powerful escort than normal convoys.

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THE HALIFAX CONVOY (Cont'd)

The Naval Control Service Staff at Halifax commenced with one Commander, R.C.N., and four assisting officers. It now comprises a total staff, naval and civil, of 16 persons.

The Convoy System in general is highly intricate and involves the most careful organisation in regard to time-tables. The Halifax Convoy must dovetail exactly with the availability of escorts in the Western Approaches. Every vessel is provided with individual, detailed instructions concerning conduct in Convoy, route to be followed, and action to be taken in every possible eventuality, such as becoming detached from the Convoy, enemy action by raider, submarine, aircraft, etc. It will be appreciated that the organisation of each separate Convoy is a task of considerable magnitude.

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VI. H.M.C. DOCKYARDS

Period - 1st December to 31st August, 1939

H.M.C. Dockyards carried out all usual and necessary refits, alterations, running repairs, etc., to H.M.C. Ships.

Dockyard workshops were used in the ordinary course of instructions to stoker and artisan ratings.

Period - 1st September to 31st December, 1939.

Additional to the periodic and special refits, alterations and running repairs to ships already in service on 1st September, the two Dockyards carried out extensive work fitting out and arming the seventy various ships requisitioned and otherwise acquired for Naval purposes.

Dockyard staffs (Naval) supervised the equipping of merchant ships as follows:

	At Halifax	At Esquimalt
Fast Liners		3
Armed Merchant Cruisers		1
D.E.M.S. (Defensively Equipped Merchant Ships)	15	12

Officers from N.S.H.Q. also supervised equipping of 1 Fast Liner ("EMPRESS OF BRITAIN" at Quebec) and 1 Armed Merchant Cruiser ("LETITIA" at Montreal).

In addition, both Dockyards have undertaken a considerable amount of work on behalf of the Admiralty to ships engaged in Convoy and other duties. All usual Dockyard facilities have been extended to their ships and every effort made to complete repairs in the most economical manner without loss of time.

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VI. H.M.C. DOCKYARDS (Cont'd)

The following men-of-war have been based on Halifax for varying periods between 1st September and 31st December, 1939:

Battleships	Revenge	Warspite
Battle Cruisers	Resolution	Duukerque (F)
Aircraft-Carrier	Malaya	Lorraine (F)
	Repulse	Furious
Cruisers	Effingham	Marseillaise (F)
	Enterprise	Gloire (F)
	Emerald	Jean de Vienne (F)
Destroyers	Hyperion	Havoc
	Hereward	Hotspur
Submarines	Cachalot	Casabianca (F)
	Narwhal	Achille (F)
	Seal	Pasteur (F)
Armed Merchant Cruisers	Asturias	Ausonia
	Ascania	Letitia
	Alaunia	Quercy (F)

Note: (F) French.

Repulse + Furious

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CONSTRUCTION OF BUILDINGS, ETC.

The following projects were commenced during 1939:

July	Seamanship Room	Esquimalt
September	New Entries Mess	Esquimalt
September	Reserve Store House	Esquimalt
September	Extension of Wharves	Esquimalt
November	New Boat House	Esquimalt
November	Recreation and Training Ground	Esquimalt
December	Oil Fuel Storage Tank	Esquimalt
October	Large repairs No.1 Wharf	Halifax
October	New South Wing R.C.N. Barracks	Halifax
November	Extension of Recreation and Training Ground	Halifax
November	New A/S School	Halifax
November	Conversion of skating rink into Living Quarters	Halifax

In addition to the above, specifications and plans are in course of preparation for the following works, etc.:

East Coast

Torpedo Depot

Main Office Building

Central Stores Building

Centre Block, R.C.N. Barracks

Extension to Nos. 3 and 5 Wharves

Sick Bay, R.C.N. Barracks

Ordnance Stores

JOINT SERVICES MAGAZINES

Additional property being taken over and plans for buildings, etc., are being prepared by military Director of Engineering Service.

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CONSTRUCTION OF BUILDINGS (Cont'd)

Plans for new depot at Sydney, C.B., being prepared.

West Coast

3 New Storehouses

Extension of Dockyard Wharves

Mess Deck and Galley, R.C.N. Barracks

Sick Bay, R.C.N. Barracks

Provision was made in the Supplementary Estimates 1939-40 for the Construction of Oil Fuel Storage Tanks on Vancouver Island, B.C.

Investigation was made and plans and specifications prepared for the manufactured and erection of 3 in number cylindrical steel tanks --one 78' diameter, 46' high; one 60' diameter, 23½' high; and one 20' in diameter, 23¼' high.

Tenders for this work were called for in October, 1939, and contract awarded for the erection of these tanks at a total cost of $214,429 two months later. The work will be commenced in January, 1940.

GENERAL

All the above alterations, extensions and additions are essential to the efficient operation of a small modern Naval Base.

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VII. INTELLIGENCE

Intelligence areas affecting N.S.H.Q. are administered from Ottawa and through sub-centres at Halifax and Esquimalt.

The outbreak of hostilities occasioned a rapid though smooth expansion in intelligence staffs through augmentation of regular Intelligence Officers from the ranks of Retired and Reserve Personnel.

The usual peacetime scheme was added to by the expansion of the Mercantile Section and the addition of a Foreign Section. Both work in close harmony with Department of Transport, the former on matters pertaining to the Organisation for broadcasting wireless messages to British Merchant Vessels (G.B.M.S. Organisation), and the latter on W/T interceptions and H/F D/F bearings of suspected enemy shipping.

A Department of Public Relations and Publicity was set up to deal with the Press, Radio and Screen on matters of news release and suppression, (censorship). Special radio broadcasts of active service subjects have been arranged and carried out. Groups of Press representatives have been conducted on tours to both coast ports and other training establishments. The Naval aspects of troop convoy have been recorded from actualities for historical purposes. Enemy radio beam broadcasts have been examined.

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VIII. SUPPLY (Stores)

NAVAL ARMAMENT STORES

During the period April 1st, 1939, to the outbreak of hostilities, the activity in obtaining material was confined to increasing the number of available guns for arming ships to be taken up in an emergency as Auxiliary Naval Vessels and obtaining Ammunition to commission them.

Requisitions were placed to provide an additional 7 - 4 inch, 8 - 12 pounder, and 5 - 6 pounder Guns.

Ammunition for Fleet practice for the year 1939-40 was ordered.

The number of Torpedoes in service was increased by the purchase of 10 of the latest type suitable for H.M.C. Destroyers.

In the period April 1st to August 31st, 1939, the value of Armament Stores requisitioned was $604,437.00.

In the period since the Declaration of War further Armament has been requisitioned to arm additional Auxiliary Vessels and increase the state of Reserves, as follows:

To equip two Merchant Ships as Armed Merchant Cruisers and provide Armament for Vessels to be constructed, 8 - 6 inch, 32 - 4 inch, and 20 - 2 pounder guns have been requisitioned.

The Admiralty now state that guns and equipment for an additional Armed Merchant Cruiser will be available in four months' time.

Ammunition to provide an adequate reserve for the Fleet and Vessels to be commissioned in 1939-40 has been requisitioned together with additional quanti- for training personnel in gunnery.

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PART B

NAVAL ARMAMENT STORES (Cont'd)

An additional 34 Torpedoes have been requisitioned to bring the Reserve to a total equal to the number carried on board H.M.C. Destroyers and Stores to provide for maintenance.

430 depth-charges are now in Canada and 1700 more are on order.

In the period September 1st to January 15, 1940, the value of Armament Stores requisitioned was $3,261,651,00.

NAVAL STORES AND FUEL

In the Naval Estimates for 1939-40, provision was made for warlike equipment other than maintenance stores, such as stores for building anti-submarine nets, minesweeping sets, and stores for additional boats for Port War Signal Stations.

Prior to the 31st August, 1939, all the stores with the exception of the gate vessels were on hand for laying of the anti-submarine net at Esquimalt and a large number of the buoys required for the anti-submarine net at Halifax were on hand and a quantity of the material had been requisitioned on the then Defence Purchasing Board.

The reserve of minesweeping sets was to be expanded and supply had already been initiated and good progress made in connection with the following:

4 - Mk. II Minesweeping Sets.
12 - Mk. V
4 - Sets of Bow Defence Gear against mines.
11 - Whalers.
2 - 25 ft. Fast Type Motor Boats.
4 - Anti-Submarine Devices for ships (in addition to the four already in the country)

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SUPPLY (Cont'd)

NAVAL STORES AND FUEL (Cont'd)

Provision had also been made for the supply of a quantity of W/T Sets to meet the policy of the Naval Staff at the time.

In the period April 1st to August 31st, 1939, the value of Naval Stores and Fuel requisitioned was $498,795,96.

Since the 1st September, the anti-submarine nets at Halifax and Esquimalt have been laid by contract and the materials for an anti-submarine net at Sydney, Prince Rupert, and an A/T net at Esquimalt have been requisitioned on the War Supply Board in addition to the materials ordered and contracts made for the maintenance of the two nets already laid. The supply of 40 W/T Sets for small vessels has been arranged together with supply of 15 Standard W/T Transmitters for Auxiliary Vessels taken up and the Land Stations. Thirty-six anti-submarine devices for ships together with necessary maintenance stores for all vessels now in commission.

In the period September 1st to January 15th, 1940, the value of Naval Stores and Fuel requisitioned was $2,671,959.00.

VICTUALLING STORES

Prior to the outbreak of hostilities, supplies of clothing, provisions and mess traps were made to meet the peace time requirements of the Service. The value of such supplies requisitioned was $300,044.00.

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SUPPLY (Cont'd)

VICTUALLING STORES

Since the 1st September, 1939, large stocks of clothing, provisions and mess traps have been provided for an increase in personnel of over 3,000. Supplies have also been arranged for ships of the Royal Navy on a repayment basis. The value of supplies requisitioned during this period amounted to $1,350,891.

SUPPLIES TO SHIPS OF THE ROYAL NAVY

The value of all supplies, including clothing, provisions, fuel oil and naval stores, made to ships of the Royal Navy at Canadian ports amounted to $836,268.07 in the period 1st September to 31st December, 1939.

VALUE OF STORES REQUISITIONED IN YEAR 1939

Requisitioned between 1/4/39 and 31/9/39.

Armament Stores	$ 604,437.00
Naval stores and fuel	498,796.00
Victualling stores (clothing, food, etc.,)	300,044.00
Total	$1,403,277.00

Requisitioned since 1/9/39.

Armament stores	$3,866,087.00
Naval stores and fuel	2,671,959.00
Victualling stores (clothing, food, etc.)	1,350,891.00
Total	$7,888,937.00

Purchased for Royal Naval Ships on repayment	$ 836,268.07

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APPENDIX

OPERATIONS OF H.M.C. SHIPS, 1st September to 31st December, 1939.

(1) DESTROYERS

On the outbreak of war, H.M.C. Ships "OTTAWA", "RESTIGOUCHE", "FRASER" and "ST. LAURENT" were based at Esquimalt, B.C., and H.M.C. Ships "SKEENA" and "SAGUENAY" at Halifax, N.S.

On 31st August "FRASER" and "ST. LAURENT", who were in the port of Vancouver at the time, sailed for the Atlantic Coast at two hours' notice without returning to their base. They arrived in Halifax fourteen days and thirty-five minutes later--a distance of 7,000 miles at an average speed of 22 knots.

On the 24th September "SAGUENAY" proceeded to the Caribbean Sea, where she acted under the orders of Commander-in-Chief, America and West Indies Station until 23rd November.

On October 19th H.M.S. "KEMPENFELT" was transferred to the control of the Canadian Government and renamed "ASSINIBOINE". She arrived in Halifax 17th November and proceeded on Convoy Escort duty within twenty-four hours. She sailed for the Caribbean on 4th December and is still operating in those waters.

"OTTAWA" and "RESTIGOUCHE" left Esquimalt 21st November and arrived in Halifax 12th December, having investigated a suspicious area en route on the orders of C-in-C, A. and W.I.

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(1) DESTROYERS (Cont'd)

The six Canadian Destroyers now based on Halifax are mainly engaged on Local Escort Duty with bi-weekly convoys.

The number of days actually spent at sea during the period under review were as follows:

"ASSINIBOINE" 69
"OTTAWA" 57
"RESTIGOUCHE" 60
"FRASER" 72
"ST. LAURENT" 80
"SAGUENAY" 82
"SKEENA" 46

These figures, which represent an average of 60% of their time spent steaming in the severe conditions of a North Atlantic winter, reflect great credit on those responsible for the efficient maintenance of these vessels. The health of ships' companies during this period has been consistently good and their conduct excellent.

(11) AUXILIARY VESSELS

Eight minesweeping vessels at Halifax have carried out daily sweeps of the Ship-channel since early in September.

Five large anti-submarine vessels and several small ones have maintained continuous day and night patrols at the entrance to the harbour and in the harbour and Bedford Basin.

These endless but necessary tasks, so far unlightened by any indication of enemy action, are extremely onerous. They have been carried out in all conditions of wind and

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(11) AUXILIARY VESSELS (Cont'd)

weather with cheerfulness and efficiency.

On the West Coast several exploratory sweeps have been carried out in various areas and a certain number of anti-submarine patrols are maintained. A coastal patrol system covering the whole coast of British Columbia is carried out by vessels of the Fishermen's Reserve.

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C252589 N-305-1 / 1940

CANADA

QUOTE NO.....

Department of National Defence SECRET.

(Naval Service). Ottawa, Canada,

23rd March 1940.

FROM: THE DIRECTOR OF NAVAL INTELLIGENCE, OTTAWA.

TO : A.D.P. HEENEY, SECRETARY TO THE PRIME MINISTER, OTTAWA.

Enclosed, for the information of the Prime Minister, is a copy of a signal received from the Admiralty.

(E. S. BRAND).
CAPTAIN, R.C.N.
Director of Naval Intelligence.

Enclosure

Nat. Def. A 168a

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S. 1320h
1M Pads 200- 12-39 (3389)
N.S. 815-9-1320h

NAVAL MESSAGE C252590

To: A.I.G. No. 37, A8A.

Br. Naval Liaison Officer at Paris.

From: Admiralty, London.

22nd March 1940.

IMPORTANT.

Reports have been received that a Pocket Battleship accompanied by a tanker of "ALTMARK" Class left Germany first week in March for commercial raiding. As only one Pocket Battleship can with any certainty be located in German waters, the possibility of a raider being abroad cannot be ignored.

1550/22.

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Coll - WWII - naval defence

C252591

NS 1000-5-8
S E C R E T

SUMMARY OF NAVAL WAR EFFORT

1st JANUARY TO 31st MARCH, 1940

Note - This Summary is a continuation of that dated 18th January, 1940.

I. PERSONNEL

II. SHIPS

III. PORT DEFENCES

IV. COMMUNICATIONS

V. CONTROL OF SHIPPING

VI. DOCKYARDS

VII. INTELLIGENCE

VIII. SUPPLY

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I. - PERSONNEL

1. H.M.C.S. "Stone Frigate" was taken under the command of the Royal Canadian Navy on 3rd January, 1940. The first class of 33 Supplementary Reserve Officers commenced on the 8th January and completed the course at the end of February, when they proceeded to Halifax (H.M.C.S. "Stadacona") for further training. A second class of 33 officers joined "Stone Frigate" on 4th March.

2. The newly-formed R.C.N.V.R. Divisions at Kingston and Windsor are now functioning. There are now, therefore, twenty Divisions in all in the Dominion.

3. Provision was made in March for alterations to the Carling Block in London, Ontario, at a cost of $15,000. for accommodation for the London Division of the R.C.N.V.R.

4. Six Merchant Seamen ratings, who had received instruction in Gunnery at Halifax were drafted to their own "Harpalycus", "Loch Maddy" and "King Neptune" - two to each. Later, information was received that one of these ratings, Frank Peckman, Able Seaman, R.C.N.V.R., whose home is in Calgary, had been landed uninjured at an English port after his ship, "Loch Maddy" had been torpedoed.

MOBILISED STRENGTH OF THE R.C.N. AND RESERVE FORCES ON JANUARY 1st, 1940, AND ON MARCH 31st, 1940.

	OFFICERS		RATINGS		TOTALS	
	1.1.40	31.3.40	1.1.40	31.3.40	1.1.40	31.3.40
R.C.N.	207	209	1845	1989	2052	2198
R.C.N.R.	209	253	719	1030	928	1283
R.C.N.V.R.	239	359	1909	2284	2148	2643
TOTALS	655	821	4473	5303	5128	6124

Total increases during this Quarter were therefore :-

Officers	----------	166
Ratings	----------	830
Total	----------	996

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II. - SHIPS

TYPE	1st January, 1940.			31st March, 1940.		
	East	West	Total	East	West	Total
M/S Vessels	8	3	11	10	5	15
A/S Vessels	5	1	6	5	1	6
Fishermen's Reserve.	-	15	15	-	15	15
Auxiliary Vessels	32	13	45	41	10	51
Destroyers	7	-	7	7	-	7
TOTALS	52	32	84	64	31	94

Of these vessels :-

14..... .... are R.C.N.

18..... requisitioned from private owners.

44..... taken over from Government Departments.

3..... loaned to the Department.

15..... Fishermen's Reserve.

In addition to the above, 14 Yachts will shortly be requisitioned. They will be fitted with guns and depth-charges and will be employed as Anti-Submarine patrol vessels until the various ships building are completed. Twelve will be used on the East Coast and Gulf of St. Lawrence, and 2 on the West Coast.

In addition, a special summer patrol will be established in the St. Lawrence River, probably based at Rivière du Loup. Four vessels will be required for this patrol. One has already been requisitioned; one has been given outright to the Naval Service and will be taken over early in May; one has been offered to the Department as a gift - she has been inspected and is under consideration; and one is yet to be found.

Two vessels of Canadian registry, the Yacht "Seaborn" and Salvage Vessel, "Salvage King", have been requisitioned for Admiralty account. H.M.S. "Seaborn" is at Halifax as an Accommodation Vessel for the Flag Officer Commanding the 3rd Battle Squadron and staff. "Salvage King" is on her way from the West Coast to Halifax en route to the United Kingdom.

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NEW SHIP CONSTRUCTION.

Contracts have been awarded for 54 Patrol Vessels for the R.C.N. and 10 for the Royal Navy to Plans and Specifications received from the Admiralty, with certain modifications made in this office to better suit them for Canadian climatic conditions.

Delivery of these vessels will commence this autumn and it is expected that the 10 for the British Admiralty and 18 for the R.C.N. will be delivered by December, 1940, the remainder being delivered next year.

In addition, contracts have been awarded for the construction of 18 Twin Screw Minesweepers of which about 6 or 8 will be delivered this year and the re-- mainder next year.

Tenders are due on the 1st of May for additional Twin Screw Minesweepers - Diesel driven.

Two Ammunition Lighters, one for Halifax and one for Esquimalt, have been completed.

Two Provision Lighters are presently being built at Shelburne, N.S., and will be delivered shortly.

In addition, it is anticipated that a contract will shortly be let for some Battle Practice Targets, two for the Admiralty and one for the R.C.N.

INCREASE IN DESTROYER STRENGTH.

Negotiations with the Admiralty are being carried on with a view to laying down two Tribal class Destroyers in England to Canadian account. The "Barter System" mentioned in the previous Report was found to be generally impracticable and has been discarded in favour of a system of direct payment.

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III. - DEFENCES (PORTS).

(i) HALIFAX

The Anti-Submarine Net continues to prove most satisfactory, and has withstood the winter sea and weather conditions remarkably well.

An Anti-torpedo Baffle will eventually be laid from the end of the Yacht Club Breakwater. Material for this is in process of assembly.

The Examination Service continues to function satisfactorily.

The Minesweeping Flotilla carries out regular sweeps of the searched channels for moored contact mines.

The Port War Signal Station at Camperdown is fully manned and functioning. War watching stations are now established at Osborne Head and Bald Rock.

(ii) SYDNEY, N.S.

The proposed site for the A/S Net has been moved from S.E. Bar -- N.E. Bar to Stubbert Point -- Daly Point. This position gives more room to ships, particularly Merchant Vessels, to manoeuvre inside the net, and also, to a large extent, obviates the necessity of installing an anti-torpedo baffle. The material for this net is now practically assembled and it is anticipated the net will be in position by the 15th June or soon afterwards.

Sydney has an Examination Service and Port War Signal Station.

(iii) SAINT JOHN.

Tidal conditions in the Bay of Fundy make the laying of A/S and A/T Nets impracticable. A Port War Signal Station is established at Mispec Point and there is an Examination Service.

(iv) ESQUIMALT.

Anti-submarine Boom is satisfactory. Material for the construction of two Anti-torpedo Baffles is in process of assembly, but these will not be actually laid until it becomes necessary to anchor vessels in Esquimalt Harbour.

Two Port War Signal Stations are established, one on Discovery Island and one at Church Hill.

The Minesweeping Flotilla carries our periodical exploratory sweeps.

The Examination Service functions satisfactorily.

(v) MISCELLANEOUS.

Port War Signal Stations are established at Quebec, Vancouver and Prince Rupert. Examination Services are in operation at Quebec, Vancouver, Prince Rupert, and York Island, B.C., and one for small local vessels at the mouth of the Fraser River.

Material for an Anti-submarine Net at Prince Rupert is being assembled at Esquimalt and Prince Rupert, but this net will not be made and laid until circumstances make it advisable.

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IV. - COMMUNICATIONS.

1. The three main Naval W/T Stations at Ottawa, Halifax and Esquimalt continue to function with the highest efficiency. The volume of traffic increases steadily from month to month, as shown by the following figures :-

January --------	3,651.
February--------	3,773.
March --------	3,989.

2. No message is ever sent in plain language by wireless. The number of code or cypher groups handled by the W/T Station, and by the Cypher Staff at Naval Service Headquarters has, since 1st September, 1939, averaged 180,000 a month.

3. In March, 1940, the Marconi Station at Glace Bay (Louisburg) was taken over by the Department of Transport, and two of the largest wireless transmitters are now operated by the Royal Canadian Navy by means of remote-control lines from the Halifax Naval W/T Station. The use of these transmitters enables a constant line of communication to be maintained with ships employed on Convoy and Patrol operations in the North Atlantic.

4. A teletype system between Halifax and Saint John was instituted in March, 1940. Other systems are in operation - Ottawa-Halifax, Halifax-Sydney and Esquimalt-Vancouver, as previously reported.

5. All destroyers are now fitted with low-frequency direction-finding apparatus.

6. Fifty wireless transmitters, especially designed by Naval Technical Officers for use by Fishermen's Reserve and small Auxiliary Vessels, have been put into operation during the Quarter. This type of set (F.R.12) has proved of wide application, and it is understood that fifty are also being ordered by the Military Authorities. Such inter-Service standardisation, when it is possible, effects economy.

7. The Radio Branch of the Department of Transport continues to work in the most efficient and harmonious co-operation with the Naval Service.

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V. - CONTROL OF SHIPPING

The Naval Control of Shipping instituted immediately before the outbreak of war, as described in Summary dated 18th January, has been elaborated in certain directions and simplified in others as experience has shown advisable.

Certain delays, with consequent loss of valuable tonnage time, which were a necessary but unfortunate concomitant of the institution of Naval Control, have been eliminated.

On 26th February, 1940, the Admiralty requested the Canadian Naval Staff to take over the general administration of Consular Shipping Staffs in the United States. At the same time, the Consular Shipping Staffs at Jacksonville, New Orleans and Galveston were transferred to the Ottawa Area from the Jamaica Area.

These two changes were most desirable. The Chief of the Naval Staff of Canada had been operating ten of the staffs in the United States (through the Director of Naval Intelligence) but had had no administrative control over them. It was clear that he was in a better position to judge their requirements of personnel, pay and allowances, etc., than the Commander-in-Chief at Bermuda who, apart from administration, had no hand in their operations.

Furthermore, the Chief of the Naval Staff had been responsible for maintaining the general liaison between the Consular Shipping Staffs and the Representative of the British Ministry of Shipping in the United States. The Representative controlled all shipping in the United States and it was therefore most desirable that the three remaining Consular Staffs in the United States, which originally belonged to the Jamaica Area, should be transferred to the Ottawa Area.

To assist in the administration of the Consular Staffs in the United States, a retired R.N. officer, who was appointed to the Consular Staff at New York, was loaned to Ottawa.

Vice-Consular Reporting Officers have been established at Wilmington (North Carolina) and Tampa (Florida). These gentlemen, in addition to their Consular duties, act as outposts to the Consular Shipping Staffs in the vicinity.

The Naval Control Staffs in Canada continue to function in an efficient and satisfactory manner.

The involuntary inclusion of Denmark and Norway in hostilities has entailed the extension of shipping control to the vessels of those countries. Denmark, being technically an enemy, her ships are, where possible, being seized in prize. The Government will operate them under the Canadian flag, but as far as possible, and to the extent that they can be deemed reliable, with Danish crews.

Norway being an ally, her ships will, of course, remain under their own flag.

The inclusion of these vessels in the shipping control system is gradually being accomplished.

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THE HALIFAX CONVOY

The mainstay of the shipping movement continues to be the Convoy System. This is now provided for all ships of between 9 and 15 knots speed proceeding to United Kingdom waters. Faster and slower vessels continue to be sailed independently from their final loading ports.

The Convoy System from Halifax has continued to operate with great success throughout the winter, Convoys being assembled and despatched roughly twice a week. The whole arrangements have continued to work very smoothly.

On March 18th, a Convoy left Halifax comprising 61 vessels, which had a total tonnage of 389,220 tons. Of these ships, 48 were British, 3 French and 10 neutrals. This Convoy arrived safely at its destination and the size of it is considered to be a record, both for this war and the Great War. Up to 5th April, 1940, 917 British, 75 Allied and 99 Neutral ships have left Halifax in Convoy. Of these, 3 have been lost by enemy action whilst in Convoy - i.e. 0.3%.

Whilst loss of ships in Convoy by enemy action continues at a remarkably satisfactorily low figure, losses by marine accident have increased -- not only in these waters -- to an extent which called for remedial measures.

Arrangements have now been made to assemble ships from ports south of the Chesapeake at Bermuda, and the remainder at Halifax. This system will save a certain amount of shipping time and will avoid the large complete Convoys proceeding through the fog areas off the Newfoundland Banks. The Bermuda and Halifax Sections will rendezvous at sea and form into one complete Convoy. The organisation of the two sections will remain under the general control of the R.C.N. Control Service Staff at Halifax. Officers of experience in Convoy organisation have been temporarily lent to Bermuda from Halifax to assist in setting up the necessary organisation at Bermuda.

As soon as the A/S Defences of Sydney, N.S., are completed (about June, 1940), it is proposed to introduce the assembly of a third section there, consisting of ships which have loaded in St. Lawrence ports. This will have the advantage of saving the delays occasioned by such ships having to go to Halifax to assemble.

In addition to the normal Convoys, a special Convoy of five ships sailed in January with several thousand troops and equipment and approximately one thousand Newfoundland loggers.

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VI. - DOCKYARDS

SHIPS

REQUISITIONS, CONVERSIONS, REPAIRS & CONSTRUCTION

The following ships have been requisitioned and converted as Minesweepers or Patrol Vessels :-

MALASPINA, FRENCH, ACADIA, CARTIER, SANS PEUR, FLEUR-DE-LIS, VIERNOE, VENOSTA, RAYON D'OR, BRAS D'OR, MITCHELL BAY, ARRAS and ARLEUX.

In addition, a number of Tugs, etc., have been taken over for use as Examination Vessels, etc.; also a number of smaller motor boats are in operation on both coasts, these having been taken over from the Fishermen's Reserve, private owners or the R.C.M.P. for harbour or general duties.

At Halifax, some small motor boats are being fitted with depth charges, etc.

Two large conversion jobs have been carried out under the supervision of Naval officers. These were the RAJPUTANA, converted to an A.M.C. by Messrs. Yarrows Ltd., Esquimalt, and the LETITIA, similarly converted by Messrs. Vickers Ltd. at Montreal.

A total of 38 ships have been armed in Canada as D.E.M.S. and four ships as Fast Liners, many of these ships requiring stiffening before installation of the armament.

Both Dockyards have been working to capacity on repair work, not only to their own ships and those requisitioned, etc., but also to ships of the Allied Navies, and the following is a list of some of these ships:-

H.M.S. CARADOC (Major repairs at Esquimalt), ROYAL SOVEREIGN, REVENGE, MALAYA, REPULSE, RESOLUTION, WARSPITE, FURIOUS, ENTERPRISE, EMERALD, EFFINGHAM, YORK, HUNTER, HEREWARD, CACHALOT, AUSONIA, ALAUNIA, ASCANIA, ASTURIAS, and H.M.A.S. PERTH.

Ships of the French Navy:

LORRAINE, JEAN DE VINNE, MARSEILLES, and several submarines.

Plans and Specifications were prepared for the conversion of PRINCE ROBERT, PRINCE DAVID and PRINCE HENRY as Armed Merchant Cruisers. The PRINCE ROBERT is in hand at Vancouver and is about 30% completed. The PRINCE DAVID is in hand at Halifax and is no so far advanced. The PRINCE HENRY will be taken in hand in the St. Lawrence.

WORKS PROJECTS

The following list of buildings, etc., have been completed since the outbreak of hostilities :-

WEST COAST.

New Storehouse.
New Road to Receiving Store.
New Boat Store, H.M.C. Dockyard.
Standby Generator Plant, W/T.
New Entries Mess, R.C.N. Barracks.
Seamanship Instruction Room.

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The following list of buildings, etc., are in hand and estimated dates for completion are shown :-

New Recreation Ground.....30-4-40
Oil Fuel Storage Tanks..... 1-6-40
Temporary Living Accommodation,
R.C.N. Barracks.....27-4-40
No. 5 Wharf Extension.....19-8-40

The following Works and Projects have been approved in principle and plans are either being drawn up or tenders being called :-

New Ordnance Building.
New Sick Bay, R.C.N. Barracks.
New Oil and Paint Storehouse.
Temporary Living Accommodation,
Comox Rifle Range.
Guard House and "Y" Office, W/T Reception Room, etc., Victoria, B.C.
Addition and Alternations to Receiving Store.
Extension to Dockyard Wharf.

In addition, the Department of Public Works at Esquimalt have, at our request, called for tenders for a new crane and alterations to existing crane at the Esquimalt Drydock, and are preparing plans for additional wharfage accommodation at the Drydock.

A considerable amount of new machinery and yard equipment has been purchased in order to improve the repair facilities, and generally speaking, the repair facilities at the Esquimalt Dockyard can be considered as satisfactory.

EAST COAST

Buildings, etc., completed :-

Standby W/T Generator Plant.
Inflammable Store.
Extension to Main Office.

Barracks :-

New Shipwright Shop.
A/S Training School.
Conversion of Skating Rink & Old Lorne Club for R.C.N. Barracks Living Accommodation.
Extension of Recreation Ground, Admiralty House.

The following works have been commenced but not yet completed. Anticipated completion dates shown :-

New South Wing, R.C.N. Barracks	--	1-6-40
One Temporary Barracks Building	--	18-5-40
One Temporary Barracks Building	--	10-6-40
Torpedo Depot	--	30-6-40
Temporary Lavatory Accommodation (required during construction of Barracks).	--	15-6-40

In addition, the following projects have been approved in principle and plans are either being prepared or tenders being called :-

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Centre Block Barracks Bldg.	- Expect to call for tenders next month.
No. 3 Temporary Barracks Bldg.	- Tenders now in with Dept. of Munitions and Supply.
New Administrative Bldg., Dockyard.	- Plans being prepared.
2 New Storehouses, Dockyard	- Plans being prepared.
New Ordnance Depot	- Plans being prepared.
Extension to Depot Machine Shop	- Plans being prepared.
Workmen's Dining Hall	- Approval now being sought.
Harbour Defence Bldg.	- Plans being prepared.
No. 3 Wharf Extension and Crane.	- Tenders being called for by Department of Public Works.

A large amount of machinery has been purchased and is also on order for both the Dockyard and R.C.N. Barracks and generally speaking, the efficiency of the Halifax Repair Base is satisfactory.

OTTAWA:

New Stand-by W/T Generating Station constructed.

Plans being prepared for new W/T Receiving Station.

SYDNEY, N S.:

The Department of Public Works is erecting a building here which will be used as a Depot, and arrangements are also being made for the erection of an Administrative Building and a small storehouse. These buildings, etc., are well in hand.

Tenders have been received for the supply of two Gate Vessels for Sydney and the matter is now with the Department of Munitions and Supply for awarding of contract.

PORT WAR SIGNAL STATIONS.

The following Port War Signal Stations and War Watching Stations have been built :-

IRVINE ROCK	- East
OSBORNE HEAD	- East
CHURCH HILL	- West
FLAT POINT	- Sydney
DISCOVERY ISLAND, B.C.	

It is proposed to build two more, one at Halifax and one at Saint John.

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VII. - INTELLIGENCE.

MERCANTILE INTELLIGENCE.

1. Before the outbreak of war, the Mercantile Intelligence Section of Naval Service Headquarters kept careful track of foreign merchant ships which might, in war, be employed as armed raiders. On the outbreak of war, this section was expanded to admit of full information of the movements of British ships being kept up to date. This work was further enlarged to embrace Allied vessels and certain neutrals who had applied to our Control Staffs for advice.

2. When the invasion of Denmark took place, additional work fell upon this Section in order that information of Scandinavian Shipping might be provided and the Admiralty have since ordered that watch is to be kept upon all merchant shipping - British, Allied and Neutral. The Mercantile Intelligence Section is now able to provide information regarding the movements of all merchant shipping into and out of the Ottawa Area (which comprises Canada and the United States). All routes given to Merchant Ships are carefully checked in conjunction with this information and arrangements are made to see that if a danger area is reported in the track of any particular ship, that ship will duly be warned of it.

3. An organisation has been set up in Canada and the United States by the British Ministry of Food. In addition to its contact with the British Ministry of Shipping organisations in Canada and the United States, the Naval Service is in close touch with these food agencies, for the purpose of co-ordinating the loading and expediting the sailings of their vessels.

ENEMY INTELLIGENCE.

Early in January, a new High Frequency Direction Finding Station at Hartlen Point, Halifax, was brought into operation. This is in addition to the Stations previously operating at St. Hubert and Shediac. The latter has now been transferred to the R.C.A.F. Together with stations at Botwood, Newfoundland, and at Bermuda, Hartlen Point and St. Hubert form a complete D/F unit for the interception of enemy wireless signals. Hartlen Point will eventually act as Controlling Station for the unit. This organisation continues to improve as further experience is gained.

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VIII. - SUPPLY

NAVAL STORES AND FUEL

1. After the outbreak of war on the 3rd September, 1939, immediate issue was commenced of the reserves of warlike equipment for the anti-submarine net at Esquimalt, minesweeping sets, equipment for Port War Signal Stations, Examination Steamers, and Auxiliary Vessels. The anti-submarine net was laid at Esquimalt with expedition and a contract was placed with the Foundation Maritime Limited for the construction and laying of an anti-submarine net at Halifax. This contract was satisfactorily completed on the 19th November. Since that time, action has been taken to provide the necessary materials for laying an anti-submarine net at Sydney and it is anticipated that the construction of this net will commence on or about the middle of May.

2. Anti-torpedo nets are being assembled for Esquimalt Harbour and an anti-submarine net for Prince Rupert. With reference to the anti-submarine net for Prince Rupert, the material will be assembled at Esquimalt and net laid only when circumstances call for it.

3. The stock of minesweeping devices in Canada has been very considerably augmented and assembly of paravane anti-submarine devices to be fitted on new ships being constructed is being proceeded with.

4. In accordance with the programme laid down, devices for detecting submarines under water have been ordered from Great Britain and four of these have already been fitted in auxiliary ships. This equipment will be fitted in the yachts now taken up.

5. A large number of wireless transmitters and receivers have been ordered and a good proportion received and installed. Standard sets have been devised and will be fitted in all the ships of the new construction. Three powerful transmitters are on order from the Canadian Marconi Company to supplement the present transmitters in the Naval Shore Stations.

6. The supply of fuel oil at Halifax and Esquimalt up to the 31st March was arranged through contracts and negotiations with Imperial Oil Limited and other large oil companies and very large supplies of fuel oil were made at Halifax through the Canadian Naval Service to Imperial ships, as well as to the R.C.N. Ships.

7. The necessary wire for degaussing 75 merchant ships was purchased by the British Supply Board in Canada and is being handled by the Canadian Naval Service in Canada at the request of the Admiralty. As soon as funds are available and the necessary approval has been given, the wire for degaussing Canadian Mercantile Ships and ships of the R.C.N. will be purchased through the War Supply Board. All necessary data has been obtained in this connection.

8. In connection with auxiliary craft, all stores necessary for the maintenance of 75 small ships for one year have been provided through the War Supply Board.

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9. Before the war the Admiralty sent to Canada reserve sets of stores for arming four Merchant Cruisers, four Fast Liners and 27 Defensively Equipped Merchant Ships. All these stores have been handled in H.M.C. Dockyards. Two Armed Merchant Cruisers have been fitted and the stores for two more have now been taken over from the Admiralty for Canadian Armed Merchant Cruisers. One other set of stores for an Armed Merchant Cruiser has now been ordered from the Admiralty for the Canadian Naval Service. Stores for Fast Liners and Defensively Equipped Merchant Ships have been issued as requisite.

10. In accordance with a request from the Admiralty, $75,000.00 worth of important bulky Naval stores from Canadian sources for the R.N. ships operating from Bermuda and in the British West Indies has been requisitioned. These stores are all being handled through Halifax. In addition to the action taken through the War Supply Board, large quantities of stores have had to be purchased locally at Halifax for R.N. ships using that port as a base.

11. In order to strengthen the anti-submarine defences at Halifax and Sydney, certain devices for fitting in the Gate Vessels at these ports have been ordered. The Admiralty were also requested to advise if they could arrange the supply of Harbour Defence Asdics for the Canadian Naval Service. The supply of these was negotiated through the War Supply Board but it now develops that they cannot be supplied until late in the summer of 1940, due to other commitments in Great Britain.

12. In connection with the three "Prince" class ships taken over, the "PRINCE DAVID", "PRINCE ROBERT" and "NORTH STAR", the Naval Stores Branch has had to destore these ships and the amount of work in this connection has been very heavy. The stores will be utilized as far as possible to meet the requirements of the R.C.N. and it is then proposed to distribute certain articles of furniture to the new Training Centres of the Militia and R.C.A.F.

13. In view of the greatly increased activities, it has been found necessary to enlarge the storehouse accommodation at both Esquimalt and Halifax. At Halifax the congestion is very marked and it has been necessary to rent outside warehouse space. This space is not only for the increased quantity of stores which have to be carried out but also to accommodate commercial fittings and furniture which are taken off the chartered auxiliary craft and which must be stored with care until the craft is returned to the owners. At Halifax a temporary storehouse has been erected but the need for another temporary storehouse in the near future is foreseen. In connection with the space at Sydney, it has been necessary to arrange for storehouse accommodation there for auxiliary vessels and for the anti-submarine net defences.

14. It has been found necessary to augment the motor vehicle complement of the R.C.N. very considerably.

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NAVAL ARMAMENT STORES

1. Ammunition for commissioning H.M.C. ships and for reserve has been on order since the outbreak of hostilities and small shipments are received at intervals. Sufficient ammunition is on hand to equip vessels being taken up but no appreciable increase in reserve stocks has been effected. Action has been taken to hasten orders and the Admiralty have been fully informed as to the condition of Naval Ammunition Stocks available in Canada.

2. Arrangements have been made to acquire guns and ammunition to commission the three Armed Merchant Cruisers. These are being taken over from stocks placed in Canada by the Admiralty.

3. Torpedoes, 34 Mark IX, requisitioned to complete the reserve for destroyers, are being received in small lots and it will shortly be possible to equip the four "C" class destroyers with this later mark of torpedo and withdraw the torpedoes Mark IV, now carried by these ships, to reserve.

4. The Naval Magazines at Halifax are filled to capacity and ammunition has had to be stored temporarily on the pier. Three additional magazine buildings are being constructed and are nearing completion. This will relieve the storage situation somewhat but additional accommodation is still required to store reserves for H.M.C. ships. A parcel of land, 130 acres more or less, adjoining the present site has been obtained and plans and specifications for the magazine buildings required are in course of preparation. Contracts for this project will be let as soon as estimates are passed.

5. The new Naval magazines at Esquimalt are complete with the exception of a very few minor details which can be dealt with locally. Ample accommodation at this port is available for present Naval requirements.

6. Arrangements have been made with the Admiralty to supply eight standard mine loops and two guard loops with a complete control station and instruments for one controlled minefield, to be laid in Halifax harbour.

VICTUALLING AND CLOTHING.

1. Before the outbreak of war, it had been necessary only to meet the requirements of a small fleet of Destroyers whose combined complements numbered considerably under 1,000 men. On the 3rd of September it became apparent that vastly larger quantities of foodstuffs and clothing must be obtained, as in addition to a rapidly expanding Canadian Naval Service, the needs of H.M. ships as

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regards food had to be provided for in so far as it was possible. On account of the uncertainty of the situation it was not known how many of H.M. ships might be requiring service in the way of food supplies. The submarine menace was an unknown factor which on account of the Convoy work would entail a considerable number of vessels both large and small on escort duty, in addition to which the German pocket battleships were said to be somewhere on the High Seas necessitating the presence of battleships and battle cruisers.

2. Approximately five battleships and battle cruisers, and eight cruisers, an aircraft carrier and smaller Royal Naval craft have been supplied with provisions, etc. The complement of battleship varies between 1,200 and 1,400 men and a cruiser about 700, depending on its size. This implies that approximately 12,000 individuals over and above Canadian Naval requirements had to be provided with food, which may be compared to the population of a fair sized town.

3. In addition to the above services, food supplies have been obtained for British Naval establishments at Bermuda.

4. As well as providing food for the men to eat, it is necessary to supply the utensils for cooking and serving it. To convey some idea of what this means, there are 325 different items of crockery, cutlery, hardware, etc., needed for preparing, cooking, serving and consuming the food. This does not take into account the items required by officers which total approximately 208 different articles. A great many of these articles had to be obtained with the minimum of delay.

5. The maintenance of food supplies and the wherewithal to prepare and consume it is only one part of the picture of keeping a fleet at sea. The men must also be clothed. This has involved procuring large stocks of the necessary clothing required by a Navy. When it is realised that a man's kit comprises 39 different articles of clothing, etc., from a tooth brush to a gas mask and in addition warm and protective clothing to withstand the rigours of the North Atlantic in winter time, as well as provision of clothing suitable for the tropics, it can be appreciated what amount of work is involved in procuring supplies of this nature.

6. The value of foodstuffs, cooking and eating utensils and clothing required for the Canadian Naval Service alone has amounted to over $3,000,000., a sum which gives some indication of the tremendous amount of work involved in this essential service.

7. It has also been necessary to provide medical supplies for the health of the men; fortunately, there has been little or no sickness whatever, despite the rigours of a North Atlantic winter in small craft. The approximate value to be provided amounts to only 1% of that allowed for food and clothing.

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S E C R E T

SUMMARY OF NAVAL WAR EFFORT

1st JANUARY TO 31st MARCH, 1940

Note - This Summary is a continuation of that dated 18th January, 1940.

I. PERSONNEL

II. SHIPS

III. PORT DEFENCES

IV. COMMUNICATIONS

V. CONTROL OF SHIPPING

VI. DOCKYARDS

VII. INTELLIGENCE

VIII. SUPPLY

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I. - PERSONNEL

1. H.M.C.S. "Stone Frigate" was taken under the command of the Royal Canadian Navy on 3rd January, 1940. The first class of 33 Supplementary Reserve Officers commenced on the 8th January and completed the course at the end of February, when they proceeded to Halifax (H.M.C.S. "Stadacona") for further training. A second class of 33 officers joined "Stone Frigate" on 4th March.

2. The newly-formed R.C.N.V.R. Divisions at Kingston and Windsor are now functioning. There are now, therefore, twenty Divisions in all in the Dominion.

3. Provision was made in March for alterations to the Carling Block in London, Ontario, at a cost of $15,000. for accommodation for the London Division of the R.C.N.V.R.

4. Six Merchant Seamen ratings, who had received instruction in Gunnery at Halifax were drafted to their own "Harpalycus", "Loch Maddy" and "King Neptune" - two to each. Later, information was received that one of these ratings, Frank Peckman, Able Seaman, R.C.N.V.R., whose home is in Calgary, had been landed uninjured at an English port after his ship, "Loch Maddy" had been torpedoed.

MOBILISED STRENGTH OF THE R.C.N. AND RESERVE FORCES ON JANUARY 1st, 1940, AND ON MARCH 31st, 1940.

	OFFICERS		RATINGS		TOTALS	
	1.1.40	31.3.40	1.1.40	31.3.40	1.1.40	31.3.40
R.C.N.	207	209	1845	1989	2052	2198
R.C.N.R.	209	253	719	1030	928	1283
R.C.N.V.R.	239	359	1909	2284	2148	2643
TOTALS	655	821	4473	5303	5128	6124

Total increases during this Quarter were therefore :-

Officers	----------	166
Ratings	----------	830
Total	----------	996

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II. - SHIPS

TYPE	1st January, 1940.			31st March, 1940.		
	East	West	Total	East	West	Total
M/S Vessels	8	3	11	10	5	15
A/S Vessels	5	1	6	5	1	6
Fishermen's Reserve.	-	15	15	-	15	15
Auxiliary Vessels	32	13	45	41	10	51
Destroyers	7	-	7	7	-	7
TOTALS	52	32	84	64	31	94

Of these vessels :-

14..... .... are R.C.N.

18..... requisitioned from private owners.

44..... taken over from Government Departments.

3..... loaned to the Department.

15..... Fishermen's Reserve.

In addition to the above, 14 Yachts will shortly be requisitioned. They will be fitted with guns and depth-charges and will be employed as Anti-Submarine patrol vessels until the various ships building are completed. Twelve will be used on the East Coast and Gulf of St. Lawrence, and 2 on the West Coast.

In addition, a special summer patrol will be established in the St. Lawrence River, probably based at Rivière du Loup. Four vessels will be required for this patrol. One has already been requisitioned; one has been given outright to the Naval Service and will be taken over early in May; one has been offered to the Department as a gift - she has been inspected and is under consideration; and one is yet to be found.

Two vessels of Canadian registry, the Yacht "Seaborn" and Salvage Vessel, "Salvage King", have been requisitioned for Admiralty account. H.M.S. "Seaborn" is at Halifax as an Accommodation Vessel for the Flag Officer Commanding the 3rd Battle Squadron and staff. "Salvage King" is on her way from the West Coast to Halifax en route to the United Kingdom.

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NEW SHIP CONSTRUCTION.

Contracts have been awarded for 54 Patrol Vessels for the R.C.N. and 10 for the Royal Navy to Plans and Specifications received from the Admiralty, with certain modifications made in this office to better suit them for Canadian climatic conditions.

Delivery of these vessels will commence this autumn and it is expected that the 10 for the British Admiralty and 18 for the R.C.N. will be delivered by December, 1940, the remainder being delivered next year.

In addition, contracts have been awarded for the construction of 18 Twin Screw Minesweepers of which about 6 or 8 will be delivered this year and the remainder next year.

Tenders are due on the 1st of May for additional Twin Screw Minesweepers - Diesel driven.

Two Ammunition Lighters, one for Halifax and one for Esquimalt, have been completed.

Two Provision Lighters are presently being built at Shelburne, N.S., and will be delivered shortly.

In addition, it is anticipated that a contract will shortly be let for some Battle Practice Targets, two for the Admiralty and one for the R.C.N.

INCREASE IN DESTROYER STRENGTH.

Negotiations with the Admiralty are being carried on with a view to laying down two Tribal class Destroyers in England to Canadian account. The "Barter System" mentioned in the previous Report was found to be generally impracticable and has been discarded in favour of a system of direct payment.

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III. - DEFENCES (PORTS).

(i) HALIFAX

The Anti-Submarine Net continues to prove most satisfactory, and has withstood the winter sea and weather conditions remarkably well.

An Anti-torpedo Baffle will eventually be laid from the end of the Yacht Club Breakwater. Material for this is in process of assembly.

The Examination Service continues to function satisfactorily.

The Minesweeping Flotilla carries out regular sweeps of the searched channels for moored contact mines.

The Port War Signal Station at Camperdown is fully manned and functioning. War watching stations are now established at Osborne Head and Bald Rock.

(ii) SYDNEY, N.S.

The proposed site for the A/S Net has been moved from S.E. Bar -- N.E. Bar to Stubbert Point -- Daly Point. This position gives more room to ships, particularly Merchant Vessels, to manoeuvre inside the net, and also, to a large extent, obviates the necessity of installing an anti-torpedo baffle. The material for this net is now practically assembled and it is anticipated the net will be in position by the 15th June or soon afterwards.

Sydney has an Examination Service and Port War Signal Station.

(iii) SAINT JOHN.

Tidal conditions in the Bay of Fundy make the laying of A/S and A/T Nets impracticable. A Port War Signal Station is established at Mispec Point and there is an Examination Service.

(iv) ESQUIMALT.

Anti-submarine Boom is satisfactory. Material for the construction of two Anti-torpedo Baffles is in process of assembly, but these will not be actually laid until it becomes necessary to anchor vessels in Esquimalt Harbour.

Two Port War Signal Stations are established, one on Discovery Island and one at Church Hill.

The Minesweeping Flotilla carries our periodical exploratory sweeps.

The Examination Service functions satisfactorily.

(v) MISCELLANEOUS.

Port War Signal Stations are established at Quebec, Vancouver and Prince Rupert. Examination Services are in operation at Quebec, Vancouver, Prince Rupert, and York Island, B.C., and one for small local vessels at the mouth of the Fraser River.

Material for an Anti-submarine Net at Prince Rupert is being assembled at Esquimalt and Prince Rupert, but this net will not be made and laid until circumstances make it advisable.

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IV. - COMMUNICATIONS.

1. The three main Naval W/T Stations at Ottawa, Halifax and Esquimalt continue to function with the highest efficiency. The volume of traffic increases steadily from month to month, as shown by the following figures :-

January ---------	3,651.
February---------	3,773.
March ---------	3,989.

2. No message is ever sent in plain language by wireless. The number of code or cypher groups handled by the W/T Station, and by the Cypher Staff at Naval Service Headquarters has, since 1st September, 1939, averaged 180,000 a month.

3. In March, 1940, the Marconi Station at Glace Bay (Louisburg) was taken over by the Department of Transport, and two of the largest wireless transmitters are now operated by the Royal Canadian Navy by means of remote-control lines from the Halifax Naval W/T Station. The use of these transmitters enables a constant line of communication to be maintained with ships employed on Convoy and Patrol operations in the North Atlantic.

4. A teletype system between Halifax and Saint John was instituted in March, 1940. Other systems are in operation - Ottawa-Halifax, Halifax-Sydney and Esquimalt-Vancouver, as previously reported.

5. All destroyers are now fitted with low-frequency direction-finding apparatus.

6. Fifty wireless transmitters, especially designed by Naval Technical Officers for use by Fishermen's Reserve and small Auxiliary Vessels, have been put into operation during the Quarter. This type of set (F.R.12) has proved of wide application, and it is understood that fifty are also being ordered by the Military Authorities. Such inter-Service standardisation, when it is possible, effects economy.

7. The Radio Branch of the Department of Transport continues to work in the most efficient and harmonious co-operation with the Naval Service.

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V. - CONTROL OF SHIPPING

The Naval Control of Shipping instituted immediately before the outbreak of war, as described in Summary dated 18th January, has been elaborated in certain directions and simplified in others as experience has shown advisable.

Certain delays, with consequent loss of valuable tonnage time, which were a necessary but unfortunate concomitant of the institution of Naval Control, have been eliminated.

On 26th February, 1940, the Admiralty requested the Canadian Naval Staff to take over the general administration of Consular Shipping Staffs in the United States. At the same time, the Consular Shipping Staffs at Jacksonville, New Orleans and Galveston were transferred to the Ottawa Area from the Jamaica Area.

These two changes were most desirable. The Chief of the Naval Staff of Canada had been operating ten of the staffs in the United States (through the Director of Naval Intelligence) but had had no administrative control over them. It was clear that he was in a better position to judge their requirements of personnel, pay and allowances, etc., than the Commander-in-Chief at Bermuda who, apart from administration, had no hand in their operations.

Furthermore, the Chief of the Naval Staff had been responsible for maintaining the general liaison between the Consular Shipping Staffs and the Representative of the British Ministry of Shipping in the United States. The Representative controlled all shipping in the United States and it was therefore most desirable that the three remaining Consular Staffs in the United States, which originally belonged to the Jamaica Area, should be transferred to the Ottawa Area.

To assist in the administration of the Consular Staffs in the United States, a retired R.N. officer, who was appointed to the Consular Staff at New York, was loaned to Ottawa.

Vice-Consular Reporting Officers have been established at Wilmington (North Carolina) and Tampa (Florida). These gentlemen, in addition to their Consular duties, act as outposts to the Consular Shipping Staffs in the vicinity.

The Naval Control Staffs in Canada continue to function in an efficient and satisfactory manner.

The involuntary inclusion of Denmark and Norway in hostilities has entailed the extension of shipping control to the vessels of those countries. Denmark, being technically an enemy, her ships are, where possible, being seized in prize. The Government will operate them under the Canadian flag, but as far as possible, and to the extent that they can be deemed reliable, with Danish crews.

Norway being an ally, her ships will, of course, remain under their own flag.

The inclusion of these vessels in the shipping control system is gradually being accomplished.

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THE HALIFAX CONVOY

The mainstay of the shipping movement continues to be the Convoy System. This is now provided for all ships of between 9 and 15 knots speed proceeding to United Kingdom waters. Faster and slower vessels continue to be sailed independently from their final loading ports.

The Convoy System from Halifax has continued to operate with great success throughout the winter, Convoys being assembled and despatched roughly twice a week. The whole arrangements have continued to work very smoothly.

On March 18th, a Convoy left Halifax comprising 61 vessels, which had a total tonnage of 389,220 tons. Of these ships, 48 were British, 3 French and 10 neutrals. This Convoy arrived safely at its destination and the size of it is considered to be a record, both for this war and the Great War. Up to 5th April, 1940, 917 British, 75 Allied and 99 Neutral ships have left Halifax in Convoy. Of these, 3 have been lost by enemy action whilst in Convoy - i.e. 0.3%.

Whilst loss of ships in Convoy by enemy action continues at a remarkably satisfactorily low figure, losses by marine accident have increased -- not only in these waters -- to an extent which called for remedial measures.

Arrangements have now been made to assemble ships from ports south of the Chesapeake at Bermuda, and the remainder at Halifax. This system will save a certain amount of shipping time and will avoid the large complete Convoys proceeding through the fog areas off the Newfoundland Banks. The Bermuda and Halifax Sections will rendezvous at sea and form into one complete Convoy. The organisation of the two sections will remain under the general control of the R.C.N. Control Service Staff at Halifax. Officers of experience in Convoy organisation have been temporarily lent to Bermuda from Halifax to assist in setting up the necessary organisation at Bermuda.

As soon as the A/S Defences of Sydney, N.S., are completed (about June, 1940), it is proposed to introduce the assembly of a third section there, consisting of ships which have loaded in St. Lawrence ports. This will have the advantage of saving the delays occasioned by such ships having to go to Halifax to assemble.

In addition to the normal Convoys, a special Convoy of five ships sailed in January with several thousand troops and equipment and approximately one thousand Newfoundland loggers.

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VI. - DOCKYARDS

SHIPS

REQUISITIONS, CONVERSIONS, REPAIRS & CONSTRUCTION

The following ships have been requisitioned and converted as Minesweepers or Patrol Vessels :-

MALASPINA, FRENCH, ACADIA, CARTIER, SANS PEUR, FLEUR-DE-LIS, VIERNOE, VENOSTA, RAYON D'OR, BRAS D'OR, MITCHELL BAY, ARRAS and ARLEUX.

In addition, a number of Tugs, etc., have been taken over for use as Examination Vessels, etc.; also a number of smaller motor boats are in operation on both coasts, these having been taken over from the Fishermen's Reserve, private owners or the R.C.M.P. for harbour or general duties.

At Halifax, some small motor boats are being fitted with depth charges, etc.

Two large conversion jobs have been carried out under the supervision of Naval officers. These were the RAJPUTANA, converted to an A.M.C. by Messrs. Yarrows Ltd., Esquimalt, and the LETITIA, similarly converted by Messrs. Vickers Ltd. at Montreal.

A total of 38 ships have been armed in Canada as D.E.M.S. and four ships as Fast Liners, many of these ships requiring stiffening before installation of the armament.

Both Dockyards have been working to capacity on repair work, not only to their own ships and those requisitioned, etc., but also to ships of the Allied Navies, and the following is a list of some of these ships:-

H.M.S. CARADOC (Major repairs at Esquimalt), ROYAL SOVEREIGN, REVENGE, MALAYA, REPULSE, RESOLUTION, WARSPITE, FURIOUS, ENTERPRISE, EMERALD, EFFINGHAM, YORK, HUNTER, HEREWARD, CACHALOT, AUSONIA, ALAUNIA, ASCANIA, ASTURIAS, and H.M.A.S. PERTH.

Ships of the French Navy:

LORRAINE, JEAN DE VINNE, MARSEILLES, and several submarines.

Plans and Specifications were prepared for the conversion of PRINCE ROBERT, PRINCE DAVID and PRINCE HENRY as Armed Merchant Cruisers. The PRINCE ROBERT is in hand at Vancouver and is about 30% completed. The PRINCE DAVID is in hand at Halifax and is no so far advanced. The PRINCE HENRY will be taken in hand in the St. Lawrence.

WORKS PROJECTS

The following list of buildings, etc., have been completed since the outbreak of hostilities :-

WEST COAST.

New Storehouse.
New Road to Receiving Store.
New Boat Store, H.M.C. Dockyard.
Standby Generator Plant, W/T.
New Entries Mess, R.C.N. Barracks.
Seamanship Instruction Room.

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The following list of buildings, etc., are in hand and estimated dates for completion are shown :-

New Recreation Ground.....30-4-40
Oil Fuel Storage Tanks..... 1-6-40
Temporary Living Accommodation,
R.C.N. Barracks.....27-4-40
No. 5 Wharf Extension.....19-8-40

The following Works and Projects have been approved in principle and plans are either being drawn up or tenders being called :-

New Ordnance Building.
New Sick Bay, R.C.N. Barracks.
New Oil and Paint Storehouse.
Temporary Living Accommodation,
Comox Rifle Range.
Guard House and "Y" Office, W/T Reception Room, etc., Victoria, B.C.
Addition and Alternations to Receiving Store.
Extension to Dockyard Wharf.

In addition, the Department of Public Works at Esquimalt have, at our request, called for tenders for a new crane and alterations to existing crane at the Esquimalt Drydock, and are preparing plans for additional wharfage accommodation at the Drydock.

A considerable amount of new machinery and yard equipment has been purchased in order to improve the repair facilities, and generally speaking, the repair facilities at the Esquimalt Dockyard can be considered as satisfactory.

EAST COAST

Buildings, etc., completed :-

Standby W/T Generator Plant.
Inflammable Store.
Extension to Main Office.

Barracks :-

New Shipwright Shop.
A/S Training School.
Conversion of Skating Rink & Old Lorne Club for R.C.N. Barracks Living Accommodation.
Extension of Recreation Ground, Admiralty House.

The following works have been commenced but not yet completed. Anticipated completion dates shown :-

New South Wing, R.C.N. Barracks	--	1-6-40
One Temporary Barracks Building	--	18-5-40
One Temporary Barracks Building	--	10-6-40
Torpedo Depot	--	30-6-40
Temporary Lavatory Accommodation (required during construction of Barracks).	--	15-6-40

In addition, the following projects have been approved in principle and plans are either being prepared or tenders being called :-

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Centre Block Barracks Bldg.	- Expect to call for tenders next month.
No. 3 Temporary Barracks Bldg.	- Tenders now in with Dept. of Munitions and Supply.
New Administrative Bldg., Dockyard.	- Plans being prepared.
2 New Storehouses, Dockyard	- Plans being prepared.
New Ordnance Depot	- Plans being prepared.
Extension to Depot Machine Shop	- Plans being prepared.
Workmen's Dining Hall	- Approval now being sought.
Harbour Defence Bldg.	- Plans being prepared.
No. 3 Wharf Extension and Crane.	- Tenders being called for by Department of Public Works.

A large amount of machinery has been purchased and is also on order for both the Dockyard and R.C.N. Barracks and generally speaking, the efficiency of the Halifax Repair Base is satisfactory.

OTTAWA:

New Stand-by W/T Generating Station constructed.

Plans being prepared for new W/T Receiving Station.

SYDNEY, N S.:

The Department of Public Works is erecting a building here which will be used as a Depot, and arrangements are also being made for the erection of an Administrative Building and a small storehouse. These buildings, etc., are well in hand.

Tenders have been received for the supply of two Gate Vessels for Sydney and the matter is now with the Department of Munitions and Supply for awarding of contract.

PORT WAR SIGNAL STATIONS.

The following Port War Signal Stations and War Watching Stations have been built :-

IRVINE ROCK	- East
OSBORNE HEAD	- East
CHURCH HILL	- West
FLAT POINT	- Sydney
DISCOVERY ISLAND, B.C.	

It is proposed to build two more, one at Halifax and one at Saint John.

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VII. - INTELLIGENCE.

MERCANTILE INTELLIGENCE.

1. Before the outbreak of war, the Mercantile Intelligence Section of Naval Service Headquarters kept careful track of foreign merchant ships which might, in war, be employed as armed raiders. On the outbreak of war, this section was expanded to admit of full information of the movements of British ships being kept up to date. This work was further enlarged to embrace Allied vessels and certain neutrals who had applied to our Control Staffs for advice.

2. When the invasion of Denmark took place, additional work fell upon this Section in order that information of Scandinavian Shipping might be provided and the Admiralty have since ordered that watch is to be kept upon all merchant shipping - British, Allied and Neutral. The Mercantile Intelligence Section is now able to provide information regarding the movements of all merchant shipping into and out of the Ottawa Area (which comprises Canada and the United States). All routes given to Merchant Ships are carefully checked in conjunction with this information and arrangements are made to see that if a danger area is reported in the track of any particular ship, that ship will duly be warned of it.

3. An organisation has been set up in Canada and the United States by the British Ministry of Food. In addition to its contact with the British Ministry of Shipping organisations in Canada and the United States, the Naval Service is in close touch with these food agencies, for the purpose of co-ordinating the loading and expediting the sailings of their vessels.

ENEMY INTELLIGENCE.

Early in January, a new High Frequency Direction Finding Station at Hartlen Point, Halifax, was brought into operation. This is in addition to the Stations previously operating at St. Hubert and Shediac. The latter has now been transferred to the R.C.A.F. Together with stations at Botwood, Newfoundland, and at Bermuda, Hartlen Point and St. Hubert form a complete D/F unit for the interception of enemy wireless signals. Hartlen Point will eventually act as Controlling Station for the unit. This organisation continues to improve as further experience is gained.

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VIII. - SUPPLY

NAVAL STORES AND FUEL

1. After the outbreak of war on the 3rd September, 1939, immediate issue was commenced of the reserves of warlike equipment for the anti-submarine net at Esquimalt, minesweeping sets, equipment for Port War Signal Stations, Examination Steamers, and Auxiliary Vessels. The anti-submarine net was laid at Esquimalt with expedition and a contract was placed with the Foundation Maritime Limited for the construction and laying of an anti-submarine net at Halifax. This contract was satisfactorily completed on the 19th November. Since that time, action has been taken to provide the necessary materials for laying an anti-submarine net at Sydney and it is anticipated that the construction of this net will commence on or about the middle of May.

2. Anti-torpedo nets are being assembled for Esquimalt Harbour and an anti-submarine net for Prince Rupert. With reference to the anti-submarine net for Prince Rupert, the material will be assembled at Esquimalt and net laid only when circumstances call for it.

3. The stock of minesweeping devices in Canada has been very considerably augmented and assembly of paravane anti-submarine devices to be fitted on new ships being constructed is being proceeded with.

4. In accordance with the programme laid down, devices for detecting submarines under water have been ordered from Great Britain and four of these have already been fitted in auxiliary ships. This equipment will be fitted in the yachts now taken up.

5. A large number of wireless transmitters and receivers have been ordered and a good proportion received and installed. Standard sets have been devised and will be fitted in all the ships of the new construction. Three powerful transmitters are on order from the Canadian Marconi Company to supplement the present transmitters in the Naval Shore Stations.

6. The supply of fuel oil at Halifax and Esquimalt up to the 31st March was arranged through contracts and negotiations with Imperial Oil Limited and other large oil companies and very large supplies of fuel oil were made at Halifax through the Canadian Naval Service to Imperial ships, as well as to the R.C.N. Ships.

7. The necessary wire for degaussing 75 merchant ships was purchased by the British Supply Board in Canada and is being handled by the Canadian Naval Service in Canada at the request of the Admiralty. As soon as funds are available and the necessary approval has been given, the wire for degaussing Canadian Mercantile Ships and ships of the R.C.N. will be purchased through the War Supply Board. All necessary data has been obtained in this connection.

8. In connection with auxiliary craft, all stores necessary for the maintenance of 75 small ships for one year have been provided through the War Supply Board.

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9. Before the war the Admiralty sent to Canada reserve sets of stores for arming four Merchant Cruisers, four Fast Liners and 27 Defensively Equipped Merchant Ships. All these stores have been handled in H.M.C. Dockyards. Two Armed Merchant Cruisers have been fitted and the stores for two more have now been taken over from the Admiralty for Canadian Armed Merchant Cruisers. One other set of stores for an Armed Merchant Cruiser has now been ordered from the Admiralty for the Canadian Naval Service. Stores for Fast Liners and Defensively Equipped Merchant Ships have been issued as requisite.

10. In accordance with a request from the Admiralty, $75,000.00 worth of important bulky Naval stores from Canadian sources for the R.N. ships operating from Bermuda and in the British West Indies has been requisitioned. These stores are all being handled through Halifax. In addition to the action taken through the War Supply Board, large quantities of stores have had to be purchased locally at Halifax for R.N. ships using that port as a base.

11. In order to strengthen the anti-submarine defences at Halifax and Sydney, certain devices for fitting in the Gate Vessels at these ports have been ordered. The Admiralty were also requested to advise if they could arrange the supply of Harbour Defence Asdics for the Canadian Naval Service. The supply of these was negotiated through the War Supply Board but it now develops that they cannot be supplied until late in the summer of 1940, due to other commitments in Great Britain.

12. In connection with the three "Prince" class ships taken over, the "PRINCE DAVID", "PRINCE ROBERT" and "NORTH STAR", the Naval Stores Branch has had to destore these ships and the amount of work in this connection has been very heavy. The stores will be utilized as far as possible to meet the requirements of the R.C.N. and it is then proposed to distribute certain articles of furniture to the new Training Centres of the Militia and R.C.A.F.

13. In view of the greatly increased activities, it has been found necessary to enlarge the storehouse accommodation at both Esquimalt and Halifax. At Halifax the congestion is very marked and it has been necessary to rent outside warehouse space. This space is not only for the increased quantity of stores which have to be carried out but also to accommodate commercial fittings and furniture which are taken off the chartered auxiliary craft and which must be stored with care until the craft is returned to the owners. At Halifax a temporary storehouse has been erected but the need for another temporary storehouse in the near future is foreseen. In connection with the space at Sydney, it has been necessary to arrange for storehouse accommodation there for auxiliary vessels and for the anti-submarine net defences.

14. It has been found necessary to augment the motor vehicle complement of the R.C.N. very considerably.

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NAVAL ARMAMENT STORES

1. Ammunition for commissioning H.M.C. ships and for reserve has been on order since the outbreak of hostilities and small shipments are received at intervals. Sufficient ammunition is on hand to equip vessels being taken up but no appreciable increase in reserve stocks has been effected. Action has been taken to hasten orders and the Admiralty have been fully informed as to the condition of Naval Ammunition Stocks available in Canada.

2. Arrangements have been made to acquire guns and ammunition to commission the three Armed Merchant Cruisers. These are being taken over from stocks placed in Canada by the Admiralty.

3. Torpedoes, 34 Mark IX, requisitioned to complete the reserve for destroyers, are being received in small lots and it will shortly be possible to equip the four "C" class destroyers with this later mark of torpedo and withdraw the torpedoes Mark IV, now carried by these ships, to reserve.

4. The Naval Magazines at Halifax are filled to capacity and ammunition has had to be stored temporarily on the pier. Three additional magazine buildings are being constructed and are nearing completion. This will relieve the storage situation somewhat but additional accommodation is still required to store reserves for H.M.C. ships. A parcel of land, 130 acres more or less, adjoining the present site has been obtained and plans and specifications for the magazine buildings required are in course of preparation. Contracts for this project will be let as soon as estimates are passed.

5. The new Naval magazines at Esquimalt are complete with the exception of a very few minor details which can be dealt with locally. Ample accommodation at this port is available for present Naval requirements.

6. Arrangements have been made with the Admiralty to supply eight standard mine loops and two guard loops with a complete control station and instruments for one controlled minefield, to be laid in Halifax harbour.

VICTUALLING AND CLOTHING.

1. Before the outbreak of war, it had been necessary only to meet the requirements of a small fleet of Destroyers whose combined complements numbered considerably under 1,000 men. On the 3rd of September it became apparent that vastly larger quantities of foodstuffs and clothing must be obtained, as in addition to a rapidly expanding Canadian Naval Service, the needs of H.M. ships as

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regards food had to be provided for in so far as it was possible. On account of the uncertainty of the situation it was not known how many of H.M. ships might be requiring service in the way of food supplies. The submarine menace was an unknown factor which on account of the Convoy work would entail a considerable number of vessels both large and small on escort duty, in addition to which the German pocket battleships were said to be somewhere on the High Seas necessitating the presence of battleships and battle cruisers.

2. Approximately five battleships and battle cruisers, and eight cruisers, an aircraft carrier and smaller Royal Naval craft have been supplied with provisions, etc. The complement of battleship varies between 1,200 and 1,400 men and a cruiser about 700, depending on its size. This implies that approximately 12,000 individuals over and above Canadian Naval requirements had to be provided with food, which may be compared to the population of a fair sized town.

3. In addition to the above services, food supplies have been obtained for British Naval establishments at Bermuda.

4. As well as providing food for the men to eat, it is necessary to supply the utensils for cooking and serving it. To convey some idea of what this means, there are 325 different items of crockery, cutlery, hardware, etc., needed for preparing, cooking, serving and consuming the food. This does not take into account the items required by officers which total approximately 208 different articles. A great many of these articles had to be obtained with the minimum of delay.

5. The maintenance of food supplies and the wherewithal to prepare and consume it is only one part of the picture of keeping a fleet at sea. The men must also be clothed. This has involved procuring large stocks of the necessary clothing required by a Navy. When it is realised that a man's kit comprises 39 different articles of clothing, etc., from a tooth brush to a gas mask and in addition warm and protective clothing to withstand the rigours of the North Atlantic in winter time, as well as provision of clothing suitable for the tropics, it can be appreciated what amount of work is involved in procuring supplies of this nature.

6. The value of foodstuffs, cooking and eating utensils and clothing required for the Canadian Naval Service alone has amounted to over $3,000,000., a sum which gives some indication of the tremendous amount of work involved in this essential service.

7. It has also been necessary to provide medical supplies for the health of the men; fortunately, there has been little or no sickness whatever, despite the rigours of a North Atlantic winter in small craft. The approximate value to be provided amounts to only 1% of that allowed for food and clothing.

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Collateral - W W II - naval defence

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SECRET

SUMMARY OF NAVAL WAR EFFORT

1st APRIL TO 30th JUNE 1940.

Note: This Summary is a continuation of that from 1st January to 31st March 1940.

I. PERSONNEL.

II. SHIPS.

III. PORT DEFENCES.

IV. COMMUNICATIONS.

V. CONTROL OF SHIPPING.

VI. DOCKYARDS.

VII. INTELLIGENCE.

VIII. SUPPLY.

IX. ARMAMENT.

Note: Items which it is considered should not be made public are marked thus - #.

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I. - PERSONNEL.

1. H.M.C.S. "Stone Frigate" paid off 22nd June after completing the preliminary training of 100 Officers of the R.C.N.V.R. Supplementary Reserve.

2. The Supplementary Reserve have now all been called up with the exception of a few in positions of National importance and others found medically unfit for Active Service.

3. The Admiralty asked the Royal Canadian Navy to supply 235 R.C.N.V.R. Officers on loan to the Royal Navy. At the end of June over 170 Officers had been sent. This included a class of specially qualified physicists for special service. Further drafts have been selected and will be sent during the coming quarter. In addition 150 specially selected ratings are being drafted to the Royal Navy with a view to passing for Officers and being given commissions at a later date, if found in all respects suitable.

4. There is an ample supply of recruits, and recruits have been called up for active service in successive classes and drafted to the Coasts as accommodation and training facilities permitted.

MOBILISED STRENGTH OF THE R.C.N. AND RESERVE FORCES ON 1st APRIL 1940, AND ON 30th JUNE 1940.

	OFFICERS		RATINGS		TOTALS	
	1.4.40	30.6.40	1.4.40	30.6.40	1.4.40	30.6.40
R.C.N.	209	223	1989	2141	2198	2364
R.C.N.R.	253	356	1030	1596	1283	1952
R.C.N.V.R.	359	517	2284	3168	2643	3685
TOTALS -	821	1096	5303	6905	6124	8001

Total increases during this Quarter were therefore:-

Officers	275
Ratings	1502
Total	1777

Casualties: It is deeply regretted that in the sinking of H.M.C.S. "Fraser" 46 ratings lost their lives, of which 40 were R.C.N. and 6 R.C.N.V.R.

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II. - SHIPS.

TYPE	31st March 1940.			30th June 1940.		
	East	West	Total	East	West	Total
M/S Vessels	10	5	15	10	4	14
A/S Vessels	5	1	6	5	1	6
Fishermen's Reserve	0	15	15	0	14	14
Auxiliary Vessels	41	10	51	58	14	72
Destroyers	7	-	7	3	0	3
Destroyers				3 U.K	-	3
TOTALS -	63	31	94	79	33	112

Of these vessels:-

13 ..... are R.C.N.

24 ..... Requisitioned from private owners.

54 ..... Taken over from Government Departments.

7 ..... Loaned or donated to the Department.

14 ..... Fishermen's Reserve.

(1) Department of Transport tug "Ocean Eagle" has been fitted with minesweeping gear and can be used in case of emergency. She is operating in Halifax now for the Department of Transport.

(2) M/S "Bras d'Or" is sweeping areas in the St. Lawrence, operating from Rimouski. She assisted in capturing the Italian ship "Capo Noli".

(3) An additional minesweeper H.M.C.S. "Macsin" will be fitted out at Quebec in case of enemy mines being laid in the St. Lawrence.

(4) A Loop-laying vessel, H.M.C.S. "Sankaty", is being fitted out at Halifax, in preparation for laying controlled minefield at Halifax.

(5) The St. Lawrence River patrol has been established and is operating on a patrol line between Red Island and Bic Island based on Riviere du Loup.

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(6) 3 Vessels will be requisitioned shortly to be converted into towing vessels for coil-skids used for protection against magnetic mines in shallow waters.

(7) It is proposed to purchase 6 Norwegian whale catchers (now at Halifax) for conversion into L/L minesweepers for protection against magnetic mines in deeper waters.

(8) Examination Service has been established in Gut of Canso for vessels using this passage. Additional examination vessels are being requisitioned as soon as suitable ones can be found.

(9) 4 Vessels have been requisitioned for the R.C.A.F., three of these on the West Coast being manned by Fishermen's Reserve crews.

(10) It is proposed to have our own vessels for maintenance where A/S and A/T booms are laid or being laid. These will consist of one vessel fitted with a Crane for maintenance and a smaller one for gate-attending vessel.

(11) Two of the 14 armed yachts will be ready for service before the end of July. They will be used for Patrol and A/S work, based at Gaspe'. Twelve others are in hand and all should be completed by September. All will be fitted with 4-inch or 12-pdr. guns, depth-charges and Asdics.

(12) Three Armed Merchant Cruisers presently being converted. "Prince Robert" will be ready for trials about July 31st, "Prince David" and "Prince Henry" early in September.

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III. - PORT DEFENCES.

(i) HALIFAX, N.S.

All defences continue to function satisfactorily. Preparations are in hand for the installation of a Controlled Minefield in August, and at a later date of Indicator Loops and Harbour Asdics.

(ii) SYDNEY, N.S.

The Anti-Submarine Net will be completed before the end of July and Sydney will then be available as a Convoy Assembly Port. It has now been decided to instal an Anti-Torpedo Net at Sydney in addition. Examination Service and Port War Signal Station continue to function satisfactorily.

(iii) SAINT JOHN, N.B.

Examination Service and Port War Signal Station in operation. The channel to the drydock is being deepened and widened in order to make it available to the largest types of vessels.

(iv) ESQUIMALT, B.C.

A/S Boom, Examination Service and two Port War Signal Stations (Church Hill and Discovery Island) are in operation. The Anti-Torpedo Nets are now being constructed and will be laid shortly.

(v) PRINCE RUPERT, B.C.

A/S Net is now in process of construction and will be laid shortly. Examination Service in operation.

(vi) MISCELLANEOUS.

Examination Services operate at Yorke Island and at the mouth of the Fraser River. Steps are being taken to instal A/S Nets at Gaspe', P.Q., and Shelburne, N.S., and also an A/T Net at Gaspe'.

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IV. - COMMUNICATIONS.

1. The three main Naval W/T Stations continue to handle an increasing amount of traffic each month. The figures for Ottawa Naval W/T Station for the quarter ending 30th June 1940 show an average monthly increase of 1,239 messages over the previous quarter.

2. Total messages and groups handled -

	Messages.	Groups.
April	4,727	213,942
May	5,368	240,380
June 5,	5,065	221,290

3. It has been found necessary to increase the number of fixed services between Whitehall and Ottawa and between Ottawa and Esquimalt W/T Stations to handle the increased traffic. This necessitates the manning of an additional Remote Control line at certain times of the day and has become possible due to the junior operators and R.C.N.V.R. ratings becoming more proficient in carrying out their duties.

4. Low Power W/T Stations are in operation at Sydney, Saint John, Gaspe', Discovery Island, B.C., Race Rocks, B.C., Vancouver, B.C., York Island, B.C., and Prince Rupert, B.C. These Stations are used for maintaining communication with Auxiliary Vessels and Fishermen's Reserve Vessels operating in their Areas.

5. The lack of well trained operators so keenly felt when it became necessary to adopt war organisation is becoming less noticeable, although the amount of work continues to increase.

6. A great deal of credit is due to senior W/T ratings for the keenness they have shown and the long hours they put in with very little leave possible, and to the junior and R.C.N.V.R. ratings for the spirit shown in quickly adapting themselves to a job so strange to them and one that requires more than average intelligence and patience, to be done efficiently.

7. H.M.C.S. "Assiniboine" has been fitted with an Admiralty type High and Low Frequency D/F Outfit.

8. Loudspeaker systems for H.M.C. Destroyers and Auxiliary Vessels, Portable Wireless Transmitter-Receivers and D/F Outfits for Auxiliary Craft have been designed and developed by the Northern Electric, R.C.A. Victor, and Canadian Marconi Companies, under the supervision of Naval Technical Officers. This equipment is now in production and will be delivered shortly.

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V. - CONTROL OF SHIPPING

There is little to add to the remarks on this subject in the previous report.

Dutch and Belgian vessels, since the attack on those countries, have now come under the full control of the Naval Control Service and the Ministry of Shipping. The operations of these vessels are being arranged by their National Shipping Committees, which are quartered in London.

Our liaison with French Officers employed on control of French shipping in the United States of America has, of course, now been severed.

The British Vice Consul at Mobile, Alabama, has been appointed a Reporting Officer and steps are being taken to appoint the British Consuls at Savannah and Charleston as Reporting Officers, as there is a considerable amount of shipping to be dealt with in these ports.

With the general assistance and ready co-operation of the Commissioner of Customs the organisation for reporting and routeing ships in small Canadian East Coast ports has been further developed with a view to eliminating all possible delays. A large number of ships are now loading pit-props, pulp, etc., in the smaller ports on our East Coast.

HALIFAX CONVOYS.

The organisation of Convoys at Halifax continues to operate normally and the system of assembling ships from Southern ports at Bermuda and joining the two portions of the Convoy in the Atlantic is now working very successfully.

Unfortunately there have been further delays in the completion of the Sydney A/S Boom, so that the assembly of ships from St. Lawrence and Newfoundland ports at Sydney has not yet commenced. It is, however, hoped to start this in the very near future with a view to saving time on passage for ships from the St. Lawrence.

The average number of ships sailed in Convoy has progressively increased, and the previous record of 61 ships mentioned in the last Report has been exceeded by a Convoy of 63 ships, of which 39 sailed from Bermuda and 24 from Halifax, all arriving safely.

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Up to 30th June 1940, 1,354 British and 159 Allied and Neutral ships have left Halifax in Convoy. Of these, 7 have been lost by enemy action whilst in Convoy - i.e., .46 of 1% - and several more under various circumstances whilst straggling or after dispersal.

VI. - DOCKYARDS

1. SHIP CONSTRUCTION

The Canadian naval shipbuilding programme is making satisfactory headway. Progress during the past three months clearly indicates that the launching schedule of the 54 R.C.N. patrol vessels and the 10 R.N. vessels, of the same type already contracted, will be easily met. In order that these vessels might better meet climatic conditions peculiar to Canadian waters, this office has modified in some ways the Admiralty's plans and specifications.

It is expected that delivery of the ships will begin in the Fall. By the end of the year 10 will have been delivered to the Royal Navy and 18 to the R. C. N.

27 Keels for both patrol vessels and minesweepers were laid in Canadian shipyards.

During the week of April 18th contracts for the construction of two (2) Battle Practice Targets for Admiralty account, were let to the Montreal Drydock Company. Additional contracts for similar equipment were awarded to the same company during the week of May 2nd.

An Ammunition Lighter, built by the Burrard Drydock Co., Ltd., was completed and handed over to the Naval Service. During the week of May 9th, two Provision Lighters, constructed by Shelburne Shipyards at Shelburne, N. S., were completed.

2. DESTROYER STRENGTH

During the three-month period under review, H.M.C.S. FRASER, on active service in European waters, was lost as a result of enemy action. Of the total complement of 160, forty-five ratings lost their lives.

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Concerning two destroyers to be built for R.C.N. in England, no report on the state of progress has yet been received from Admiralty. A report to this effect is expected in the near future.

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3. CONVERSIONS, REPAIRS AND CONSTRUCTION, REQUISITIONS

(a) CONVERSIONS AND D.E.M.S.

Canadian shipyards were busy finishing up conversions started during the winter months. They have engaged in numerous conversions consisting of arming and stiffening of ships, to be used in both the Merchant and the Naval Service.

The latest reports on the conversion of the PRINCE DAVID, PRINCE HENRY and PRINCE ROBERT are most satisfactory. The status regarding completion of the vessels is as follows:

Name of Vessel	Yard where converted	Status
PRINCE DAVID	Halifax Shipyards	45% complete
PRINCE HENRY	Canadian Vickers, Montreal	23% complete
PRINCE ROBERT	Burrard Drydock, Esquimalt.	85% complete

It is expected that the PRINCE ROBERT will be commissioned shortly and will probably see service in the Pacific Ocean.

The arming of S. S. CORNWALLIS, a vessel of Canadian registry, was begun in Montreal Dockyards.

The Canadian Pacific Railway Steamship, EMPRESS OF ASIA, was fitted with defensive armament in Hong Kong during the week of April 11th.

The Canadian tanker CANADOLITE, previously stiffened in the United States, was fitted with armament in Halifax.

During the week of June 20th S. S. VANCOLITE was stiffened and armed at the Montreal Yards of the Canadian Vickers Company. During the same week, in Saint John, N. B., the S. S. SAN

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ANSELMO of Canadian registry arrived to be stiffened and armed. ~~H.M.S.~~ S.S. CATHCART, the British Ship PETERSTONE, the S. S. COLBORNE and two Danish vessels, EDAM and EUROPA, are among other vessels that underwent similar work during that week.

Work on H.M.C.S. ADVERSUS, H.M.C.S. INVADOR and H.M.C.S. ALFREDA was completed.

Montreal opened D.E.M.S. port during the week of April 25th. Canadian ports in which arming of merchant ships is carried out now total six -- Halifax, Saint John, Sydney, Quebec, Montreal and Esquimalt. During the week the Montreal port was opened, six guns were trans-shipped from Halifax. During the period covered by the report, 876 D.E.M.S. inspections were carried out at the above mentioned ports.

(b) REPAIRS

During the period covered, many ships underwent their annual refit and checkup. The main and most important jobs are here mentioned.

On April 4th H.M.C.S. SCATERIE underwent annual refit and the work was completed May 4th.

H.M.C.S. BRAS D'OR, the vessel responsible for the capture of the Italian liner CAPO NOLI underwent refit at the beginning of April.

H.M.C.S. SAGUENAY went to Drydock at Halifax during the week of June 20th. General inspection was carried out and all necessary repairs completed.

H.M.C.S. ASSINIBOINE was taken in hand for refit and installation of heating system.

(c) REQUISITIONS

The following vessels were requisitioned for service with the Canadian Navy:

S.S. SANKATY of the Northumberland Ferries Ltd., for conversion into a loop layer at Halifax; it was expected the task would take about 6 weeks to be completed. Certain legal complications have prevented the transfer from being effected. Authorities are now discussing the case.

S.S. ROSS NORMAN, for conversion into a towing and auxiliary minesweeping vessel. Two other ships were also requisitioned for the same work.

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4. DEGUASSING

During the three-month period from April 1st to June 30th, 51 vessels of British, French and Canadian registry were degaussed in Canadian ports — viz., Halifax, Saint John, Montreal and Esquimalt. It has been found that degaussing is more of a problem than it was thought to be in the first month or two of its use. Vessels degaussed have been discovered to be only partly safe and that additions and alterations had to be made. The matter was referred to the Admiralty. Professor Henderson of Dalhousie University travelled to England to discuss the subject.

5. WORK PROJECTS

Construction work of all types has been undertaken with increasing vigor during the three-month period from April 1st to June 30th. In the period under review some contracts let during the previous three months were completed; others were awarded some of which were completed while the remainder are expected to be finished shortly.

Listed herewith are some projects that were completed during April, May and June:

(a) Grading and surfacing area inside main gate, West Coast.
(b) New Entries - mess deck, West Coast.
(c) Auxiliary generator plant, West Coast.
(d) W/T building and transmitter at Ottawa.
(e) Temporary Barracks, Halifax.
(f) W/T hut and D/F Station at Gordon's Head, West Coast.

The following are some of the more important works projects that have already been approved and work on which in most cases has already begun; tenders called for construction of:

(a) Sydney Administration Building
(b) Plans approved for Port War Signal Stations at:

i. Camperdown
ii. Saint John
iii. Sydney

(c) Plans approved for New Central Storehouse, Halifax.
(d) Plans approved for new Ordnance Building, East Coast.
(e) Plans completed for construction of temporary Barracks, Comox

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(f) Tenders called for crane for #3 Pier, Halifax.
(g) Contract for construction of #5 Pier, East Coast; awarded
(h) Plans for guardhouse, Victoria, B.C.; approved
(i) Plans in hand for construction of receiving store, West Coast.
(j) Work progressing favourably on new south wing of R.C.N. Barracks, East Coast
(k) Department of Public Works completing plans for construction of Harbour Defence Building, Halifax..

6. EQUIPMENT ORDERS

Much important equipment was ordered during the three-month period. The following is a list of some of the more outstanding orders, delivery on some of which has already been made:

(a) Two sets of Armed Merchant Cruiser Equipment, ordered from the Admiralty.
(b) Forty "T" type nets for delivery at Halifax and 54 for delivery at Esquimalt. Contracts called for a delivery rate to Halifax of 12 per week while the West Coast delivery speed was set at half that rate. Deliveries will begin in July.
(c) Two 35-foot motor launches; delivered Halifax first week in June.
(d) One Diesel-driven motor launch; delivered first week in May.
(e) One radio direction finder for Halifax; delivery expected by the end of the year.
(f) Twenty-six depth charge chutes; delivered at Halifax.
(g) W/T sets for small motor craft of the St. Lawrence patrol.
(h) Three gunnery training equipment.
(i) Special secret apparatus for the protection of Eastern Canadian ports.

7. GENERAL

The manufacture of trunk castings for Asdics was begun. Considerable progress was made on the procurement of material to sweep magnetic mines. The proposal to build a breakwater at Halifax which could be used in lieu of an A/T net was revived by the Department of Transport. However, arrangements were finally completed to have an A/T net laid at Halifax.

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It was decided that the new patrol vessels should not be fitted with bow defence gear and the supply of certain stores required for this purpose was suspended.

Under the authority of an Order-in-Council, the Canadian Government is supplying, free of charge, to the owners of vessels the necessary electric cable for degaussing.

The necessary wire for degaussing ten merchant ships was transferred from Halifax to Esquimalt. As approved by the Admiralty, ten sets of bow defence equipmentwere transferred from Esquimalt to Halifax.

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VII - INTELLIGENCE

MERCANTILE INTELLIGENCE

The Mercantile Intelligencé Section continues to function normally though the inclusion of all shipping, Allied and Neutral, into its functions has expanded this work still further.

ENEMY INTELLIGENCE

The D/F unit at Hartlen Point together with those at St. Hubert and Botwood have now been co-ordinated with that at Bermuda and very promising results are being obtained by this organisation. We are greatly indebted to the Department of Transport for the invaluable assistance given by them in this matter.

A D/F station is almost completed at Esquimalt. This will be manned by naval ratings and will be a valuable addition to the W/T Intelligence work which has long been dealt with by that station. It will be included in the Admiralty Far Eastern Intelligence Organisation in due course.

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VIII - SUPPLY

NAVAL STORES AND FUEL.

1. Following the outbreak of war on the 3rd September 1939, immediate issue was commenced of the reserves of warlike equipment for the anti-submarine net at Esquimalt, minesweeping sets, equipment for Port War Watching Stations and Examination Stations and Steamers and Auxiliary Vessels. The anti-submarine net at Esquimalt was laid with expedition and a contract arranged with Messrs. Foundation Maritime Limited for the construction and laying of anti-submarine nets at Halifax. This net has now been laid at Halifax. The anti-torpedo net is now being assembled at Halifax and will be laid.

2. Anti-submarine net equipment has been obtained for Sydney Harbour and practically all the equipment is now on hand. A contract has been arranged and the completion of the anti-submarine net will be made within a very short time.

3. The procurement of stores is now being expeditiously arranged for the anti-torpedo and anti-submarine nets to be laid at Gaspe'. Shelburne Harbour is being provided with an anti-submarine net and stores for this project are also being provided for.

4. Anti-torpedo nets have been assembled to be placed in Esquimalt Harbour. The material for the anti-submarine net for Prince Rupert is being assembled and negotiations are going ahead for the laying of this net.

5. The stock of minesweeping devices in Canada has been very considerably augmented and orders placed for the Mk. 1 Sets to be fitted on new ships being constructed.

6. In accordance with the programme laid down, devices for detecting submarines under water have been ordered from Great Britain and four of these have already been fitted in auxiliary ships. Twelve sets have been received and are being fitted in the Armed Yachts. Ninety-three additional sets are on order for Trawlers and Motor Torpedo Boats.

7. The prospect of manufacturing the above special equipment in Canada is being carefully studied and with the recent arrival of Admiralty workmen who are provided with specimens and specifications it is hopefully anticipated that production in Canada will enhance delivery to our ships.

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8. Supplies of fuel oil for ships and auxiliary vessels based on Halifax, Sydney, Gaspe' and Quebec, have been arranged up to the 31st March, 1941, through contracts and negotiations with Imperial Oil Limited and other large oil companies. Negotiations are still in progress in connection with a contract for fuel oil requirements during the current fiscal year for H.M. Ships. Contracts for steaming coal at Halifax, Sydney and Saint John have been arranged. West Coast steaming coal contract is being arranged.

9. The new fuel tanks have been completed at Esquimalt and 6,000 tons have been received and the tanks are working satisfactorily. Arrangements have been made to supply 12,000 tons to fill these tanks within twenty days.

10. A large quantity of wireless equipment (transmitters, receivers, etc.,) has been ordered and a good proportion received and installed. Standard sets have been devised and will be fitted in all ships of new construction. Three powerful transmitters are on order to supplement the present instruments in the Naval Shore Establishments at Halifax, Ottawa and Esquimalt.

11. Auxiliary Bases have been established at Sydney, Gaspe' and Quebec and the provision of stores to these points for issue to the various auxiliary vessels under these commands is being arranged.

12. The necessary wire for degaussing 25 Canadian Ships and 3 Canadian Armed Merchant Cruisers has been obtained. The degaussing wire for British Merchant Ships is made by the British Supply Board and is being handled by the Canadian Naval Service at the request of the Admiralty.

13. Arrangements have been made to provide two Magnetic Sweeps, twelve Magnetic Skids or Lighters for towing and other pertinent gear to complete equipment.

14. All stores necessary for ships, auxiliary vessels, ships of new construction on the basis of one year's requirements are well in hand and large stocks are now either in the various Dockyards, bases of shipbuilding plants or in the course of delivery, manufacture, etc.

15. Before the war the Admiralty sent to Canada reserve sets of stores for arming four Merchant Cruisers, four Fast Liners and 27 Defensively Equipped Merchant Ships. All these stores have been handled in H.M.C. Dockyards. Two Armed Merchant Cruisers have been fitted and the stores for two more have now

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been taken over from the Admiralty for Canadian Armed Merchant Cruisers. One other set of stores for an Armed Merchant Cruiser has now been ordered from the Admiralty for the Canadian Naval Service. Stores for Fast Liners and Defensively Equipped Merchant Ships have been issued as requisite.

16. In accordance with a request from the Admiralty, $75,000.00 worth of important bulky naval stores from Canadian sources for the R.N. Ships operating from Bermuda and in the British West Indies has been requisitioned. These stores are all being handled through Halifax. In addition to the action taken through the Department of Munitions and Supply, large quantities of stores have had to be purchased locally at Halifax for R.N. Ships using that port as a base.

17. In order to strengthen the anti-submarine defences at Halifax and Sydney, certain devices for fitting in the Gate Vessels at these ports have been ordered. The Admiralty were also requested to advise if they could arrange the supply of Harbour Defence Asdics for the Canadian Naval Service. The supply of these was negotiated through the Department of Munitions and Supply and delivery has been promised by August, 1940.

18. In connection with the three "Prince" class ships taken over the "PRINCE DAVID", "PRINCE ROBERT" and "PRINCE HENRY", the Naval Stores Branch has had to destore these ships and the amount of work in this connection has been very heavy. The stores are being utilized as far as possible to meet the requirements of the R.C.N. and distribution of certain articles of furniture to the new Training Centres of the Militia and R.C.A.F. is being made.

19. In view of the greatly increased activities, it has been found necessary to enlarge the storehouse accommodation at both Esquimalt and Halifax. At Halifax the congestion is very marked and it has been necessary to rent outside warehouse space. This space is not only for the increased quantity of stores which have to be carried out but also to accommodate commercial fittings and furniture which are taken off the chartered auxiliary craft and which must be stored with care until the craft is returned to the owners. At Halifax two temporary storehouses have been erected. The plans and specifications have been prepared and approved for two permanent storehouses and the work of one is now being carried out.

20. It has been found necessary to augment the motor vehicle complement of the R.C.N. very considerably.

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Victualling and Clothing, etc.

Since the previous report on the activities of the Victualling Division was made, increases in complement have been authorised, in April which increased the establishment to 1450 officers and 10,000 ratings and subsequently at the end of June which will provide for 2000 officers and 13,000 ratings.

As a result of the above it has been necessary to take steps to provide for very much larger stocks of materials for making uniforms, etc., in addition to those articles of clothing, e.g. boots, shoes, underclothing, etc., which are procured in a manufactured state.

Due to the rapid development of the Army and Air Force to an unprecedented extent the problem of obtaining supplies became increasingly difficult, notwithstanding the co-operation of the textile and garment manufacturers and suppliers generally.

To provide for supplies of food stuffs at the various bases at which vessels are likely to be maintained and visit, it has been necessary to arrange for contracts for fresh provisions, etc. in addition to the maintenance of dry provisions, i.e. flour, sugar, tea, etc. at the two dockyards.

The commitments for the supply of Provisions, Clothing and Mess Traps for the Canadian Naval Service up to July totals approximately $3,450,000.00 and it is anticipated that a further $1,000,000.00 will be expended before the end of the current fiscal year and it is not unlikely that this figure may be increased.

In addition to providing for the requirements of the Canadian Naval Service, assistance has been rendered to Ships of the Royal Navy in obtaining supplies of victualling stores and food supplies generally.

Approximately 14 vessels of varying tonnage from battleships to fleet auxiliaries have been supplied with food stuffs, their complements varying from 1400 to 50 men, the calls of some of these vessels at port have been at frequent intervals, i.e. in one month there was an average of 15 arrivals of Royal Naval vessels.

In addition to the above supplies of victualling stores have been obtained for the Royal Naval establishment at Bermuda and this work will undoubtedly continue.

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NAVAL ARMAMENT STORES

1. Ammunition for H.M.C. Ships in commission and for those to be commissioned which has been on requisition from Great Britain since the commencement of hostilities continues to be delivered in relatively small quantities as the state of stocks overseas allow.

2. The situation in respect to ammunition for destroyers is improved in as much as requirements for those operating in British home waters are provided from Imperial ammunitioning sources overseas. In respect to ships now being commissioned, it has been possible to maintain full supply for outfitting the vessels, but the reserve therefore is low and necessary practice for training requirements cannot be met at present.

3. Everything possible is being done to expedite the building up of reserve ammunition and to establish an immediate and continuous source of supply on this continent in order to become self-sufficient in respect to both ammunition and guns for the Fleet.

4. Requisitions have been placed with the Department of Munitions and Supply for total number of guns necessary for the arming of all vessels to be taken up for service and to be constructed in accordance with the approved shipbuilding programme together with the ammunition for outfitting, reserve, and for training covering a period of four years' requirements.

5. The possibility of filling immediate Naval requirements of guns, ammunition and Armament Stores in the United States is being investigated. It appears very improbable that any of our requirements can be filled from stocks maintained by the United States Navy. Some small items of new manufacture can be undertaken immediately, however, and orders are being placed with the British Purchasing Commission by the Department of Munitions and Supply.

6. Action is being taken to obtain all the necessary drawings, specifications and related data, necessary for the manufacture in Canada of these requirements in full.

7. Several consignments of these particulars have been received from the British Admiralty and arrangements are being made for their custody and availability to all concerned.

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8. Storage accommodation at the Naval Magazines at Halifax is being more than doubled at the present time, contracts having been let and the work commenced. Some new Magazine Buildings should be ready for occupation in October and the whole project completed by the end of 1940.

9. The new Naval Magazines at Esquimalt should be completed by October when the long delayed transfer of ammunition from the condemned Cole Island Magazines, Esquimalt, will be possible.

10. Owing to the present policy of obtaining, at an early date, the estimated requirements for the Fleet for the next four years, it has again become necessary to increase the Naval Magazine accommodation. Investigation of a suitable site and estimated cost of accommodation required is at present underway.

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SECRET

SUMMARY OF NAVAL WAR EFFORT

1st APRIL TO 30th JUNE 1940.

Note: This Summary is a continuation of that from 1st January to 31st March 1940.

I. PERSONNEL.

II. SHIPS.

III. PORT DEFENCES.

IV. COMMUNICATIONS.

V. CONTROL OF SHIPPING.

VI. DOCKYARDS.

VII. INTELLIGENCE.

VIII. SUPPLY.

IX. ARMAMENT.

Note: Items which it is considered should not be made public are marked thus - #.

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I. - PERSONNEL.

1. H.M.C.S. "Stone Frigate" paid off 22nd June after completing the preliminary training of 100 Officers of the R.C.N.V.R. Supplementary Reserve.

2. The Supplementary Reserve have now all been called up with the exception of a few in positions of National importance and others found medically unfit for Active Service.

3. The Admiralty asked the Royal Canadian Navy to supply 235 R.C.N.V.R. Officers on loan to the Royal Navy. At the end of June over 170 Officers had been sent. This included a class of specially qualified physicists for special service. Further drafts have been selected and will be sent during the coming quarter. In addition 150 specially selected ratings are being drafted to the Royal Navy with a view to passing for Officers and being given commissions at a later date, if found in all respects suitable.

4. There is an ample supply of recruits, and recruits have been called up for active service in successive classes and drafted to the Coasts as accommodation and training facilities permitted.

MOBILISED STRENGTH OF THE R.C.N. AND RESERVE FORCES ON 1st APRIL 1940, AND ON 30th JUNE 1940.

	OFFICERS		RATINGS		TOTALS	
	1.4.40	30.6.40	1.4.40	30.6.40	1.4.40	30.6.40
R.C.N.	209	223	1989	2141	2198	2364
R.C.N.R.	253	356	1030	1596	1283	1952
R.C.N.V.R.	359	517	2284	3168	2643	3685
TOTALS -	821	1096	5303	6905	6124	8001

Total increases during this Quarter were therefore:-

Officers 275
Ratings 1502
Total 1777

Casualties: It is deeply regretted that in the sinking of H.M.C.S. "Fraser" 46 ratings lost their lives, of which 40 were R.C.N. and 6 R.C.N.V.R.

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II. - SHIPS.

TYPE	31st March 1940.			30th June 1940.		
	East	West	Total	East	West	Total
M/S Vessels	10	5	15	10	4	14
A/S Vessels	5	1	6	5	1	6
Fishermen's Reserve	0	15	15	0	14	14
Auxiliary Vessels	41	10	51	58	14	72
Destroyers	7	-	7	3	0	3
Destroyers				3 U.K	-	3
TOTALS -	63	31	94	79	33	112

Of these vessels:-

13 ..... are R.C.N.

24 ..... Requisitioned from private owners.

54 ..... Taken over from Government Departments.

7 ..... Loaned or donated to the Department.

14 ..... Fishermen's Reserve.

(1) Department of Transport tug "Ocean Eagle" has been fitted with minesweeping gear and can be used in case of emergency. She is operating in Halifax now for the Department of Transport.

(2) M/S "Bras d'Or" is sweeping areas in the St. Lawrence, operating from Rimouski. She assisted in capturing the Italian ship "Capo Noli".

(3) An additional minesweeper H.M.C.S. "Macsin" will be fitted out at Quebec in case of enemy mines being laid in the St. Lawrence.

(4) A Loop-laying vessel, H.M.C.S. "Sankaty", is being fitted out at Halifax, in preparation for laying controlled minefield at Halifax.

(5) The St. Lawrence River patrol has been established and is operating on a patrol line between Red Island and Bic Island based on Riviere du Loup.

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(6) 3 Vessels will be requisitioned shortly to be converted into towing vessels for coil-skids used for protection against magnetic mines in shallow waters.

(7) It is proposed to purchase 6 Norwegian whale catchers (now at Halifax) for conversion into L/L minesweepers for protection against magnetic mines in deeper waters.

(8) Examination Service has been established in Gut of Canso for vessels using this passage. Additional examination vessels are being requisitioned as soon as suitable ones can be found.

(9) 4 Vessels have been requisitioned for the R.C.A.F., three of these on the West Coast being manned by Fishermen's Reserve crews.

(10) It is proposed to have our own vessels for maintenance where A/S and A/T booms are laid or being laid. These will consist of one vessel fitted with a Crane for maintenance and a smaller one for gate-attending vessel.

(11) Two of the 14 armed yachts will be ready for service before the end of July. They will be used for Patrol and A/S work, based at Gaspe'. Twelve others are in hand and all should be completed by September. All will be fitted with 4-inch or 12-pdr. guns, depth-charges and Asdics.

(12) Three Armed Merchant Cruisers presently being converted. "Prince Robert" will be ready for trials about July 31st, "Prince David" and "Prince Henry" early in September.

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III. - PORT DEFENCES.

(i) HALIFAX, N.S.

All defences continue to function satisfactorily. Preparations are in hand for the installation of a Controlled Minefield in August, and at a later date of Indicator Loops and Harbour Asdics.

(ii) SYDNEY, N.S.

The Anti-Submarine Net will be completed before the end of July and Sydney will then be available as a Convoy Assembly Port. It has now been decided to instal an Anti-Torpedo Net at Sydney in addition. Examination Service and Port War Signal Station continue to function satisfactorily.

(iii) SAINT JOHN, N.B.

Examination Service and Port War Signal Station in operation. The channel to the drydock is being deepened and widened in order to make it available to the largest types of vessels.

(iv) ESQUIMALT, B.C.

A/S Boom, Examination Service and two Port War Signal Stations (Church Hill and Discovery Island) are in operation. The Anti-Torpedo Nets are now being constructed and will be laid shortly.

(v) PRINCE RUPERT, B.C.

A/S Net is now in process of construction and will be laid shortly. Examination Service in operation.

(vi) MISCELLANEOUS.

Examination Services operate at Yorke Island and at the mouth of the Fraser River. Steps are being taken to instal A/S Nets at Gaspe', P.Q., and Shelburne, N.S., and also an A/T Net at Gaspe'.

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IV. - COMMUNICATIONS.

1. The three main Naval W/T Stations continue to handle an increasing amount of traffic each month. The figures for Ottawa Naval W/T Station for the quarter ending 30th June 1940 show an average monthly increase of 1,239 messages over the previous quarter.

2. Total messages and groups handled -

	Messages.	Groups.
April	4,727	213,942
May	5,368	240,380
June 5,	5,065	221,290

3. It has been found necessary to increase the number of fixed services between Whitehall and Ottawa and between Ottawa and Esquimalt W/T Stations to handle the increased traffic. This necessitates the manning of an additional Remote Control line at certain times of the day and has become possible due to the junior operators and R.C.N.V.R. ratings becoming more proficient in carrying out their duties.

4. Low Power W/T Stations are in operation at Sydney, Saint John, Gaspe', Discovery Island, B.C., Race Rocks, B.C., Vancouver, B.C., York Island, B.C., and Prince Rupert, B.C. These Stations are used for maintaining communication with Auxiliary Vessels and Fishermen's Reserve Vessels operating in their Areas.

5. The lack of well trained operators so keenly felt when it became necessary to adopt war organisation is becoming less noticeable, although the amount of work continues to increase.

6. A great deal of credit is due to senior W/T ratings for the keenness they have shown and the long hours they put in with very little leave possible, and to the junior and R.C.N.V.R. ratings for the spirit shown in quickly adapting themselves to a job so strange to them and one that requires more than average intelligence and patience, to be done efficiently.

7. H.M.C.S. "Assiniboine" has been fitted with an Admiralty type High and Low Frequency D/F Outfit.

8. Loudspeaker systems for H.M.C. Destroyers and Auxiliary Vessels, Portable Wireless Transmitter-Receivers and D/F Outfits for Auxiliary Craft have been designed and developed by the Northern Electric, R.C.A. Victor, and Canadian Marconi Companies, under the supervision of Naval Technical Officers. This equipment is now in production and will be delivered shortly.

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V. - CONTROL OF SHIPPING

There is little to add to the remarks on this subject in the previous report.

Dutch and Belgian vessels, since the attack on those countries, have now come under the full control of the Naval Control Service and the Ministry of Shipping. The operations of these vessels are being arranged by their National Shipping Committees, which are quartered in London.

Our liaison with French Officers employed on control of French shipping in the United States of America has, of course, now been severed.

The British Vice Consul at Mobile, Alabama, has been appointed a Reporting Officer and steps are being taken to appoint the British Consuls at Savannah and Charleston as Reporting Officers, as there is a considerable amount of shipping to be dealt with in these ports.

With the general assistance and ready co-operation of the Commissioner of Customs the organisation for reporting and routeing ships in small Canadian East Coast ports has been further developed with a view to eliminating all possible delays. A large number of ships are now loading pit-props, pulp, etc., in the smaller ports on our East Coast.

HALIFAX CONVOYS.

The organisation of Convoys at Halifax continues to operate normally and the system of assembling ships from Southern ports at Bermuda and joining the two portions of the Convoy in the Atlantic is now working very successfully.

Unfortunately there have been further delays in the completion of the Sydney A/S Boom, so that the assembly of ships from St. Lawrence and Newfoundland ports at Sydney has not yet commenced. It is, however, hoped to start this in the very near future with a view to saving time on passage for ships from the St. Lawrence.

The average number of ships sailed in Convoy has progressively increased, and the previous record of 61 ships mentioned in the last Report has been exceeded by a Convoy of 63 ships, of which 39 sailed from Bermuda and 24 from Halifax, all arriving safely.

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Up to 30th June 1940, 1,354 British and 159 Allied and Neutral ships have left Halifax in Convoy. Of these, 7 have been lost by enemy action whilst in Convoy - i.e., ,46 of 1% - and several more under various circumstances whilst straggling or after dispersal.

VI. - DOCKYARDS

1. SHIP CONSTRUCTION

The Canadian naval shipbuilding programme is making satisfactory headway. Progress during the past three months clearly indicates that the launching schedule of the 54 R.C.N. patrol vessels and the 10 R.N. vessels, of the same type already contracted, will be easily met. In order that these vessels might better meet climatic conditions peculiar to Canadian waters, this office has modified in some ways the Admiralty's plans and specifications.

It is expected that delivery of the ships will begin in the Fall. By the end of the year 10 will have been delivered to the Royal Navy and 18 to the R. C. N.

27 Keels for both patrol vessels and minesweepers were laid in Canadian shipyards.

During the week of April 18th contracts for the construction of two (2) Battle Practice Targets for Admiralty account, were let to the Montreal Drydock Company. Additional contracts for similar equipment were awarded to the same company during the week of May 2nd.

An Ammunition Lighter, built by the Burrard Drydock Co., Ltd., was completed and handed over to the Naval Service. During the week of May 9th, two Provision Lighters, constructed by Shelburne Shipyards at Shelburne, N. S., were completed.

2. DESTROYER STRENGTH

During the three-month period under review, H.M.C.S. FRASER, on active service in European waters, was lost as a result of enemy action. Of the total complement of 160, forty-five ratings lost their lives.

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Concerning two destroyers to be built for R.C.N. in England, no report on the state of progress has yet been received from Admiralty. A report to this effect is expected in the near future.

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3. CONVERSIONS, REPAIRS AND CONSTRUCTION, REQUISITIONS

(a) CONVERSIONS AND D.E.M.S.

Canadian shipyards were busy finishing up conversions started during the winter months. They have engaged in numerous conversions consisting of arming and stiffening of ships, to be used in both the Merchant and the Naval Service.

The latest reports on the conversion of the PRINCE DAVID, PRINCE HENRY and PRINCE ROBERT are most satisfactory. The status regarding completion of the vessels is as follows:

Name of Vessel	Yard where converted	Status
PRINCE DAVID	Halifax Shipyards	45% complete
PRINCE HENRY	Canadian Vickers, Montreal	23% complete
PRINCE ROBERT	Burrard Drydock, Esquimalt.	85% complete

It is expected that the PRINCE ROBERT will be commissioned shortly and will probably see service in the Pacific Ocean.

The arming of S. S. CORNWALLIS, a vessel of Canadian registry, was begun in Montreal Dockyards.

The Canadian Pacific Railway Steamship, EMPRESS OF ASIA, was fitted with defensive armament in Hong Kong during the week of April 11th.

The Canadian tanker CANADOLITE, previously stiffened in the United States, was fitted with armament in Halifax.

During the week of June 20th S. S. VANCOLITE was stiffened and armed at the Montreal Yards of the Canadian Vickers Company. During the same week, in Saint John, N. B., the S. S. SAN

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ANSELMO of Canadian registry arrived to be stiffened and armed. ~~H.M.~~S.S. CATHCART, the British Ship PETERSTONE, the S. S. COLBORNE and two Danish vessels, EDAM and EUROPA, are among other vessels that underwent similar work during that week.

Work on H.M.C.S. ADVERSUS, H.M.C.S. INVADOR and H.M.C.S. ALFREDA was completed.

Montreal opened D.E.M.S. port during the week of April 25th. Canadian ports in which arming of merchant ships is carried out now total six -- Halifax, Saint John, Sydney, Quebec, Montreal and Esquimalt. During the week the Montreal port was opened, six guns were trans-shipped from Halifax. During the period covered by the report, 876 D.E.M.S. inspections were carried out at the above mentioned ports.

(b) REPAIRS

During the period covered, many ships underwent their annual refit and checkup. The main and most important jobs are here mentioned.

On April 4th H.M.C.S. SCATERIE underwent annual refit and the work was completed May 4th.

H.M.C.S. BRAS D'OR, the vessel responsible for the capture of the Italian liner CAPO NOLI underwent refit at the beginning of April.

H.M.C.S. SAGUENAY went to Drydock at Halifax during the week of June 20th. General inspection was carried out and all necessary repairs completed.

H.M.C.S. ASSINIBOINE was taken in hand for refit and installation of heating system.

(c) REQUISITIONS

The following vessels were requisitioned for service with the Canadian Navy:

S.S. SANKATY of the Northumberland Ferries Ltd., for conversion into a loop layer at Halifax; it was expected the task would take about 6 weeks to be completed. Certain legal complications have prevented the transfer from being effected. Authorities are now discussing the case.

S.S. ROSS NORMAN, for conversion into a towing and auxiliary minesweeping vessel. Two other ships were also requisitioned for the same work.

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4. DEGUASSING

During the three-month period from April 1st to June 30th, 51 vessels of British, French and Canadian registry were degaussed in Canadian ports — viz., Halifax, Saint John, Montreal and Esquimalt. It has been found that degaussing is more of a problem than it was thought to be in the first month or two of its use. Vessels degaussed have been discovered to be only partly safe and that additions and alterations had to be made. The matter was referred to the Admiralty. Professor Henderson of Dalhousie University travelled to England to discuss the subject.

5. WORK PROJECTS

Construction work of all types has been undertaken with increasing vigor during the three-month period from April 1st to June 30th. In the period under review some contracts let during the previous three months were completed; others were awarded some of which were completed while the remainder are expected to be finished shortly.

Listed herewith are some projects that were completed during April, May and June:

(a) Grading and surfacing area inside main gate, West Coast.
(b) New Entries - mess deck, West Coast.
(c) Auxiliary generator plant, West Coast.
(d) W/T building and transmitter at Ottawa.
(e) Temporary Barracks, Halifax.
(f) W/T hut and D/F Station at Gordon's Head, West Coast.

The following are some of the more important works projects that have already been approved and work on which in most cases has already begun; tenders called for construction of:

(a) Sydney Administration Building
(b) Plans approved for Port War Signal Stations at:

i. Camperdown
ii. Saint John
iii. Sydney

(c) Plans approved for New Central Storehouse, Halifax.
(d) Plans approved for new Ordnance Building, East Coast.
(e) Plans completed for construction of temporary Barracks, Comox

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(f) Tenders called for crane for #3 Pier, Halifax.
(g) Contract for construction of #5 Pier, East Coast; awarded
(h) Plans for guardhouse, Victoria, B.C.; approved
(i) Plans in hand for construction of receiving store, West Coast.
(j) Work progressing favourably on new south wing of R.C.N. Barracks, East Coast
(k) Department of Public Works completing plans for construction of Harbour Defence Building, Halifax.

6. EQUIPMENT ORDERS

Much important equipment was ordered during the three-month period. The following is a list of some of the more outstanding orders, delivery on some of which has already been made:

(a) Two sets of Armed Merchant Cruiser Equipment, ordered from the Admiralty.
(b) Forty "T" type nets for delivery at Halifax and 54 for delivery at Esquimalt. Contracts called for a delivery rate to Halifax of 12 per week while the West Coast delivery speed was set at half that rate. Deliveries will begin in July.
(c) Two 35-foot motor launches; delivered Halifax first week in June.
(d) One Diesel-driven motor launch; delivered first week in May.
(e) One radio direction finder for Halifax; delivery expected by the end of the year.
(f) Twenty-six depth charge chutes; delivered at Halifax.
(g) W/T sets for small motor craft of the St. Lawrence patrol.
(h) Three gunnery training equipment.
(i) Special secret apparatus for the protection of Eastern Canadian ports.

7. GENERAL

The manufacture of trunk castings for Asdics was begun. Considerable progress was made on the procurement of material to sweep magnetic mines. The proposal to build a breakwater at Halifax which could be used in lieu of an A/T net was revived by the Department of Transport. However, arrangements were finally completed to have an A/T net laid at Halifax.

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It was decided that the new patrol vessels should not be fitted with bow defence gear and the supply of certain stores required for this purpose was suspended.

Under the authority of an Order-in-Council, the Canadian Government is supplying, free of charge, to the owners of vessels the necessary electric cable for degaussing.

The necessary wire for degaussing ten merchant ships was transferred from Halifax to Esquimalt. As approved by the Admiralty, ten sets of bow defence equipmentwere transferred from Esquimalt to Halifax.

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VII - INTELLIGENCE

MERCANTILE INTELLIGENCE

The Mercantile Intelligence Section continues to function normally though the inclusion of all shipping, Allied and Neutral, into its functions has expanded this work still further.

ENEMY INTELLIGENCE

The D/F unit at Hartlen Point together with those at St. Hubert and Botwood have now been co-ordinated with that at Bermuda and very promising results are being obtained by this organisation. We are greatly indebted to the Department of Transport for the invaluable assistance given by them in this matter.

A D/F station is almost completed at Esquimalt. This will be manned by naval ratings and will be a valuable addition to the W/T Intelligence work which has long been dealt with by that station. It will be included in the Admiralty Far Eastern Intelligence Organisation in due course.

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VIII - SUPPLY

NAVAL STORES AND FUEL.

1. Following the outbreak of war on the 3rd September 1939, immediate issue was commenced of the reserves of warlike equipment for the anti-submarine net at Esquimalt, minesweeping sets, equipment for Port War Watching Stations and Examination Stations and Steamers and Auxiliary Vessels. The anti-submarine net at Esquimalt was laid with expedition and a contract arranged with Messrs. Foundation Maritime Limited for the construction and laying of anti-submarine nets at Halifax. This net has now been laid at Halifax. The anti-torpedo net is now being assembled at Halifax and will be laid.

2. Anti-submarine net equipment has been obtained for Sydney Harbour and practically all the equipment is now on hand. A contract has been arranged and the completion of the anti-submarine net will be made within a very short time.

3. The procurement of stores is now being expeditiously arranged for the anti-torpedo and anti-submarine nets to be laid at Gaspe'. Shelburne Harbour is being provided with an anti-submarine net and stores for this project are also being provided for.

4. Anti-torpedo nets have been assembled to be placed in Esquimalt Harbour. The material for the anti-submarine net for Prince Rupert is being assembled and negotiations are going ahead for the laying of this net.

5. The stock of minesweeping devices in Canada has been very considerably augmented and orders placed for the Mk. 1 Sets to be fitted on new ships being constructed.

6. In accordance with the programme laid down, devices for detecting submarines under water have been ordered from Great Britain and four of these have already been fitted in auxiliary ships. Twelve sets have been received and are being fitted in the Armed Yachts. Ninety-three additional sets are on order for Trawlers and Motor Torpedo Boats.

7. The prospect of manufacturing the above special equipment in Canada is being carefully studied and with the recent arrival of Admiralty workmen who are provided with specimens and specifications it is hopefully anticipated that production in Canada will enhance delivery to our ships.

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8. Supplies of fuel oil for ships and auxiliary vessels based on Halifax, Sydney, Gaspe' and Quebec, have been arranged up to the 31st March, 1941, through contracts and negotiations with Imperial Oil Limited and other large oil companies. Negotiations are still in progress in connection with a contract for fuel oil requirements during the current fiscal year for H.M. Ships. Contracts for steaming coal at Halifax, Sydney and Saint John have been arranged. West Coast steaming coal contract is being arranged.

9. The new fuel tanks have been completed at Esquimalt and 6,000 tons have been received and the tanks are working satisfactorily. Arrangements have been made to supply 12,000 tons to fill these tanks within twenty days.

10. A large quantity of wireless equipment (transmitters, receivers, etc.,) has been ordered and a good proportion received and installed. Standard sets have been devised and will be fitted in all ships of new construction. Three powerful transmitters are on order to supplement the present instruments in the Naval Shore Establishments at Halifax, Ottawa and Esquimalt.

11. Auxiliary Bases have been established at Sydney, Gaspe' and Quebec and the provision of stores to these points for issue to the various auxiliary vessels under these commands is being arranged.

12. The necessary wire for degaussing 25 Canadian Ships and 3 Canadian Armed Merchant Cruisers has been obtained. The degaussing wire for British Merchant Ships is made by the British Supply Board and is being handled by the Canadian Naval Service at the request of the Admiralty.

13. Arrangements have been made to provide two Magnetic Sweeps, twelve Magnetic Skids or Lighters for towing and other pertinent gear to complete equipment.

14. All stores necessary for ships, auxiliary vessels, ships of new construction on the basis of one year's requirements are well in hand and large stocks are now either in the various Dockyards, bases of shipbuilding plants or in the course of delivery, manufacture, etc.

15. Before the war the Admiralty sent to Canada reserve sets of stores for arming four Merchant Cruisers, four Fast Liners and 27 Defensively Equipped Merchant Ships. All these stores have been handled in H.M.C. Dockyards. Two Armed Merchant Cruisers have been fitted and the stores for two more have now

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been taken over from the Admiralty for Canadian Armed Merchant Cruisers. One other set of stores for an Armed Merchant Cruiser has now been ordered from the Admiralty for the Canadian Naval Service. Stores for Fast Liners and Defensively Equipped Merchant Ships have been issued as requisite.

16. In accordance with a request from the Admiralty, $75,000.00 worth of important bulky naval stores from Canadian sources for the R.N. Ships operating from Bermuda and in the British West Indies has been requisitioned. These stores are all being handled through Halifax. In addition to the action taken through the Department of Munitions and Supply, large quantities of stores have had to be purchased locally at Halifax for R.N. Ships using that port as a base.

17. In order to strengthen the anti-submarine defences at Halifax and Sydney, certain devices for fitting in the Gate Vessels at these ports have been ordered. The Admiralty were also requested to advise if they could arrange the supply of Harbour Defence Asdics for the Canadian Naval Service. The supply of these was negotiated through the Department of Munitions and Supply and delivery has been promised by August, 1940.

18. In connection with the three "Prince" class ships taken over the "PRINCE DAVID", "PRINCE ROBERT" and "PRINCE HENRY", the Naval Stores Branch has had to destore these ships and the amount of work in this connection has been very heavy. The stores are being utilized as far as possible to meet the requirements of the R.C.N. and distribution of certain articles of furniture to the new Training Centres of the Militia and R.C.A.F. is being made.

19. In view of the greatly increased activities, it has been found necessary to enlarge the storehouse accommodation at both Esquimalt and Halifax. At Halifax the congestion is very marked and it has been necessary to rent outside warehouse space. This space is not only for the increased quantity of stores which have to be carried out but also to accommodate commercial fittings and furniture which are taken off the chartered auxiliary craft and which must be stored with care until the craft is returned to the owners. At Halifax two temporary storehouses have been erected. The plans and specifications have been prepared and approved for two permanent storehouses and the work of one is now being carried out.

20. It has been found necessary to augment the motor vehicle complement of the R.C.N. very considerably.

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Victualling and Clothing, etc.

Since the previous report on the activities of the Victualling Division was made, increases in complement have been authorised, in April which increased the establishment to 1450 officers and 10,000 ratings and subsequently at the end of June which will provide for 2000 officers and 13,000 ratings.

As a result of the above it has been necessary to take steps to provide for very much larger stocks of materials for making uniforms, etc., in addition to those articles of clothing, e.g. boots, shoes, underclothing, etc., which are procured in a manufactured state.

Due to the rapid development of the Army and Air Force to an unprecedented extent the problem of obtaining supplies became increasingly difficult, notwithstanding the co-operation of the textile and garment manufacturers and suppliers generally.

To provide for supplies of food stuffs at the various bases at which vessels are likely to be maintained and visit, it has been necessary to arrange for contracts for fresh provisions, etc. in addition to the maintenance of dry provisions, i.e. flour, sugar, tea, etc. at the two dockyards.

The commitments for the supply of Provisions, Clothing and Mess Traps for the Canadian Naval Service up to July totals approximately $3,450,000.00 and it is anticipated that a further $1,000,000.00 will be expended before the end of the current fiscal year and it is not unlikely that this figure may be increased.

In addition to providing for the requirements of the Canadian Naval Service, assistance has been rendered to Ships of the Royal Navy in obtaining supplies of victualling stores and food supplies generally.

Approximately 14 vessels of varying tonnage from battleships to fleet auxiliaries have been supplied with food stuffs, their complements varying from 1400 to 50 men, the calls of some of these vessels at port have been at frequent intervals, i.e. in one month there was an average of 15 arrivals of Royal Naval vessels.

In addition to the above supplies of victualling stores have been obtained for the Royal Naval establishment at Bermuda and this work will undoubtedly continue.

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NAVAL ARMAMENT STORES

1. Ammunition for H.M.C. Ships in commission and for those to be commissioned which has been on requisition from Great Britain since the commencement of hostilities continues to be delivered in relatively small quantities as the state of stocks overseas allow.

2. The situation in respect to ammunition for destroyers is improved in as much as requirements for those operating in British home waters are provided from Imperial ammunitioning sources overseas. In respect to ships now being commissioned, it has been possible to maintain full supply for outfitting the vessels, but the reserve therefore is low and necessary practice for training requirements cannot be met at present.

3. Everything possible is being done to expedite the building up of reserve ammunition and to establish an immediate and continuous source of supply on this continent in order to become self-sufficient in respect to both ammunition and guns for the Fleet.

4. Requisitions have been placed with the Department of Munitions and Supply for total number of guns necessary for the arming of all vessels to be taken up for service and to be constructed in accordance with the approved shipbuilding programme together with the ammunition for outfitting, reserve, and for training covering a period of four years' requirements.

5. The possibility of filling immediate Naval requirements of guns, ammunition and Armament Stores in the United States is being investigated. It appears very improbable that any of our requirements can be filled from stocks maintained by the United States Navy. Some small items of new manufacture can be undertaken immediately, however, and orders are being placed with the British Purchasing Commission by the Department of Munitions and Supply.

6. Action is being taken to obtain all the necessary drawings, specifications and related data, necessary for the manufacture in Canada of these requirements in full.

7. Several consignments of these particulars have been received from the British Admiralty and arrangements are being made for their custody and availability to all concerned.

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8. Storage accommodation at the Naval Magazines at Halifax is being more than doubled at the present time, contracts having been let and the work commenced. Some new Magazine Buildings should be ready for occupation in October and the whole project completed by the end of 1940.

9. The new Naval Magazines at Esquimalt should be completed by October when the long delayed transfer of ammunition from the condemned Cole Island Magazines, Esquimalt, will be possible.

10. Owing to the present policy of obtaining, at an early date, the estimated requirements for the Fleet for the next four years, it has again become necessary to increase the Naval Magazine accommodation. Investigation of a suitable site and estimated cost of accommodation required is at present underway.

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MEMORANDUM
Department of External Affairs C252663

Ottawa, Apl 9.

Prime Minister

Draft of the Road in consultation with Justice/S
U.K. is being advised action taken/

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JER/S
Apr.9/40

NOTE FOR THE PRIME MINISTER

C252664

SITUATION IN DENMARK AND NORWAY

Necessary Action

1. Communications.

Circular D. 103, April 9, 1940. Action has been taken under existing regulations governing Cable Censorship.

2. Control of Shipping. Circular D. 102, Apr. 9, 1940.

The existing powers under the Defence of Canada Regulations No. 40, are not as extensive as those under the United Kingdom Regulation No. 19. The powers under our own Regulation are adequate to cover action by the Naval Services, but the United Kingdom Regulation is much broader and gives much wider powers.

It is suggested that it would be undesirable to name Norway and Denmark and further, that it would be unsafe, because we do not know how the situation will develope with respect to other of the neutral States.

Accordingly, a new Regulation, #40A, has been drafted, based upon the United Kingdom model, which would give ample powers, both to Naval Officers and Collectors of Customs. There may very well be ships in Canadian ports where there are no Naval authorities, where the matter can be dealt with effectively by the Collector with the aid of the local Police.

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It will be observed that the Regulation departs slightly from the United Kingdom model. It includes Canadian waters, as well as Canadian ports which is essential, in view of the fact that ships may be in the St. Lawrence, say between Quebec and Montreal, or between Quebec and the mouth of the St. Lawrence and in a position to be dealt with effectively. Further, the time for ratification of action by the Minister is three days, instead of twenty-four hours. We need more time in this Country, because of the difficulty in communication from remote ports.

It may be noted that action has already been taken, both by the Naval Services and by the Minister of National Revenue, through the Collectors of Customs.

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C252666

Special Memorandum for the Prime Minister:

At 2:20 p.m. Mr. Turnbull telephoned to report latest news concerning naval engagements in North Sea area:

15 German ships already known to be sunk
- made up of: 7 merchantmen
8 warships

British losses: 2 destroyers (previously reported)
2 old Norwegian vessels

British Navy have broken up a large German transport formation

British Navy taking advantage of every available opportunity to press naval engagements.

D.R.

April 10, 1940

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Coll - wars - naval defence

C252667

SECRET NS. 1078-3-3

REVIEW OF THE CANADIAN NAVAL SITUATION
MAY 1st, 1940.

The following Review of the Existing Naval Situation in Canada as at May 1st, 1940, has been prepared under the following main heads :-

I. OPERATIONS.
- (A) H.M.C. Ships.
- (B) Control of Merchant Shipping.
- (C) Convoy System.
- (D) Mercantile Intelligence.
- (E) Defensive Equipment for Merchant Ships.
- (F) St. Lawrence River and Gulf.
- (G) Miscellaneous.

II. PORT DEFENCES.

III. PERSONNEL AND BARRACK ACCOMMODATION.

IV. CONSTRUCTION AND REPAIR.
- (A) Ships.
- (B) Works Projects,

V. WIRELESS COMMUNICATIONS.
- (A) Facilities.
- (B) Traffic.

VI. SUPPLY.
- (A) Naval Stores and Fuel.
- (B) Naval Armament Stores.
- (C) Acquisition of Lands and Rentals.
- (D) Victualling and Clothing.

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PART I. - OPERATIONS

(A). H.M.C. SHIPS

1. Ninety-four vessels are in commission in the Royal Canadian Navy - 63 on the East Coast and 31 on the West.

2. One Leader, 5 Destroyers and 43 Auxiliary Craft are based at Halifax. Other Auxiliary Vessels are based as follows: Saint John - 8, Sydney - 1, and Quebec - 4. One Destroyer ("Fraser") is attached to the Jamaica Force under the operational control of the Commander-in-Chief, America and West Indies.

3. On the West Coast, Auxiliary Craft are disposed as follows:- Esquimalt - 20, Vancouver - 3, Prince Rupert - 7, York Island - 1. Fifteen of these vessels comprise the Fishermen's Reserve Flotilla.

4. In all, 14 vessels are R.C.N.; 44 have been taken over from Government Departments; 18 have been requisitioned from private owners; and 3 are on loan.

5. In addition to the above, 14 Yachts will shortly be requisitioned. They will be fitted with guns and depth-charges and will be employed as Anti-Submarine patrol vessels until the various ships building are completed. 12 will be used on the East Coast and Gulf of St. Lawrence, and 2 on the West Coast.

6. In addition, a special summer patrol will be established in the St. Lawrence River, probably based at Rivière du Loup. 4 vessels will be required for this patrol. One has already been requisitioned; one has been given outright to the Naval Service and will be taken over early in May; one has been offered to the Department as a gift - she has been inspected and is under consideration; and one is yet to be found.

7. Two vessels of Canadian registry, the yacht "Seaborn" and salvage vessel, "Salvage King", have been requisitioned for Admiralty account. H.M.S. "Seaborn" is at Halifax as an accommodation vessel for the Flag Officer Commanding the 3rd Battle Squadron and staff. "Salvage King" is on her way from the West Coast to Halifax, en route to the United Kingdom.

8. An Advisory Board (East and West Coasts) has been set up to investigate and recommend the charter hire to be paid to owners of vessels requisitioned. In most cases, this recommended figure has been approximately 18% to 20% of the appraised value of the vessel. Power to requisition any vessel of Canadian registry, at the direct request of the Chief of Naval Staff only, has been vested in the Director of Marine Services, Department of Transport. In addition, if an owner desires to transfer a vessel of Canadian registry to a foreign registry, his request is submitted to the Ministry of Transport who, in turn, should submit it to the Chief of Naval Staff for his approval, or otherwise.

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9. It has been arranged with the Department of Fisheries that 6 large Halibut Boats of the Fishermen's Reserve on the West Coast would be released for the Halibut fishing season. Great difficulty was experienced in obtaining suitable vessels to replace them. All the Owners of the Halibut Boats protested at being released from Naval Service for the fishing season and it was decided not to release any of these vessels and their Fishermen's Reserve crews.

10. Every consideration is given to owners who require their vessels for essential services, before they are requisitioned for Naval Service. Various vessels have also been released and others taken up to replace them (if suitable ones could be found), when the owners required them urgently for seasonal operations. There is a great shortage of vessels of Canadian registry suitable as Examination Vessels; also of powerful seaworthy tugs and trawlers for Minesweepers and it may become necessary to purchase some of these abroad.

(B). CONTROL OF MERCHANT SHIPPING

1. The Naval Control of Shipping instituted immediately before the outbreak of war, as described in Summary dated 18th January, has been elaborated in certain directions and simplified in others as experience has shown advisable.

2. Certain delays, with consequent loss of valuable tonnage time, which were a necessary but unfortunate concomitant of the institution of Naval Control, have been eliminated.

3. On 26th February, 1940, the Admiralty requested the Canadian Naval Staff to take over the general administration of Consular Shipping Staffs in the United States. At the same time, the Consular Shipping Staffs at Jacksonville, New Orleans and Galveston were transferred to the Ottawa Area from the Jamaica Area.

4. These two changes were most desirable. The Chief of the Naval Staff of Canada had been operating ten of the staffs in the United States (through the Director of Naval Intelligence) but had had no administrative control over them. It was clear that he was in a better position to judge their requirements of personnel, pay and allowances, etc., than the Commander-in-Chief at Bermuda who, apart from administration, had no hand in their operations.

5. Furthermore, the Chief of the Naval Staff had been responsible for maintaining the general liaison between the Consular Shipping Staffs and the Representative of the British Ministry of Shipping in the United States. The Representative controlled all shipping in the United States and it was therefore most desirable that the three remaining Consular Staffs in the United States, which originally belonged to the Jamaica Area, should be transferred to the Ottawa Area.

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6. To assist in the administration of the Consular Staffs in the United States, a retired R.N. officer, who was appointed to the Consular Staff at New York, was loaned to Ottawa.

7. The pay and allowances of all these officers are controlled by the Admiralty and paid by them through the Foreign Office but with a better knowledge of the local conditions, the Chief of Naval Staff has been able to recommend to the Admiralty certain adjustments which the Admiralty now have under consideration. A re-arrangement of the original personnel appointed to these ports has also been made in order to bring the staffs more into line with the volume of work which falls upon them. This re-adjustment has saved the Admiralty a certain amount of money in payment of salaries to officers whose employment on this service was considered unnecessary.

8. Vice-Consular Reporting Officers have been established at Wilmington (North Carolina) and Tampa (Florida). These gentlemen, in addition to their Consular duties, act as outposts to the Consular Shipping Staffs in the vicinity.

9. The Naval Control Staffs in Canada continue to function in an efficient and satisfactory manner.

10. The involuntary inclusion of Denmark and Norway in hostilities has entailed the extension of shipping control to the vessels of those countries. Denmark, being technically an enemy, her ships are, where possible, being seized in prize. The Government will operate them under the Canadian flag, but as far as possible, and to the extent that they can be deemed reliable, with Danish crews.

11. Norway being an ally, her ships will, of course, remain under their own flag.

12. The inclusion of these vessels in the shipping control system is gradually being accomplished.

(C). CONVOY SYSTEM.

1. The mainstay of the shipping movement continues to be the Convoy system. This is now provided for all ships of between 9 and 15 knots speed proceeding to United Kingdom waters. Faster and slower vessels continue to be sailed independently from their final loading ports.

2. The Convoy system from Halifax has continued to operate with great success throughout the winter, Convoys being assembled and despatched roughly twice a week. The whole arrangements have continued to work very smoothly.

3. On March 18th, a Convoy left Halifax comprising 61 vessels, which had a total tonnage of 389,220 tons. Of these ships, 48 were British, 3 French and 10

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neutrals. This Convoy arrived safely at its destination and the size of it is considered to be a record, both for this war and the Great War. Up to 5th April, 1940, 917 British, 75 Allied and 99 Neutral ships have left Halifax in Convoy. Of these, 3 have been lost by enemy action whilst in Convoy - i.e. 0.3%.

4. Whilst loss of ships in Convoy by enemy action continues at a remarkably satisfactorily low figure, losses by marine accident have increased -- not only in these waters -- to an extent which called for remedial measures.

5. Arrangements have now been made to assemble ships from ports south of the Chesapeake at Bermuda, and the remainder at Halifax. This system will save a certain amount of shipping time and will avoid the large complete Convoys proceeding through the fog areas off the Newfoundland Banks. The Bermuda and Halifax Sections will rendezvous at sea and form into one complete Convoy. The organisation of the two sections will remain under the general control of the R.C.N. Control Service Staff at Halifax. Officers of experience in Convoy organisation have been temporarily lent to Bermuda from Halifax to assist in setting up the necessary organisation at Bermuda.

6. As soon as the A/S Defences of Sydney, N.S., are completed (about June, 1940), it is proposed to introduce the assembly of a third section there, consisting of ships which have loaded in St. Lawrence ports. This will have the advantage of saving the delays occasioned by such ships having to go to Halifax to assemble.

7. In addition to the normal Convoys, a special Convoy of five ships sailed in January with several thousand troops and equipment and approximately one thousand Newfoundland loggers.

8. Two special sailings in February and April carried a complete Air Force squadron, about one thousand Newfoundland troops and further Canadian Militia details.

9. As in previous cases, extra strong escorts accompanied these ships, and the closest secrecy regarding their movements was maintained.

(D). MERCANTILE INTELLIGENCE

1. Before the outbreak of war, the Mercantile Intelligence Section of Naval Service Headquarters kept careful track of foreign merchant ships which might, in war, be employed as armed raiders. On the outbreak of war, this section was expanded to admit of full information of the movements of British ships being kept up to date. This work was further enlarged to embrace Allied vessels and certain neutrals who had applied to our Control Staffs for advice.

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2. When the invasion of Denmark took place, additional work fell upon this Section in order that information of Scandinavian Shipping might be provided and the Admiralty have since ordered that watch is to be kept upon all merchant shipping - British, Allied and Neutral. The Mercantile Intelligence Section is now able to provide information regarding the movements of all merchant shipping into and out of the Ottawa Area (which comprises Canada and the United States). All routes given to Merchant Ships are carefully checked in conjunction with this information and arrangements are made to see that if a danger area is reported in the track of any particular ship, that ship will duly be warned of it.

3. An organisation has been set up in Canada and the United States by the British Ministry of Food. In addition to its contact with the British Ministry of Shipping organisations in Canada and the United States, the Naval Service is in close touch with these food agencies, for the purpose of co-ordinating the loading and expediting the sailings of their vessels.

(E). DEFENSIVE EQUIPMENT FOR MERCHANT SHIPS.

(1) D.E.M.S. STAFFS

1. In accordance with the policy, laid down before war commenced, that ships of the Merchant Navy were to be equipped with defensive armament in that event; 27 outfits of guns and ammunition were provided in Canada for the equipping of Merchant Vessels, and 4 equipments for the arming of Fast Liners; a further 40 equipments for Defensively Equipped Merchant Ships (D.E.M.S.) arrived subsequently.

2. Because of the work entailed in equipping Merchant Vessels with defensive armament, it was found necessary to set up an organisation in Canada to look after the mounting of guns aboard Defensively Equipped Merchant Ships, the carrying out of gun trials, the inspection and maintenance of armament in British ships visiting our ports, and the training of personnel, both officers and men, in the use and care of the armament in these vessels.

3. Soon after the outbreak of war, therefore, Defensively Equipped Merchant Ship Staffs were appointed to Halifax and Esquimalt to carry out this important work in conjunction with various staffs at the Dockyards. When the decision was reached that Halifax would be a Convoy Assembly Port for ships sailing from the United States and Canadian ports for the United Kingdom, the brunt of the D.E.M.S. work naturally fell on this port, especially after Montreal closed down on account of winter conditions.

4. When the St. Lawrence river opens, D.E.M.S. Staffs will be ready to meet shipping at the ports of Montreal and Quebec.

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(ii) CANADIAN D.E.M. SHIPS.

5. It was deemed advisable that ships of Canadian Registry should also carry defensive armament. An Order-in-Council was therefore passed, and a circular sent to all Shipowners in Canada advising that the cost of stiffening and arming their vessels would be payable from Government funds. His Majesty's Government agreed that since the ships were operating for the benefit of the Empire, the guns to be provided would be to the account of the British Government. A table shows the number of ships armed at each port:-

PORT OF ARMING	D.E.M.S.		FAST LINERS	
	Canadian	British	Canadian	British
Vancouver		16	2	1
Halifax	5	12		
Saint John	3	1		
Quebec	1 (2 guns)			1
	TOTAL 38		TOTAL	4

6. One ship of Canadian Registry was fitted at Halifax with a 12-pounder gun only; D.E.M. Ships carry one 4-inch gun, while Fast Liners mount a 6-inch gun and a three-inch high-angle gun.

7. It is a matter of some pride that every vessel equipped with defensive armament arriving in a Canadian port has been inspected by the D.E.M.S. Staff, and has not left port unless the armament provided is in one hundred percent efficient condition. These inspections number over 1200, of which 80 percent have been carried out at Halifax.

8. In the first months of the war, officers of the Merchant Navy regarded these visits with a certain amount of caution; but now it is felt that every ship arriving in Canadian waters is cognisant of the fact that it has the co-operation of the Naval officers, and that every facility will be given to maintain its armament in a state of efficiency.

(iii) GUN TRIALS

9. Fifty Gun Trials have been carried out on the East and West Coasts. It is noted from D.E.M.S. Staff Reports that repairs have been found necessary to approximately 11 percent of the vessels inspected; these repairs have been dealt with rapidly and efficiently, and have occasioned no additional expenses.

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10. Officers and men of the Merchant Navy have been found, after a period of being in charge of their guns, to be very efficient and most willing and they have made full use of the gun batteries at Esquimalt and Halifax for training purposes and instruction.

(iv) DEGAUSSING

11. In the latter part of January, 1940, a form of protection against the magnetic mine was first introduced, and was called "Degaussing". The fitting, repair and maintenance of this equipment has also fallen upon the D.E.M.S. Staffs of Canada.

12. It was also felt that this form of protection should be granted to Canadian vessels; in consequence, another Order-in-Council was passed, and a further circular sent to all Shipowners in Canada, in which the form of protection was described, along with the information that the wire necessary for degaussing was to be supplied at Canadian Government expense.

13. It is part of the duties of the D.E.M.S. Staffs to inspect this equipment in all British vessels in Canadian ports; up to the present, this form of protection is in its experimental stages, and ships arriving from England have not been very satisfactory, but marked improvement is being noticed as later vessels arrive, and instructions are being received from Admiralty from time to time giving reports of improvements. With this knowledge, the delay in degaussing vessels in Canada may be of benefit, in view of the fact that vessels done on this side may be fitted with the latest available information about the gear being available.

14. At the present moment, 4 of H.M.C. Ships have been, or are in the process of being fitted with degaussing gear at Halifax. 3 Merchant Navy vessels are being similarly provided for, 5 vessels are undergoing repairs to their apparatus, which was fitted in the United Kingdom, and inquiries are also under way from Shipowners with regard to a vessel being equipped with degaussing in Vancouver. Until now, no ships of Canadian Registry have applied for degaussing, although inquiries have been received from the Imperial Oil Company for a vessel to be degaussed in the United States.

(F). ST. LAWRENCE RIVER AND GULF

1. Careful consideration has been given to the defence of shipping in the Gulf and River St. Lawrence against enemy action, particularly by submarines, during the season of navigation.

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2. Preparations are already in hand to enable instant action to be taken should this threat become an actuality. The plan known as "PLAN G", is necessarily based on the limitations imposed by the shortage of suitable vessels. It is intended to be brought into operation in a series of "phases", involving the routeing of vessels inward and outward bound; the institution of air-patrols; the use of hunting and striking forces of destroyers, if available, and armed A/S yachts; the closing of Belle Isle, Gut of Canso and Mingan Passage to all shipping; and finally the introduction of "Escorted Groups."

3. By this latter system, ships of less than 12 knots speed pass through the Gulf in groups escorted by A/S vessels based on Sydney and Gaspe. The underlying principle is that a submarine, in order to find a suitable target, must by force of circumstances approach an escorted group, thus placing himself within reach of the hunting vessels.

4. The final phase of this plan involves the complete closing of the Gulf of St. Lawrence, but this would only be adopted as a last resort.

5. An armed motor-boat patrol based on Rivière du Loup will be instituted shortly in the River.

(G). MISCELLANEOUS

1. In time of war, it is necessary for the Naval Authorities to have complete control of the system for promulgating information concerning (a) Navigational Aids, and (b) Dangerous Areas, Searched Channels, etc. Such warnings are distributed from Naval Service Headquarters to the "Ottawa Area" East and West Coasts. (a) are non-confidential and are promulgated by "W" messages. (b) are secret and are only handled by Naval staffs. They are promulgated as "Q" messages to Naval Control Service Officers who use them to aid in routeing merchant ships to all parts of the world. Since the outbreak of war some 150 "W" and 850 "Q" messages have been received and passed by Naval Service Headquarters, averaging approximately four per day.

2. A scheme has been evolved whereby all lights, foghorns, direction-finding stations and Automatic Radio Beacons, can be shut down in case of emergency. The Commanding Officer Atlantic Coast and Commanding Officer Pacific Coast are responsible for their respective coasts and work in conjunction with the Canadian Broadcasting Corporation and Department of Transport. Both Coasts have been divided into areas, so that only the area affected and not necessarily all lights, etc., need be shut down, although this can be done if required. This scheme is now in operation on the East Coast and can be brought into operation on the West Coast at short notice. Arrangements have been made for the Canadian Broadcasting Corporation to broadcast certain pre-arranged messages at certain times and the lightkeepers and others concerned carry out instructions already issued to them.

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PART II. - PORT DEFENCES

(i) HALIFAX. The Anti-Submarine Net continues to prove most satisfactory, and has withstood the winter sea and weather conditions remarkably well.

An Anti-torpedo Baffle will eventually be laid from the end of the Yacht Club Breakwater. Material for this is in process of assembly.

A controlled minefield consisting of eight sixteen-mine loops is to be laid in August 1940. This type of minefield is operated from a control hut on shore.

Two harbour Asdics will be placed at the entrance to the harbour when they can be supplied by the Admiralty. It is understood that the demand for these instruments in Home Waters is likely to result in some delay. The possibility of laying Indicator Loops is also being investigated, and in case of a similar delay in supply, the National Research Council is cooperating with Naval Technical officers in an investigation as to the possibility of fabricating these Loops in Canada.

The Examination Service continues to function satisfactorily.

The Minesweeping Flotilla carries out regular sweeps of the searched channels for moored contact mines.

The Port War Signal Station at Camperdown is fully manned and functioning. War watching stations are now established at Osborne Head and Bald Rock.

(ii) SYDNEY, N. S. The proposed site for the A/S Net has been moved from S. E. Bar--N. E. Bar to Stubbert Point--Daly Point. This position gives more room to ships, particularly merchant-vessels, to manoeuvre inside the net, and also to a large extent obviates the necessity of installing an anti-torpedo baffle. The material for this net is now practically assembled, and it is anticipated the net will be in position by the 15th June or soon afterwards. Delay is due to difficulty in obtaining details of the conversion of scows to gate-vessels.

Sydney has an Examination Service and Port War Signal Station.

A Harbour Asdic will also be installed when supplied by the Admiralty.

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(iii) SAINT JOHN. Tidal conditions in the Bay of Fundy make the laying of A/S and A/T nets impracticable. A Port War Signal Station is established at Mispec Point, and there is an Examination Service.

(iv) ESQUIMALT. Anti-submarine Boom is satisfactory. Material for the construction of two Anti-torpedo Baffles is in process of assembly, but these will not be actually laid until it becomes necessary to anchor vessels in Esquimalt Harbour.

Two Port War Signal Stations are established, one on Discovery Island and one at Church Hill.

The Minesweeping Flotilla carries out periodical exploratory sweeps.

The Examination Service functions satisfactorily.

(v) MISCELLANEOUS. Port War Signal Stations are established at Quebec, Vancouver and Prince Rupert. Examination Services are in operation at Quebec, Vancouver, Prince Rupert, and York Island, B. C., and one for small local vessels at the mouth of the Fraser River.

Material for an Anti-submarine Net at Prince Rupert is being assembled at Esquimalt and Prince Rupert, but this net will not be made and laid until circumstances make it advisable.

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PART III.

PERSONNEL AND BARRACK ACCOMMODATION.

(A) - PERSONNEL.

The total personnel mobilized on active service on the 30th April was as follows:

	Officers	Ratings	Total
R. C. N.	214	2000	2214
R.C.N.R. (Including Fishermen's Reserve)	280	1150	1430
R.C.N.V.R.	406	2450	2856
TOTAL	900	5600	6500

In addition to the above a standing reserve of 100 officers and 1000 ratings are maintained at R.C.N. V.R. Divisions across Canada who are not yet mobilized.

Officers and ratings on active service are serving as follows:

Destroyer Flotilla	60	Officers &	1200	Ratings
Minesweeping Flotillas	40	" "	400	"
Auxiliary Patrol Vessels	50	" "	400	"
Guns Crews Defensively Equipped Merchant Ships)			100	"
Convoy's Staffs	1	Officer "	100	"
Examination Service Extended Defence Service)	150	Officers "	500	"
Naval Control Service	125	" "	150	"
(Serving in Royal Navy	125	" "	100	")
Base Staff and Repair Staff) Instructional Staffs and Headquarters' Staff)	215	" "	1200	"
Duty at R.C.N.V.R. Divisions	34	" "	450	"
Crews under training for ships being equipped for the R.C.N. and ships building.	100	" "	1000	"
TOTAL	900	" "	5600	"

Of the Officers shown serving in the Royal Navy, fifty are R.C.N.V.R. Officers who have recently been sent to Royal Navy for service and 20 are scientists who have been entered in the R. C. N. V. R. for loan to the Admiralty for special service.

With regard to the 100 Officers and 1000 ratings under training as crews for new construction, these numbers are curtailed by the limited accommodation at Halifax and Esquimalt. New construction laid down and authorised to be laid down calls for a total complement of 1450 Officers and 10,000 ratings in the Naval Service by the 31st March, 1940.

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(B.) ACCOMMODATION.

Accommodation at Esquimalt will in the near future be adequate to take care of training commitments at that base, unless a change in the international situation necessitates increases in the numbers trained on the west coast. This will also entail increased training facilities at Esquimalt which are not adequate for present requirements. Accommodation and training facilities at Halifax are entirely inadequate due to the sudden increase required for war purposes and to the large numbers at this base. This situation was rendered more acute as R. C. N. Barracks, Halifax, was in the course of being demolished and rebuilt on the outbreak of hostilities.

This situation considerably hampered the mobilisation and training in the early stages. However, by makeshift accommodation and the erection of temporary quarters, which are now in the course of erection, this situation is gradually becoming better. There are at present over 1000 Officers and ratings on lodging and compensation at Halifax. This figure will be reduced as temporary quarters are completed. It is anticipated that a reduction of over sixty percent will be made by the end of June.

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PART IV. - CONSTRUCTION AND REPAIR

(A). SHIPS

(1) REQUISITIONS, CONVERSIONS, REPAIRS & CONSTRUCTION

The following ships have been requisitioned and converted as Minesweepers or Patrol Vessels:-

MALASPINA, FRENCH, ACADIA, CARTIER, SANS PEUR, FLEUR-DE-LIS, VIERNOE, VENOSTA, RAYON D'OR, BRAS D'OR, MITCHELL BAY, ARRAS and ARLEUX.

In addition, a number of Tugs, etc., have been taken over for use as Examination Vessels, etc.; also a number of smaller motor boats are in operation on both Coasts, these having been taken over from the Fishermen's Reserve, private owners or the R.C.M.P. for harbour or general duties.

At Halifax, some small motor boats are being fitted with depth charges, etc.

Two large conversion jobs have been carried out under the supervision of Naval officers. These were the RAJPUTANA, converted to an A.M.C. by Messrs. Yarrows Ltd., Esquimalt, and the LETITIA, similarly converted by Messrs. Vickers Ltd. at Montreal.

A total of 38 ships have been armed in Canada as D.E.M.S. and four ships as Fast Liners, many of these ships requiring stiffening before installation of the armament.

Both Dockyards have been working to capacity on repair work, not only to their own ships and those requisitioned, etc., but also to ships of the Allied Navies, and the following is a list of some of these ships:-

H.M.S. CARADOC (Major repairs at Esquimalt), ROYAL SOVEREIGN, REVENGE, MALAYA, REPULSE, RESOLUTION, WARSPITE, FURIOUS, ENTERPISE, EMERALD, EFFINGHAM, YORK, HUNTER, HEREWARD, CACHALOT, AUSONIA, ALAUNIA, ASCANIA, ASTURIAS, and H.M.A.S. PERTH.

Ships of the French Navy:

LORRAINE, JEAN DE VINNE, MARSEILLES, and several submarines.

Plans and Specifications were prepared for the conversion of PRINCE ROBERT, PRINCE DAVID and PRINCE HENRY as Armed Merchant Cruisers. The PRINCE ROBERT is in hand at Vancouver and is about 30% completed. The PRINCE DAVID is in hand at Halifax and is not so far advanced. The PRINCE HENRY will be taken in hand in the St. Lawrence.

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(ii) NEW SHIP CONSTRUCTION.

Contracts have been awarded for 54 Patrol Vessels for the R.C.N. and 10 for the Royal Navy to Plans and Specifications received from the Admiralty with certain modifications made in this office to better suit them for Canadian climatic conditions.

Delivery of these vessels will commence this autumn and it is expected that the 10 for the British Admiralty and 18 for the R.C.N. will be delivered by December, 1940, the remainder being delivered next year.

In addition, contracts have been awarded for the construction of 18 Twin Screw Minesweepers of which about six or eight will be delivered this year and the remainder next year.

Tenders are due on the 1st of May for additional Twin Screw Minesweepers - Diesel driven.

Two Ammunition Lighters, one for Halifax and one for Esquimalt, have been completed.

Two Provision Lighters are presently being built at Shelburne, N.S., and will be delivered shortly.

In addition, it is anticipated that a contract will shortly be let for some Battle Practice Targets, two for the Admiralty and one for the R.C.N.

(B). WORKS PROJECTS.

The following list of buildings, etc., have been completed since the outbreak of hostilities :

(i) WEST COAST.

New Storehouse.
New Road to Receiving Store.
New Boat Store, H.M.C. Dockyard.
Standby Generator Plant, W/T.
New Entries Mess, R.C.N. Barracks.
Seamanship Instruction Room.

The following list of buildings, etc., are in hand and estimated dates for completion are shown :-

New Recreation Ground.....	30-4-40
Oil Fuel Storage Tanks.....	1-6-40
Temporary Living Accommodation, R.C.N. Barracks.....	27-4-40
No.5 Wharf Extension.....	19-8-40

The following Works and Projects have been approved in principle and plans are either being drawn up or tenders being called :-

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New Ordnance Building.
New Sick Bay, R.C.N. Barracks.
New Oil and Paint Storehouse.
Temporary Living Accommodation, Comox Rifle Range.
Guard House and "Y" Office, W/T Reception Room, etc., Victoria, B.C.
Addition and Alterations to Receiving Store.
Extension to Dockyard Wharf.

In addition, the Department of Public Works at Esquimalt have, at our request, called for tenders for a new Crane and alterations to existing Crane at the Esquimalt Drydock, and are preparing plans for additional wharfage accommodation at the Drydock.

A considerable amount of new machinery and yard equipment has been purchased in order to improve the repair facilities, and generally speaking, the repair facilities at the Esquimalt Dockyard can be considered as satisfactory.

(11) EAST COAST

Buildings, etc., completed :-

Standby W/T Generator Plant.
Inflammable Store.
Extension to Main Office.

Barracks :-

New Shipwright Shop.
A/S Training School.
Conversion of Skating Rink & Old Lorne Club for R.C.N. Barracks Living Accommodation.
Extension of Recreation Ground, Admiralty House.

The following works have been commenced but not yet completed. Anticipated completion dates shown :-

New South Wing, R.C.N. Barracks	--	1-6-40
One Temporary Barracks Building	--	18-5-40
One Temporary Barracks Building	--	10-6-40
Torpedo Depot	--	30-6-40
Temporary Lavatory Accommodation (required during construction of Barracks).	--	15-6-40

In addition, the following projects have been approved in principle and plans are either being prepared or tenders being called :-

Centre Block Barracks Bldg.	- Expect to call for tenders next month.
No. 3 Temporary Barracks Bldg.	- Tenders now in with Dept. of Munitions and Supply.
New Administrative Bldg., Dockyard	- Plans being prepared
2 New Storehouses, Dockyard	- Plans being prepared
New Ordnance Depot	- Plans being prepared
Extension to Depot Machine Shop	- Plans being prepared

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Workmen's Dining Hall - Approval now being sought.

Harbour Defence Bldg. - Plans being prepared.

No. 3 Wharf Extension and Crane - Tenders being called for by Department of Public Works.

A large amount of machinery has been purchased and is also on order for both the Dockyard and R.C.N. Barracks and generally speaking, the efficiency of the Halifax Repair Base is satisfactory.

(iii) OTTAWA:

New Stand-by W/T Generating Station constructed.

Plans being prepared for new W/T Receiving Station.

(iv) SYDNEY, N.S.

The Department of Public Works is erecting a building here which will be used as a Depot, and arrangements are also being made for the erection of an Administrative Building and a small storehouse. These buildings, etc., are well in hand.

Tenders have been received for the supply of two Gate Vessels for Sydney and the matter is now with the Department of Munitions and Supply for awarding of contract.

(v) PORT WAR SIGNAL STATIONS.

The following Port War Signal Stations and War Watching Stations have been built :-

IRVINE ROCK	- East
OSBORNE HEAD	- East
CHURCH HILL	- West
FLAT POINT	- Sydney
DISCOVERY ISLAND, B.C.	

It is proposed to build two more, one at Halifax and one at Saint John.

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PART V - WIRELESS COMMUNICATION.

(A) FACILITIES.

(1) W/T STATIONS.

Medium Power R.C.N. W/T Stations are located at Ottawa, Esquimalt and Halifax. These stations are fitted with modern W/T equipment and on receipt of new equipment, now on order, will be the equal of any Naval W/T Station in the British Empire.

Facilities exist for reliable communication directly between Naval Authorities in Canada, and via Naval W/T links with Authorities abroad. Messages can be accepted at the R.C.N. W/T Stations for transmission over Naval lines to British Naval Authorities in any part of the world and delivery normally made within a few hours.

Ottawa W/T Station operates on High Frequency fixed services handling traffic between Naval Service Headquarters and Naval Authorities in Canada and throughout the Empire.

Direct communication is maintained with Whitehall W/T Station, Bermuda W/T Station, Halifax W/T Station and Esquimalt W/T Station at a number of routines throughout each twenty-four hours. At certain periods of each day, two transmitting lines and three receiving lines are in operation and as soon as ratings and equipment can be obtained additional lines will be manned.

In addition to the direct routines, certain special routines are carried out with Bermuda W/T Station and Esquimalt W/T Station for the passing between these stations of messages intended for ships in North and South American waters.

a

Esquimalt W/T Station operates on High Frequency, Medium Frequency, and Low Frequency Fixed and Mobile Services acting as a link between Ottawa W/T Station (Naval Service Headquarters) and W/T Stations in the Far East.

Fixed routines are maintained for communication with Ottawa W/T Station, Bermuda W/T Station, Belconnan W/T Station (Navy Office, Melbourne, Australia) and Singapore W/T Station.

Special routines are maintained with Ottawa W/T Station for the passing between these stations of messages intended for ships at sea off the Pacific Coast of North and South America.

Broadcast routines are carried out for the transmission of messages to ships at sea in the vicinity of Esquimalt.

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Local routines are arranged from time to time to allow for the transmission of messages to auxiliary vessels and small craft operating from Esquimalt.

Halifax W/T Station operates on High Frequency, Medium Frequency, and Low Frequency Fixed and Mobile Services, acting as a link between Naval Service Headquarters and the Commanding Officer Atlantic Coast and ships at sea in North Atlantic waters.

Direct communication is maintained with Ottawa W/T Station (Naval Service Headquarters), Whitehall W/T Station (for communication between Admiralty and the Flag Officer Commanding, Third Battle Squadron), and Bermuda W/T (for communication between the Commander-in-Chief, America and West Indies, and Naval Authorities in Canada).

Locally arranged routines are maintained for communication with auxiliary vessels and small craft operating from Halifax.

Louisburg W/T Station was taken over by the Department of Transport from the Canadian Marconi Company for the use of the R.C.N.

The transmitting equipment only is being used and is controlled by Halifax W/T Station over circuits leased from the Canadian Pacific Telegraph Company.

A constant line of communication is maintained with ships employed on convoy and patrol operations in the North Atlantic.

Broadcast routines are arranged for the transmission of information to Naval vessels at stated times. In addition, special broadcasts to British Merchant Ships are carried out as necessary.

Low Power W/T Stations are located at Vancouver, Prince Rupert and York Island, to enable the Naval Officer-in-Charge of the Port to maintain communication with small craft in his area.

Similar stations will shortly be in operation at Saint John, N.B., and Sydney, N.S.

(ii) H.M.C. SHIPS

H.M.C. Destroyers are fitted with modern Admiralty type Low Frequency, Medium Frequency and High Frequency W/T equipment and are capable of maintaining communication with ships and/or W/T Stations over a range of approximately 700 miles on Low Frequency and unlimited range on High Frequency.

Low Power transmitters are provided for Fire Control and Manoeuvring purposes. They may also be used in case of failure of the main transmitters and in emergencies.

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Each destroyer is fitted with a modern, efficient Direction Finding outfit to assist in the navigation of the vessel during thick or foggy weather.

An Admiralty type all wave Direction Finding outfit is on order from England for supply to H.M.C.S. "Assiniboine" to provide a means of locating the source of intercepted signals, as desired.

Loud Speaker Systems are being provided for H.M.C. Destroyers to allow for greater ease of control of vessels being convoyed and who normally do not carry fully qualified signal ratings. The Loud Speaker Systems will enable the Commanding Officer of a Destroyer to approach to a safe distance from any Merchant Vessel and issue orders and/or instructions direct to the Captain of the vessel.

H.M.C.S. "Assiniboine" is already fitted with an Admiralty type Loud Speaker System.

(iii) ARMED MERCHANT CRUISERS

A special type of W/T transmitting outfit has been designed by Naval Technical Officers for use on these and other vessels under construction.

The outfit comprises medium power Low Frequency and High Frequency Transmitters having a range equal to that of H.M.C. Destroyers. The Receivers will be of commercial type similar to those in use in other H.M.C. ships.

Modern Direction Finding Outfits will be installed to complete a W/T Outfit which will be as efficient as that carried by the majority of Armed Merchant Cruisers.

(iv) MINESWEEPERS AND PATROL VESSELS.

These vessels will have transmitting outfits identical with those fitted on Canadian Armed Merchant Cruisers. The range, however, will be reduced slightly on Low Frequency due to the necessity of using a smaller aerial system.

A special design combined Low Frequency and High Frequency Receiver has been developed for use in these vessels. This will require less space than two separate receivers and will be equally as efficient except that it will be possible to use one receiving line at a time.

Loudspeaker systems of the type being provided for H.M.C. Destroyers will be fitted on Minesweepers and Patrol Vessels.

A Direction Finding Outfit similar to the type now used in H.M.C. Destroyers, is being developed with a view to obtaining an efficient, though smaller type of equipment, more suitable for this type of vessel than that now in use.

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(v) FISHERMEN'S RESERVE VESSELS

A special type of reasonably priced, semi-portable, low power Transmitter - Receiver was designed by Naval Technical Officers for use in Fishermen's Reserve Vessels, and forty of these sets have now been delivered. These sets are for use on the Medium Frequency only and either telephony or telegraphy may be used.

On test, a range of 105 miles was obtained (Montreal to Ottawa) and a greater range can be expected over sea water.

It is interesting to note that when delivery of the first two sets for test purposes was made, it was found that this type of equipment was suitable for a number of other uses, (Small Harbour Patrol Craft, Gate Vessels etc.) and an additional nine have been ordered for the Naval Service.

The Royal Canadian Corps Signals are also interested in this set and it is understood that they are arranging for the purchase of fifty equipments.

In addition, the Canadian Marconi Company received requests from South American interests regarding this set and requested our permission to produce equipments for sale to other services. This permission was given in the interests of cheaper production.

(vi) AUXILIARY VESSELS AND SMALL CRAFT

A number of these vessels had Wireless Apparatus fitted when taken up by the Naval Service. Only in a few cases was it necessary to fit new equipment.

When necessary, new equipment of a type suitable for the maintenance of communication between these vessels and their base, was fitted.

(B). TRAFFIC

An example of the amount of traffic handled by R.C.N. W/T Services is given by figures taken from the records kept over the period 1931 to date, at the R.C.N. W/T Station, Ottawa.

Traffic handled by this station has increased rapidly each year and since the outbreak of hostilities has more than doubled in volume, although the handling of traffic for other Government Departments ceased immediately on the outbreak of war.

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The table below shows the average monthly traffic for the period January 1st, 1931, to April 30th, 1940, inclusive.

YEAR	MONTHLY AVERAGE
1931	504 Messages
1932	610 "
1933	772 "
1934	995 "
1935	1035 "
1936	1074 "
1937	1544 "
1938	1552 "
1939	2204 "
1940 to date	4091 "

The average number of code and cypher groups handled each month since 1st September, 1939, is 178,343 groups.

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PART VI. = SUPPLY

(A) NAVAL STORES AND FUEL

1. After the outbreak of war on the 3rd September, 1939, immediate issue was commenced of the reserves of warlike equipment for the anti-submarine net at Esquimalt, minesweeping sets, equipment for Port War Signal Stations, Examination Steamers, and Auxiliary Vessels. The anti-submarine net was laid at Esquimalt with expedition and a contract was placed with the Foundation Maritime Limited for the construction and laying of an anti-submarine net at Halifax. This contract was satisfactorily completed on the 19th November. Since that time, action has been taken to provide the necessary materials for laying an anti-submarine net at Sydney and it is anticipated that the construction of this net will commence on or about the middle of May.

2. Anti-torpedo nets are being assembled for Esquimalt Harbour and an anti-submarine net for Prince Rupert. With reference to the anti-submarine net for Prince Rupert, the material will be assembled at Esquimalt and net laid only when circumstances call for it.

3. The stock of minesweeping devices in Canada has been very considerably augmented and assembly of paravane anti-submarine devices to be fitted on new ships being constructed is being proceeded with.

4. In accordance with the programme laid down, devices for detecting submarines under water have been ordered from Great Britain and four of these have already been fitted in auxiliary ships. This equipment will be fitted in the yachts now taken up.

5. A large number of wireless transmitters and receivers have been ordered and a good proportion received and installed. Standard sets have been devised and will be fitted in all the ships of the new construction. Three powerful transmitters are on order from the Canadian Marconi Company to supplement the present transmitters in the Naval Shore Stations.

6. The supply of fuel oil at Halifax and Esquimalt up to the 31st March was arranged through contracts and negotiations with Imperial Oil Limited and other large Oil Companies and very large supplies of fuel oil were made at Halifax through the Canadian Naval Service to Imperial Ships as well as to the R. C. N. Ships.

7. The necessary wire for degaussing 75 merchant ships was purchased by the British Supply Board in Canada and is being handled by the Canadian Naval Service in Canada at the request of the Admiralty. As soon as funds are available and the necessary approval has been given, the wire for degaussing Canadian Mercantile Ships and ships of the R. C. N. will be purchased

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through the War Supply Board. All necessary data has been obtained in this connection.

8. In connection with auxiliary craft, all stores necessary for the maintenance of 75 small ships for one year have been provided through the War Supply Board.

9. Before the war the Admiralty sent to Canada reserve sets of stores for arming four Merchant Cruisers, four Fast Liners and 27 Defensively Equipped Merchant Ships. All these stores have been handled in H. M. C. Dockyards. Two Armed Merchant Cruisers have been fitted and the stores for two more have now been taken over from the Admiralty for Canadian Armed Merchant Cruisers. One other set of stores for an Armed Merchant Cruiser has now been ordered from the Admiralty for the Canadian Naval Service. Stores for Fast Liners and Defensively Equipped Merchant Ships have been issued as requisite.

10. In accordance with a request from the Admiralty, $75,000.00 worth of important bulky naval stores from Canadian sources for the R. N. Ships operating from Bermuda and in the British West Indies has been requisitioned. These stores are all being handled through Halifax. In addition to the action taken through the War Supply Board, large quantities of stores have had to be purchased locally at Halifax for R N. Ships using that port as a base.

11. In order to strengthen the anti-submarine defences at Halifax and Sydney, certain devices for fitting in the gate vessels at these ports have been ordered. The Admiralty were also requested to advise if they could arrange the supply of Harbour Defence Asdics for the Canadian Naval Service. The supply of these was negotiated through the War Supply Board but it now develops that they cannot be supplied until late in the summer of 1940, due to other commitments in Great Britain.

12. In connection with the three "Prince" Class Ships taken over, the "PRINCE DAVID", "PRINCE ROBERT" and "NORTH STAR", the Naval Stores Branch has had to destore these ships and the amount of work in this connection has been very heavy. The stores will be utilized as far as possible to meet the requirements of the R. C. N. and it is then proposed to distribute certain articles of furniture to the new Training Centres of the Militia and R. C. A. F.

13. In view of the greatly increased activities, it has been found necessary to enlarge the storehouse accommodation at both Esquimalt and Halifax. At Halifax the congestion is very marked and it has been necessary to rent outside warehouse space. This space is not only

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for the increased quantity of stores which have to be carried out but also to accommodate commercial fittings and furniture which are taken off the chartered auxiliary craft and which must be stored with care until the craft is returned to the owners. At Halifax a temporary storehouse has been erected but the need for another temporary storehouse in the near future is foreseen. In connection with the space at Sydney, it has been necessary to arrange for storehouse accommodation there for auxiliary vessels and for the anti-submarine net defences.

14. It has been found necessary to augment the motor vehicle complement of the R. C. N. very considerably.

(B) NAVAL ARMAMENT STORES.

1. Ammunition for commissioning H. M. C. Ships and for reserve has been on order since the outbreak of hostilities and small shipments are received at intervals. Sufficient ammunition is on hand to equip vessels being taken up but no appreciable increase in reserve stocks has been effected. Action has been taken to hasten orders and the Admiralty have been fully informed as to the condition of Naval Ammunition Stocks available in Canada.

2. Arrangements have been made to acquire guns and ammunition to commission the three Armed Merchant Cruisers. These are being taken over from stocks placed in Canada by the Admiralty.

3. Torpedoes, 34 Mark IX, requisitioned to complete the reserve for destroyers, are being received in small lots and it will shortly be possible to equip the four "C" class destroyers with this later mark of torpedo and withdraw the torpedoes Mark IV, now carried by these ships, to reserve.

4. The Naval Magazines at Halifax are filled to capacity and ammunition has had to be stored temporarily on the pier. Three additional magazine buildings are being constructed and are nearing completion. This will relieve the storage situation somewhat but additional accommodation is still required to store reserves for H. M. C. Ships. A parcel of land, 130 acres more or less, adjoining the present site has been obtained and plans and specifications for the magazine buildings required are in course of preparation. Contracts for this project will be let as soon as estimates are passed.

5. The new Naval Magazines at Esquimalt are complete with the exception of a very few minor

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details which can be dealt with locally. Ample accommodation at this Port is available for present Naval requirements.

6. Arrangements have been made with the Admiralty to supply 8 standard mine loops and 2 guard loops with a complete control station and instruments for one controlled minefield, to be laid in Halifax Harbour.

(C) ACQUISITIONS OF LANDS AND RENTALS

(i) LANDS

Action has been taken since September 1, 1939, for the acquisition of the following lands for essential war purposes:-

Place	Purpose for which Required
Mispec Point, near Saint John, N B.	Construction of a War Watching Station.
Pandora Hill, Discovery Is., B. C.	Erection of a Port War Signal Station.
Lots 38,39 and 40, Esquimalt Road, Esquimalt, B. C.	Extension to H. M. C. Dockyard.
Church Hill, near Esquimalt,B.C.	Construction of a Port War Signal Station.
Aberdeen St., Esquimalt, B.C. fronting lots 36,37,38, 39.	Extension to Barracks.
Property west of London Street, municipality of Esquimalt, B.C.	Extension to Barracks.
Gordon Head, B. C.	Construction of signalling communications.

(ii) RENTALS

The following accommodation has been rented by leasing arrangement to meet essential war requirements:-

Place	Purpose for which Required.
1404 Joliet Ave , Calgary, Alta.	R. C. N. V. R.
Feed Mill Bldg., Kingston, Ont.	R C. N. V. R.
Carling Block, London, Ont.	R. C. N. V. R.
Municipality Bldg , Port Arthur, Ontario.	R. C. N. V. R.
2462 Howard Ave., Windsor, Ont.	R. C. N. V. R.
Shed, Pier 2, Halifax, N. S.	To provide for approximately 6 months' storage.

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Place	Purpose for which Required.
Brennan & Company Warehouse, North Sydney, N.S.	Warehouse storage for Boom Defence supplies for 3 months.
Dartmouth Pier, Halifax Harbour.	Wharfage and office accommodation.
Shed 25, Montreal Harbour.	Storage guns and degaussing cable.
338 Gottingen St., Halifax	Addition to R. C. N. Barracks, Sick Bay.
Building on lot 45, Tufts' Cove, N. S.	For use as Signal Station.
Osborne Head, Cow Bay, N.S.	Rented as site for War Watching Station.
Mill Cove, Chester, N.S.	Storage of "GLENCAIRN".
324-328 St. John St., Quebec.	R. C. N. V. R.

(D.) VICTUALLING AND CLOTHING.

1. Before the outbreak of War it had been necessary only to meet the requirements of a small fleet of destroyers whose combined complements numbered considerably under 1,000 men. On the 3rd of September it became apparent that vastly larger quantities of foodstuffs and clothing must be obtained as in addition to a rapidly expanding Canadian Naval Service the needs of H. M. Ships as regards food had to be provided for in so far as it was possible. On account of the uncertainty of the situation it was not known how many of H. M. Ships might be requiring service in the way of food supplies. The submarine menace was an unknown factor which on account of the convoy work would entail a considerable number of vessels both large and small on escort duty, in addition to which the German pocket battleships were said to be somewhere on the High Seas necessitating the presence of battleships and battle cruisers.

2. Approximately 5 battleships and battle cruisers, and 8 cruisers, an aircraft carrier and smaller Royal Naval craft have been supplied with provisions, etc. The complement of battleship varies between 1,200 and 1,400 men and a cruiser about 700, depending on its size. This implies that approximately 12,000 individuals over and above Canadian Naval requirements had to be provided with food which may be compared to the population of a fair sized town.

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3. In addition to the above services, food supplies have been obtained for British Naval Establishments at Bermuda.

4. As well as providing food for the men to eat, it is necessary to supply the utensils for cooking and serving it. To convey some idea of what this means, there are 325 different items of crockery, cutlery, hardware, etc. needed for preparing, cooking, serving and consuming the food. This does not take into account the items required by officers which total approximately 208 different articles. A great many of these articles had to be obtained with the minimum of delay.

5. The maintenance of food supplies and the wherewithal to prepare and consume it is only one part of the picture of keeping a fleet at sea. The men must also be clothed. This has involved procuring large stocks of the necessary clothing required by a navy. When it is realised that a man's kit comprises 39 different articles of clothing, etc. from a tooth brush to a gas mask and in addition warm and protective clothing to withstand the rigours of the North Atlantic in winter time as well as provision of clothing suitable for the tropics, it can be appreciated what amount of work is involved in procuring supplies of this nature.

6. The value of foodstuffs, cooking and eating utensils, and clothing required for the Canadian Naval Service alone has amounted to over $ 3,000,000, a sum which gives some indication of the tremendous amount of work involved in this essential service.

7. It has also been necessary to provide medical supplies for the health of the men; fortunately there has been little or no sickness whatever despite the rigours of a North Atlantic winter in small craft. The approximate value to be provided amounts to only 1% of that allowed for food and clothing.

8. To paraphrase Napoleon, it may be well said that 'a Navy sails on its stomach!'

-oOo-

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WWII - Naval Defence -
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OIS/AH

MEMORANDUM FOR THE PRIME MINISTER. May 7,1940.

C252696

N-305-36(A)
1940

Re Henry K. Hill - Yacht activities.

I saw Mr. Keenleyside for a moment or two yesterday before he took the train for the Shipping Board Meeting in Montreal and he gave me the file.

The Naval Defence Department in the middle of the winter endeavoured to purchase for patrol purposes small yachts in the United States. They ran up against the fact that the United States authorities held that under their Criminal Code (not the Neutrality Act) it was forbidden to sell ships of United States registry to a belligerent state. National Defence told us that the purchase of at least a dozen of such yachts was imperative. Keenleyside went down to Washington and along with Christie in private conversations with the State Department ascertained that objection would not be taken to a certain alternative procedure that had been worked out up here. Keenleyside and Lesslie Thomson, therefore, arranged for the purchase by individual Canadians of certain small yachts on the Atlantic and Pacific Coasts which were approved by National Defence as suitable for their purposes. Then applications were made to the Maritime Commission in the United States for transfer of these vessels from United States to Canadian registry. This was done with a good deal of difficulty

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and without publicity until the last vessels were on their way to Canada. Reports appeared in the New York press the middle of April (see New York Times, April 23rd.) Someone in the State Department then got nervous and asked us to give an undertaking that none of the vessels would be used for belligerent purposes for six months. We stalled action on that until the boats had been transferred. I understand the United Kingdom is now trying to make some similar purchases; if so, it will be required to give the assurance that we avoided.

As regards Henry Hill, I find he was acting for one of the three ship-broking firms in the United States through whom purchases were made from the owners. There was apparently a dispute between two firms, Cox & Stevens and A.B. Sides & Co., as to commission on certain yachts. Hill was one of the A.B. Sides & Co. representatives. Keenleyside spent a day in New York and worked out an agreement between the two parties, of which I enclose a copy. Later, as will be seen from Mr. Keenleyside's letter of March 22nd to Commander Roy, Hill professed to have some doubts about accepting his share of the commission, but Mr. Keenleyside pointed out that the commission would come from payments to the United States firms rather than out of the Canadian Government. ~~He~~ Hill, therefore, took his share of the Sides & Co. fees, about $695. It is clear that he was working for the United States sellers of the boats, not for

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the Canadian Government.

Possibly some such reference as the following might be included in the letter to Givens:-

> You referred in your letter of
> to the confidential arrangements being made for
> the purchase of certain yachts in the United States.
> The arrangements went through very successfully
> and I understand Mr. Hill played a very helpful
> part in association with A.B. Sides & Co. in
> acquiring a number of the boats which were purchased.

P.S. - I have since seen the copy which you sent of Mr. Givens' letter of January 27th. The letter is a very incomplete and one-sided statement of the situation. The Naval authorities decided they wanted the boats and it was really Keenleyside who worked out the procedure of getting around the blank wall that the American Criminal Code appeared to impose. Our people got in touch on the one hand with three or possibly four brokerage firms in the United States asking them to

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make discreet enquiries and at the same time got in touch with a dozen or more well-to-do men in Canada interested in yachting who could plausibly be expected to be purchasing boats at this time. Hill was one of two or three men working in one of the United States Brokerage firms, A.B.Sides & Co. The other Atlantic coast firm,Cox, were I believe, more effective, but both brokerage firms did satisfactory work in lining up sellers and keeping the thing quiet. I think Mr. Hill has been quite adequately paid for anything he did. I know both Givens and Hill very well and I have never known two people better able to look after their interests in any deal - except perhaps Givens' successor, Rupert Davies

OSD

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C252700

March 22,1940.

Personal

Dear Commander Roy,

In the course of my conversation in Toronto with Mr. Henry K. Hill, in regard to the Agreement which has been reached on the subject of my visit to Boston and New York, Mr. Hill mentioned an aspect of the problem which I think, in fairness to him, should be passed on to you.

Mr. Hill told me that it had been his intention to refuse to accept any commission or other compensation for the assistance he gave to the Government in making arrangements with A.B.Sides & Co. if this arrangement resulted in the purchase of vessels by the Canadian Government. Mr. Hill was even in some doubt as to the propriety of accepting any part of the commission that is now being paid to Cox & Stevens and Sides & Co. in connection with the purchase of certain vessels by private Canadian individuals. In regard to this matter I pointed out to Mr. Hill that any commission he might accept would come from payments to the United States firms and would not affect, in any way, the finances of the Canadian Government. I told him that I saw no reason whatsoever for any refusal on his part to accept his proportion of the commission being paid to Sides & Co. or to Cox & Stevens by the Canadian purchasers.

Mr. Hill's attitude in regard to the whole matter seems to me to be thoroughly admirable.

Yours sincerely,

H.L. KEENLEYSIDE.

Commander J.W.R. Roy,
Director, Naval Operations
Division,
Department of National Defence,
Ottawa.

W.L.M. King Papers, Memoranda and Notes, 1940-1950,
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Toronto, March 26th, 1940.

H.L. Keenleyside, Esq.,
Department of External Affairs,
Ottawa.

Dear Mr. Keenleyside:

I have before me a copy of your letter of March 22nd to Commander Roy which you so kindly indicated you would write on my behalf when you were here last week.

This was very much of a personal matter and I very much appreciate what you have done in this connection.

I hope I may have the opportunity of seeing you again in the very near future.

With kindest personal regards,

Yours faithfully,

(Signed) Henry K. Hill

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20 March,1940.

(AGREEMENT drawn up by Messrs. Holmes & Healy) C252702

COX & STEVENS, INC., have an arrangement with E.A. Shuman, Jr., and through him, with A.B. Sides & Co., for the division of commissions under certain conditions upon the sale of yachts.

COX & STEVENS, INC., have consummated or are negotiating for the sale of a number of yachts among them

THE WINCHESTER
THE AVALON
THE ARCADIA
THE CLEOPATRA
THE ELFREDA
THE HALONIA
THE CONSECO

and in connection with the same, E.A. SHUMAN, JR., A.B. SIDES & CO. and HENRY HILL, have asserted that they are entitled to share in the commissions if and when received by COX & STEVENS, INC. COX & STEVENS, INC., on its part, has asserted that the said A.B. SIDES & CO. and E.A. SHUMAN, JR. and HENRY HILL, nor any of them is entitled to share in commissions earned or to be earned in connection with said boats, with the exception of the CONSECO.

All of the parties to this paper concede that there is no question of bad faith involved in this dispute, and COX & STEVENS,INC., recognize no legal or equitable claim

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for any such share or division of the commissions, but concedes that the claim of the other parties hereto is made in good faith.

In the interest of amity, however, and in consideration of the waiving by each of the parties hereto of any and all claims that he or it has upon the others, or any of them, except as herein set forth, and the mutual promises and releases hereinafter set forth, it is agreed:

1. From and after the date hereof, all contracts, agreements or understandings of any kind, nature or description between COX & STEVENS, INC., on the one hand, and the other parties signing this memorandum or any of them, on the other hand, be and they hereby are cancelled and annulled.

2. If and when received, COX & STEVENS, INC., shall pay thirty-three and one-third (33-1/3%) per cent of the usual Seven (7%) per cent commission received by them on the sales of the following yachts and no others; The Winchester, The Avalon, The Arcadia, The Cleopatra, The Elfreda, The Halonia, The Conseco, to the said A.B. Sides & Co., E.A. Shuman, Jr., and Henry Hill, jointly.

Upon the performance by COX & STEVENS, INC., of their agreement under this memorandum, none of the other parties hereto, either jointly or severally, shall have any interest in or claim upon any commissions received by COX & STEVENS, INC., upon the sale of any other boat without

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regard to when negotiations were commenced for the sale of such boat or whether said boat is at present upon any joint list of the parties.

The purpose of this agreement is to relieve COX & STEVENS, INC., from any and all claim or demand of any kind by any of the other parties hereto, and amicably adjust the present dispute.

Should any difference of opinion arise between any of the parties signing this memorandum relating to its provisions, such dispute will be referred for decision to the Honorable H.L. KEENLEYSIDE, and his decision thereon will be final and binding upon all parties hereto with the same force and effect as a judgment of a court of law.

Both the suggestion as to his arbitration & the title were of U.S. origin.

WITNESS the hands and seals of the parties hereto this 20th day of March,1940.

COX & STEVENS, INC.

By _____

A.B. SIDES & CO.

By (SGD) CHARLES H. HODGES

(SGD) E.A. SHUMAN, JR.

(SGD) HENRY K. HILL

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C252705

280-40c

CLIPPING FROM "NEW YORK TIMES", APRIL 23, 1940.

Please return to file 1/5

KEEWLEYSIDE

15 U. S. YACHTS SOLD FOR USE IN CANADA

Plan to Add Them to Patrol Service Reported Here as Transfers Are Sought

VANDERBILT CRAFT IS ONE

Maritime Board in Approving 13 Deals Says It Knows of No War Purposes

Applications by American owners for approval of the sale and transfer of fifteen American yachts, including several widely known pleasure craft, to Canadian individuals and for their transfer to Canadian or other foreign registry led to the report yesterday in shipping circles here that the Canadian Government was buying up some of these ships.

They are to be added to the Canadian patrol service to safeguard the coasts of the belligerent country adjoining the United States, according to the report. A spokesman for the United States Maritime Commission, which has approved thirteen of the sales and transfers, said last night, however, that in every case the American applicant has stated that the purchaser wanted to use the vessel for pleasure purposes and the commission has no knowledge of any case of a yacht purchased for Canadian defense.

Vanderbilt Yacht Involved

Among the yachts involved in the sales and transfers are the 260-foot steam yacht, Aztec, owned by Mrs. Alice H. Burrage of Boston; the 225-foot steam yacht Winchester, owned by Brig. Gen. Cornelius Vanderbilt of New York, and the 180-foot yacht Avalon, built in 1931 for the late Ogden Mills and later owned by the Delta Transportation Company of Tennessee.

Mrs. Burrage's Aztec was sold to Thomas Molson, vice president of the Montreal brewing firm of that name, who was said to be acquiring it as a "pleasure craft." General Vanderbilt's Winchester was sold to B. Pearson McCurdy of Halifax, N. S. The Avalon was sold to Frederick H. M. Jones, another Canadian citizen.

The same statement, varied a little in language, was made in the applications of the other American owners. The Mascotte, an oil screw yacht owned by C. R. Anthony and Anderson Prichard Oil Corporation of Delaware, Oklahoma City, was sold to Sidney C. Oland of Halifax. Mr. Oland, who is also a brewer, was represented as "buying it for yachting purposes."

The Cleopatra was sold by Anthony Baldridge of New York to Ralph P. Bell of Halifax, a business man, also for "yachting purposes." Howard E. Spaulding of Sherburne, Vt., sold his yacht, Content, a wooden vessel of 180 gross tons built in 1913, to R. W. Sawyer of the Bahama Islands, with transfer to British registry. Another transfer to British registry was in the case of the Queen of Scots, sold by Anthony J. Drexel of Philadelphia to the Corporation of Trinity House, London.

The gas yacht Breezin' Thru was sold by Lela Y. Post Montgomery of Michigan to Clarence Wallace of Vancouver, B. C. L. C. Carsten of Long Beach, Calif., disposed of the steel yacht Machigonne, a 195 gross ton ship built in 1909, to E. W. Irvine of Vancouver. The Interlake Steamship Company, a Delaware corporation with offices at Cleveland, sold the 411 gross ton steam yacht Victory, a 450-foot vessel built in 1895, to A. G. Campbell of Toronto.

Mrs. Huntington Reed Hardwick of Brookline, Mass., sold the 174-foot steel oil screw yacht Arcadia, of 578 gross tons and built in 1926, to Stuart B. Playfair of Toronto. Ray Alan Van Clief of Esmond, Va., disposed of the 133-foot oil screw yacht Halonia, 372 gross tons built in 1931, to A. Montye Macrae of Toronto.

John W. Hubbard of Pittsburgh, Pa., sold the oil screw yacht Conseco to Philip S. Ross of Montreal. "The purchaser is acquiring the vessel for pleasure purposes and has stated the vessel will not be operated in trade," the commission said in announcing approval of the sale and transfer to Canadian registry. The Conseco, built in 1921, is 160 feet long and is 419 gross tons.

Other Recent Sales

Other American-owned vessels sold to Canadians in recent weeks include the 1,598-ton wooden schooner, Vigilant, transferred to the Canadian Transport Company, Ltd. of Vancouver, sold by Morris Passman of Detroit to J. Kovinsky and Sons, Ltd., of Windsor, Ont. This may be used in trade.

Applications have also been filed with the commission for the approval of the sales and transfers to foreign registry of several other yachts. Among them are the oil screw yacht Elfreda, a 128-foot vessel of 295 gross tons built in 1928, belonging to H. B. H. Ripley of New York, which is being sold to David R. Turnbull of Halifax, N. S.; and the oil screw yacht Wild Duck, a 142-foot ship of 360 gross tons built in 1930, which is being sold by Charles B. Levey and Margaret B. Levey of Kendall Hall, Irvington, Va., to G. H. Duggan of Montreal.

Also applied for is approval of the sale of the steamer Howard L. Shaw by the Pittsburgh Steamship Company of Cleveland, and of the steel schooner barge Bryn Mawr, owned by the same company, to the Upper Lakes and St. Lawrence Transportation Company, Ltd. of Toronto. In these applications it was explained that the purchaser is an owner and operator of vessels in the bulk freight trade on the Great Lakes. In all approved cases it was said the ships had been unsuccessfully offered to American purchasers.

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(J.W. PICKERSGILL)

C252706 JWP/MS
May 18, 1940

ROYAL CANADIAN NAVY

Personnel at May 10:

952 officers
5,662 ratings

6,614 all ranks

(includes 125 officers and 100 ratings serving in British Navy)

Personnel being increased as rapidly as ships come into service.

Provision in current fiscal year for increase in personnel to 1450 officers, and 10,000 ratings by March 31, 1941.

Ships:

In Commission:

7 destroyers

15 minesweepers

6 anti submarine vessels

15 fishermen's reserve vessels

51 auxiliary vessels

Being converted:

3 high speed merchant ships to light cruisers (to be completed shortly), plus smaller vessels being armed

Under construction:

90 vessels

including 54 patrol vessels

and 18 minesweepers

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Naval

S Authority granted for construction in England of two "Tribal Class" destroyers at estimated cost of $4,000,000 each. (April 5th)

Regulations issued to make compulsory the furnishing of anti-aircraft protective equipment on Canadian ships. (April 5th)

Arrangements made for the provision of demagnetizing equipment for Canadian ships. (April 11th)

H.M.C.S. "Assiniboine" assisted in bringing in to Jamaica the captured German ship Hannover. (March 13th)

Authority given for the purchase of certain types of protective vessels at a total cost of not over $1,700,000. (April 5th)

Defence authorities given (in Defence of Canada Regulations) control over movement of ships and aircraft in Canadian ports and waters. (April 9th)

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OFFICE OF THE PRIME MINISTER

WJT/TS
7.6.40

MEMORANDUM FOR THE PRIME MINISTER:

N 305-36
1940
WW II - Can. Amer. Cooperation
WW II - Naval Defence

The attached letters have been drafted at the request of Mr. Lesslie Thomson of the Department of Munitions and Supply. They are addressed to the men who assisted in the recent purchase of yachts for Canadian use.

The suggestion is that the letters should be handed over at a dinner which is to be given to these men by Mr. Howe tomorrow evening (Saturday) at the Country Club.

Mr. Howe and the others would welcome the presence of the Prime Minister at this dinner, but hesitated to suggest adding to his engagements. The dinner will be a very private one; there will be no call for speeches, and perhaps the Prime Minister would therefore be willing to attend.

W. J. T.

12 letters given to Thompson
3 others mailed

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C252709

N.305-36
1940

Ottawa, June 8, 1940

Ralph P. Bell, Esq.,
Queen Building,
P. O. Box 280,
Halifax, N.S.

Dear Mr. Bell:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

When the full story of what you have accomplished can be told, I know that my words of deep appreciation will be echoed in the hearts of the Canadian people.

With kind regards,

Believe me,

Yours sincerely,

W. L. Mackenzie King

/LAM

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C252710

N-305-36
1940

D - 480
1940

Ottawa, June 8, 1940

Irvine Keenleyside, Esq.,
808 West Hastings Street,
Vancouver, B.C.

Dear Mr. Keenleyside:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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With kind regards,

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Ottawa, June 8, 1940

Stuart B. Playfair, Esq.,
c/o Playfair & Company,
200 Bay Street,
Toronto, Ontario.

Dear Mr. Playfair:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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C252712

Ottawa, June 8, 1940

Pearson McCurdy, Esq.,
c/o Halifax Chronicle,
Halifax, N.S.

Dear Mr. McCurdy:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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C252713

Ottawa, June 8, 1940

E. A. Riddell, Esq.,
808, West Hastings Street,
Vancouver, B. C.

Dear Mr. Riddell:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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C252714

Ottawa, June 8, 1940

W. Taylor-Bailey, Esq.,
General Manager,
Dominion Bridge Company,
Montreal, P. Q.

Dear Mr. Taylor-Bailey:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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Ottawa, June 8, 1940

F. H. M. Jones, Esq.,
Manager,
Eastern Trust Company,
Hollis Street,
Halifax, N.S.

Dear Mr. Jones:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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Ottawa, June 8, 1940

D. R. Turnbull, Esq.,
Boscobel,
Boulderwood,
Halifax, N.S.

Dear Mr. Turnbull:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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Ottawa, June 8, 1940

Colonel S. C. Oland,
Halifax,
Nova Scotia.

Dear Colonel Oland:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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Ottawa, June 8, 1940

Clarence Wallace, Esq.,
c/o Burrard Dry Dock Company Ltd.,
North Vancouver, B.C.

Dear Mr. Wallace:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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Yours sincerely,

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/LAM

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Ottawa, June 8, 1940

T. K. Wade, Esq.,
e/o Anglo American Direct Tea
Importing Company,
159 Bay Street,
Toronto, Ontario.

Dear Mr. Wade:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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W. L. Mackenzie King

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Ottawa, June 8, 1940

C. H. Duggan, Esq.,
Corner McTavish St. & Pine Ave.,
Montreal, P. Q.

Dear Mr. Duggan:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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Yours sincerely,

/LAM

W. L. Mackenzie King

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Ottawa, June 8, 1940

T. H. P. Molson, Esq.,
P. O. Box 1600,
Place d'Armes,
Montreal, P. Q.

Dear Mr. Molson:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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C252722

Ottawa, June 8, 1940

A. Montye Macrea, Esq.,
c/o A. Macrea & Company,
80 King Street West,
Toronto, Ontario.

Dear Mr. Macrea:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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/LAM

W. L. Mackenzie King

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Ottawa, June 8, 1940

Philip S. Ross, Esq.,
c/o Mercury Press,
St. Paul Street,
Montreal, P. Q.

Dear Mr. Ross:

My colleague, the Honourable C. D. Howe, Minister of Transport, has kept me constantly informed of the progress of the confidential mission to which you have devoted so much of your time and energies in recent weeks. As your efforts have now come to a successful conclusion, I wish to express, on behalf of the government, our most grateful thanks for the eminently practical contribution you have made to the defence of Canada.

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With kind regards,

Believe me,

Yours sincerely,

W. L. Mackenzie King

/LAM

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SECRET

SUMMARY OF NAVAL WAR EFFORT

1st July to 30th September 1940.

Note:- This Summary is a continuation of that from 1st April to 30th June 1940.

I. PERSONNEL.

II. SHIPS.

III. PORT DEFENCES

IV. COMMUNICATIONS.

V. CONTROL OF SHIPPING.

VI. DOCKYARDS.

VII. INTELLIGENCE.

VIII. SUPPLY.

IX. ARMAMENT.

X. TECHNICAL DEVELOPMENT.

Note:- Items which it is considered should not be made public are marked thus - #.

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I. - PERSONNEL.

1. Since the last issue of this report, Mobilised Personnel has been increased by 437 Officers and 3743 Ratings, bringing the strength of the Royal Canadian Navy to a total of 1533 Officers and 10648 men.

2. Officers accepted included one Dutchman, five Norwegians and one Frenchman.

3. One hundred and forty one R.C.N.V.R. Officers have been lent for service in the Royal Navy in addition to 124 Ordinary Seamen, Special Service, who will have the opportunity of receiving commissioned rank whilst serving overseas.

CASUALTIES

4. The following casualties killed or missing consequent on enemy action were reported by the Admiralty:

NAME		WHERE SERVING
F. S. Ker	Acting Sub-Lieut., RCNVR	H.M.S. "GODETIA"
P.D. Hincks	" " " RCNVR	H.M.S. "GODETIA"
A.W. Proctor	" " " RCNVR	H.M.S. "RECOIL"
F. McGibney	Electrical Artificer	H.M.C.S. "FRASER"
A.V. McDowell	Stoker II	H.M.C.S. "FRASER"
R.T. Woodward	Able Seaman	M A/S Boat.
Robert Huot	Leading Cook (O)	Ashore.

TRAINING

5. Training of Officers continues on both Coasts. Projected Officers' Training School has not yet been opened.

6. Training of ratings continues on both Coasts under somewhat adverse conditions owing to lack of accommodation and training facilities.

MANNING

7. In spite of the above difficulties, it has been found possible to man six ex-United States Destroyers in addition to the estimated commitments. A considerable dilution has necessarily been accepted in trained non-substantive ratings as well as a lowering in professional standards for certain higher rates.

8. Ten Corvettes building for the Admiralty will be manned by the R.C.N. for the initial ocean voyage.

ESTIMATES

9. The estimate for the coming fiscal year in course of preparation will cover a personnel of 3000 Officers and 20,000 men.

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II - SHIPS

TYPE	30th June, 1940			30th September 1940		
	East	West	Total	East	West	Total
M/S Vessels	10	4	14	20	5	25
A/S Vessels	5	1	6	9	2	11
Fishermen's Reserve	0	14	14	0	10 (3 M/S)	10
Auxiliary Vessels	58	14	72	74	17	91
Destroyers	3	0	3	9	0	9
Destroyers	3 U.K.	0	3	4 U.K.	0	4
A.M. Cruisers	0	0	0	0	1	1
T O T A L S -	79	33	112	116	35	151

N.B.

Of these vessels:-

13 ..... are R.C.N.

6 ..... Destroyers ex- U.S. Navy.

52 ..... Requisitioned or Purchased from Private Owners.

58 ..... Taken over from Government Departments.

9 ..... Loaned or Donated to Government.

13 ..... Fishermen's Reserve.

(1) Six Destroyers have been acquired from the United States and are working up at present in preparation for more strenuous work ahead.

(2) H.M.C.S. "FRASER" sunk in collision with H.M.S. "CALCUTTA" off Bordeaux, France, has been replaced by H.M.C.S. "MARGAREE".

(3) R.M.S. "LADY SOMERS" will be requisitioned on behalf of the Admiralty October 2nd, 1940, for conversion to an Armed Ocean Boarding vessel.

(4) Eleven Corvettes and one Minesweeper have been launched and the first Corvette is expected to be completed in late October. Commission will take place after trials and acceptance from the builders.

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(5) H.M.C.S. "SANKATY" has been converted as a Loop Layer and the first Loop of our controlled minefield at Halifax will be laid early in October.

(6) The St. Lawrence River Patrol has been operating all summer and will be discontinued at the close of navigation. Three of the smaller vessels have proved to be quite unsatisfactory, as they are too lightly built for weather conditions on the river. It is proposed to employ some of our Armed Yachts for this Patrol next Spring.

(7) Six Norwegian Whale Catchers are being converted into Magnetic Minesweepers and will be completed in December or January. All the necessary equipment has been delivered.

(8) Three vessels have been requisitioned for conversion into Magnetic Minesweepers for shallow water. They will be completed in November. All the necessary equipment has been delivered.

(9) At the close of navigation in the St. Lawrence River and closing of Sydney Harbour and Gut of Canso, various Examination Vessels can be released for duties at Halifax, N.S., and Saint John, N.B.

(10) C.G.S. "DRUID" will be taken over from the Department of Transport in mid October, and Coal Barge #6 will shortly be requisitioned to be used as Boom Maintenance Vessels.

(11) It is intended to convert two steel scows into Gate Vessels at Sorel before the close of navigation. These will be ready for use as Gate Vessels at Gaspe next Spring. Plans for conversion are expected first week in October.

(12) Eight Armed Yachts have been converted and are acting as A/S Vessels from Halifax, Sydney, and one from Esquimalt. Two will shortly proceed to Gaspe. Six are still in hand and it is anticipated they will all be in commission by mid November.

(13) H.M.C.S. "PRINCE ROBERT" has been completed as an Armed Merchant Cruiser and sailed from Esquimalt on September 12th 1940, to patrol the West Coast of Central and South America. On September 26th, 1940, she was successful in capturing the German Ship "WESER" 4½ miles off Manzanillo. "PRINCE ROBERT" and her prize are expected to reach Esquimalt late on October 4th, 1940.

N.B.

"PRINCE DAVID" and "PRINCE HENRY" are expected to be completed early in November. They will probably be employed as escorts for convoys.

(14) Approval has been requested to add six extra vessels to the Fishermen's Reserve on the West Coast. Extra Patrols on the West Coast have long been an urgent requirement.

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III - PORT DEFENCES

(i) HALIFAX. # Defences functioning satisfactorily. The Controlled Minefield is to be laid by H.M.C.S. "SANKATY", the newly-converted loop-layer, commencing this month. Delay has been due to slowness in arrival of main components from the United Kingdom. Instruments for Indicator Loops have now been shipped from U. K. and these should be in position shortly. Harbour Asdics and associated instruments not yet shipped. A/T Net now assembled and will be laid shortly.

(ii) SYDNEY. Anti-submarine Net is in position and working satisfactorily, and Sydney is now functioning as Convoy Assembly Port. The A/T Net is in process of assembly, but it is unlikely now to be laid before the Spring of 1941.

(iii) GASPE. Preparations for laying A/S and A/T Nets at Gaspe have been made, and the nets are in process of being assembled. Unless the situation alters radically, nets will not be laid before next Spring. A Port War Signal Station is also to be established here.

(iv) SHELBURNE. A/S Net and Port War Signal Station to be established by next Spring.

(v) SAINT JOHN, N.B. Examination Service and Port War Signal Station operating satisfactorily. W/T Communication carried out by Department of Transport Station at Red Head. War Watching Station will shortly be established at Tiner Point. An anti-boat boom has been designed with the object of closing the gap inside Partridge Island to boat traffic.

(vi) ESQUIMALT, B.C. A/S Net, Examination Service and two Port War Signal Stations in operation. One A/T Net (six sections) is now in position to protect the harbour, and a second net of one section will shortly be laid to protect the new Magazine wharf.

(vii) PRINCE RUPERT, B.C. A/S Net practically ready for laying, but is unlikely to be in position before Spring 1941. Examination Service in operation. Port War Signal Station not yet constructed.

(viii) MISCELLANEOUS Examination Services operate at York Island and at the mouth of the Fraser River on the West Coast; also in the Strait of Canso on the East Coast.

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IV - COMMUNICATIONS

1. Traffic handled over R.C.N. communication systems continues to increase each month and it will be necessary to increase the number of fixed service W/T routines between Ottawa and Whitehall in the near future. Additional routines are also required with Bermuda and will be requested when the modernisation of Bermuda W/T Station is completed towards the end of this year.

2. Loudspeaker Hail equipments have been supplied to H.M.C. Destroyers to facilitate the passing of instructions to ships in Convoy.

3. All H.M.C. Destroyers are now supplied with Navigational D/F outfits.

4. Gaspe W/T and Sydney W/T Stations have been fitted with H/F Transmitters and Receivers ex-Nootka Class Minesweepers, and Point-to-Point routines with Halifax W/T Station have been introduced.

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V - CONTROL OF SHIPPING.

1. Since the previous Report the Naval Control Service has continued to operate in the normal manner.

2. The new Consular Reporting Officers at Charleston and Savannah commenced to operate on 1st October. With these additions, the Ports of the United States are well covered by Consular Shipping Staffs and Reporting Officers.

CONVOYS.

3. With the completion of the A/S Boom at Sydney ships loading in St. Lawrence and Newfoundland Ports commenced assembling for Convoy on the 27th July and the first Convoy from Sydney sailed on 31st July.

4. These Convoys join the Halifax portions at sea and this arrangement has effected a saving of at least 24 hours for ships from St. Lawrence Ports.

5. On the 31st July the Admiralty decided to inaugurate a Convoy for slow ships which also assemble at Sydney and the first Sydney Slow Convoy sailed on the 15th August.

6. The work of assembling two separate Convoys at Sydney has very greatly increased the work of this Port and additional facilities are being provided as rapidly as possible to assist in the operation of Sydney.

MOVEMENT OF SHIPPING GENERALLY.

7. There has recently been a severe hold up in the flow of shipping from Canadian Ports to the United Kingdom. This has chiefly been caused by troubles with the crews of some allied and a number of neutral vessels.

8. The equipping of Immigration Department with wide powers for dealing with deserting and striking crews is already beginning to have a salutary effect upon these men, and it is hoped that this trouble will become much reduced.

9. At the same time understandable difficulties have been caused by crews who are not prepared to sail for the United Kingdom waters in unarmed vessels.

10. Though by this time the majority of British and Canadian vessels are armed with Low Angle guns and equipment, the Admiralty have been unable to provide more than about seventy per cent of British ships with suitable Anti-Aircraft equipment. Allied ships of neutral registry are being stiffened for arming with Low and High Angle guns but delay is being caused from the inability of the Admiralty to supply the necessary guns.

11. Some 60 Lewis Guns from Canadian sources for A. A. Armament of British and Allied ships have been issued which has much eased the situation and a consignment of Low Angle 4 inch guns is expected shortly from the United Kingdom. In addition Thompson and Smith and Wesson Sub Machine guns have been supplied by the Admiralty for use as A.A. weapons. It is hoped that trouble with unarmed vessels will disappear as fast as arming can be carried out.

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VI - DOCKYARDS.

1. SHIP CONSTRUCTION

Canadian shipyards during the three-month period from July 1st to September 30th worked at top speed on orders not only from the Dominion Government but also from the Admiralty. From every quarter came reports that construction programmes were well ahead of schedules.

A. NEW SHIPS

(a) Contracts Let -

Three important new construction contracts were let during the period under review:

(i) To the Davie Shipbuilding Company at Lauzon, P.Q., for six diesel-driven minesweepers - length 153 feet, six inches. Work on engines has commenced at works of Dominion Engineering Company.

(ii) To Marine Industries, Limited, at Sorel, P.Q., for four of the same.

(iii) To the Canadian Power Boat Company, for twelve 70-foot Motor Torpedo Boats. First hull ready for engines in Montreal.

(b) Keels Laid Down -

During the past three months 22 more keels of corvettes were laid down. This brings to 39 the number of corvette keels in place out of a total of 54 scheduled during the 1940-41 programme year. (For launchings see Section "C" below).

During the same period four new steam minesweeper keels were laid down. Of the 18 vessels of this class scheduled, keels for nine are now in place. (For launchings see Section "C" below).

(c) Ships Launched -

(i) Corvettes. Fourteen corvettes for the Royal Canadian Navy have been launched since July 1st. None had been launched previously. A recapitulation of launchings as of September 30th follows:-

Vessel No.	NAME	Date Launched	Where Launched
55	BANFF	July 18th	Vancouver, B.C.
39	COLLINGWOOD	July 27th	Collingwood, Ont.
31	CHAMBLY	July 29th	Montreal, P.Q.
59	JASPER	Aug. 7th	Esquimalt, B.C.
56	AGASSIZ	Aug. 15th	Vancouver, B.C.
47	COBALT	Aug. 17th	Port Arthur, Ont.
62	ALBERNI	Aug. 22nd	Vancouver, B.C.
36	NAPANEE	Aug. 31st	Kingston, Ont.
18	LEVIS	Sept. 4th	Lauzon, P.Q.
48	KENOGAMI	Sept. 5th	Port Arthur, Ont.
4	MATAPEDIA	Sept. 14th	Quebec, P.Q.
40	ORILLIA	Sept. 14th	Collingwood, Ont.
5	ARVIDA	Sept. 21st	Quebec, P.Q.
57	CHILLIWACK	Sept. 21st	Vancouver, B.C.

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(ii) Minesweepers. Three minesweepers for the R.C.N. were launched between July 1st and September 30th. None had been launched previously. A recapitulation of launchings of this type vessel as of September 30th follows:

Vessel No.	NAME	Date Launched	Where Launched
1	COWICHAN	Aug. 9th	Vancouver, B.C.
2	MALPEQUE	Sept. 5th	Vancouver, B.C.
3	NIPIGON	Sept. 30th	Toronto, Ont.

B. CONVERSIONS AND REQUISITIONS

(a) Auxiliary Patrol Vessels -

Many pleasure yachts have been taken over for conversion to Auxiliary Patrol vessels. Following is a list of those completed during the past three months.

Name	When Completed	Use
H.M.C.S. HUSKY	Commissioned July 23.	Anti-submarine Patrol Work
H.M.C.S. REINDEER	Commissioned July 25.	Anti-submarine Patrol Work.
H.M.C.S. ELK	August 25th	Auxiliary Patrol Vessel.
H.M.C.S. VISON	August 30th	Auxiliary Patrol Vessel.
H.M.C.S. COUGAR	August 27th	Auxiliary Patrol Vessel.
H.M.C.S. MOOSE	September 12	Auxiliary Patrol Vessel.
H.M.C.S. OTTER	September 30	Auxiliary Patrol Vessel.

A list of yachts still undergoing conversion follows:

Name	Date Started	State of Progress
H.M.C.S. RENARD	20.6.40	60% Completed.
H.M.C.S. CARIBOU	27.6.40	80% Completed.
H.M.C.S. BEAVER	17.8.40	15% Completed.

Other vessels not included in the "armed yacht" class that were converted to auxiliary patrol vessels during the past three months are:-

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Name	Date Started	Finished
H.M.C.S. ZOARCES	10.7.40	19.9.40
H.M.C.S. SANKATY	8.7.40	24.9.40
H.M.C.S. MONT JOLI	-	29.7.40

Conversion on the following is already underway or will begin shortly:

OCEAN EAGLE, REO II, STAR XVI, LOUIS HERBERT, ST. ELOI, MARLIS and ROSS NORMAN.

(b) Armed Merchant Cruiser -

H.M.C.S. PRINCE ROBERT was commissioned at Esquimalt on Wednesday, July 31st, 1940. She completed her trials on August 5th, 1940. Her mean speed was recorded as 21.76 knots, a rate which it is hoped, will be improved. The vessel sailed from Esquimalt on special patrol duties along the West Coast on September 12, 1940. Final adjustments to her machinery and equipment were completed the previous week.

Latest reports on the conversion of the two other "PRINCE" vessels are as follows:

Name of Vessel	Date Started	Progress
H.M.C.S. PRINCE DAVID	11.3.40	80% Completed. Progress continues good on closing up of main engines.
H.M.C.S. PRINCE HENRY	2.5.40	70% Completed. Hull progress continues satisfactory. Electrical repairs approx. 50% completed.

(c) Requisitions -

The S.S. ROSS NORMAN has been requisitioned at Halifax for conversion to a towing vessel and minesweeper.

During the week of July 25th a small harbour craft was purchased for use at Sydney Harbour.

The M/V STANDARD COASTER, was requisitioned on July 31st for delivery at Halifax. She will be used as an examination vessel at Canso.

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C. REPAIRS

(a) H.M.C.S. SAGUENAY underwent semi-annual refit from June 27th to July 4th.

(b) H.M.C.S. BRAS D'OR was refitted at Quebec. Work was completed during the week of August 8th.

(c) H.M.C.S. ASSINIBOINE is having heating equipment installed as opportunity offers.

(d) Other refitting projects included:

(i) H.M.C.S. NITINAT; cost, $1,459
(ii) H.M.C.S. FLEUR DE LIS; work began July 10th, 1940; cost, $2,707 (estimated); completed July 31, 1940.

(e) Minor repairs to H.M.S. ASCANIA, H.M.S. AUSONIA and H.M.S. RANPURA, were carried out during the week of September 19th at Halifax, under instructions from the Admiralty.

2. DESTROYER STRENGTH

On September 20th, six of the "over-age" United States destroyers arrived in Halifax and will shortly be commissioned as ships of the Royal Canadian Navy. They will be manned by Canadians. A list of the new names and Commanding Officers of the destroyers follows:-

Old Name	New Name	Commanding Officer
MACKENZIE	H.M.C.S. ANNAPOLIS	Act. Cdr. C.D. Donald, RCN.
HARADEN	" COLUMBIA	Lt.Cdr. S,W. Davis, RCN.
THATCHER	" NIAGARA	Lt.Cdr. E.L. Armstrong,RCN
WILLIAMS	" ST. CLAIR	Lt.Cdr. D.C. Wallace, RCNR
McCOOK	" ST. CROIX	Lt. M.A. Medland, RCN.
BANCROFT	" ST. FRANCIS	Lt.Cdr. H.F. Pullen, RCN.

On September 5th, H.M.S. DIANA was commissioned as H.M.C.S. MARGAREE with Commander J.W.R. Roy, R.C.N., as its Commanding Officer. Refit to the ship has been considerably delayed owing to the lack of power, etc., occasioned by air raids. At the time of the compilation of this report, no definite completion date for the work had been set.

With the acquisition of this vessel and the six United States ships, the destroyer strength of the Royal Canadian Navy has reached the record total of 13. Two more destroyers are now being built in United Kingdom Shipyards.

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3. MERCANTILE DEFENSIVE EQUIPMENT

A. Defensively Equipped Merchant Ships -

(a) (1) D.E.M.S. Inspections have been carried out in ports throughout Canada as follows:-

HALIFAX	468
SYDNEY	349
MONTREAL	289
WEST COAST	74
QUEBEC	39
SAINT JOHN	32

(2) Armament has been provided consisting of 1 4" B.L. gun to 19 vessels; 6 of these were completed in Halifax; 4 in Montreal; 4 in Vancouver; 3 at Saint John; 2 in Quebec. A further 8 vessels have been stiffened to receive armament.

(3) During the months of August-September complaints from Allied vessels have been received and vessels have refused to sail without armament. In order to get as many ships away in convoy as possible ships refusing to sail were provided with Lewis and Thompson guns; 42 Lewis guns have been provided and 54 Thompson.

(4) Repairs to D.E.M.S. which include the protection of personnel for the number of 103 have been carried out also during this period.

(b) Vessels Taken in Hand to be Defensively Equipped:-

Name of Ship	Registry	Where Armed	Armament
S.S. AD HUFF (formerly S.S. SAN ANSELMO)	Canadian formerly American	Saint John, N.B.	4" Guns & Degaussing.
S.S. ABRAHAM LINCOLN	Norwegian	Halifax	Arming, Stiffening, Degaussing.
S.S. LAURITZ SWENSON	Norwegian	Halifax	Degaussing.
Cable Ship JOHN W. MACKAY	Norwegian	Halifax	4" Guns
BLOMMERDYK	Norwegian	Dartmouth, N.S.	- -
S.S. AFRICA	Danish	Vancouver	4" Guns
S.S. HOYANGER	Norwegian	Vancouver	4" Guns
S.S. STICKLESTAD	Norwegian	Halifax	4" Guns
S.S. PAN NORWAY	Norwegian	Halifax	4" Guns
S.S. CHARLES RACINE	Norwegian	Halifax	4" Guns
Icebreaker N.B. MACLEAN	Canadian	Quebec	4" Guns
S.S. MAPLECOURT	Canadian	Quebec	4" Guns

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Name of Ship	Registry	Where Armed	Armament
S.S. POLYANA	Norwegian	Sydney	4" Guns and Bridge Protection.
S.S. PASTEUR	Canadian	Halifax	Installation of L/A Gun Equipment
BRAKAR	Norwegian	Esquimalt.	Arming.
AUGVARD	Norwegian	-	Arming.
ALDARAMIN	Dutch	-	Arming.
CAPO NOLI	Canadian	Quebec.	4" Guns.
CAPE HORN	Norwegian	Esquimalt.	4" Guns.
KAIPARA	British	Montreal.	Being provided with complete D.E. M.S. paravanes.
QUEBEC CITY	Canadian	Montreal	Bridge protection for defence against aircraft.
QUEEN CITY	Canadian	Montreal	Bridge protection for defence against aircraft.
NIEUW AMSTERDAM	Dutch	Montreal	Armed, Stiffened, 4" Guns.
RISANGER	-	Halifax	Armed, Stiffened, 4" Guns.
EDGA	-	Halifax	Armed, Stiffened, 4" Guns.

B. Degaussing.

(1) 106 vessels have been fitted with degaussing installation; these installations have been fitted in the following ports:-

HALIFAX	42
MONTREAL	36
WEST COAST	11
SYDNEY	8
QUEBEC	6
SAINT JOHN	3

(2) 4 vessels have also had their original degaussing completely replaced owing to major defects; 2 of these replacements were done in Montreal and 2 in Halifax. Inspections of degaussing equipment in the various ports throughout Canada amount to 1106.

(3) During these months word was received that the Admiralty now accept the costs of installation and wire and also when found necessary the addition of dynamos.

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(4) With respect to Canadian ships degaussing installations are still paid for by the ships' owners. At the present moment it has been put forward that Canadian Government accept the costs of degaussing in comparison with the Admiralty.

(5) Instructions have been issued that degaussing ports will order the amount of wire required for degaussing monthly and at the same time keep a requisite stock on hand in order that the degaussing of merchant vessels may continue at all times. It has been suggested that degaussing wire for Canadian ships be taken from Admiralty stock on repayment; this latter matter is still in abeyance.

4. WORKS

(a) Projects Completed -

Since July 1st, six construction projects were completed on the East Coast at a cost of $251,756 and three on the West Coast at a cost of $306,046. A complete list of the projects, their cost and where they were constructed for both the East and West Coasts follows:-

EAST COAST			WEST COAST		
Project	Cost	Where	Project	Cost	Where
Temporary Barracks #1	$23,690	Halifax	Temporary Barracks	$33,500	Esquimalt
Temporary Barracks #2	19,608	"	Fuel Oil Storage Tanks	230,000	"
Temporary Barracks #3	19,972	"	Chain Link Fence & Water Reservoir	8,800	Discovery Island, P.W.S.S.
Torpedo Depot Bldg.	72,000	"	New Accommodation Comox	33,746	Esquimalt
Parade Ground	1,700	"		306,046	
Workshop	2,234	"			
Industrial Building	60,000	"			
Administration Building	46,000				
P.W.S.S. New Accommodation	3,162				
Boom Defence Hut	3,390				
	$251,756			$306,046	

(b) Contracts Awarded

During the past three months, construction contracts totalling $2,278,656 were awarded for various projects on both the East and West Coasts, none of which have

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yet been completed. A list of all such projects, together with their individual cost and locations, for both coasts follows:-

EAST

Project	Cost	Where	Anticipated Completion Date
Submerged Breakwater	$ 66,820	Sydney, C.B.	October 3, 1940.
Harbour Defence Building	89,000	Halifax, N.S.	Soon.
P.W.S.S.	32,250	Camperdown	October 13, 1940.
W/T Receiving Station	11,947	Ottawa	Shortly--mast being erected.
General Store	265,777	Halifax	November 3, 1940
New Centre Block	225,206	Halifax	February, 1942.
Workshop Lavatory	7,670	Halifax	Shortly.
Extension and Machine Shop	11,500	Halifax	Complete except water mains
Gun Mounting Store	102,000	Halifax	October 27, 1940.
New Office Block	72,000	Halifax	October 27, 1940.
Wharf #3	592,390	Halifax	-
Dredging Wharves 1,2&3.	46,210	Halifax	-
Depot Machine Shop Extension	18,218	Halifax	October 13, 1940.
Industrial Bldg.	23,400	Halifax	-
General Store	155,000	Halifax	Work recently started.
	$1,719,388		

WEST

Project	Cost	Where	Anticipated Completion Date
Receiving Store	$63,700	Esquimalt	Completed except for heating.
Extension to Dockyard Jetty	105,000	Esquimalt	December 1, 1940.

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Paint and Oil Store	$ 56,762	Esquimalt	January 6, 1941
Ordnance Building	24,956	Esquimalt	December 31, 1940
New Wharf	200,000	Esquimalt	-
R.C.N.B. Lavatories	8,850		
	$ 559,268		

TOTAL - $2,278,656

(c) Under Consideration

Present plans indicate a considerable increase in Naval construction work. The total estimated cost of projects now under consideration on the East Coast is $1,529,000 and on the West Coast $323,035 -- a total of $1,852,035.

EAST COAST

Project	Estimated Cost	Where
#2 Wharf #	$ 127,000	Halifax
Control Hut	35,000	Sleepy Cove
New Sick Bay	60,000	Halifax
Gunnery School	350,000	
Works Dept. Building	45,000	Halifax
Motor Repair Shop	26,000	Halifax
Floating Dry Dock	500,000	Halifax
Fitting up Warehouse	61,000	Sydney
Wireless Station	150,000	Halifax
Boiler Shop	100,000	Halifax
Pier at Magazine	75,000	Halifax
	$1,529,000	

WEST COAST

Project	Estimated Cost	Where
M.T. Establishment	40,000	Esquimalt
Permanent Officers' Quarters	50,000	Esquimalt
Mess Deck & Galley	56,000	Esquimalt
New Torpedo Building	10,000	Esquimalt
Wharf, Crane & Walkway	19,450	Esquimalt
Sick Bay	58,785	Esquimalt
Parade Grounds ##	3,800	Esquimalt
C.P.O. Block	85,000	Esquimalt
	$323,035	

TOTAL = $ 1,852,035

Work Approved.

Contract Awarded

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VII - INTELLIGENCE.

MERCANTILE INTELLIGENCE

1. There is little to add to previous reports. The Mercantile Intelligence Section continues to function satisfactorily and its work steadily increases as more information of ship movements becomes available.

ENEMY INTELLIGENCE.

2. The work of D/F Units on the East Coast has been well carried out and a large amount of most useful information has been obtained through them.

3. The D/F Station at Esquimalt commenced working on the 7th August and is giving satisfactory results.

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VIII - SUPPLY

NAVAL STORES AND FUEL.

1. Following the outbreak of war on the 3rd September 1939, immediate issue was commenced of the reserves of war-like equipment for the anti-submarine net at Esquimalt, minesweeping sets, equipment for Port War Watching Stations and Examination Stations and Steamers and Auxiliary Vessels. The anti-submarine net at Esquimalt was laid with expedition and a contract arranged with Messrs. Foundation Maritime Limited for the construction and laying of anti-submarine nets at Halifax. This net has now been laid at Halifax. The anti-torpedo net is now assembled at Halifax and will be laid shortly.

2. Anti-submarine net equipment has been obtained for Sydney Harbour and the net has been laid by Messrs. Foundation Maritime Limited and is now in operation.

3. The procurement of stores is now being expeditiously arranged for the anti-torpedo and anti-submarine nets to be laid at Gaspe. Shelburne Harbour is being provided with an anti-submarine net and material for this project is being calculated.

4. Anti-torpedo nets have been assembled to be placed in Esquimalt Harbour. The material for the anti-submarine net for Prince Rupert has been assembled.

5. The stock of minesweeping devices in Canada has been very considerably augmented and supply arranged for the Mk. 1 Sets to be fitted on new ships being constructed, also for twelve Mk. V sets for motor boats.

6. In accordance with the programme laid down, 52 devices for detecting submarines under water have been ordered from Great Britain. Twelve sets have been received and fitted in the Armed Yachts. One hundred and fourteen additional sets are being produced in Canada for Trawlers, Minesweepers, and Motor Torpedo Boats.

7. The manufacture of the above special equipment in Canada is being undertaken with the assistance of Admiralty experts, who are provided with specimens and specifications, with an initial supply of 214 sets for Canada and England. The proposed ultimate development will be approximately 800 sets a year as a Canadian Government responsibility.

8. Supplies of fuel oil for ships and auxiliary vessels based on Halifax, Sydney, Gaspe, and Quebec, have been arranged up to the 31st March, 1941, through contracts and negotiations with Imperial Oil Limited and other large oil companies. Contracts for steaming coal at Halifax, Sydney, Saint John and Esquimalt have been arranged.

9. The new fuel tanks have been completed at Esquimalt. Arrangements were made to fill these tanks and the contract has now been completed with delivery of 11,800 tons.

10. A large quantity of wireless equipment (transmitters, receivers, etc.,) has been ordered and a large proportion received and installed. Standard sets have been devised and will be fitted in all ships of new construction. Three powerful transmitters are on order to supplement the present instruments in the Naval Shore Establishments at Halifax, Ottawa and Esquimalt.

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11. Auxiliary Bases have been established at Sydney, Gaspe and Quebec and the provision of stores to these points for issue to the various auxiliary vessels under these commands is being carried on.

12. The necessary wire for degaussing 25 Canadian Merchant Ships, 50 R.C.N. Ships and 3 Canadian Armed Merchant Cruisers has been obtained. The degaussing wire for British Merchant Ships is ordered through the British Admiralty Technical Mission, and is being handled by the Canadian Naval Service at the request of the Admiralty.

13. Arrangements have been made to provide three Magnetic Sweeps. Twelve magnetic Skids or Lighters for towing and other pertinent gear to complete equipment will be available in October and November.

14. Large quantities of stores necessary for ships, auxiliary vessels, ships of new construction on the basis of one year's requirements were ordered, and large stocks are now either in the various Dockyards, bases, or shipbuilding plants, or in the course of delivery, manufacture, etc.

15. Before the war the Admiralty sent to Canada reserve sets of stores for arming four merchant Cruisers, four Fast Liners and 27 Defensively Equipped Merchant Ships. All these stores have been handled in H.M.C. Dockyards. Two Armed Merchant Cruisers have been fitted and the stores for two more have now been taken over from the Admiralty for Canadian Armed Merchant Cruisers. One other set of stores for an Armed Merchant Cruiser was ordered from the Admiralty for the Canadian Naval Services and is being delivered at Montreal. Stores for Fast Liners and Defensively Equipped Merchant Ships have been issued as requisite.

16. In accordance with a request from the Admiralty, $75,000.00 worth of important bulky Naval Stores from Canadian sources for the R.N. Ships operating from Bermuda and in the British West Indies has been requisitioned. These stores are all being handled through Halifax. In addition to the action taken through the Department of Munitions and Supply, large quantities of stores have had to be purchased locally at Halifax for R.N. Ships using that port as a base.

17. In order to strengthen the anti-submarine defences at Halifax and Sydney, certain devices for fitting in the Gate Vessels at these ports have been ordered. The Admiralty were also requested to advise if they could arrange the supply of Harbour Defence Asdics for the Canadian Naval Service. The supply of these was negotiated through the Department of Munitions and Supply and is now being made. The stores for an Indicator Loop are now being delivered at Halifax.

18. In view of the greatly increased activities, it has been found necessary to enlarge the storehouse accommodation at both Esquimalt and Halifax. At Halifax the congestion is very marked and it has been necessary to rent outside warehouse space. This space is not only for the increased quantity of stores which have to be carried out, but also to accommodate commercial fittings and furniture which are taken off the chartered auxiliary craft and which must be stored with care until the craft is returned to the owners. At Halifax two temporary storehouses have been erected. The plans and specifications have been prepared and approved for two permanent storehouses at Halifax, and the work of one is now being carried out. One storehouse at Esquimalt is being practically rebuilt.

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19. It has been found necessary to augment the motor vehicle complement of the R.C.N. very considerably.

20. Acquisition of certain parcels of land at Sydney, Gaspe, Shelburne, and other points has been necessary in connection with Boom Defences, Wireless Stations, and Base Establishments.

VICTUALLING DIVISION.

21. The work of the Victualling Division continues to increase progressively. A further 1,000 officers and 7,000 ratings will be added to the strength in the near future necessitating provision for stocks of clothing, mess traps and victualling stores. This is now being taken in hand. There are now approximately 139 vessels of various types in the service and 4 base naval depots (2 main and 2 subsidiary) to be provided for.

22. Commitments up to the end of September amount to $4,400,000. approximately for clothing, mess traps and provisions and due to the rapid increase in personnel it is anticipated that at least an additional $1,000,000. will be expended, due to the taking over of six destroyers and the completion of corvettes, minesweepers, which are in course of construction.

23. In addition to the work of supply for the Canadian Naval Service, vessels of the Royal Navy and the Naval Establishment at Bermuda have been provided with victualling stores.

24. At East Coast ports there were approximately sixty-eight calls by H.M. Battleships, cruisers, armed merchant cruisers, sloops, etc.

25. The situation regarding supplies of materials and clothing from mills and contractors is improving, but the expansion of the personnel from 2,000 to 10,000 with further increases to 15,000 and a prospective increase to 23,000 has entailed constant and unremitting work in connection with the procuring of supplies of clothing, etc. which cannot be obtained on short notice.

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IX - NAVAL ARMAMENT STORES

1. Ammunition for commissioning ships in satisfaction of Overseas requisitions continues to bè received in relatively small quantities, so far this has been sufficient to meet the immediate needs for vessels being commissioned but not sufficient to increase stocks in reserve to any appreciable extent. Investigation in respect to manufacture of Naval Ammunition in Canada is proceeding.

2. The situation in respect to Depth Charges has definitely improved. A recent consignment from Overseas has increased the reserve to equal the number carried by ships in commission in Canadian waters. Investigation as to manufacture and filling of Depth Charges in Canada has given satisfactory results and an order will shortly be placed for a quantity to be made including a number for the British Admiralty Technical Mission.

3. Guns for the first nine Corvettes have been received and others are due from Overseas for other vessels of this class and for Minesweepers. An order has been placed through the British Purchasing Commission in New York, U.S.A., for Twin Barrel Anti-Aircraft automatic guns of 0.5 inch calibre. With these guns a supply of suitable ammunition is being obtained.

4. A contract has been placed for the manufacture in Canada of Depth Charge Throwers and a source of supply established which will meet requirements of these weapons for arming ships as requisite.

5. Investigation is still proceeding into the question of obtaining Q.F. 4 inch and 3 Pdr. guns from stocks surplus to U.S. Naval requirements in the United States. The lack of Ammunition for the former is delaying decision on the purchase.

6. The question of manufacture in Canada of Gun Mountings to Admiralty Design is progressing favourably. Production of 2 Pdr. Single and Multiple Mountings and .5 inch twin mountings will commence within a few months and deliveries should begin during 1941.

7. The modification of Air Force Torpedoes at Esquimalt for use in Motor Torpedo Boats has been commenced and further torpedoes have been ordered on the Admiralty for completion of M.T.B. armament and for reserves.

8. Production of pyrotechnics in Canada to Admiralty Specifications has been investigated and orders have been placed for Naval requirements.

9. Drawings and specifications of various kinds of Armament Stores are now to hand and many items previously obtained from Overseas are now in course of manufacture as a result of this information being made available by the Admiralty.

10. Satisfactory progress is being made on the construction of the new Naval Magazines, Halifax, the 40 new buildings with all facilities should be completed by the end of the year providing the funds can be made available. The transfer of explosive Stores from the condemned Cole Island Magazines commenced in September should be completed in October. Investigation into a suitable site for Inland Magazines is proceeding.

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X - TECHNICAL DEVELOPMENT

1. Admiralty specifications, drawings, and instructions are checked and, while still retaining their essential characteristics, are being adapted to Canadian methods of manufacturing processes and to the Standards as laid down in the Canadian codes; sizes and measurements where necessary being held to limits to allow interchangeability with Admiralty fittings.

2. Time interval mechanisms, heavy current automatic operating switches with their controls for Double LL Sweeps, have been designed and manufactured wholly in Canada.

3. Prime movers of the Diesel type have been designed to take the place of gasoline driven units, increasing the safety factor in operation.

4. Sweeps in the near future will have their capacity increased to allow greater speed and continuous operation. Design for an impulse type of generator is being considered, to reduce number and weight of batteries.

5. Manufacture of buoyant cable for Sweeps is being investigated - development costs will be high; other designs are being considered and discussed.

6. D.G. open range being laid at Halifax should be in operation at the end of October, 1940. Vancouver range material is being ordered and the range site carefully surveyed for navigational safety. De-gaussing of ships and testing of efficiency over ranges has become a major technical problem, demanding for supervision degaussing specialists in Electrical Engineering, and Physicists for Range Testing and interpretation of results.

7. De-gaussing of all vessels except Tankers must now be run in tubes inside ships, which will add considerably to the work of Degaussing Officers at out ports.

8. Records of vessels range-tested in Canadian waters will have to be passed through Headquarters for scrutiny, filing and forwarding to Admiralty.

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Collateral - WW II - naval defence

C252746

N.S. 1000-5-8.

SECRET

SUMMARY OF NAVAL WAR EFFORT

1st July to 30th September 1940.

Note:- This Summary is a continuation of that from 1st April to 30th June 1940.

I. PERSONNEL.

II. SHIPS.

III. PORT DEFENCES

IV. COMMUNICATIONS.

V. CONTROL OF SHIPPING.

VI. DOCKYARDS.

VII. INTELLIGENCE.

VIII. SUPPLY.

IX. ARMAMENT.

X. TECHNICAL DEVELOPMENT.

Note:- Items which it is considered should not be made public are marked thus - #.

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I. - PERSONNEL.

1. Since the last issue of this report, Mobilised Personnel has been increased by 437 Officers and 3743 Ratings, bringing the strength of the Royal Canadian Navy to a total of 1533 Officers and 10648 men.

2. Officers accepted included one Dutchman, five Norwegians and one Frenchman.

3. One hundred and forty one R.C.N.V.R. Officers have been lent for service in the Royal Navy in addition to 124 Ordinary Seamen, Special Service, who will have the opportunity of receiving commissioned rank whilst serving overseas.

CASUALTIES

4. The following casualties killed or missing consequent on enemy action were reported by the Admiralty:

NAME		WHERE SERVING
F. S. Ker	Acting Sub-Lieut., RCNVR	H.M.S. "GODETIA"
P.D. Hincks	" " " RCNVR	H.M.S. "GODETIA"
A.W. Proctor	" " " RCNVR	H.M.S. "RECOIL"
F. McGibney	Electrical Artificer	H.M.C.S. "FRASER"
A.V. McDowell	Stoker II	H.M.C.S. "FRASER"
R.T. Woodward	Able Seaman	M A/S Boat.
Robert Huot	Leading Cook (O)	Ashore.

TRAINING

5. Training of Officers continues on both Coasts. Projected Officers' Training School has not yet been opened.

6. Training of ratings continues on both Coasts under somewhat adverse conditions owing to lack of accommodation and training facilities.

MANNING

7. In spite of the above difficulties, it has been found possible to man six ex-United States Destroyers in addition to the estimated commitments. A considerable dilution has necessarily been accepted in trained non-substantive ratings as well as a lowering in professional standards for certain higher rates.

8. Ten Corvettes building for the Admiralty will be manned by the R.C.N. for the initial ocean voyage.

ESTIMATES

9. The estimate for the coming fiscal year in course of preparation will cover a personnel of 3000 Officers and 20,000 men.

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II - SHIPS

TYPE	30th June, 1940			30th September 1940		
	East	West	Total	East	West	Total
M/S Vessels	10	4	14	20	5	25
A/S Vessels	5	1	6	9	2	11
Fishermen's Reserve	0	14	14	0	10 (3 M/S)	10
Auxiliary Vessels	58	14	72	74	17	91
Destroyers	3	0	3	9	0	9
Destroyers	3 U.K.	0	3	4 U.K.	0	4
A.M. Cruisers	0	0	0	0	1	1
T O T A L S -	79	33	112	116	35	151

Of these vessels:-

13 ..... are R.C.N.

6 ..... Destroyers ex- U.S. Navy.

52 ..... Requisitioned or Purchased from Private Owners.

58 ..... Taken over from Government Departments.

9 ..... Loaned or Donated to Government.

13 ..... Fishermen's Reserve.

(1) Six Destroyers have been acquired from the United States and are working up at present in preparation for more strenuous work ahead.

(2) H.M.C.S. "FRASER" sunk in collision with H.M.S. "CALCUTTA" off Bordeaux, France, has been replaced by H.M.C.S. "MARGAREE".

(3) R.M.S. "LADY SOMERS" will be requisitioned on behalf of the Admiralty October 2nd, 1940, for conversion to an Armed Ocean Boarding vessel.

(4) Eleven Corvettes and one Minesweeper have been launched and the first Corvette is expected to be completed in late October. Commission will take place after trials and acceptance from the builders.

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(5) H.M.C.S. "SANKATY" has been converted as a Loop Layer and the first Loop of our controlled minefield at Halifax will be laid early in October.

(6) The St. Lawrence River Patrol has been operating all summer and will be discontinued at the close of navigation. Three of the smaller vessels have proved to be quite unsatisfactory, as they are too lightly built for weather conditions on the river. It is proposed to employ some of our Armed Yachts for this Patrol next Spring.

(7) Six Norwegian Whale Catchers are being converted into Magnetic Minesweepers and will be completed in December or January. All the necessary equipment has been delivered.

(8) Three vessels have been requisitioned for conversion into Magnetic Minesweepers for shallow water. They will be completed in November. All the necessary equipment has been delivered.

(9) At the close of navigation in the St. Lawrence River and closing of Sydney Harbour and Gut of Canso, various Examination Vessels can be released for duties at Halifax, N.S., and Saint John, N.B.

(10) C.G.S. "DRUID" will be taken over from the Department of Transport in mid October, and Coal Barge #6 will shortly be requisitioned to be used as Boom Maintenance Vessels.

(11) It is intended to convert two steel scows into Gate Vessels at Sorel before the close of navigation. These will be ready for use as Gate Vessels at Gaspe next Spring. Plans for conversion are expected first week in October.

(12) Eight Armed Yachts have been converted and are acting as A/S Vessels from Halifax, Sydney, and one from Esquimalt. Two will shortly proceed to Gaspe. Six are still in hand and it is anticipated they will all be in commission by mid November.

(13) H.M.C.S. "PRINCE ROBERT" has been completed as an Armed Merchant Cruiser and sailed from Esquimalt on September 12th 1940, to patrol the West Coast of Central and South America. On September 26th, 1940, she was successful in capturing the German Ship "WESER" 4½ miles off Manzanillo. "PRINCE ROBERT" and her prize are expected to reach Esquimalt late on October 4th, 1940.

"PRINCE DAVID" and "PRINCE HENRY" are expected to be completed early in November. They will probably be employed as escorts for convoys.

(14) Approval has been requested to add six extra vessels to the Fishermen's Reserve on the West Coast. Extra Patrols on the West Coast have long been an urgent requirement.

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III - PORT DEFENCES

(i) HALIFAX. Defences functioning satisfactorily. The Controlled Minefield is to be laid by H.M.C.S. "SANKATY", the newly-converted loop-layer, commencing this month. Delay has been due to slowness in arrival of main components from the United Kingdom. Instruments for Indicator Loops have now been shipped from U. K. and these should be in position shortly. Harbour Asdics and associated instruments not yet shipped. A/T Net now assembled and will be laid shortly.

(ii) SYDNEY. Anti-submarine Net is in position and working satisfactorily, and Sydney is now functioning as Convoy Assembly Port. The A/T Net is in process of assembly, but it is unlikely now to be laid before the Spring of 1941.

(iii) GASPE. Preparations for laying A/S and A/T Nets at Gaspe have been made, and the nets are in process of being assembled. Unless the situation alters radically, nets will not be laid before next Spring. A Port War Signal Station is also to be established here.

(iv) SHELBURNE. A/S Net and Port War Signal Station to be established by next Spring.

(v) SAINT JOHN, N.B. Examination Service and Port War Signal Station operating satisfactorily. W/T Communication carried out by Department of Transport Station at Red Head. War Watching Station will shortly be established at Tiner Point. An anti-boat boom has been designed with the object of closing the gap inside Partridge Island to boat traffic.

(vi) ESQUIMALT, B.C. A/S Net, Examination Service and two Port War Signal Stations in operation. One A/T Net (six sections) is now in position to protect the harbour, and a second net of one section will shortly be laid to protect the new Magazine wharf.

(vii) PRINCE RUPERT, B.C. A/S Net practically ready for laying, but is unlikely to be in position before Spring 1941. Examination Service in operation. Port War Signal Station not yet constructed.

(viii) MISCELLANEOUS Examination Services operate at York Island and at the mouth of the Fraser River on the West Coast; also in the Strait of Canso on the East Coast.

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IV - COMMUNICATIONS

1. Traffic handled over R.C.N. communication systems continues to increase each month and it will be necessary to increase the number of fixed service W/T routines between Ottawa and Whitehall in the near future. Additional routines are also required with Bermuda and will be requested when the modernisation of Bermuda W/T Station is completed towards the end of this year.

2. Loudspeaker Hail equipments have been supplied to H.M.C. Destroyers to facilitate the passing of instructions to ships in Convoy.

3. All H.M.C. Destroyers are now supplied with Navigational D/F outfits.

4. Gaspe W/T and Sydney W/T Stations have been fitted with H/F Transmitters and Receivers ex-Nootka Class Minesweepers, and Point-to-Point routines with Halifax W/T Station have been introduced.

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V - CONTROL OF SHIPPING.

1. Since the previous Report the Naval Control Service has continued to operate in the normal manner.

2. The new Consular Reporting Officers at Charleston and Savannah commenced to operate on 1st October. With these additions, the Ports of the United States are well covered by Consular Shipping Staffs and Reporting Officers.

CONVOYS.

3. With the completion of the A/S Boom at Sydney ships loading in St. Lawrence and Newfoundland Ports commenced assembling for Convoy on the 27th July and the first Convoy from Sydney sailed on 31st July.

4. These Convoys join the Halifax portions at sea and this arrangement has effected a saving of at least 24 hours for ships from St. Lawrence Ports.

5. On the 31st July the Admiralty decided to inaugurate a Convoy for slow ships which also assemble at Sydney and the first Sydney Slow Convoy sailed on the 15th August.

6. The work of assembling two separate Convoys at Sydney has very greatly increased the work of this Port and additional facilities are being provided as rapidly as possible to assist in the operation of Sydney.

MOVEMENT OF SHIPPING GENERALLY.

7. There has recently been a severe hold up in the flow of shipping from Canadian Ports to the United Kingdom. This has chiefly been caused by troubles with the crews of some allied and a number of neutral vessels.

8. The equipping of Immigration Department with wide powers for dealing with deserting and striking crews is already beginning to have a salutary effect upon these men, and it is hoped that this trouble will become much reduced.

9. At the same time understandable difficulties have been caused by crews who are not prepared to sail for the United Kingdom waters in unarmed vessels.

10. Though by this time the majority of British and Canadian vessels are armed with Low Angle guns and equipment, the Admiralty have been unable to provide more than about seventy per cent of British ships with suitable Anti-Aircraft equipment. Allied ships of neutral registry are being stiffened for arming with Low and High Angle guns but delay is being caused from the inability of the Admiralty to supply the necessary guns.

11. Some 60 Lewis Guns from Canadian sources for A. A. Armament of British and Allied ships have been issued which has much eased the situation and a consignment of Low Angle 4 inch guns is expected shortly from the United Kingdom. In addition Thompson and Smith and Wesson Sub Machine guns have been supplied by the Admiralty for use as A.A. weapons. It is hoped that trouble with unarmed vessels will disappear as fast as arming can be carried out.

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VI - DOCKYARDS.

1. SHIP CONSTRUCTION

Canadian shipyards during the three-month period from July 1st to September 30th worked at top speed on orders not only from the Dominion Government but also from the Admiralty. From every quarter came reports that construction programmes were well ahead of schedules.

A. NEW SHIPS

(a) Contracts Let -

Three important new construction contracts were let during the period under review:

(i) To the Davie Shipbuilding Company at Lauzon, P.Q., for six diesel-driven minesweepers - length 153 feet, six inches. Work on engines has commenced at works of Dominion Engineering Company.

(ii) To Marine Industries, Limited, at Sorel, P.Q., for four of the same.

(iii) To the Canadian Power Boat Company, for twelve 70-foot Motor Torpedo Boats. First hull ready for engines in Montreal.

(b) Keels Laid Down -

During the past three months 22 more keels of corvettes were laid down. This brings to 39 the number of corvette keels in place out of a total of 54 scheduled during the 1940-41 programme year. (For launchings see Section "C" below).

During the same period four new steam minesweeper keels were laid down. Of the 18 vessels of this class scheduled, keels for nine are now in place. (For launchings see Section "C" below).

(c) Ships Launched -

(i) Corvettes. Fourteen corvettes for the Royal Canadian Navy have been launched since July 1st. None had been launched previously. A recapitulation of launchings as of September 30th follows:-

Vessel No.	NAME	Date Launched	Where Launched
55	BANFF	July 18th	Vancouver, B.C.
39	COLLINGWOOD	July 27th	Collingwood, Ont.
31	CHAMBLY	July 29th	Montreal, P.Q.
59	JASPER	Aug. 7th	Esquimalt, B.C.
56	AGASSIZ	Aug. 15th	Vancouver, B.C.
47	COBALT	Aug. 17th	Port Arthur, Ont.
62	ALBERNI	Aug. 22nd	Vancouver, B.C.
36	NAPANEE	Aug. 31st	Kingston, Ont.
18	LEVIS	Sept. 4th	Lauzon, P.Q.
48	KENOGAMI	Sept. 5th	Port Arthur, Ont.
4	MATAPEDIA	Sept. 14th	Quebec, P.Q.
40	ORILLIA	Sept. 14th	Collingwood, Ont.
5	ARVIDA	Sept. 21st	Quebec, P.Q.
57	CHILLIWACK	Sept. 21st	Vancouver, B.C.

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(ii) Minesweepers. Three minesweepers for the R.C.N. were launched between July 1st and September 30th. None had been launched previously. A recapitulation of launchings of this type vessel as of September 30th follows:

Vessel No.	NAME	Date Launched	Where Launched
1	COWICHAN	Aug. 9th	Vancouver, B.C.
2	MALPEQUE	Sept. 5th	Vancouver, B.C.
3	NIPIGON	Sept. 30th	Toronto, Ont.

B. CONVERSIONS AND REQUISITIONS

(a) Auxiliary Patrol Vessels -

Many pleasure yachts have been taken over for conversion to Auxiliary Patrol vessels. Following is a list of those completed during the past three months.

Name	When Completed	Use
H.M.C.S. HUSKY	Commissioned July 23.	Anti-submarine Patrol Work
H.M.C.S. REINDEER	Commissioned July 25.	Anti-submarine Patrol Work.
H.M.C.S. ELK	August 25th	Auxiliary Patrol Vessel.
H.M.C.S. VISON	August 30th	Auxiliary Patrol Vessel.
H.M.C.S. COUGAR	August 27th	Auxiliary Patrol Vessel.
H.M.C.S. MOOSE	September 12	Auxiliary Patrol Vessel.
H.M.C.S. OTTER	September 30	Auxiliary Patrol Vessel.

A list of yachts still undergoing conversion follows:

Name	Date Started	State of Progress
H.M.C.S. RENARD	20.6.40	60% Completed.
H.M.C.S. CARIBOU	27.6.40	80% Completed.
H.M.C.S. BEAVER	17.8.40	15% Completed.

Other vessels not included in the "armed yacht" class that were converted to auxiliary patrol vessels during the past three months are:-

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Name	Date Started	Finished
H.M.C.S. ZOARCES	10.7.40	19.9.40
H.M.C.S. SANKATY	8.7.40	24.9.40
H.M.C.S. MONT JOLI	-	29.7.40

Conversion on the following is already underway or will begin shortly:

OCEAN EAGLE, REO II, STAR XVI, LOUIS HERBERT, ST. ELOI, MARLIS and ROSS NORMAN.

(b) Armed Merchant Cruiser -

H.M.C.S. PRINCE ROBERT was commissioned at Esquimalt on Wednesday, July 31st, 1940. She completed her trials on August 5th, 1940. Her mean speed was recorded as 21.76 knots, a rate which it is hoped, will be improved. The vessel sailed from Esquimalt on special patrol duties along the West Coast on September 12, 1940. Final adjustments to her machinery and equipment were completed the previous week.

Latest reports on the conversion of the two other "PRINCE" vessels are as follows:

Name of Vessel	Date Started	Progress
H.M.C.S. PRINCE DAVID	11.3.40	80% Completed. Progress continues good on closing up of main engines.
H.M.C.S. PRINCE HENRY	2.5.40	70% Completed. Hull progress continues satisfactory. Electrical repairs approx. 50% completed.

(c) Requisitions -

The S.S. ROSS NORMAN has been requisitioned at Halifax for conversion to a towing vessel and minesweeper.

During the week of July 25th a small harbour craft was purchased for use at Sydney Harbour.

The M/V STANDARD COASTER, was requisitioned on July 31st for delivery at Halifax. She will be used as an examination vessel at Canso.

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C. REPAIRS

(a) H.M.C.S. SAGUENAY underwent semi-annual refit from June 27th to July 4th.

(b) H.M.C.S. BRAS D'OR was refitted at Quebec. Work was completed during the week of August 8th.

(c) H.M.C.S. ASSINIBOINE is having heating equipment installed as opportunity offers.

(d) Other refitting projects included:

(i) H.M.C.S. NITINAT; cost, $1,459
(ii) H.M.C.S. FLEUR DE LIS; work began July 10th, 1940; cost, $2,707 (estimated); completed July 31, 1940.

(e) Minor repairs to H.M.S. ASCANIA, H.M.S. AUSONIA and H.M.S. RANPURA, were carried out during the week of September 19th at Halifax, under instructions from the Admiralty.

2. DESTROYER STRENGTH

On September 20th, six of the "over-age" United States destroyers arrived in Halifax and will shortly be commissioned as ships of the Royal Canadian Navy. They will be manned by Canadians. A list of the new names and Commanding Officers of the destroyers follows:-

Old Name	New Name	Commanding Officer
MACKENZIE	H.M.C.S. ANNAPOLIS	Act. Cdr. C.D. Donald, RCN.
HARADEN	" COLUMBIA	Lt.Cdr. S.W. Davis, RCN.
THATCHER	" NIAGARA	Lt.Cdr. E.L. Armstrong,RCN
WILLIAMS	" ST. CLAIR	Lt.Cdr. D.C. Wallace, RCNR
McCOOK	" ST. CROIX	Lt. M.A. Medland, RCN.
BANCROFT	" ST. FRANCIS	Lt.Cdr. H.F. Pullen, RCN.

On September 5th, H.M.S. DIANA was commissioned as H.M.C.S. MARGAREE with Commander J.W.R. Roy, R.C.N., as its Commanding Officer. Refit to the ship has been considerably delayed owing to the lack of power, etc., occasioned by air raids. At the time of the compilation of this report, no definite completion date for the work had been set.

With the acquisition of this vessel and the six United States ships, the destroyer strength of the Royal Canadian Navy has reached the record total of 13. Two more destroyers are now being built in United Kingdom Shipyards.

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3. MERCANTILE DEFENSIVE EQUIPMENT

A. Defensively Equipped Merchant Ships -

(a) (1) D.E.M.S. Inspections have been carried out in ports throughout Canada as follows:-

HALIFAX	468
SYDNEY	349
MONTREAL	289
WEST COAST	74
QUEBEC	39
SAINT JOHN	32

(2) Armament has been provided consisting of 1 4" B.L. gun to 19 vessels; 6 of these were completed in Halifax; 4 in Montreal; 4 in Vancouver; 3 at Saint John; 2 in Quebec. A further 8 vessels have been stiffened to receive armament.

(3) During the months of August-September complaints from Allied vessels have been received and vessels have refused to sail without armament. In order to get as many ships away in convoy as possible ships refusing to sail were provided with Lewis and Thompson guns; 42 Lewis guns have been provided and 54 Thompson.

(4) Repairs to D.E.M.S. which include the protection of personnel for the number of 103 have been carried out also during this period.

(b) Vessels Taken in Hand to be Defensively Equipped:-

Name of Ship	Registry	Where Armed	Armament
S.S. AD HUFF (formerly S.S. SAN ANSELMO)	Canadian formerly American	Saint John, N.B.	4" Guns & Degaussing.
S.S. ABRAHAM LINCOLN	Norwegian	Halifax	Arming, Stiffening, Degaussing.
S.S. LAURITZ SWENSON	Norwegian	Halifax	Degaussing.
Cable Ship JOHN W. MACKAY	Norwegian	Halifax	4" Guns
BLOMMERDYK	Norwegian	Dartmouth, N.S.	- -
S.S. AFRICA	Danish	Vancouver	4" Guns
S.S. HOYANGER	Norwegian	Vancouver	4" Guns
S.S. STICKLESTAD	Norwegian	Halifax	4" Guns
S.S. PAN NORWAY	Norwegian	Halifax	4" Guns
S.S. CHARLES RACINE	Norwegian	Halifax	4" Guns
Icebreaker N.B. MACLEAN	Canadian	Quebec	4" Guns
S.S. MAPLECOURT	Canadian	Quebec	4" Guns

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Name of Ship	Registry	Where Armed	Armament
S.S. POLYANA	Norwegian	Sydney	4" Guns and Bridge Protection.
S.S. PASTEUR	Canadian	Halifax	Installation of L/A Gun Equipment
BRAKAR	Norwegian	Esquimalt.	Arming.
AUGVARD	Norwegian	-	Arming.
ALDARAMIN	Dutch	-	Arming.
CAPO NOLI	Canadian	Quebec.	4" Guns.
CAPE HORN	Norwegian	Esquimalt.	4" Guns.
KAIPARA	British	Montreal.	Being provided with complete D.E. M.S. paravanes.
QUEBEC CITY	Canadian	Montreal	Bridge protection for defence against aircraft.
QUEEN CITY	Canadian	Montreal	Bridge protection for defence against aircraft.
NIEUW AMSTERDAM	Dutch	Montreal	Armed, Stiffened, 4" Guns.
RISANGER	-	Halifax	Armed, Stiffened, 4" Guns.
EDGA	-	Halifax	Armed, Stiffened, 4" Guns.

B. Degaussing.

(1) 106 vessels have been fitted with degaussing installation; these installations have been fitted in the following ports:-

HALIFAX	42
MONTREAL	36
WEST COAST	11
SYDNEY	8
QUEBEC	6
SAINT JOHN	3

(2) 4 vessels have also had their original degaussing completely replaced owing to major defects; 2 of these replacements were done in Montreal and 2 in Halifax. Inspections of degaussing equipment in the various ports throughout Canada amount to 1106.

(3) During these months word was received that the Admiralty now accept the costs of installation and wire and also when found necessary the addition of dynamos.

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(4) With respect to Canadian ships degaussing installations are still paid for by the ships' owners. At the present moment it has been put forward that Canadian Government accept the costs of degaussing in comparison with the Admiralty.

(5) Instructions have been issued that degaussing ports will order the amount of wire required for degaussing monthly and at the same time keep a requisite stock on hand in order that the degaussing of merchant vessels may continue at all times. It has been suggested that degaussing wire for Canadian ships be taken from Admiralty stock on repayment; this latter matter is still in abeyance.

4. WORKS

(a) Projects Completed -

Since July 1st, six construction projects were completed on the East Coast at a cost of $251,756 and three on the West Coast at a cost of $306,046. A complete list of the projects, their cost and where they were constructed for both the East and West Coasts follows:-

EAST COAST			WEST COAST		
Project	Cost	Where	Project	Cost	Where
Temporary Barracks #1	$23,690	Halifax	Temporary Barracks	$33,500	Esquimalt
Temporary Barracks #2	19,608	"	Fuel Oil Storage Tanks	230,000	"
Temporary Barracks #3	19,972	"	Chain Link Fence & Water Reservoir	8,800	Discovery Island, P.W.S.S.
Torpedo Depot Bldg.	72,000	"	New Accommodation Comox	33,746	Esquimalt
Parade Ground	1,700	"		306,046	
Workshop	2,234	"			
Industrial Building	60,000	"			
Administration Building	46,000				
P.W.S.S. New Accommodation	3,162				
Boom Defence Hut	3,390				
	$251,756			$306,046	

(b) Contracts Awarded

During the past three months, construction contracts totalling $2,278,656 were awarded for various projects on both the East and West Coasts, none of which have

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yet been completed. A list of all such projects, together with their individual cost and locations, for both coasts follows:-

EAST

Project	Cost	Where	Anticipated Completion Date
Submerged Breakwater	$ 66,820	Sydney, C.B.	October 3, 1940.
Harbour Defence Building	89,000	Halifax, N.S.	Soon.
P.W.S.S.	32,250	Camperdown	October 13, 1940.
W/T Receiving Station	11,947	Ottawa	Shortly--mast being erected.
General Store	265,777	Halifax	November 3, 1940
New Centre Block	225,206	Halifax	February, 1942.
Workshop Lavatory	7,670	Halifax	Shortly.
Extension and Machine Shop	11,500	Halifax	Complete except water mains
Gun Mounting Store	102,000	Halifax	October 27, 1940.
New Office Block	72,000	Halifax	October 27, 1940.
Wharf #3	592,390	Halifax	-
Dredging Wharves 1,2&3.	46,210	Halifax	-
Depot Machine Shop Extension	18,218	Halifax	October 13, 1940.
Industrial Bldg.	23,400	Halifax	-
General Store	155,000	Halifax	Work recently started.
	$1,719,388		

WEST

Project	Cost	Where	Anticipated Completion Date
Receiving Store	$63,700	Esquimalt	Completed except for heating.
Extension to Dockyard Jetty	105,000	Esquimalt	December 1, 1940.

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Paint and Oil Store	$ 56,762	Esquimalt	January 6, 1941
Ordnance Building	24,956	Esquimalt	December 31, 1940
New Wharf	200,000	Esquimalt	-
R.C.N.B. Lavatories	8,850		
	$ 559,268		

TOTAL - $2,278,656

(c) Under Consideration

Present plans indicate a considerable increase in Naval construction work. The total estimated cost of projects now under consideration on the East Coast is $1,529,000 and on the West Coast $323,035 -- a total of $1,852,035.

EAST COAST

Project	Estimated Cost	Where
#2 Wharf #	$ 127,000	Halifax
Control Hut	35,000	Sleepy Cove
New Sick Bay	60,000	Halifax
Gunnery School	350,000	
Works Dept. Building	45,000	Halifax
Motor Repair Shop	26,000	Halifax
Floating Dry Dock	500,000	Halifax
Fitting up Warehouse	61,000	Sydney
Wireless Station	150,000	Halifax
Boiler Shop	100,000	Halifax
Pier at Magazine	75,000	Halifax
	$1,529,000	

WEST COAST

Project	Estimated Cost	Where
M.T. Establishment	40,000	Esquimalt
Permanent Officers' Quarters	50,000	Esquimalt
Mess Deck & Galley	56,000	Esquimalt
New Torpedo Building	10,000	Esquimalt
Wharf, Crane & Walkway	19,450	Esquimalt
Sick Bay	58,785	Esquimalt
Parade Grounds ##	3,800	Esquimalt
C.P.O. Block	85,000	Esquimalt
	$323,035	

TOTAL = $ 1,852,035

Work Approved.

Contract Awarded

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VII - INTELLIGENCE.

MERCANTILE INTELLIGENCE

1. There is little to add to previous reports. The Mercantile Intelligence Section continues to function satisfactorily and its work steadily increases as more information of ship movements becomes available.

ENEMY INTELLIGENCE.

2. The work of D/F Units on the East Coast has been well carried out and a large amount of most useful information has been obtained through them.

3. The D/F Station at Esquimalt commenced working on the 7th August and is giving satisfactory results.

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VIII - SUPPLY

NAVAL STORES AND FUEL.

1. Following the outbreak of war on the 3rd September 1939, immediate issue was commenced of the reserves of war-like equipment for the anti-submarine net at Esquimalt, minesweeping sets, equipment for Port War Watching Stations and Examination Stations and Steamers and Auxiliary Vessels. The anti-submarine net at Esquimalt was laid with expedition and a contract arranged with Messrs. Foundation Maritime Limited for the construction and laying of anti-submarine nets at Halifax. This net has now been laid at Halifax. The anti-torpedo net is now assembled at Halifax and will be laid shortly.

2. Anti-submarine net equipment has been obtained for Sydney Harbour and the net has been laid by Messrs. Foundation Maritime Limited and is now in operation.

3. The procurement of stores is now being expeditiously arranged for the anti-torpedo and anti-submarine nets to be laid at Gaspe. Shelburne Harbour is being provided with an anti-submarine net and material for this project is being calculated.

4. Anti-torpedo nets have been assembled to be placed in Esquimalt Harbour. The material for the anti-submarine net for Prince Rupert has been assembled.

5. The stock of minesweeping devices in Canada has been very considerably augmented and supply arranged for the Mk. 1 Sets to be fitted on new ships being constructed, also for twelve Mk. V sets for motor boats.

6. In accordance with the programme laid down, 52 devices for detecting submarines under water have been ordered from Great Britain. Twelve sets have been received and fitted in the Armed Yachts. One hundred and fourteen additional sets are being produced in Canada for Trawlers, Minesweepers, and Motor Torpedo Boats.

7. The manufacture of the above special equipment in Canada is being undertaken with the assistance of Admiralty experts, who are provided with specimens and specifications, with an initial supply of 214 sets for Canada and England. The proposed ultimate development will be approximately 800 sets a year as a Canadian Government responsibility.

8. Supplies of fuel oil for ships and auxiliary vessels based on Halifax, Sydney, Gaspe, and Quebec, have been arranged up to the 31st March, 1941, through contracts and negotiations with Imperial Oil Limited and other large oil companies. Contracts for steaming coal at Halifax, Sydney, Saint John and Esquimalt have been arranged.

9. The new fuel tanks have been completed at Esquimalt. Arrangements were made to fill these tanks and the contract has now been completed with delivery of 11,800 tons.

10. A large quantity of wireless equipment (transmitters, receivers, etc.,) has been ordered and a large proportion received and installed. Standard sets have been devised and will be fitted in all ships of new construction. Three powerful transmitters are on order to supplement the present instruments in the Naval Shore Establishments at Halifax, Ottawa and Esquimalt.

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11. Auxiliary Bases have been established at Sydney, Gaspe and Quebec and the provision of stores to these points for issue to the various auxiliary vessels under these commands is being carried on.

12. The necessary wire for degaussing 25 Canadian Merchant Ships, 50 R.C.N. Ships and 3 Canadian Armed Merchant Cruisers has been obtained. The degaussing wire for British Merchant Ships is ordered through the British Admiralty Technical Mission, and is being handled by the Canadian Naval Service at the request of the Admiralty.

13. Arrangements have been made to provide three Magnetic Sweeps. Twelve magnetic Skids or Lighters for towing and other pertinent gear to complete equipment will be available in October and November.

14. Large quantities of stores necessary for ships, auxiliary vessels, ships of new construction on the basis of one year's requirements were ordered, and large stocks are now either in the various Dockyards, bases, or shipbuilding plants, or in the course of delivery, manufacture, etc.

15. Before the war the Admiralty sent to Canada reserve sets of stores for arming four merchant Cruisers, four Fast Liners and 27 Defensively Equipped Merchant Ships. All these stores have been handled in H.M.C. Dockyards. Two Armed Merchant Cruisers have been fitted and the stores for two more have now been taken over from the Admiralty for Canadian Armed Merchant Cruisers. One other set of stores for an Armed Merchant Cruiser was ordered from the Admiralty for the Canadian Naval Services and is being delivered at Montreal. Stores for Fast Liners and Defensively Equipped Merchant Ships have been issued as requisite.

16. In accordance with a request from the Admiralty, $75,000.00 worth of important bulky Naval Stores from Canadian sources for the R.N. Ships operating from Bermuda and in the British West Indies has been requisitioned. These stores are all being handled through Halifax. In addition to the action taken through the Department of Munitions and Supply, large quantities of stores have had to be purchased locally at Halifax for R.N. Ships using that port as a base.

17. In order to strengthen the anti-submarine defences at Halifax and Sydney, certain devices for fitting in the Gate Vessels at these ports have been ordered. The Admiralty were also requested to advise if they could arrange the supply of Harbour Defence Asdics for the Canadian Naval Service. The supply of these was negotiated through the Department of Munitions and Supply and is now being made. The stores for an Indicator Loop are now being delivered at Halifax.

18. In view of the greatly increased activities, it has been found necessary to enlarge the storehouse accommodation at both Esquimalt and Halifax. At Halifax the congestion is very marked and it has been necessary to rent outside warehouse space. This space is not only for the increased quantity of stores which have to be carried out, but also to accommodate commercial fittings and furniture which are taken off the chartered auxiliary craft and which must be stored with care until the craft is returned to the owners. At Halifax two temporary storehouses have been erected. The plans and specifications have been prepared and approved for two permanent storehouses at Halifax, and the work of one is now being carried out. One storehouse at Esquimalt is being practically rebuilt.

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19. It has been found necessary to augment the motor vehicle complement of the R.C.N. very considerably.

20. Acquisition of certain parcels of land at Sydney, Gaspe, Shelburne, and other points has been necessary in connection with Boom Defences, Wireless Stations, and Base Establishments.

VICTUALLING DIVISION.

21. The work of the Victualling Division continues to increase progressively. A further 1,000 officers and 7,000 ratings will be added to the strength in the near future necessitating provision for stocks of clothing, mess traps and victualling stores. This is now being taken in hand. There are now approximately 139 vessels of various types in the service and 4 base naval depots (2 main and 2 subsidiary) to be provided for.

22. Commitments up to the end of September amount to $4,400,000. approximately for clothing, mess traps and provisions and due to the rapid increase in personnel it is anticipated that at least an additional $1,000,000. will be expended, due to the taking over of six destroyers and the completion of corvettes, minesweepers, which are in course of construction.

23. In addition to the work of supply for the Canadian Naval Service, vessels of the Royal Navy and the Naval Establishment at Bermuda have been provided with victualling stores.

24. At East Coast ports there were approximately sixty-eight calls by H.M. Battleships, cruisers, armed merchant cruisers, sloops, etc.

25. The situation regarding supplies of materials and clothing from mills and contractors is improving, but the expansion of the personnel from 2,000 to 10,000 with further increases to 15,000 and a prospective increase to 23,000 has entailed constant and unremitting work in connection with the procuring of supplies of clothing, etc. which cannot be obtained on short notice.

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IX - NAVAL ARMAMENT STORES

1. Ammunition for commissioning ships in satisfaction of Overseas requisitions continues to be received in relatively small quantities, so far this has been sufficient to meet the immediate needs for vessels being commissioned but not sufficient to increase stocks in reserve to any appreciable extent. Investigation in respect to manufacture of Naval Ammunition in Canada is proceeding.

2. The situation in respect to Depth Charges has definitely improved. A recent consignment from Overseas has increased the reserve to equal the number carried by ships in commission in Canadian waters. Investigation as to manufacture and filling of Depth Charges in Canada has given satisfactory results and an order will shortly be placed for a quantity to be made including a number for the British Admiralty Technical Mission.

3. Guns for the first nine Corvettes have been received and others are due from Overseas for other vessels of this class and for Minesweepers. An order has been placed through the British Purchasing Commission in New York, U.S.A., for Twin Barrel Anti-Aircraft automatic guns of 0.5 inch calibre. With these guns a supply of suitable ammunition is being obtained.

4. A contract has been placed for thé manufacture in Canada of Depth Charge Throwers and a source of supply established which will meet requirements of these weapons for arming ships as requisite.

5. Investigation is still proceeding into the question of obtaining Q.F. 4 inch and 3 Pdr. guns from stocks surplus to U.S. Naval requirements in the United States. The lack of Ammunition for the former is delaying decision on the purchase.

6. The question of manufacture in Canada of Gun Mountings to Admiralty Design is progressing favourably. Production of 2 Pdr. Single and Multiple Mountings and .5 inch twin mountings will commence within a few months and deliveries should begin during 1941.

7. The modification of Air Force Torpedoes at Esquimalt for use in Motor Torpedo Boats has been commenced and further torpedoes have been ordered on the Admiralty for completion of M.T.B. armament and for reserves.

8. Production of pyrotechnics in Canada to Admiralty Specifications has been investigated and orders have been placed for Naval requirements.

9. Drawings and specifications of various kinds of Armament Stores are now to hand and many items previously obtained from Overseas are now in course of manufacture as a result of this information being made available by the Admiralty.

10. Satisfactory progress is being made on the construction of the new Naval Magazines, Halifax, the 40 new buildings with all facilities should be completed by the end of the year providing the funds can be made available. The transfer of explosive Stores from the condemned Cole Island Magazines commenced in September should be completed in October. Investigation into a suitable site for Inland Magazines is proceeding.

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X - TECHNICAL DEVELOPMENT

1. Admiralty specifications, drawings, and instructions are checked and, while still retaining their essential characteristics, are being adapted to Canadian methods of manufacturing processes and to the Standards as laid down in the Canadian codes; sizes and measurements where necessary being held to limits to allow interchangeability with Admiralty fittings.

2. Time interval mechanisms, heavy current automatic operating switches with their controls for Double LL Sweeps, have been designed and manufactured wholly in Canada.

3. Prime movers of the Diesel type have been designed to take the place of gasoline driven units, increasing the safety factor in operation.

4. Sweeps in the near future will have their capacity increased to allow greater speed and continuous operation. Design for an impulse type of generator is being considered, to reduce number and weight of batteries.

5. Manufacture of buoyant cable for Sweeps is being investigated - development costs will be high; other designs are being considered and discussed.

6. D.G. open range being laid at Halifax should be in operation at the end of October, 1940. Vancouver range material is being ordered and the range site carefully surveyed for navigational safety. De-gaussing of ships and testing of efficiency over ranges has become a major technical problem, demanding for supervision degaussing specialists in Electrical Engineering, and Physicists for Range Testing and interpretation of results.

7. De-gaussing of all vessels except Tankers must now be run in tubes inside ships, which will add considerably to the work of Degaussing Officers at out ports.

8. Records of vessels range-tested in Canadian waters will have to be passed through Headquarters for scrutiny, filing and forwarding to Admiralty.

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(A.L. MACDONALD) TO WLMIC

AUG. 17, 1940

C252768

MEMORANDUM FOR PRIME MINISTER

ROYAL CANADIAN NAVY

The following information requested by the Prime Minister has been submitted by the Chief of Naval Staff (Admiral P. W. Nelles).

Total personnel - 9,700.

Disposition of Ships

	Destroyers	Other Ships #
Overseas	4	0
Atlantic	3	49
Pacific	0	32

(The above figures take no account of harbour craft)

For details of disposition, see page 3.

Note on progress of building program

R.C.N. We have placed, or are in process of placing, orders for sixty corvettes (anti-submarines). Of these we shall get delivery of thirty by January 1, 1941. Of these thirty, twenty are for the R.C.N. and ten for the Admiralty.

R.N. In addition, the Admiralty has under construction in Canada ten corvettes.

R.C.N. We have ordered, or are in the process of placing orders for, thirty-eight mine sweepers (all of these for R.C.N.) Of these six will be delivered by Christmas of this year. The remainder of both the corvettes and mine sweepers will be completed in 1941.

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ARMAMENTS

Corvettes - one four-inch gun, anti-aircraft, machine guns, depth charges, submarine hunting devices.

Minesweepers - One four-inch gun, anti-aircraft, machine guns, submarine hunting devices, mine sweeping equipment.

SPEED

Corvettes - 17 knots

Minesweepers - 16 knots

N.B. The Corvettes for the Admiralty, which will be completed this Autumn, will sail for the United Kingdom manned by R. C. N. personnel.

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DISPOSITION OF SHIPS

E A S T

HALIFAX	Patrol Vessel	-	1	
	Armed Yachts	-	2	(1 fitting out)
	Minesweepers	-	7	
	Small Minesweepers	-	5	(some fitting out)
	Examination Vessels	-	2	
	Armed Merchant Cruisers	-	1	(fitting out)
	Minelayer	-	1	
CANSO	Examination Vessels		3	
RIVIERE DU LOUP	Patrol Vessels	-	4	
SYDNEY	Minesweepers	-	3	
	Patrol Vessels	-	3	
	Armed Yachts	-	2	
SAINT JOHN	Patrol Vessel	-	1	
	Examination Vessels	-	2	
MONTREAL	Armed Merchant Cruiser	-	1	(fitting out)
	Armed Yacht	-	1	(fitting out)
QUEBEC	Examination Vessels	-	3	
	Minesweeper	-	1	
	Armed Yachts	-	4	(fitting out. Near completion)
PICTOU	Armed Yachts	-	2	(fitting out. Near completion)

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DISPOSITION OF SHIPS

WEST

ESQUIMALT

Patrol Vessels	- 4
Minesweepers	- 2
Examination Vessels	- 7
Armed Yachts	- 4

PRINCE RUPERT

Patrol Vessels	- 4
Examination Vessels	- 3

YORK ISLAND

Examination Vessels	- 4

VANCOUVER

Examination Vessels	- 4

17th August,
1940.

.....
Minister of National Defence for
Naval Services.

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Cable - war - naval defence
28.10.40

NAVY

C252771

Personnel strength:

	August 8	October 24
Officers	1,962	1,602
Ratings	8,855	11,204
Total	9,475	12,806

Number of vessels in commission:
(excluding destroyers)

August 8 — 129

October 24 — 143

Destroyers:

August 8	October 24
6	12 (excluding H.M.C.S. "MARGAREE")

New construction in Canada:

Vessels launched:

By August 8 ———— 4 corvettes

By October 24 ———— 17 corvettes (13 additional)

4 minesweepers (all launched since adjournment)

Also 10 corvettes for the Royal Navy.

Events since adjournment, August 7:

Naval Attache appointed to Washington

American destroyers transferred to British control at Halifax — six acquired by Royal Canadian Navy.

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C252772

H.M.C.S. "MARGAREE" commissioned to replace "FRASER". "MARGAREE" sunk in collision in North Atlantic October 22nd.

German vessel "WESER" captured by H.M.C.S. "PRINCE ROBERT". (Sept. 26)

Four destroyers serving in United Kingdom waters--same as at August 8. Remainder on local escort and patrol in Eastern Canadian waters.

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Coll - WW II - naval defence

SUMMARY OF CANADIAN NAVAL ACTIVITY

C252773

November 6th, 1940

The mobilized strength of the Royal Canadian Navy consists of approximately 13,000 officers and men. In addition there are, not on active service, 82 officers and 1,213 men at the various Royal Canadian Naval Volunteer Reserve Divisions throughout the Dominion.

One hundred and fifty-five vessels comprise the Canadian fleet. These include various types: armed merchant cruisers, destroyers, corvettes, minesweepers, anti-submarine vessels and various other auxiliary craft that have been armed and converted to meet Naval requirements.

Expansion continues steadily. By the spring of 1942, 23,000 officers and men will be on active service and 350 vessels will be in commission. This will include the latest type of fast motor torpedo craft.

Two hundred and forty-three officers and men have lost their lives whilst on active service.

Three ships have been sunk--two destroyers and one minesweeper; H.M.C.S. "FRASER" (Destroyer) whilst evacuating troops from France; H.M.C.S. "MARGAREE" (Destroyer) whilst convoying merchantmen in the North Atlantic and H.M.C.S. "BRAS D'OR" (Minesweeper) whilst engaged in duties in the Gulf of St. Lawrence.

Apart from personnel in Royal Canadian

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Naval ships 390 officers and 1,008 men are now either training or serving in R.N. Ships or R.N. Establishments.

Eight officers and six men have been decorated or mentioned in despatches for gallantry.

Four Canadian destroyers are serving off the shores of England. Each one has participated in notable operations and each one has been commended for rescues performed at sea.

Ships of the R.C.N. continue to patrol Canadian coast lines and, in co-operation with the R.N.; her sea lines. R.C.N. vessels have seen service not only by her own shores and off the coasts of Britain, but also in the Caribbean and in the South Pacific. A notable example of the latter is the capture of the rich German prize, the "WESER", by H.M.C.S. "PRINCE ROBERT". This operation was performed when the German ship was attempting to escape from the port of Manzanillo in Mexico. The Italian ship "CAPO NOLI" was captured in the St. Lawrence by H.M.C.S. "BRAS D'OR" and the German vessel "HANNOVER" was seized in the Caribbean by H.M.C.S. "ASSINIBOINE" and a British cruiser.

The addition of the six American destroyers was a big increase to the destroyer strength. These ships have been manned and are now engaged in training operations. Two more destroyers, of the latest type, are under construction in England.

Personnel are serving not only in R.N. and R.C.N. ships but also are serving as gun crews aboard Defensively Equipped Merchant vessels. Approximately fifty ships have been staffed in

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C252775

this respect by the Royal Canadian Navy.

Under Naval auspices numerous merchant vessels have been provided with armament for defensive equipment and have also been degaussed. Naval dockyards have not only refitted Canadian vessels but have also worked on ships of all sizes belonging to the Royal Navy.

A huge volume of traffic is being handled by Canadian Naval Wireless Telegraphy Stations which are not only dealing with our own traffic, but are also essential links in the Admiralty's world-wide chain stations whereby Naval operations all over the globe are controlled and co-ordinated.

Since the outbreak of war several ports have received defensive protection and careful plans and preparations are in progress for the addition of certain Naval bases.

Looming as one of the most important accomplishments of the Naval Service is the Convoy System which permits vital cargoes to flow uninterruptedly to the Mother Country. Under Canadian organization great numbers of merchant ships are assembled, despatched, and escorted. This is no mean task. Each ship has to be grouped because of her speed. Each ship's Captain and officers must be trained to manoeuvre craft to convoy requirements. To date, from our Eastern ports, no less than 3,500 ships have been sailed and have carried approximately 17 million tons of necessities to England. Canadian Naval vessels have also provided escorts to troop convoys, not

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only to England, but to other regions. In these operations, not a man has been lost.

The large expansion has necessitated increased training facilities at both coasts for both officers and men. At Esquimalt and at Halifax courses are given in gunnery, signalling, torpedo, wireless telegraphy, anti-submarine detection, minesweeping and navigation, etc., etc. There are approximately 175 officers undergoing instruction at the East Coast and 45 at the West Coast; 1,400 ratings at the East Coast and 750 at the West Coast. Other officers and ratings are undergoing courses in England.

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Bell - WW II - Naval defence

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N.S. 1000-5-8.

SECRET.

SUMMARY OF NAVAL WAR EFFORT.

- OCTOBER 1st TO DECEMBER 31st 1940 -

NOTE: This Summary is a continuation of that from 1st July to 30th September 1940. It also covers general progress made during the year 1940.

I. - Naval Service Headquarters.
II. - Personnel.
III. - Ships.
IV. - Port Defences.
V. - Communications.
VI. - Control of Shipping.
VII. - Dockyards.
VIII. - Intelligence.
IX. - Supply.
X. - Armament.
XI. - Technical Development.
XII. - Anti-Submarine.

NOTE: Items marked thus: # must NOT be made public.

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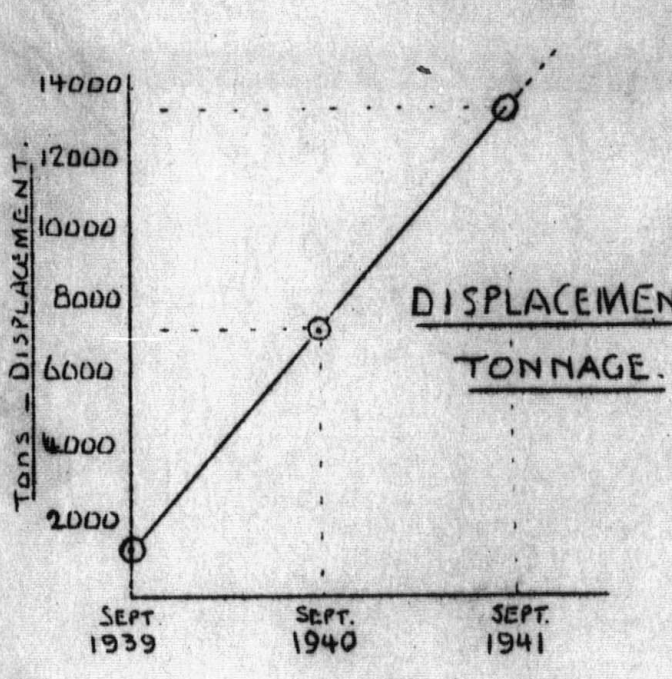
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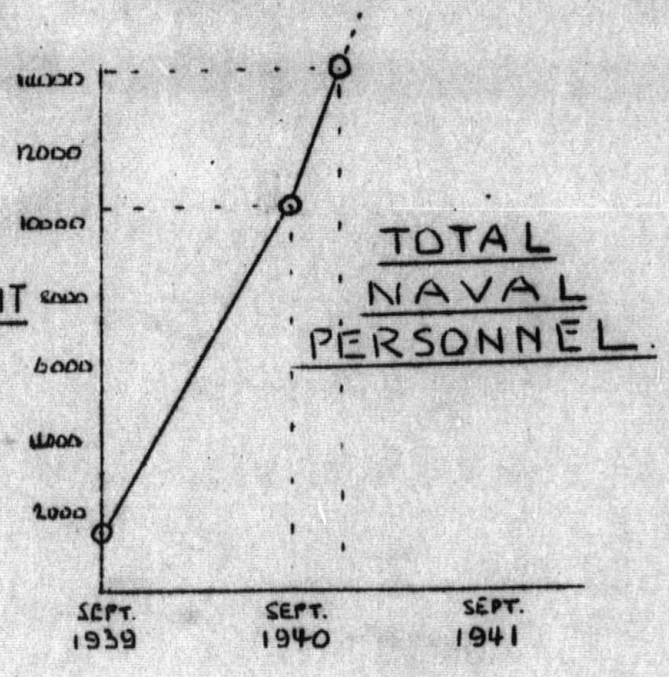
APPENDIX TO QUARTERLY SUMMARY

Growth of R.C.N. during 1940.

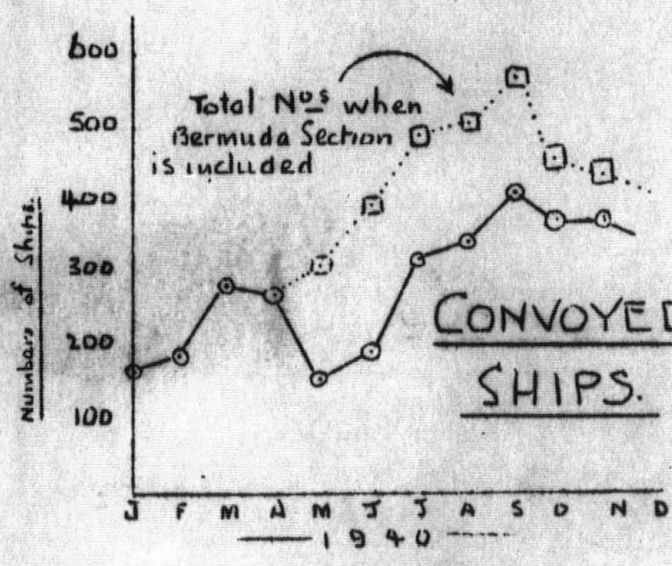
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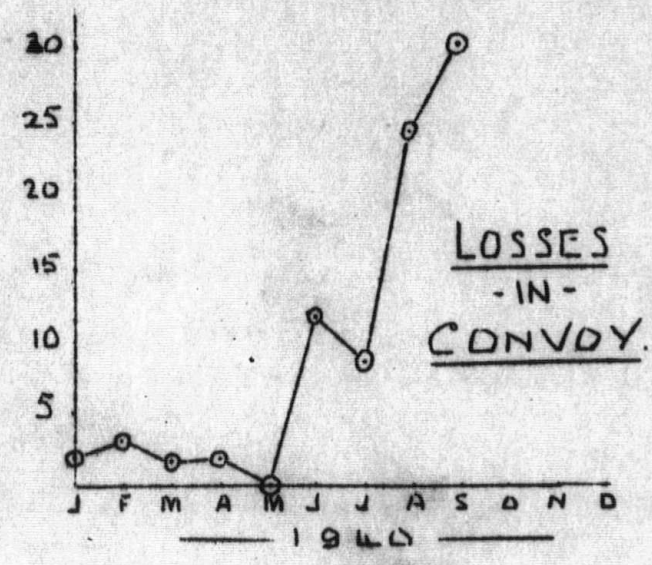
DISPLACEMENT TONNAGE.



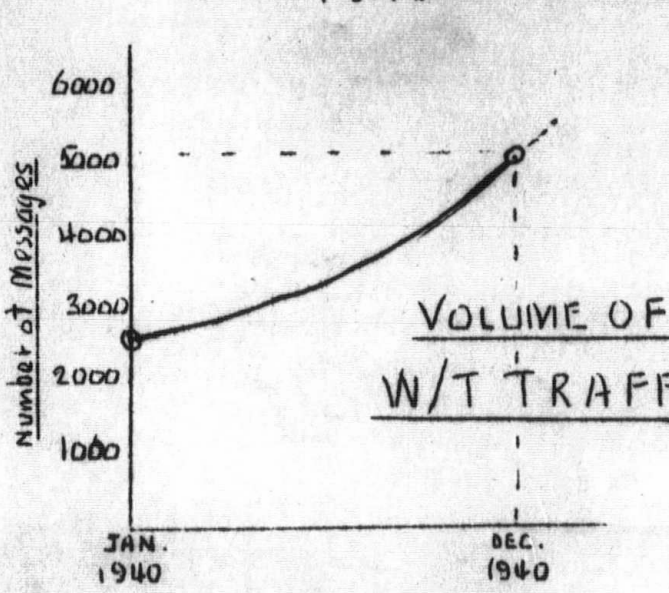
TOTAL NAVAL PERSONNEL.



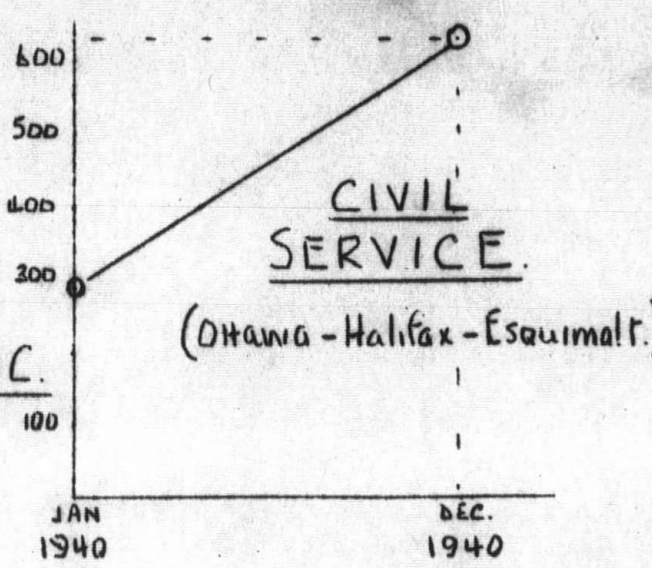
CONVOYED SHIPS.



LOSSES -IN- CONVOY.



VOLUME OF W/T TRAFFIC.



CIVIL SERVICE.
(Ottawa - Halifax - Esquimalt.)

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I. - NAVAL SERVICE HEADQUARTERS.

1. The period of the present war, from the 1st September 1939, to the 31st December 1940, has seen the Royal Canadian Navy expand to a degree unprecedented in this or any other Navy.

2. This expansion may most simply be measured in terms of men and ships:

	1.9.39	1.12.40	% Growth
Personnel -	3256	14,000	430%
Ships -	13	114	875%

3. Co-existent with this growth in manpower and material has been a rapid increase in size and complexity of the controlling mechanism at Naval Service Headquarters. The disparity between the growth of Headquarters' personnel and of the space within which the immensely increased work has to be carried out is worthy of especial note.

	1.1.39	1.12.40	% Growth
Personnel -	64	293	460%
Office Space, (Sq. ft.)	16,000	23,000	46%

4. This is not a satisfactory state of affairs, and the urgent necessity of increased office space at Naval Service Headquarters cannot be too strongly stressed. The situation will be aggravated by still further large increases - to 23,000 officers and men and some 240 ships - in 1941.

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II - PERSONNEL.

STRENGTH.

1. The mobilised strength of the Royal Canadian Navy has been increased in the final quarter of 1940 by 2,610 and now totals 1681 Officers and 13110 men.

2. Of this number 39% are serving afloat in ships of the Royal Canadian Navy or Royal Navy. The remainder are ashore under training or are employed in shore appointments.

3. Royal Canadian Naval Reserve Officers lent to the Royal Navy for the duration of hostilities number -

223 Executive Branch.
30 Special Branch (Physicists).
12 Surgeon Lieutenants.
147 Ordinary Seamen, candidates for Commissions.

4. The Admiralty have asked that further Officers may be loaned and it is intended to recruit these early in the new year.

RECRUITING.

5. No difficulty has been experienced in recruiting suitable personnel for the R.C.N.V.R., but there is a noticeable decrease in the number of professional seamen available.

6. A recruiting drive to enlist the latter type will be made at all Great Lake Ports early in the new year.

TRAINING.

7. Officers - Hatley Park, Esquimalt, has been acquired by the Naval Services, and is being utilised immediately for the training of Royal Canadian Naval Volunteer Reserve Probationary Sub-Lieutenants.

8. It is intended to train not less than 400 Officers at this establishment during the coming year.

9. Specialist courses for Executive Officers and Accountant Officers' course will continue at Halifax.

10. Ratings - Preliminary training of new entries continues at the R.C.N.V.R. Divisions with final training at both coasts.

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11. Numbers passed through the training establishment at either coast during the last quarter are as follows:-

Stadacona 2135
Naden 332

CASUALTIES.

12. It is deeply regretted that in the last quarter of 1940, a total of 11 Officers and 198 ratings were listed as casualties. A further 21 ratings were wounded in action or in war service.

13. The following is a list of Officers killed or missing:

Skipper M. MACAULAY, R.C.N.R., "ALACHASSE" died, a result of accident.
Sub-Lieut. H.K. STRATHY, R.C.N.V.R., H.M.S. "AJAX" killed in action 12th October.
Cdr. J.W. ROUER ROY, R.C.N., Commanding Officer, H.M.C.S. "MARGAREE", lost at sea, Oct. 22nd.
Lieut. R.C. POPE, R.C.N.V.R., H.M.C.S. "MARGAREE" lost at sea, Oct. 22nd.
Sub-Lieut. E. MCMURTRY, R.C.N.V.R., H.M.C.S. "MARGAREE" lost at sea, Oct. 22nd.
Com'd. Gunner (T) B.A. LEWIS, R.C.N., H.M.C.S. "MARGAREE" lost at sea, Oct. 22nd.
Lieut. C.A. HORNSBY, R.C.N.R., H.M.C.S. "BRAS D'OR" missing as from 19th October.
Lieut. (E) M. CUMMING, R.C.N.R., H.M.C.S. "BRAS D'OR" missing as from 19th October.
Skipper G.P.O. BURTON, R.C.N.R., H.M.C.S. "BRAS D'OR" missing as from 19th October.
Mate E.R. CONRAD, R.C.N.R., H.M.C.S. "BRAS D'OR" missing as from 19th October.
Skipper H.J. RUEL, R.C.N.R., H.M.C.S. "BRAS D'OR" missing as from 19th October.

PROMOTIONS.

14. New Year's promotions, including R.C.N., R.C.N.R., R.C.N.V.R., and Fishermen's Reserve, were as follows:

27 ratings promoted to Officers.
2 Coxswains, F.R., promoted Skipper Coxswains.
4 Warrant Officers to commissioned rank.
1 Chief Skipper promoted Skipper Lieutenant.
4 Officers who held acting rank were confirmed.
14 Lieutenants promoted to Lieutenant-Commander or Acting Lieutenant-Commander.
2 Lieutenant-Commanders promoted to Commanders.

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DISTRIBUTION OF PERSONNEL.

15. The distribution of Naval personnel between Ships and Shore Establishments on 31st December 1940 was as follows:-

	Officers	Ratings	TOTALS
Ships	463	5191	5654
Shore Establishments.	1218	7919	9137
Mobilised Strength. .	1681	13,110	14,791

Percentage borne in ships . . 38.2%

NOTE: 10 Officers and 137 Ratings from H.M.C.S. "SAGUENAY" are here shown as ashore.

INCREASE DURING 1940.

16. The increase in personnel during 1940:-

	1.1.40	1.1.41	INCREASE
Officers	655	1681	1026
Ratings	4473	13,110	8637

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III - SHIPS.

- October 1st to December 31st, 1940.-

	30th September, 1940.			31st December, 1940.		
	East	West	TOTAL	East	West	TOTAL
M/S Vessels	20	5	25	19	5	24
A/S Vessels	9	2	11	15	3	18
Fishermen's Reserve	0	(3 M/S) 10	10	0	10	10
Fishermen's Reserve serving with R.C.A.F.	0	0	0	0	3	3
Auxiliary Vessels	74	17	91	87	18	105
Destroyers	9	0	9	7	0	7
Destroyers	4U.K.	0	4	U.K. 6	0	6
Corvettes	0	0	0	3	1	4
Armed Merchant Cruisers	0	1	1	2	1	3
Motor Torpedo Boats				1	0	1
TOTALS	116	35	151	140	41	181

Of these vessels:-

12.....are R.C.N.

7.....Destroyers ex U.S. Navy.

74.....requisitioned or purchased from private owners.

62.....taken over from Government Departments.

10.....loaned or donated to Government.

16.....Fishermen's Reserve.

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(1) H.M.C.S. "MARGAREE" sunk in collision with S.S. "PORT FAIRY" in mid Atlantic in October. However, the R.C.N. has subsequently acquired one additional ex-U.S. destroyer (ex H.M.S. HAMILTON). This brings the total strength of destroyers to the same as before.

(2) 33 Corvettes and 9 Minesweepers have been launched. H.M.C.S. "COLLINGWOOD", "COBALT", "ORILLIA", and "WETASKIWIN" are all in full commission. H.M.C.S. "CHAMBLY" has arrived at Halifax and will be completed in January, but will be unable to sail from Kingston, Ont., until the spring break up. H.M.C.S. "KAMLOOPS", "AGASSIZ" and "ALBERNI" will all be completed in January 1941, on the West Coast and it is intended to sail these, together with "WETASKIWIN" for Halifax.

(3) 10 R.N. Corvettes have been built and completed in Canadian yards. Two are already operating in the United Kingdom and others will follow shortly.

(4) H.M.C.S. "PRINCE DAVID" and "PRINCE HENRY" are in commission and will be sailed for Bermuda early in January for working up exercises.

(5) H.M.C.S. "PRINCE ROBERT" was successful in capturing the German freighter "WESER" now renamed "VANCOUVER ISLAND" off MANZANILLO, and is at present on patrol off the West Coast of South America. It is intended to relieve her late January, or early February with either "PRINCE HENRY" or "PRINCE DAVID".

(6) Mineloops M 1 and M 2 plus outer guard loop of the new controlled minefield at Halifax have been laid by H.M.C.S. "SANKATY" (looplayer).

(7) H.M.C.S. "LOOS" has arrived at Halifax and will be converted into a Gate Vessel. When completed she will be used together with H.M.C.S. "ST. ELOI" for the new A/S net to be laid in February or March at Shelburne.

(8) H.M.C.S. "SUNBEAM" and "MOONBEAM" have arrived at Halifax. They are two small tankers recently purchased and converted for Naval Service. Capacity is 700 tons each, and they will be most useful as a supplement to present fuelling resources on the East Coast.

(9) Two steel scows are being converted into Gate Vessels at Sorel during the winter. They will be employed at Sydney next spring and the present Sydney Gate Vessels (scows) will be employed at Gaspe.

(10) H.M.C.S. "ELK", "HUSKY", and "VISON" have arrived at Bermuda, where they will be under the operational orders of the C. in C., A. & W.I., during the winter.

(11) H.M.C.S. "NIAGARA" and "ST. CLAIR" have arrived in the United Kingdom where they are acting as escorts to convoys. H.M.C.S. "ST. CROIX" sailed with them, but had to return to Halifax owing to heavy weather damage. She is presently refitting and will be completed in January.

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(12) H.M.C.S. "SAGUENAY" was torpedoed in United Kingdom waters and her bow damaged with the loss of 21 ratings. She successfully reached port and is presently refitting.

(13) Twelve Armed Yachts have been completed and are acting as local escorts and A/S Patrol Vessels. Two are on the West Coast (plus "SANS PEUR" completed last year); three at Bermuda and Trinidad; seven on the East Coast. H.M.C.S. "BEAVER" has yet to be completed (date unknown) and H.M.C.S. "GRIZZLY" is being converted into a training vessel.

(14) Plans and specifications are now complete for six new Fishermen's Reserve vessels on the West Coast. Tenders will be called for early in January and construction will commence when final approval has been received.

(15) Plans and specifications have been completed and two of the Norwegian Whalecatchers, "STAR XVI" and "SUDEROY VI" are being converted into LL magnetic minesweepers at Halifax.

SUMMARY FOR 1940.

(1) The following ships have been added to the R.C.N.:-

TYPE	January 1st 1940.			December 31st 1940		
	East	West	TOTAL	East	West	TOTAL
M/S Vessels	8	3	11	19	5	24
A/S Vessels	5	1	6	15	3	18
Fishermen's Reserve	0	15	15	0	(3 M/S) 10	10
Fishermen's Reserve serving with R.C.A.F.	0	0	0	0	3	3
Auxiliary Vessels	32	13	45	87	18	105
Destroyers	7	0	7	7	0	7
Destroyers	0	0	0	U.K. 6	0	6
Corvettes	0	0	0	3	1	4
Armed Merchant Cruisers	0	0	0	2	1	3
Motor Torpedo Boats	0	0	0	1	0	1
TOTALS	52	32	84	140	41	181

(2) Three vessels have been lost at sea; 2 Destroyers and 1 M/S.

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(3) Corvettes and Minesweepers launched during 1940:-

CORVETTES

No.	NAME	Where Launched	Date
56	Agassiz	Vancouver, B. C.	August 15.
62	Alberni	Esquimalt, B.C.	August 22.
49	Algoma	Port Arthur, Ont.	December 17.
1	Amherst	Saint John, N. B.	December 4.
5	Arvida	Quebec, P. Q.	September 21.
14	Baddeck	Lauzon, P. Q.	November 20.
41	Barrie	Collingwood, Ont.	November 23.
15	Buctouche	Lauzon, P. Q.	November 20.
27	Camrose	Sorel, P. Q.	November 16.
31	Chambly	Montreal, P. Q.	July 29.
32	Chicoutimi	Montreal, P. Q.	October 17.
57	Chilliwack	Vancouver, B. C.	September 21.
47	Cobalt	Port Arthur, Ont.	August 17.
39	Collingwood	Collingwood, Ont.	July 27.
33	Dauphin	Montreal, P. Q.	October 24.
25	Dunvegan	Sorel, P. Q.	December 11.
42	Galt	Collingwood, Ont.	December 28.
59	Kamloops	Victoria, B. C.	August 7.
48	Kenogami	Port Arthur, Ont.	September 5.
35	Lethbridge	Montreal, P. Q.	September 21.
18	Levis	Lauzon, P. Q.	September 4.
4	Matapedia	Quebec, P. Q.	September 14.
63	Nanaimo	Esquimalt, B. C.	October 30.
36	Napanee	Kingston, Ont.	August 31.
40	Orillia	Collingwood, Ont.	September 15.
13	Pictou	Quebec, P. Q.	October 5.
60	Quesnel	Victoria, B. C.	November 13.
12	Rimouski	Quebec, P. Q.	October 3.
50	Rosthern	Port Arthur, Ont.	November 30.
34	Saskatoon	Montreal, P. Q.	November 7.
24	Sherbrooke	Sorel, P. Q.	October 25.
26	Sorel	Sorel, P. Q.	November 16.
58	Trail	Vancouver, B. C.	October 17.
55	Wetaskiwin	Vancouver, B. C.	July 18.

MINESWEEPERS.

No.	NAME	Where Launched	Date.
5	Chignecto	Vancouver, B. C.	December 21.
13	Clayoquot	Prince Rupert, B.C.	October 3.
1	Cowichan	Vancouver, B. C.	August 9.
4	Mahone	Vancouver, B. C.	November 15.
2	Malpeque	Vancouver, B. C.	September 5.
15	Nipigon	Toronto, Ont.	September 30.
16	St. Anne	Toronto, Ont.	November 23.
3	Ungava	Vancouver, B. C.	October 9.
7	Wasaga	Vancouver, B. C.	December 12.

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IV - PORT DEFENCES.

HALIFAX.

1. Anti-submarine Net operating continuously and satisfactorily. Necessary maintenance has been carried out without difficulty or interruption.

2. Extension of the Yacht Club Breakwater in lieu of an Anti-Torpedo Net is now under consideration, and material previously ordered for this Net is being transferred to St. John's Newfoundland.

3. New buildings at Camperdown for the Port War Signal Station, Indicator Loop Station and Harbour Defence Asdic Station are almost completed.

4. A lower Port War Signal Station is now in service on the cliffs near the shore and just above sea-level for use in poor visibility or high fog.

5. Work has commenced on Buildings at Duncan's Cove for a Loop Observation Station and a "Special W/T Detector" Station.

6. The "Special W/T Detector" Station on "Hill 100" is in operation and has been successfully used in thick weather. It has enabled the darkening of all but one searchlight at the harbour mouth. The Controlled Mining Base is completed and the lay-out appears satisfactory. Rail-tracks to No. 1 Dockyard Jetty not yet complete. The Controlled Mining Station is not yet commenced, but a temporary hut is in use for sentries for guarding the loop-tails. The outer Guard-Loop and one Mined Loop have been successfully laid.

7. Laying of Indicator Loops is held up for material due from United Kingdom.

SYDNEY, N. S.

8. A/S Net has operated satisfactorily since it was laid in July. Weighing of the Net was commenced 9th December and was completely removed and stored in a suitable place by 23rd December, ready for relaying in the Spring.

9. Delivery of A/T Net material is progressing, and the Net will be ready for laying in the Spring on the opening of Navigation.

10. Arrangements are being made to instal one Harbour Defence Asdic on the Western side of the harbour-mouth, with cablelanding in Lloyd's Cove and a control station in the vicinity.

SAINT JOHN, N. B.

11. An Anti-Boat Boom has been designed to close the gap inside Partridge Island to boat traffic. Material has been ordered for this boom, and it is estimated delivery of this material will be completed by the end of January 1941.

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12. A War Watching Station at TINER POINT was commenced on the 15th November and is now practically complete and ready to go into operation.

GASPE, P. Q.

13. Seventy-five percent of the material for the A/S Net has been delivered, and the contract has been let for the construction of a Boom Defence Building. The net will be laid at the opening of navigation.

SHELBURNE, N. S.

14. Material for the A/S Net has been ordered and deliveries are progressing favourably.

ESQUIMALT, B. C.

15. The A/S Net is operating satisfactorily. Material for A/T Nets is being assembled now and these will be laid in the spring. The laying of these nets has been held up by the non-delivery of buoys ordered from Western firms. It is anticipated that an early decision will be made regarding buoy specification modifications enabling manufacture to proceed. The Port War Signal Stationsat Church Hill and Discovery Island are satisfactory.

PRINCE RUPERT, B. C.

16. The material for the A/S Net is now practically all assembled. The net will be fabricated and laid later in the spring when weather conditions improve.

ST. JOHN'S, NFLD.

17. The plan for the A/T Net at the harbour entrance has been approved, though it is understood Naval Officer-in-Charge, St. John's, is not in entire agreement with the proposed site. The material for the net will be transported from Halifax in readiness for laying in the spring.

BOTWOOD, NFLD.

18. A plan showing the general arrangement of the proposed A/S Net has been prepared and is now ready for final approval. Schedule of materials has also been made up and these will be ordered shortly.

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V - COMMUNICATIONS.

WIRELESS TELEGRAPHY.

1. Ottawa. W/T traffic handled by Ottawa Naval W/T Station has steadily increased over the twelve month period ended 31st December 1940. To meet increasing commitments it was found necessary to increase the complement of the station from one Officer and fourteen Ratings to one Officer and twenty-one Ratings. A further increase of four Ratings (Teletype Operators) has been requested.

2. As the volume of traffic increased, additional routines were introduced with Whitehall and Esquimalt, while new services were arranged between Ottawa - Freetown, and Ottawa - Washington. To handle these new services, additional equipment was required and has been provided by obtaining one Transmitter on loan from the Canadian Marconi Company, Montreal, until such time as the new "Transmitter SWB 11" is available, while an old locally constructed Transmitter has been re-designed and completely rebuilt, thereby bringing the number of efficient Transmitters up to three. The three Transmitters are in constant use and difficulty is still being experienced in handling the ever increasing volume of traffic.

3. A new Receiving Station has been constructed on property which forms part of the Experimental Farm Area, adjacent to the Arboretum, on the Prescott Highway.

4. This Receiving Station was placed in operation on 15th November 1940, and results obtained to date have more than justified the decision to set up a self-contained Naval W/T Receiving Station remote from the Military and Air Force Stations and the interference they necessarily cause.

5. The Table below shows the monthly W/T Traffic handled by Ottawa W/T Station for 1940, also the Yearly Traffic from 1930 to 1940 inclusive:

1940 Monthly W/T Traffic		Yearly Traffic 1931 to 1940.		
January	3651	1930	-	3252
February	3773	1931	-	6043
March	3989	1932	-	7314
April	4727	1933	-	9056
May	5368	1934	-	11934
June	5065	1935	-	12423
July	5887	1936	-	12880
August	4932	1937	-	16122
September	5461	1938	-	18622
October	5387	1939	-	26440
November	4973			
December	5295	1940	-	58508

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6. Halifax. As was the case at Ottawa, Traffic handled by Halifax W/T increased rapidly during the early months of the year and it was found necessary to take over Louisburg W/T Station to supplement Halifax W/T Station. The addition of Louisburg does not entirely meet Naval requirements, which are bound to increase, hence a new Receiving Station will be constructed shortly, followed as soon as possible by a new Transmitting Station, on completion of which there will be located at Halifax a Naval W/T organisation capable of meeting present requirements and which, with the aid of Louisburg, could also meet the W/T requirements of a large fleet in addition to present needs.

7. Esquimalt. Esquimalt W/T Station continues to function as an alternative route to Whitehall W/T in maintaining communications with the Far East; and to meet the ever growing commitments which would be tremendously increased should hostilities break out in the Pacific, new W/T Transmitting and Receiving Stations are proposed similar to those intended for Halifax. When the new Stations at Halifax and Esquimalt are completed, the R.C.N. will be in possession of W/T facilities for communication with ships on each coast which, while not in any way comparable in power to High Power U. S. Naval Stations, will, nevertheless, be efficient medium-power stations, capable of handling R.C.N. requirements so far as can be foreseen. Ottawa W/T Station will continue to function for the time being as a Fixed Station for Direct and "I" Method Services only.

8. W/T Equipment. W/T Equipment, including D/F Receivers for the New Construction Minesweepers and Corvettes, was designed by R.C.N. Technical Officers and developed by the Canadian Marconi Company.

9. A number of the D/F Outfits have been in service for some weeks and proved entirely satisfactory.

10. Nine W/T Outfits for Corvettes have been delivered and are now being fitted. Similar equipment has been fitted in H.M.C.S. "Prince Henry" and H.M.C.S. "Prince David" and has proved satisfactory on trials. The acceptance trials of the Transmitting Equipments were also attended by a qualified Admiralty W/T Engineer who stated he was satisfied the equipment met all requirements.

11. Loudspeaker Hail Equipment for New Construction Vessels was developed by the R.C.A. Victor Company, Montreal, under supervision of R.C.N. Technical Officers, and has proved very satisfactory in service.

12. Portable W/T Sets for general service were developed and produced by the Canadian Marconi Company under supervision of R.C.N. Technical Officers, and have recently undergone tests which proved highly successful. Sixty-five outfits are now in course of distribution.

13. The F.R. 12 Transportable W/T Sets designed by R.C.N. Technical Officers and produced shortly after the outbreak of hostilities have proved more useful than was anticipated and have now been adopted by the R.C.N. as the Standard Low Power General-Purpose Trans-Receiver for use where battery-power only is available.

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14. The following W/T Equipments have been ordered, a number of which have been delivered and are in service:-

W/T Equipments	Ordered	Delivered to Date
Medium Power H/F Transmitters SWB11	3	Nil
Medium Power L/F and H/F Transmitters. PV500	121	12
Low Power L/F Transmitters LTT4	31	31
Trans-Receivers Low Power F.R.12	101	55
Medium Power L/F Transmitter 1 KW	1	-
D/F Outfits MDF 3	9	9
D/F Outfits MDF 5	136	85
Loudspeaker Hail Systems (Northern Electric)	9	9
Loudspeaker Hail Systems (R.C.A.)	142	94
Loudspeaker Hail Systems Portable	30	-
Portable Trans Receivers P.N. 1	65	50
Receivers MSL 5	42	42
Receivers SMR 3	118	-
Receivers H.R.O.	14	14
H/F D/F Outfit FA2	1	1

15. In addition to the above a considerable quantity of miscellaneous apparatus has been supplied to meet various Naval Requirements.

16. It is interesting to note that the Military Authorities have adopted our F.R. 12 Trans-Receiver for their use and have given it the Type No. "C.D. 12". Admiralty representatives have likewise purchased a quantity of F.R. 12's and are now considering the purchase of P.V. 500 W/T Outfits and P.N. 1 Portable Sets, all of which are R.C.N. designed.

17. This Department is now negotiating with the U. S. Naval Authorities through the Canadian Naval Attache', Washington, for permission to have a U. S. Naval type L/F Receiver built in Canada for R.C.N. and/or R.N. use. The type of Receiver in question is superior to corresponding type obtainable in Canada, and while an equally efficient article could be designed and developed by R.C.N. Technical Officers, the expense involved would not be justified if advantage can be taken of the U. S. Naval specifications.

SIGNAL DISTRIBUTING AND CYPHER OFFICES.

18. Total No. of Messages handled
July to December inclusive 92,803

Monthly Average 15,467
Daily Average 510

Increase in monthly total
between July and December 4,785

Increase in Staff during this period ..... NIL

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19. By careful reorganisation of the staff no increase in personnel is foreseen except the addition of four Service Teletype Operators, thereby releasing the present four female Operators for duty as Checkers. Checkers scrutinise all signals for errors and are essential for ensuring accuracy and avoiding delays.

20. The following Table shows details of traffic handled by the Signal Distributing Office during the six months, July to December, inclusive, for 1940.

MONTH	"I N" Messages				"O U T" Messages				TOTALS
	Mail	W/T	Tele-type	Telegram Cable	Mail	W/T	Tele-type	Telegram Cable	
July	133	2255	1712	1900	1922	1611	2448	1429	13,410
August	174	1699	1911	2125	2649	1640	2684	905	13,787
September	221	2332	2150	1874	2364	1570	2641	778	13,930
October	300	2647	2378	2322	3089	2035	3060	1167	16,998
November	379	2231	2485	2148	3012	1835	2937	1456	16,483
December	276	2997	2607	2206	3539	1994	3077	1499	18,195
	1483	14161	13243	12575	16575	10685	16847	7234	92,803
				41462				51341	

21. The volume of teletype traffic was increased over 30% in the six months and it will shortly be necessary to add a second line - at first for part-time use only - to the Ottawa-Halifax teletype system.

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VI - CONTROL OF SHIPPING --

CONTROL OF MERCHANT SHIPPING.

1. This term embraces the work of:

(a) Naval Control Service Staffs at the principal ports.

(b) Headquarters organisation for the control of shipping in Canada and the United States.

2. Its object is twofold:

(i) To take all possible steps to ensure the safety of merchant shipping.

(ii) Subject to the above, to do everything possible to speed up and maintain the flow of merchant shipping.

THE NAVAL CONTROL SERVICE.

3. Functions - This Service not only controls the routeing of all merchant vessels working in Allied interests but also reports the movements of every ship which enters or leaves a Canadian or U.S. port. In addition, the following are some of the multifarious duties performed by the officers engaged on this Service.

(a) The Master of every vessel to be routed has to be interviewed and supplied with all the latest Navigational Warnings, particulars of dangerous areas and Admiralty Messages, etc.

(b) All this information has to be passed from Ottawa in code and decoded by the Control Service Officers and in order that it may be readily available, a very complete and comprehensive filing system must be maintained.

(c) A constant liaison has to be kept up with the Ministries of Shipping Montreal or New York in order to ensure a steady flow of shipping.

(d) Steps have to be taken to see that all anti-sabotage precautions are carried out and in the United States especially, very tactful negotiations have to be carried out with the local port authorities to secure their co-operation.

(e) Facilities have to be provided to enable shipping agents to pass confidential messages re ship movements in code in order to prevent them using the telephone or sending telegrams en clair for this purpose.

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(f) Arrangements have to be made with local organisations to provide for the welfare and entertainment of officers and crews of merchant vessels while in port. This is considered to be a matter of considerable importance in maintaining morale and very favourable results have been observed in ports where efficient organisations are in being.

(g) Careful watch has to be kept on all enemy ships in United States ports in order that early advice may be given of any intended movements. Also the movements of all suspicious Neutrals have to be observed and the arrival and departure of any suspected persons notified.

(h) In various ports in the United States, Consular Shipping Advisers are making investigations and carrying out inspections for the British Purchasing Mission.

(i) At ports where convoys are assembled, the Naval Control Service Staff is responsible for organising the convoy, instructing the Masters in the conduct of their vessels in convoy, preparing the necessary orders and despatching the convoys.

4. Personnel - In Canada and Newfoundland the personnel consists of R.C.N. officers with civil service assistants appointed as Naval Control Service Officers at the following ports:

East Coast	West Coast
Halifax, N.S.	Vancouver, B.C.
Sydney, N.S.	Esquimalt, B.C.
Quebec, P.Q.	
Saint John, N.B.	
Montreal, P.Q.	
St. John's, Nfld.	

5. In addition, the duties of Reporting Officer are carried out by the Collectors of National Revenue at the following:

East Coast	West Coast
Chicoutimi, P.Q.	Prince Rupert, B.C.
Chatham, N.B.	New Westminster, B.C.
Charlottetown, P.E.I.	Nanaimo, B.C.
North Sydney, N.S.	
Louisburg, N.S.	
Canso, N.S.	
Yarmouth, N.S.	
Campbellton, N.B.	
Paspebiac, P.Q.	
Rimouski, P.Q.	
Gaspe', P.Q.	

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6. These officers report all ship movements and other information of importance and act as a liaison between the Naval Control Service Officers in their area and the Masters of vessels in their ports who are unable to make personal contact.

7. They have performed a very valuable service and the Naval Service is most grateful for the complete co-operation and help it has always received from the Commissioner of Customs

8. In the United States the personnel consists of 30 R.N. officers with 25 civilian assistants. For diplomatic reasons, these officers are not known as Naval Control Service Officers but are attached to the Consulate at the various ports and are called Consular Shipping Advisers. They are stationed at the following ports:

East Coast	West Coast
Portland, Me.,	San Pedro
Boston,	San Francisco
New York,	Portland, Ore.
Philadelphia,	Seattle.
Baltimore,	
Norfolk,	
Jacksonville,	
New Orleans,	
Galveston.	

9. In addition, the duties of Reporting Officer are carried out by Vice-Consuls at:

Wilmington
Tampa
Savannah
Charleston
Mobile.

The United States Personnel are administered and controlled by the Chief of Naval Staff of Canada through the Naval Intelligence Division to which is attached a retired R.N. officer to assist in this work.

GENERAL

10. During the past calendar year the work of the Naval Control Service has operated extremely smoothly and a total of over 11,000 ships have been routed from the various ports where it has been in operation.

11. In view of the fact that the majority of the personnel consisted of officers who had been long retired and very junior Volunteer Reserve Officers with no previous service experience, the results achieved reflect great credit on all concerned.

12. In the United States, though not indulging in deliberate propaganda, they have undoubtedly made themselves very popular in the communities in which they are working and have thereby considerably improved the state of feeling towards the Allied cause locally.

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HEADQUARTERS ORGANISATION

13. The organisation of the Control Service at Headquarters has to provide for the passing out of route information, safe channels, etc., for use by the Naval Control Service Officers in routeing merchant ships. It also provides for the issue of periodical summaries of route and other instructions to facilitate the work of the various Naval Control Offices.

14. In addition to this, Headquarters receives daily reports of merchant ship movements from all ports in Canada and the United States. This is known as the "VESCA" system. On receipt of this information in Headquarters, the movements are summarised for the use of the Commander-in-Chief, West Indies, the Atlantic and Pacific Coast Commands, the Netherlands, Norwegian and Polish Shipping authorities and the Canadian Post Office.

15. Intelligence Centres in other parts of the world are advised of ships going into their areas and Naval Control Service Officers at individual ports are warned of impending arrivals at their ports to enable them to make prior arrangements for the receiption of the ships.

16. During the year 1940 the "VESCA" system of reporting shipping movements has been expanded to include shipping of all nationalities. The only ships' movements not now reported in "VESCA" are those of U.S.A. nationality operating in strictly coastal port to port movements with in the three U.S.A. coastal areas, namely, Atlantic Coast, Gulf of Mexico and Pacific Coast.

17. A Roneo card index system installed prior to the outbreak of war now represents more than 10,000 merchant vessels. Each ship's card carries notations of all reported ship's movements, references to all signals received and despatched, as well as pertinent particulars of intelligence concerning ship, master and crew. This card system is a most useful ready-reference in dealing with queries and in reporting ships' movements and particulars of ships for convoy.

18. Approximately ninety signals are received each day, covering the movements of over 525 vessels, while signals despatched represent more than 250 vessels' movements each day.

19. A staff of twenty deals with the mechanics of recording and reporting under the "VESCA" system. The Mercantile Intelligence Department, which is responsible for this work, functions ten full hours each day, seven days weekly.

20. In addition to this, the Mercantile Movements Department keeps track of all merchant ships moving in the area and checks all routes given to ships by the Naval Control Service Officers.

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21. During an average 24 hours, track is kept of all eastbound convoys, and between 600 and 700 ships moving independently in all directions. Latest figure is 659 of which 260 were arrivals and departures and 399 movements at sea.

22. All routes of British and Allied ships sailing independently from ports in the Ottawa Intelligence Area are checked to ensure compliance with the latest instructions, as are such routes as are given us of ships from overseas entering this area.

23. It may be said, however, that errors in routeing by Ottawa area Naval Control Service Officers and Consular Shipping Advisers, in spite of the increasing complexity in routeing, are now so rare as to necessitate guarding against over-confidence in checking.

24. In entering up the arrivals and departures, of which, as stated above, there are some 260 daily, over 40 long signals per diem have to be checked verbatim before breaking down, and another 40 require varying but lesser degrees of attention.

25. Four track charts are maintained on a day to day basis showing the positions of merchant vessels of all except enemy nationalities.

26. The degree of accuracy of the plotted positions naturally varies. Important ships of British and Allied nationalities and convoys can be located with exactitude within navigational change and error limits - Neutrals with which we are not immediately concerned can, per contra, only be plotted in a general manner. However, in the case of any neutral, such as the U.S.A., wishing to have a close check kept on any of their vessels, this would only require a small extension of existing arrangements.

27. The table attached shows the number of vessels convoyed from Canadian Ports (Bermuda also shown as a matter of interest) with deadweight tonnage carried, since the commencement of hostilities.

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	Month	Numbers Convoyed From Eastern Ports.	
1939	September	63	
	October	98	
	November	161	
	December	213	
1940	January	193	
	February	199	
	March	290	
	April	272	Bermuda
	May	150	156
	June	222	145
	July	314	136
	August	331	118
	September	411	91
	October	326	75
	November	326	50
	December	142	74
		3711	845

Deadweight tonnage carried (Excl. Bermuda):
22,266,000

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SECURITY INTELLIGENCE

28. Careful check is kept upon suspicious persons or crew members in merchant ships and the cards in the Mercantile Intelligence Department are cross checked with a series of personal cards kept by a Security Intelligence Section.

DEFENSIVELY EQUIPPED MERCHANT SHIPS.

29. The D.E.M.S. Organisation has been considerably increased with sub-divisions at all arming ports, and necessary co-operation with the Ministry of Shipping representative in the United States of America. This organisation, having practically completed its work of arming British and Canadian vessels, had a further heavy strain thrown upon it by the need for similarly arming Dutch, Norwegian and, later Greek ships. The work of degaussing all merchant ships and affording them protection against machine gun fire is also carried out by this Service. All ships entering harbour are inspected by D.E.M.S. Officers and any necessary armament repairs arranged for.

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VII - DOCKYARDS.

NEW SHIP CONSTRUCTION.

1. Contracts for 60 Corvettes for the R.C.N. and 10 Corvettes for the Royal Navy, were awarded.

2. Also 28 Twin Screw Minesweepers with steam driven Reciprocating Engines and 10 Twin Screw Minesweepers with Diesel engines were ordered for the R.C.N., and 10 Minesweepers with steam Reciprocating engines were ordered for the Royal Navy.

3. A Contract was placed for 12 Motor Torpedo Boats, and another Contract has recently been placed for 12 Motor Vessels of the Fairmile class.

PROGRESS IN CONNECTION WITH ABOVE.

4. Corvettes: - R. C. N.

49 keels laid and 34 vessels Launched to date.

5 Completed Vessels have been delivered.

All the R. N. Corvettes have been delivered or are in process of being accepted.

5. Steam Driven Minesweepers.

13 keels have been laid and 9 vessels have been launched.

6. Diesel Minesweepers:

2 keels laid - none launched.

7. Motor Torpedo Boats:

1 Motor Torpedo Boat has been delivered to Halifax but she has not yet been fitted with necessary armament. Delivery of the remainder is expected next year, but the Factory is not yet in full production.

8. Armed Merchant Cruisers.

3 Prince Class Liners were purchased and converted as Armed Merchant Cruisers.

1 in number - PRINCE ROBERT - has been converted, and is in active service, and the remaining two are nearing completion and will be shortly in full commission.

9. Torpedo Boat Destroyers.

Contracts for two Destroyers have been placed in England, and construction is progressing.

In addition to the above, numerous small and Auxiliary vessels - such as Lighters, etc. - have been constructed.

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CONVERSIONS.

10. Fourteen Yachts have been converted to serve as A/S Patrol Vessels.

One R.C.M.P. Patrol Vessel, and one Canadian Government ship, were also converted for A/S Patrol purposes.

One Car Ferry was converted to Loop Minelayer.

Two Whale Catchers converted for L.L. Sweeps.

One vessel converted for Magnetic Minesweeping.

Three Scows converted for Boom Defence purposes, and two Trawlers converted to Boom Defence vessels.

Two vessels converted for Boom Attendant Vessels.

Two Hopper Barges converted for Oil Fuel carrying purposes.

Two vessels converted for Examination vessels.

REPAIR BASES.

11. H. M. C. Dockyards at Halifax and Esquimalt were fully occupied during the period under review, carrying out repairs, Alterations and Additions generally to H.M.C. and H.M. Ships; and also ships of other Government Departments.

12. In addition, repairs as requisite were carried out to ships of the French and Netherlands Governments.

13. Both these Dockyards, but particularly Halifax, have been worked to capacity.

14. In addition repairs to H.M.C. and H.M. Ships were carried out under Naval supervision at Saint John, N. B., Pictou and Sydney, N. S.; and at Quebec and Montreal.

WORKS AND BUILDINGS.

15. Contracts Completed.

- East Coast -

Gun Mounting Store	$102,000.00	
Workshop Lavatory	7,670.00	
Depot Workshop Extn. #20A	20,000.00	
Main Office Bldg.	72,000.00	
Extn. to Machine Shop #49	11,500.00	
Harbor Defence Bldg.	81,500.00	
Extn. #3 Pier	460,750.00	
Power Lines, Etc. #3 Pier	3,688.00	
Extn. #5 Pier	64,938.00	
Dredging of Piers #1, 2, 3.	46,210.00	
R. W. S. S. Camperdown	33,913.00	
Fitting up Warehouse, Sydney	61,000.00	
Submerged Breakwater, Sydney	71,846.00	
Mach. Bldgs, Exhibition Grounds	23,400.00	
W/T Station, Ottawa	21,670.00	
		$1,082,085.00

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Gun Mounting Store	$102,000.00	
Workshop Lavatory	7,670.00	
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Extn. #3 Pier	460,750.00	
Power Lines, Etc. #3 Pier	3,688.00	
Extn. #5 Pier	64,938.00	
Dredging of Piers #1, 2, 3.	46,210.00	
R. W. S. S. Camperdown	33,913.00	
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Mach. Bldgs, Exhibition Grounds	23,400.00	
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- West Coast -

Receiving Store	$ 70,107.00	
Extn. Dockyard Jetty	105,000.00	
Joint Services Mag. (Dredging)	9,115.00	$ 184,222.00

16. Contracts Awarded.

- East Coast -

Extn. #2 Pier, Halifax	150,000.00	
Control Bldg. Sleepy Cove	34,600.00	
Temp. O.Q. Admiralty Ho.	13,000.00	
Temp. Barracks, Wellington Barracks	190,000.00	
Road, Turple Head	15,895.00	
Temp. Office Bldg. Pointe-a-Carey, Quebec	26,500.00	
Wharf, Sandy Beach	46,000.00	
W. W. S., Tiner Pt., N. B.	4,475.00	
Breakwater A.T. Protection	37,300.00	
Govt. Wharf Repairs, Gaspe	8,000.00	
A.S. & A.T. Storage Bldg.	4,900.00	
Duncans Cove	8,000.00	$ 538,670.00

- West Coast -

Fence, Oil Storage	26,500.00	
New Sick Bay	70,000.00	
C. & P.O. Building	90,000.00	
Hutments & Galley	59,777.00	
A/S School	7,500.00	
Open Drill Shed	15,500.00	
Slipway	19,900.00	
Boom Defence Inspection Ground	5,355.00	
Comox Range Wharf	21,403.00	
B. Warehouse, Heating	5,500.00	
Hatley Park Property	15,000.00	336,435.00

17. Contracts in Progress.

- East Coast -

Centre Block, R.C.N.B. Halifax	197,000.00	
Store House #44	252,277.00	
Magazine, Bedford Basin	768,912.00	
Fences, Gaspe	6,400.00	
Crane #3 Pier	130,640.00	1,355,229.00

- West Coast -

Ordnance Bldg.	130,000.00	
Outfitting Wharf	200,000.00	
Oil Storage Building	56,762.00	386,762.00

18. Contracts for Consideration.

- East Coast -

Development H.M.C. Dockyard, Halifax
Training School, Wellington Barracks and Admiralty Grounds.
Wharf at Magazine, Bedford Basin.
W/T Receiving Station, Turple Head.
W/T Sending Station, Shaffleburgh Hill.
Extended Defences, Halifax Harbour.
Naval Base, Gaspe, Quebec.
Naval Base, Shelburne
Naval Base, Sydney.
Naval Base, Botwood, Nfld.
Naval Base, St. John's, Nfld,
Fuel Oil Storage and Facilities, Atlantic Coast.

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- West Coast -

R. C. N. Barracks, Esquimalt, B. C.
H. M. C. Dockyard, Esquimalt, B. C.
Boom Defence, Prince Rupert, B. C.

.....

DEFENSIVELY EQUIPPED MERCHANT SHIPS.

19. D. E. M. S. inspections have been carried out in ports throughout Canada as follows:-

Halifax	384
Sydney	522
Montreal	197
West Coast	55
Quebec	29
Saint John	48
TOTAL . .	1235

20. Armament consisting of one 4" B.L. per vessel has been issued to 24 vessels, which were armed in the following ports:-

Halifax	18
Esquimalt	4
Montreal	1
Sydney	1

Listed by nationalities they comprise:-

Norwegian	16
Netherlands	6
British	1
Canadian Prize	1

21. In 16 instances Mark VII guns were issued and it was necessary at the time to supply Mark IX ammunition with them. Mark VII ammunition has now been obtained and replacement is being made as the opportunity occurs.

22. Vessels armed during the quarter with 4" B.L. guns were:-

Name of Ship	Registry	Where Armed	Armament
Anna Knudson	Norwegian	Halifax	4" BL Mk VII
Bergensfjord	Norwegian	Halifax	4" BL Mk VII
Bernhard	Norwegian	Halifax	4" BL Mk VII
Benjamin Franklin	Norwegian	Esquimalt	4" BL Mk VII
Braganza	Norwegian	Halifax	4" BL Mk VII
Geisha	Norwegian	Esquimalt	4" BL Mk VII
Hellen	Norwegian	Halifax	4" BL Mk IX
Idesfjord	Norwegian	Montreal	4" BL Mk IX
Jenny	Norwegian	Halifax	4" BL Mk IX
John P Pederson	Norwegian	Halifax	4" BL Mk VII
Kedoe	Netherland	Halifax	4" BL Mk IX
Leif Ericksson	Norwegian	Halifax	4" BL Mk IX
Lisbeth	Norwegian	Halifax	4" BL Mk VII
Murena	Netherland	Halifax	4" BL Mk IX
Oslofjord	Norwegian	Halifax	4" BL Mk IX
Rozenberg	Netherland	Halifax	4" BL Mk VII
Salabangka	Netherland	Halifax	4" BL Mk IX

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22. (Cont'd)

Name of Ship	Registry	Where Armed	Armament
Solsten	Norwegian	Halifax	4" BL Mk VII
Surinam	Netherland	Halifax	4" BL Mk VII
Tachee	British	Sydney	4" BL Mk VII
Teneriffa	Norwegian	Halifax	4" BL Mk IX
Tosari	Netherlands	Esquimalt	4" BL Mk VII
Tungsha	Norwegian	Halifax	4" BL Mk VII
Vancouver Island	Canadian Prize	Esquimalt	4" BL Mk VII

23. The following vessels are now awaiting arming with 4" BL guns at Halifax:-

Rotterdam
Oakman
Bintang
Tibia
Gard
Mexico.

24. When these are completed six 4" guns will remain from the 32 guns sent out by the Admiralty and which are the final shipment. Future supplies at the present are obscure. When these guns are exhausted the Admiralty has instructed that stiffening is only to be carried out when no delay on this account is occasioned.

25. A 12 pdr H.A. gun was issued to both the Oslofjord and the Bergensfjord.

26. Lewis guns and Thompson guns continue to be issued for anti-aircraft protection; a Lewis gunner is detailed to accompany each gun and in the case of guns from Canadian Stock return with their gun after making the crossing.

27. During the period in question 59 Lewis guns and 190 Thompson guns were issued.

28. The Norwegian Ministry of Shipping have purchased Colt Merlin automatic guns for their own ships and are issuing two per ship.

29. Bridge protection and antiaircraft gun shields have been supplied in several instances and the best type of material to use is constantly being tried out. Gunite was used in some cases of bridge protection and reports as to its efficiency under severe sea conditions are awaited. The Admiralty has advised the Department of a new plastic material which is very effective and further particulars regarding the manufacture are awaited.

30. From November 15th Greek merchant ships were accorded the same treatment for D.E.M.S. as ships of other allied nations.

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DEGAUSSING.

31. 1154 inspections were carried out in all ports, 86 - or 7½% - requiring repairs, which in many cases were extensive, necessitating complete new installations.

32. 39 vessels have been fitted with degaussing installations mainly of the semi-permanent type, that is coils wrapped on deck.

33. The Admiralty have instructed that vessels must not be delayed for fitting permanent type degaussing, i.e. in coils below deck, which takes from 2 to 3 weeks, and is only to be installed on vessels undergoing refit taking longer than one month and on new construction. The latest requirements now call for a variable M coil of a semi-permanent type, instructions having been received to discontinue the fitting of F and Q coils. It is intended to replace the latter by deperming and later information is awaited.

34. The Admiralty are now supplying generators to supplement existing power for degaussing wherever such is found to be insufficient.

- SUMMARY FOR 1940 -

D. E. M. S.

35.	Inspections	4110
	4" BL guns mounted	62
	Work of stiffening	55
	Lewis guns supplied	101
	Thomson guns supplied	245

D. G.

36.	Inspections	2654
	Installations in Canada	213
	Installations in U.S.A.	138
	Re-installations in Canada	9
	Installations H.M. & H.M.C. SHIPS	29
	Installations U.S. Destroyers ..	30
	Repairs in Canadian ports	195

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VIII - INTELLIGENCE.

NAVAL INTELLIGENCE DIVISION.

1. One of the primary functions of the Naval Intelligence Division is a general supervision of the Naval Control arrangements mentioned above.

2. In addition to this, the Division undertakes the Shipping Organisation required for troop movements and acts as a liaison between the Director of Sea Transport and the Canadian Military Authorities. It also acts as a liaison between the Ministry of Shipping Representatives in Canada and the United States of America and the Naval Control Service generally.

3. From the Intelligence point of view the Division maintains records of Port Facilities, Suspicious Persons, Suspected Sabotage, Espionage, Trade Intelligence, etc., and keeps in close touch with the Economic Warfare Departments of the Government and the British Embassy at Washington.

4. The Division also works in close collaboration with the Royal Canadian Mounted Police and Censorship Authorities.

5. In so far as it is possible Naval and Mercantile information which might be of value to the enemy is kept out of newspapers and letters. Although every assistance and co-operation is obtained from the Press Censors, their work is seriously handicapped by their lack of power to ensure that objectionable items are not published, and during the year several most unfortunate and possibly dangerous 'breaks' have occurred in the Press.

FOREIGN INTELLIGENCE SECTION.

6. An important part of Intelligence work is dealt with by the Foreign Intelligence Section, which deals with -

(a) H/F D/F Intelligence.
(b) W/T Intelligence.
(c) Foreign Language Activities.
(d) Enemy shipping records.

H/F D/F INTELLIGENCE.

7. The Canadian H/F D/F Units form part of the world-wide Admiralty D/F Organisation comprising about 42 Stations scattered around the world. It is necessary, therefore, that great care should be taken in all details of organisation to ensure co-operation and efficiency.

8. Canada and Newfoundland have four H/F D/F Stations, situated as follows:-

Canada, East Coast	2 Stations
Canada, West Coast	1 Station.
Newfoundland	1 Station.

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Area covered by Canadian D/F Units.

9. The Area covered by the Eastern units is primarily the whole navigable area of the North and South Atlantic Ocean; a sea area of approximately 28,000,000 square miles.

10. These stations may also, of course, provide useful information in the North Sea, the Mediterranean Sea, the Centre and North Pacific Ocean.

11. The only western unit covers the whole of the Pacific Ocean.

Personnel of D/F Stations.

12. The D/F Station on the West Coast is the only Naval Station manned by R.C.N. personnel. This station has been operating since January 1940.

13. At the outbreak of hostilities, the Radio Branch of the Ministry of Transport placed two D/F Stations at the disposal of the Naval Service. These two stations are manned by civil operators employed and paid by the Ministry of Transport.

14. Last June, a W/T Naval Liaison Officer was appointed to the main D/F Station on the East Coast. This was found necessary to ensure the efficiency of that station. Shortly, another W/T Liaison Officer is to be appointed to the Newfoundland Station. The personnel of the Newfoundland Station are civil operators; employed and paid by the Air Ministry in London.

Results:

15. The Intelligence obtained by these Stations is passed to Naval Service Headquarters and Admiralty. During the past year, 1,421 signals on Intelligence obtained by these stations were passed to Admiralty and Naval Service Headquarters.

W/T INTELLIGENCE.

16. W/T Intelligence is a complicated problem from which reliable information can only be obtained by laborious collection and analysis of data. Although quite distinct from D/F Intelligence, it is essential that these two should be worked in close collaboration.

W/T Stations.

17. To be able to carry out W/T Intelligence, it is necessary to have receiving stations situated in convenient places and have proper assignment of duties given to each station.

18. At the outbreak of hostilities the West coast had the only Station carrying out this work. It is the only Naval Station manned by R.C.N. personnel and is still operating.

19. At the outbreak of hostilities, the Radio Branch of the Ministry of Transport placed four monitoring stations, situated in Eastern Canada, at the disposal of the Naval Service. One situated on the East Coast has now been given up as it was found unsatisfactory.

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20. These three stations are manned by civil operators, employed and paid by the Ministry of Transport. They are frequently visited by W/T Intelligence officers from the Foreign Section.

21. An average of 115 signals on W/T Intelligence are received per day from these stations. They have all been carefully scrutinized and carded; 25% of them were passed to Admiralty during the past year and 55% by safe hand.

22. For the year ending December 15th, 1940, the following W/T Intelligence has been passed to Admiralty:-

Eastern Stations:

By Cable	1,685
By Safe Hand	10,270

Western Station:

By Cable	2,437
By Safe Hand	45,560

FOREIGN LANGUAGE ACTIVITIES.

23. The following foreign language newspapers are read regularly:

(a) New York Staats Zeitung und Herold. German Language daily published in New York City.

(b) Corriere d'America. Italian language daily published in New York City.

(c) Novaya Zarya. Russian Language daily published in San Francisco.

The following foreign language newspapers were read for some time but have been discontinued:-

(d) California Demokrat - German language weekly published in San Francisco.

(e) Sud California Deutsche Zeitung - German language weekly published in San Diego.

(f) Il Progresso - Italian language daily published in New York City.

Odd copies of publications such as Deutsche Allgemeine Zeitung of Berlin, Neueste Nachrichten of Dresden, Abendpost of Chicago, Meddelelser of New York have also been dealt with.

24. These various papers provide information on:

Shipping and shipping movements.
Naval Units and naval operations.
Enemy propaganda.
Conditions in enemy and enemy controlled territory.
Neutral opinion.
Enemy trade.
Foreign opinion in the U. S. A.

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This information is translated, summed up, and distributed to various authorities.

German Radio.

25. During the autumn of 1939, arrangements were made with the Department of Transport to record German broadcasts designed for the Americas. This traffic included news bulletins, talks, interviews, skits, and speeches. The languages used are German, English, and French.

26. Experience proved that the talks and skits were pure propaganda. When their tendency had been established, they were referred to the Minister of Information because this section was unable to handle such a large volume of traffic. A similar procedure has been adopted with interviews and speeches unless they are of particular interest.

27. The principal news bulletin of the day is recorded and listened to. It is regularly in two parts; German and English, which vary considerably in their content and stress.

28. These bulletins provide useful information on the German version of the news, their methods, and their propaganda for this hemisphere. Items of interest are summed up daily and occasional passages of special interest are recorded on permanent discs. The information obtained is distributed regularly to the authorities concerned.

29. It is of interest to note that the original reason for monitoring this traffic was the persistent rumour that the Germans broadcast convoy movements from Canada. Nothing remotely resembling such a statement has been heard. At the beginning of the year, up to six hours daily listening time was required to disprove this rumour.

Distribution of Information.

30. The information obtained is made available to the Minister, Naval Service Headquarters, Military Intelligence, and Censorship Branch in general, and, in addition, where special action is called for, to Naval, Economic Warfare, or other authorities concerned.

31. Notes on enemy propaganda and foreign opinion in the U. S. A. are made for the Ottawa area Intelligence Report, and summaries have also been sent direct to the Far East. Contributions have been made to "War in Review", the C. B. C. and the press. The contributions ranged from articles and skits to news items and were mainly directed toward:

(a) Exposing enemy propaganda and news referring to the Navy and the Merchant Marine.

(b) Furthering Canada's Naval effort.

Other sources of Foreign Language Information.

32. From a variety of sources, a regular supply of messages in foreign languages reaches this section. These messages are studied and information obtained is passed to the appropriate authorities. Messages in the following languages have been dealt with: German, French, Spanish, Italian, Dutch, Portugese, Norwegian, Danish, Swedish, Russian and Greek.

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33. A good deal of valuable information on shipping movements, cargoes, and passengers is obtained, not only with reference to enemy ships, but also to neutrals and allies.

34. Although this section has not the facilities to deal with codes and cyphers, messages in a number of codes have been decoded. Some of these have been in German.

35. Naval matters in foreign languages are referred to this Section. The principal item of this nature during the past year was a French Gunnery Handbook. This was translated to enable certain guns to be used by the R. C. N.

ENEMY SHIPPING RECORDS.

General.

36. The position and movements of German merchantmen, German Naval Units, Italian Merchantmen, Italian submarines, and French warships are index carded and noted on charts. It is not possible to obtain much information on movements in enemy or enemy controlled waters and ports, but a comprehensive picture can be given of enemy merchantmen abroad. Enemy shipping casualties are also recorded. Reports on the above are made as requisite to the appropriate authorities.

NAVAL DISTRIBUTING BRANCH.

37. This Branch of the Naval Intelligence Division deals with the receipt, custody, accounting and distribution of all Secret, Confidential, and Official Use publications in use in the Canadian Naval Service. The majority of these publications are the property of the British Admiralty and are supplied to the Chief of the Naval Staff on loan.

38. The following statistics in connection with the work of this Branch during the year 1940 are of interest:-

Staff

Female ... 10

Male 21

Total. . . 31

There was a staff on duty each Sunday and Holiday throughout the year.

PUBLICATIONS.

39. Number of different publications received - 961

Total number of copies received - 128,500
Total number of copies distributed - 82,800

A supply and receipt form is prepared for each copy distributed.

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40. The system formerly in use for the accounting of publications was of the loose leaf ledger type, which was not satisfactory, as a result, the machine posting card system was introduced.

41. To transfer the entries from the old ledger sheets to cards, approximately 1200 hours of typing have been required to date. It is estimated that the work will be completed early in 1941, this, of course, depends entirely on the volume of distributions which, at present, are very heavy.

CORRECTIONS.

42. It is of paramount importance that Signal Publications are kept corrected and ready for issue on short notice. As the corrections are very numerous, a staff of ten is at present employed continuously on this work.

43. The approximate number of corrections inserted in 932 signal publications was - 6,990. The approximate number of operations required in connection with the insertion of the above corrections was - 699,000.

EXPRESS AND FREIGHT OF SECRET AND CONFIDENTIAL MAILS.

44. Approximately 165 tons of Secret and Confidential mails - Express and Freight - were handled during 1940. This was made up as follows:-

Secret & Confidential - Mail received -	35 tons	
Secret & Confidential - Mail dispatched -	66 tons	101 Tons
Express received -	12 tons	
Express dispatched -	44 tons	
Freight received -	8 tons	
TOTAL	165 tons.	

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IX- SUPPLY

NAVAL STORES AND FUEL

1. It has been decided to ship a sufficient quantity of the material which was originally assembled for installation of an anti-torpedo net for another port, to Saint John's, Newfoundland, for laying at that port early in the spring of 1941.

2. Anti-submarine net equipment for Sydney Harbour has now been raised and stored for the winter season. Delivery of anti-torpedo net material is being made most favourably and this net will be laid at Sydney early in 1941.

3. The procurement of stores is now being expeditiously arranged for the anti-submarine net to be laid at Gaspe. Shelburne Harbour is being provided with an anti-submarine net and material for this project is being delivered favourably.

4. Anti-torpedo nets have been assembled to be placed in Esquimalt Harbour next spring. The material for the anti-submarine net for Prince Rupert has been assembled and will also be laid at the opening of navigation.

5. An anti-boat boom has been designed to close the gap inside Partridge Island, near Saint John, N.B., to boat traffic. Material has been ordered for this boom and a large part has been delivered and it is estimated delivery will be completed early in the new year.

6. In connection with booms for Botwood, Newfoundland, a plan showing the general arrangement for an anti-submarine boom has been prepared and is ready for final approval. The schedule of materials required for this net has also been prepared and requisitions for supply of components will be taken in hand as soon as approval of the general arrangement is granted.

7. The stock of minesweeping devices in Canada has been very considerably augmented and supply arranged for the Mk. 1 Sets to be fitted on new ships being constructed, also for twelve Mk. V Sets for motor boats. Arrangements are now being made for the supply of Mark 11 Sets for 54 Corvettes.

8. In accordance with the programme laid down, 52 Asdic Sets have been ordered from Great Britain. Twelve sets have been received and fitted in the Armed Yachts. One hundred and fourteen additional sets are being produced in Canada for Trawlers, Minesweepers, and Motor Torpedo Boats.

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9. The manufacture of the above speical equipment in Canada is being undertaken with the assistance of Admiralty experts, who are provided with specimens and specifications, with an initial supply of 214 sets for Canada and England. The proposed ultimate development will be approximately 800 sets a year as a Canadian Government responsibility.

10. Supplies of fuel oil for ships and auxiliary vessels based on Halifax, Sydney, Gaspe and Quebec were arranged for the fiscal year 1940-41, through contracts and negotiations with Imperial Oil Limited and other large oil companies. Contracts for steaming coal at Halifax, Sydney, Saint John and Esquimalt were also arranged in this manner for the same period.

11. The new fuel tanks have been completed at Esquimalt. Arrangements were made to fill these tanks and the contract completed with delivery of 11,800 tons.

12. A large quantity of wireless equipment (transmitters, receivers, etc.) has been ordered and a large proportion received and installed. Standard sets have been devised and will be fitted in all ships of new construction. Three powerful transmitters are on order to supplement the present instruments in the Naval Shore Establishments at Halifax, Ottawa and Esquimalt.

13. Auxiliary Bases have been established at Sydney, Gaspe and Quebec and the provision of stores to these points for issue to the various auxiliary vessels under these commands is being carried on.

14. The necessary wire for degaussing 25 Canadian Merchant Ships, 50 R.C.N. Ships, 3 Canadian Armed Merchant Cruisers, 54 R.C.N. Corvettes, has been obtained. Arrangements are being proceeded with to provide the special degaussing wire for the new minesweepers. The deguassing wire for British Merchant Ships is ordered through the British Admiralty Technical Mission, and is being handled by the Canadian Naval Service at the request of the Admiralty.

15. Arrangements have been made to provide three Magnetic Sweeps. Twelve magnetic skids or lighters for towing and other pertinent gear to complete equipment will be available shortly.

16. Large quantities of stores necessary for ships, auxiliary vessels, ships of new construction on the basis of one year's requirements were ordered, and large stocks are now either in the various Dockyards, bases, or shipbuilding plants, or in the course of delivery, manufacture, etc. Purhcases were also made to provide stores for 10 R.N. Corvettes built in Canada.

17. In connection with the setting up of D.G. Ranges at Halifax, Sydney and Vancouver special equipment and essential stores were requisitioned and deliveries are being made most favourably. A Canadian

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source of supply has been found for the manufacture of special buoyant cable for tails of magnetic sweeps and arrangements for supply of this materialare being proceeded with.

18. Special minesweeping winches are being built in Canada and deliveries to the various ship-building plants for installation in the minesweepers are progressing at a good rate.

19. In order to strengthen the anti-submarine defences at Halifax and Sydney, certain devices for fitting in the Gate Vessels at these ports have been ordered. The Admiralty were also requested to advise if they could arrange the supply of Harbour Defence Asdics for the Canadian Naval Service. The supply of these was negotiated through the Department of Munitions and Supply and is now being made. The stores for Indicator Loops are now being delivered at Halifax.

20. In view of the greatly increased activities, it has been found necessary to enlarge the storehouse accommodation at both Esquimalt and Halifax. At Halifax the congestion is very marked and it has been necessary to rent outside warehouse space. This space is not only for the increased quantity of stores which have to be carried, but also to accommodate commercial fittings and furniture which are taken off the chartered auxiliary craft and which must be stored with care until the craft is returned to the owners. At Halifax two temporary storehouses have been erected. The plans and specifications have been prepared and approved for two permanent storehouses at Halifax, and work on one is now being carried out. One storehouse at Esquimalt is being practically rebuilt.

21. It has been found necessary to augment the motor vehicle complement of the R.C.N. very considerably.

22. Acquisition of certain parcels of land at Sydney, Gaspe, Shelburne, and other points has been necessary in connection with Boom Defences, Wireless Stations, and Base Establishments.

23. Twenty Master Gyro Compasses, each complete with repeaters and pelorus, have been requisitioned and should be delivered early in 1941.

24. Arrangements have been made for the supply of 1,000 Smoke Floats for the R.C.N., to be manufactured in Canada.

VICTUALLING STORES DIVISION

25. The rapid expansion of R.C.N. personnel to nearly nine times the original complement in approximately twelve months has necessitated unremitting work in connection with the supply of clothing, food and mess traps, large stocks of which have to be maintained at both dockyards for issue to four base naval depots (2 main and 2 subsidiary).

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26. In addition to providing stocks of dry provisions, arrangements have been made for contracts for the supply of fresh provisions at various ports where naval vessels are likely to call in the course of their duties. To meet fluctuating trade conditions it has been necessary to arrange short period contracts which has increased the work entailed in these arrangements.

27. To cope with the problem of kitting up personnel, clothing stores are maintained at 18 R.C.N.V.R. Divisions throughout the country. This has involved much additional work connected with maintenance, supply and accounting, etc. Provision of clothing at these divisions requires the maintenance of larger stocks of clothing on account of the numerous and varied sizes of garments required in kitting up the ratings, in several centres. Formerly all ratings were kitted up by the naval Depots at the coasts. In order to relieve these Depots, this work was transferred to the R.C.N.V.R. Divisions which has involved additional work in the Victualling Stores Division as it has entailed added accounting and clerical work because of the greater number of demands raised by the various R.C.N.V.R. Divisions and increased labour connected with shipping transactions for 18 separate destinations. The kitting up of ratings at the R.C.N.V.R. Divisions has increased the volume of work performed.

28. During the final quarter of the year large issues of winter and protective clothing have been made to ships and establishments. To provide for protection against the rigours of the North Atlantic winter an adequate stock of sheepskin lined coats has been provided. This garment was improved by the addition of a hood to protect the wearer's face from weather.

29. As well as providing for the maintenance of food and clothing for the Canadian Naval Service, assistance in the supply of provisions and to a certain extent of clothing has been given to the warships of the British and Allied fleets, a total of sixty-four ships including battleships, cruisers, A.M.C's, destroyers, sloops, submarines, and aircraft carriers.

30. In addition to the above number of warships, fifty destroyers taken over from the United States by the Admiralty were given assistance in providing for supplies.

31. Supplies of food stuffs for H.M. Victualling Yard, Bermuda, have also been provided in addition to the requirements of Royal Naval vessels calling at Canadian ports. This service continues to be maintained.

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X - NAVAL ARMAMENT STORES

1. Sufficient ammunition to meet the immediate requirements of H.M.C. Ships to date has been received off orders placed overseas and in Canada. Reserve stocks have not been increased to any great extent by supplies from either source.

2. The manufacture of Depth Charges in Canada is being developed and orders have been placed. The production will meet the current needs of the Service and provide a satisfactory reserve upon which to draw.

3. Ammunition required for anti-aircraft machine guns of U.S.A. manufacture has been ordered from that country in sufficient quantity to meet the requirements of vessels to be armed with this type of weapon and to provide a substantial reserve.

4. Reserve Ammunition for the Town Class Destroyers is being obtained with similar stores transferred to the Royal Navy with the Destroyers ex-U.S. Navy.

5. Further requirements of ammunition for these ships and for 50 U.S. Naval 4" guns on order will be manufactured in the United States and will provide outfits for ships armed with these guns and reserve. Orders have been placed for these requirements.

6. Particulars respecting the manufacturing processes and specifications are being obtained which when complete will enable those types of Naval ammunition not as yet produced in Canada to be considered by the munitions manufacturers with a view to their manufacture and filling.

7. In the more common types of ammunition the activity of the British Admiralty Technical Mission along these lines will enable R.C.N. requirements to be obtained in conjunction with their orders.

8. Self-sufficiency in respect to ammunition and all related stores is being actively pursued with every prospect of obtaining satisfactory results.

9. B.L. or Q.F. 4" Guns for the first 20 Corvettes and 12 Minesweepers have for the most part been received from Overseas or are in the process of delivery. Arrangements for the delivery of 50 Q.F. 4" Guns ex United States Navy are near completion and delivery is expected to commence in a few weeks.

10. Orders have been placed for 598 .50" Colt Automatic Guns from the manufacturer in the United States of America, 500 of these guns on twin mounts will be used to arm Minesweepers and also for Corvettes, pending the manufacture of Q.F. 2 Pdr. Mk.VII guns and mountings. .50" Colts will be supplied to the 3 Armed Merchant Cruisers to supplement the present A/A equipment of these ships. 98 - .50" Guns for mounting in turrets are being obtained for Motor Torpedo Boats and of these 4 have been received for M.T.B. No. 1.

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11. Requisitions have been placed with the Department of Munitions and Supply for 85 Single Q.F. 2 Pdr. mountings, for Corvettes and the corresponding number of guns will be requisitioned as soon as arrangements are made for their production in Canada.

12. To replace the 3 inch A/A armament in Armed Merchant Cruisers 4 inch Mk. V C Guns on Mk.III** H.A. Mountings have been requisitioned together with two units for training. For reserve and training purposes 2 - 4" Mk.XVI guns on twin mountings and 2 Quadruple Q.F. 2 Pdr. Mk. VIII Mtgs., have been requisitioned.

13. To replace the 12 Pdr. S.II Boat Mounting now in service and to provide mountings for unmounted Q.F. 12 Pdr. guns requisitions have been placed for the manufacture of 20 H.A./L.A. Mountings to be made in Canada in conjunction with the manufacture of similar mounting for the Admiralty.

14. The necessity for supplying anti-aircraft defence for merchant ships has caused a heavy demand for light machine guns. These needs have been met in so far as British and Allied Government ships are concerned by the supply of Thompson automatic guns obtained from the U.S.A. by the Admiralty and also by the issue of stripped Lewis Guns from Canadian stocks. To meet these demands a number of Lewis Guns have been obtained from the Militia Service. Issue is made on a loan arrangement whereby the guns are returned to this country for re-issue as necessary.

15. In the field of ordnance 68 Depth Charge Throwers have been made in Canada and proven most satisfactory in tests, 20 of these were made to Admiralty order and the remainder for the R.C.N. Inasmuch as those required for the Admiralty were not completed in sufficient time for the equipping of the first Imperial Corvettes supply was made from stock and in consequency the entire 68 Canadian made Throwers will be mounted in ships of the R.C.N.

16. With the receipt of 34 Torpedoes 21" Mk.IX from overseas the situation in respect to adequate reserves of 21" torpedoes is now satisfactory. Replacement of the Mk. IV Torpedoes on H.M.C. Destroyers with Mk. IX while overseas has released a number of Mk.IV Torpedoes and these will be utilised for arming Motor Torpedo Boats. With the exception of 4 of these vessels which will carry 18 inch torpedoes, converted from F.A.A. 3 all will be equipped with 21" Mk. IV.

17. Requirements of spare parts for repair and overhaul continue to be obtained from the United Kingdom. Complete drawings and specifications for all torpedo stores have however been applied for in preparation of the development of manufacture in Canada.

18. The mines and equipment for one complete controlled minefield and loops have been received and supplied to the controlled mine base. Adequate reserve of mines and cable are in course of delivery.

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19. The newly extended magazine area at Halifax has been partially occupied by the use of two of the 40 new buildings being erected. A further 25 will very shortly be fully occupied. There remains much to be done to complete the area including the building of a new wharf the supply of water and electric power and the construction of roadways.

20. At Esquimalt the old magazines at Cole Island have been evacuated and the new area is in complete operation. The Cole Island buildings have been taken over by the Naval Stores Branch for storage purposes.

21. Investigation into the question of providing inland Naval Magazines is continuing and photographs have been made from the air by the Royal Canadian Air Force of a prospective site in the vicinity of Grand Falls, N.S.

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XI - TECHNICAL DEVELOPMENT

GENERAL.

1. Admiralty specifications and practices are being adapted to Canadian processes and methods of manufacture wherever it is found possible to do so without deviating from essential characteristics or without affecting interchangeability of parts. Where it is considered necessary and desirable, new Canadian specifications are being issued.

MINESWEEPING EQUIPMENT FOR SWEEPING MAGNETIC MINES.

2. Twelve coil skids for sweeping magnetic mines have been built and equipped with their electrical genators and auxiliary equipment, have been provided for towing the skids and energising the coils. Four coil skids and one towing vessel have been earmarked to be stationed at St. Johns, N.F.

3. Six Whale-Catchers of the "Suderoy" type have been chartered from the Norwegian Government for use with Double LL Magnetic Sweeps. The very special electrical equipment for these vessels, including engines and generators, synchronised timing mechanisms and and heavy current control switches, have all been designed and built in Canada. Two of these sweeps will be ready for operation by the end of the year or early in January 1941, and the other four vessels will be ready in February or early March 1941.

4. As the result of changes which the enemy made in his methods of mine-laying, it was found necessary to double the electrical capacity of the vessels, after work was well in hand according to the original design. This increase in capacity was provided successfully, without causing undue delay in the final completion of the sweeps. The increased capacity, while necessary to counter the enemy's latest mines, has the advantage that it allows of increased speed in sweeping and it also permits of continuous operation for long periods. The plant as originally designed would only operate for a limited number of hours at a stretch.

5. An investigation was begun to develop a buoyant cable for the Double LL Sweeps to be made in Canada. A considerable amount of information was collected and useful preliminary work accomplished, but before any actual factory work was done the Cable makers who are supplying the Admiralty with these secret buoyant cables filed patent applications in Canada and announced that they were prepared to arrange for the manufacture of the cables, under license, by existing Canadian cable makers. Under these circumstances it was felt that to continue with the Canadian development would have been an unnecessary duplication of effort, and also that the use of a cable of exactly the same construction as that used by the Admiralty would be an advantage. It was decided to purchase the needed supplies from the Canadian licensees.

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DEGAUSSING OF SHIPS.

6. The methods of degaussing all vessels, except tankers, have made big advances since the inception of this work early in 1940. The early installations consisted of a simple form of electrical coil clipped around the outside of the hull. From this simple beginning the equipment has developed into a highly complex electrical system installed inside the ship, capable of adjustment so as to compensate for all the various components of magnetic flux. These various components are due to the ship's inherent magnetic condition, and also to its position and course in its movements around the world.

7. In order to prevent disturbances to ships' compasses, compass corrector coils are being fitted. These coils are interconnected with the D.G. circuits so that they will neutralise the effect on the compass of the degaussing circuits under any conditions. During the year arrangements have been made to have these coils made in Canada, and supplies will be available in April 1941.

D.G. OPEN TESTING RANGES

8. Open Testing Ranges are necessary in order to check whether or not the degaussing circuits on a ship are correctly designed so as to render the ship safe from magnetic mines. Records obtained on the Ranges are also valuable for comparative purposes and for guidance in future design work. It is desirable that every ship should be checked over a Range every six months. To this end three Ranges have been sanctioned in Canadian harbours, that at Halifax was put into service in November 1940, and those at Vancouver and Sydney N.S. will be ready for operation in the early spring of 1941.

9. The recording instruments for the D.G. ranges are entirely special and of a very delicate nature. A supply of these instruments has been obtained from the Admiralty, but the possibility of obtaining any further requirements on this side of the Atlantic is being studied.

10. In order to get some measurements of the magnetic flux beneath ships, while the ranges were being planned and pending the delivery of the instruments, a flux-measuring apparatus was devised and constructed by the staff of Dalhousie University. This instrument, while by no means a substitute for a properly equipped range, is a very valuable adjunct to the range, and a useful device where a range is not available.

11. "Flashing", "Wiping" and "Deperming" are all special methods of degaussing, to compensate for certain conditions. It has not, as yet, been thought necessary to equip any Canadian dockyards for these processes.

GAS WARFARE.

12. Defensive measures against gas attacks and gas contamination are being studied jointly for

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all branches of the service by a main committee and sub-committees, on which the R.C.N. is represented.

13. The production of masks and containers, special clothing, ointments and antidotes is well in hand in Canadian factories.

14. The requirements of the Navy will be small compared with those of the Army and Air Force, and in the interests of simplicity and economy it has been arranged that the Navy will obtain its supplies through the central Army sources.

LUBRICATING OIL FOR HIGH TEMPERATURES

15. Research is in hand by the Petroleum Committee in connection with lubricating oils for use under high temperature conditions. Trials are in hand under actual working conditions.

CANVAS

16. Researches and tests have been in hand for three years, to develop methods of checking deterioration and increasing the useful life of canvas. A large number of methods of protection have been tried and, of these, three show promise of worthwhile results. A service test of these three methods to last for six months is now in hand, and on completion of this test, definite recommendations will be made as to the method of protection to be adopted.

STANDARDISING OF ELECTRICAL EQUIPMENT

17. A committee of technicians and manufacturers has been set up to discuss, and eventually to prepare, standard specifications for electric machinery, equipment, wires and cables. The R.C.N. is represented on this committee.

SIGNALLING

18. Electrical methods of signalling are in an advanced stage of development. This work is primarily the concern of the coastal defence, but it concerns the Naval Service indirectly, and the Service is keeping in close touch with developments.

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THE WHOLE OF THIS SECTION IS TO BE REGARDED AS SECRET.

XII. - ANTI-SUBMARINE

PROGRESS OF A/S MEASURES DURING 1940.

1. At the commencement of 1941, apart from Canadian Destroyers, no other craft had been fitted with Asdics.

2. Though four sets were in the country ready for fitting in auxiliary craft, no suitable craft had been located.

3. Training was becoming a problem due to:

(a) the lack of a submarine
(b) the lack of a training ship
(c) the lack of other equipment.

4. The Destroyers had barely sufficient S/D's to man their sets and there were not sufficient H.S.D.'s early in the year to give one to each ship.

5. A maintenance staff has been instituted. This staff serviced every ship as she came into harbour, and all adjustments were carefully made. The intention was to check each set by a thoroughly qualified expert and keep the sets in such a condition that breakdowns at sea just did not occur. Experience had shown minor faults invariably led to larger ones due to inexperienced personnel fumbling. The scheme worked - breakdowns became fewer, and eventually were very rare.

6. As experience was gained, the scheme was improved, forms for servicing were made out and causes of faults were followed up and eliminated before the faults occurred.

7. R.N. Destroyers in port were offered the facilities of the maintenance staff. They invariably accepted. It was soon found out that their sets were very little better than the Canadian sets were before the maintenance scheme was inaugurated.

8. This fact, no doubt, was due to the ships operating as units away from their A/S officers. Not one case was encountered where the maintenance staff was not able to improve the set. Contacts were correctly adjusted as a start. The receiving valves were tested and time and again one or more were below standard but were not bad enough to be detected as faulty by the ship's staff. Batteries were overhauled and noises eliminated. Condensers and transformers were stripped down and cleaned up - dust and dirt eliminated. Copper oxide rectifiers not quite up to standard due to age or other causes were tested and replaced, etc., etc. The list of causes of falling-off of performance is a long one and it takes a trained electrician to eliminate them.

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9. The result was the maintenance staff worked long hours and proved their worth. The more work there was the keener they became. The situation righted itself gradually. Routine inspections bore fruit, and unless specially called for, ships were no longer met by the maintenance E.A. on arrival alongside, which had been the routine regardless of the time of day.

10. Spares, though demanded through Stores, were long in arriving. They just had to be made or substitutes found.

11. The obtaining of suitable personnel was made feasible by missionary work on the part of personnel already entered. Technicians were hard to locate due to recruiting by the other Services.

12. At the close of the year the total A/S personnel stood at thirty-three officers and thirteen electricians. The A/S policy adopted called for a considerable expansion of A/S personnel during the year.

13. A brief outline of this policy is as follows:

(a) Provide Ocean Escort to the limit of available facilities.

(b) Provide fifteen armed yachts fitted with Asdics for local patrols.

(c) Build A/S Vessels of the Corvette type and Minesweepers and fit them with Asdics.

(d) Build motor boats of the Fairmile and Scott Payne type and fit them with Asdics.

(e) Produce Asdics in Canada of the types used in Destroyers, Minesweepers, Corvettes and Motor Boats. These Asdics to be for Admiralty as well as Canadian purchase.

NOTE: The possibility of certain factories in the United Kingdom being completely put out of commission is being kept to the fore - should this be the case, Canada will be in a position to fill the gap.

(f) Procure Asdics from the United Kingdom to fill requirements till sets of Canadian manufacture become available.

(g) Train A/S personnel in the training establishments of both coasts.

(h) Instal a Harbour Defence Asdic at Sydney.

(i) Instal indicator loops backed by Harbour Defence Asdics at Halifax.

(j) Keep the dockyards sufficiently stocked with Asdic spares to meet normal demands.

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14. Owing to the lack of suitable craft, H.M.C. ships "FRENCH" and "ACADIA" were fitted with Asdics in the initial stages on the East Coast. Neither ship was really suitable. "FRENCH" has too small a draft, carries too small a gun and has unreliable engines. "ACADIA" is not considered fast enough. However, they were the best available on the East Coast at the time. Also, they could be utilized for training purposes and local patrols.

15. On the West Coast "SANS PEUR" was fitted first, followed by "WOLF" and "COUGAR".

16. Later, further yachts became available. Ship fitting facilities at Halifax were busy so the following programme was adopted:-

The firm of architects Lambert, German and Milne, in Montreal, were given the work of preparing conversion plans and the ships were converted and fitted with Asdics in the following yards:

"VISON" "ELK" "RACCOON" at Pictou, N.S.

"MOOSE" "REINDEER" "LYNX" at G.T. Davie, Lauzanne, P.Q.

"OTTER" at Montreal Dry Dock Company.

"CARIBOU" "RENARD" "HUSKY", Morton's Engineering, Quebec.

"BEAVER", Halifax Shipyards.

The work of "installing" the Asdic sets was carried out by the A/S Installation Staff under Lieut. A.G. Hodge, R.C.N.V.R.

17. The Asdic sets arrived from the United Kingdom in various shipments addressed to Halifax. No one complete set arrived in any one shipment. Advice as to what had been shipped invariably arrived well after the shipment was delivered at Halifax.

18. This made the problem of fitting the yachts a cumbersome one. Roughly seventeen (17) cases of equipment belong to one set; and thirty-six (36) sets type 123 "A" had to be straightened out. Certain shipments were lost due to enemy action, which made the problem more difficult still. There were no similarities in packing. Each shipment had to be checked with the packing note found under the cover. These were not always found to be correct. Damaged items were few. The packing itself was well and carefully carried out.

19. The problem at Halifax, was to re-allocate equipment into sets to the best advantage and ship the material to Quebec; then keep the installation staff at Quebec informed as to what was happening. Quebec's problem was to fit the ships. This entailed forwarding the material to the selected shipyard to suit the requirements of the fitting personnel.

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20. Further complications started at a later date when the fitting of Admiralty Corvettes commenced. The R. C. N. Staff carried out this fitting. Material was shipped direct from the Admiralty to the ships. Here is where the complications upset the organisation. Equipment for the Admiralty ships got delayed and some of it was lost altogether. Admiralty Corvettes were nearing completion, so material was taken from stock intended for Canadian ships. It was a case of robbing Peter to pay Paul all the way down the line. As a start "trunks" were late in arriving, so fifteen (15) were made in Canada. This allowed a certain flexibility in fitting. Ships could be fitted with their trunks and refloated without having to wait. Advice as to what had been lost and what delayed was lacking. On more than one occasion equipment that had been fitted in a Canadian ship was removed and fitted in an Admiralty Corvette, and then the missing article turned up a day or so later.

21. At the outset, Customs Officials at Quebec were making the problem complicated by enforcing Customs regulations. A visit to a senior Customs Official removed the obstacles and complete co-operation was obtained.

22. Shortage of trained personnel was overcome by working longer hours and was the cause of more travelling than would have been necessary had more trained personnel been available.

23. The small shipyards invariably lacked good electricians and wiremen. This threw extra work on the Installation Staff in instructing the firms' workmen in work that they should have been capable of performing in the ordinary course of events.

PROGRESS OF A/S MEASURES DURING 1941.

24. As the year progressed, more staff were trained and the shipyards showed marked improvement. The work of fitting came easier.

25. About the time of the fall of France, the policy to manufacture Asdics in Canada was adopted. The Admiralty was approached and the suggestion accepted without delay. Mr. A.E.H. Pew, the Head of the Admiralty A/S Production Division, had had the scheme in mind for some time, and the ground had already been prepared for putting the scheme into effect in Canada. The result was that the scheme was in operation very soon after the recommendation had been made.

26. Mr. Pew arrived in Ottawa the middle of July and brought all the necessary specifications and samples with him. These weighed eight (8) tons. This gives some indication of the amount of preparation necessary. Mr. A. W. Miller, Mr. Pew's assistant, arrived in Canada in September.

27. On Mr. Pew's arrival Lieut. F. W. R. Angus, R.C.N.V.R., was assigned the position of Officer in Charge A/S Production.

28. The production of Asdics is a very complicated matter. It involves the employment of many varied professions. There is no one article in use in the Navy that employs as many professions to produce. Tombstone manufacturers; Heavy equipment engineers;

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Opticians; Paper manufacturers; Chemists; Foundry Workers; Radio manufacturers; Riggers; and a host of others are included in the list.

29. Contracts have been awarded to fifty-four different firms, of these only two are in the States. The list of sub contractors would bring the number of firms producing "Asdics" in the neighborhood of 150.

30. These contracts were tendered for by two or more firms except in isolated cases. To do this, over 150 firms were contacted, and the specifications gone into in detail. The articles required had to be described by the aid of samples. Then, further explanations invariably had to be made before firms could tender satisfactorily. Details such as standard threads and substitutes had to be investigated and decisions given. Seventy major components and at least double that number of minor components had to be ordered. These components, in themselves, sometimes are made up of another twenty or more items.

31. Prices of these components vary from about $7000, down to a dollar or less.

32. All this work was carried out by Mr. Pew and Lieut. Angus. The first problem that had to be overcome was shortage of trained personnel. This meant working long hours and travelling considerably. The scheme was put into operation by technicians enrolled in the R.C.N.V.R., for the purpose.

33. A policy has since been adopted to bring civilians into the Civil Service, to carry out this work, but, up to the present, results have been disappointing.

34. The production Division is suffering from a lack of staff. At present the work is being carried out by nine technicians. At least six more are badly needed without delay. It takes time to train the inspectors in their duties, and the volume of material that requires detailed inspection is enormous.

35. The Equipment Division is operating as a company with four million ($4,000,000) dolllars working capital. The target being aimed at is to produce eight million dollars worth of Asdics a year, for purchase by Canada and Britain.

36. Recruiting by the other services has made the problem of obtaining civilian technicians extremely difficult. The pay being offered by the Civil Service is far too low for the type of man required. Firms will release employees for the services but not for the Civil Service. Then the reliability and loyalty of the technicians has to be verified by the R.C.M.P. This takes time.

37. The secrecy of Asdics must be guarded. This is carried out by similar methods employed in the United Kingdom which are as follows:

(a) The various components are distributed to different firms. No one firm obtains knowledge of articles other than the ones being produced.

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(b) Inspectors are not encouraged to acquaint themselves with articles outside their province.

(c) No Asdic set is assembled till it arrives in the ship.

(d) Certain secret processes are not put on paper but are passed on verbally to certain selected persons.

(e) Specifications are treated as Secret. Secrecy is drilled into the Production staff.

38. It is understood that only two people at present know the whole process in detail of producing Asdics. One of these is Mr. Pew. Lieut. Angus will be the third.

39. It is anticipated that the first Asdic produced in Canada will be available by March.

40. Training of personnel is a big problem. An Asdic in a ship with inexperienced officers and men is of very limited use; and without a submarine it is not possible to turn out experienced operators or Control Officers.

41. The best method of combating the submarine menace is to destroy their experienced submarine commanders. During the last War 80% of the tonnage sunk was achieved by 20 submarine captains. Germany built 400 submarines. When it comes to hunting submarines similar conditions prevail to obtain results. Nerve and dash are of little avail without knowledge. This knowledge is increased with experience.

42. A submarine that attacks successfully is itself vulnerable to attack should hunting craft be in the vicinity. It is essential that these craft should be manned by as experienced personnel as possible. Trained Commanding Officers, Control Officers and operators are required. Each of these has separate duties to perform. In each case actual practice with a submarine is essential.

43. The Admiralty has been approached, but a submarine is not available. At present, there is no definite policy to obtain one but investigations are being made in this direction.

44. Whenever a submarine visits Halifax, exercises are arranged if at all possible in order to make Officers and men familiar with their duties.

45. Commanding Officers and Control Officers require practice in the tactical sphere. Operators require training to carry out two separate functions:

(a) operate a set to the drill laid down:
(b) Maintain the set in an efficient condition.

These functions are as far apart as driving a car and overhauling the engine.

46. Operating an Asdic set can be taught in a comparatively short time. To become expert requires experience; but to maintain and be capable of locating faults is another matter. A man with the necessary background of electrical knowledge can be taught, but without this it is hopeless and it means giving him electrical instruction first. This takes time and equipment.

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47. Experience has shown that men with the necessary background are just not available. A drive to recruit the right type brought no results.

48. On account of this the University of Toronto has been approached to undertake the training of youths on similar lines to those they have undertaken for producing technicians for industry in conjunction with technical schools and the Ontario Provincial Government. Selected candidates will be entered as ordinary seamen and accommodated in the R.C.N.V.R. Headquarters at Toronto. The University will arrange for the necessary instruction to a syllabus supplied by the Navy. The scheme is in the embryo state as yet, but it is not anticipated there will be any appreciable delay.

49. Once these ordinary seamen have been through the course, they will be given a period at sea before commencing training in Asdics. It is essential that a man is over seasickness and can steer naturally before an operator can be made of him. It is from operators entered through these channels that future Higher Submarine Detectors will be trained.

50. One R. C. N. Officer has specialised in A/S in the United Kingdom this year, and another officer will be taking the next course, commencing this spring. Arrangements are being made to send selected R.C.N.V.R. Officers to the U. K. as they become available for practical experience in the A/S Schools.

51. A policy for obtaining newly trained electrical engineers from the universities is in the process of being put into effect. It is the intention to train these in A/S duties once they have been enrolled and had some sea experience.

52. The Ex-American Destroyers have been turned over, fitted with American Asdic sets. These sets vary considerably from the R. N. type, and are very complicated though not as efficient by a long way. An Officer has been given training in the United States, in the maintenance of these sets.

53. The Halifax Maintenance Personnel was called upon to instal a number of these sets in Ex-American Destroyers before they proceeded to Europe.

54. The Indicator Loops and Harbour Defence Asdics for Halifax and Sydney have not yet been laid. Equipment is in the process of arriving. The Control Station at Halifax, is ready, and once the equipment is complete, installation will commence. The Control Station for Sydney is being arranged for and the Harbour Defence Asdic will be laid as soon as the Harbour is free of ice.

55. A very full programme is ahead of the A/S Branch this spring. This will entail fitting out new construction and working the personnel and ships into as efficient fighting units as possible with the facilities available. To achieve satisfactory results a submarine is essential.

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D. M.	2	H. C. for Canada, London	2
C.N.S.	1	C. G. S.	2
D.C.N.S.3	1	C. A. S.	2
D. N. I.	9 *	C. O. A. C.	2
D. N. P.	2	C. O. P. C.	2
E. in C.	2	S. O. H. F.	2
D. N. O.	1	C. Naden	1
D. P. D.	1	C. Stadacona	1
D. O. D.	1	Comdr. i/c Halifax	1
D. M. M.	1	N. Supt. Halifax	1
D. S. B.	1	N. Supt. Esquimalt	1
D.N. Tech	1	N.O. i/c, Sydney	1
D. N. A.	1	N.O. i/c, Saint John	1
D. N. S.	2	N.O. i/c, Quebec	1
F. I. S.	1	N.O. i/c, Montreal	1
M. I. S.	1	N.O. i/c, St. John's Nfld.	1
M. E. O.	1	N.O. i/c, Vancouver	1
N. Inf.	1	N.O. i/c, Prince Rupert	1
Hist.	1		
N. Sec.	1		
A/N. Sec.	1		
N. D. A.	1		
D.W.B.(N)	1		
Dir. A/S	2		
Inspr. Booms	1		
Can. Naval Attache', Washington	2		

* Distribution by D. N. I. :-

Admiralty D.N.I.	2
C. in C., A. & W. I.	2
S. O. (I), Kingston	1
Capt. in Charge, Bermuda	1
British Naval Attache' Washington	1
R. A. (3)	1
D. N. I. (file)	1

(These are sent out with Annual Intelligence Report)

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Coll - WWII - naval defence

C252829

N.S. 1000-5-8

SECRET

Ottawa, 14th January 1941

SUMMARY OF NAVAL WAR EFFORT

October 1st to December 31st 1940

CORRIGENDUM

Part III - SHIPS

It is requested that the following correction be made to paragraph (2):-

AFTER "H.M.C.S. CHAMBLY has arrived at Halifax and will be completed in January".

INSERT "H.M.C.S. NAPANEE is completed".

(J.O. COSSETTE)
Naval Secretary

All Holders of Quarterly Summary

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Coll-WWII - naval defence

C252830

N.S. 1000-5-8.

SECRET.

SUMMARY OF NAVAL WAR EFFORT.

- OCTOBER 1st TO DECEMBER 31st 1940 -

NOTE: This Summary is a continuation of that from 1st July to 30th September 1940. It also covers general progress made during the year 1940.

I. - Naval Service Headquarters.

II. - Personnel.

III. - Ships.

IV. - Port Defences.

V. - Communications.

VI. - Control of Shipping.

VII. - Dockyards.

VIII. - Intelligence.

IX. - Supply.

X. - Armament.

XI. - Technical Development.

XII. - Anti-Submarine.

NOTE: Items marked thus: # must NOT be made public.

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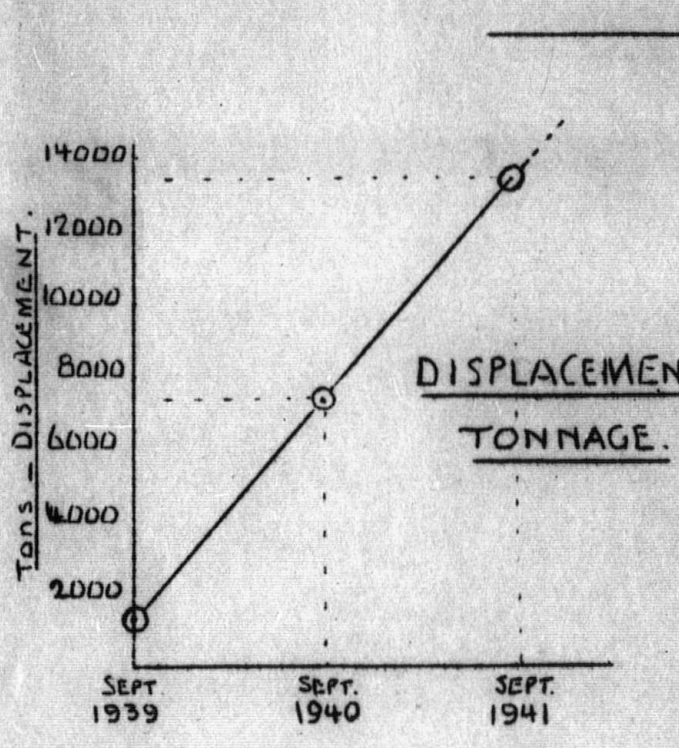
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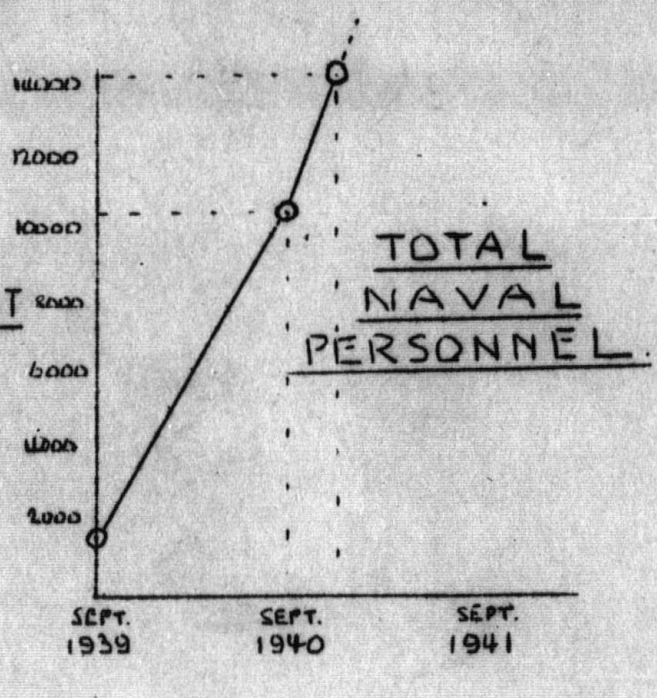
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APPENDIX TO QUARTERLY SUMMARY.

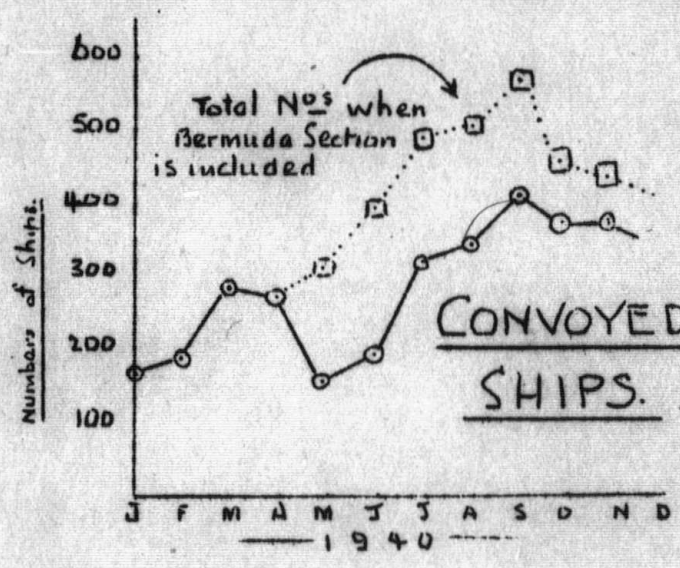
Growth of R.C.N. during 1940.



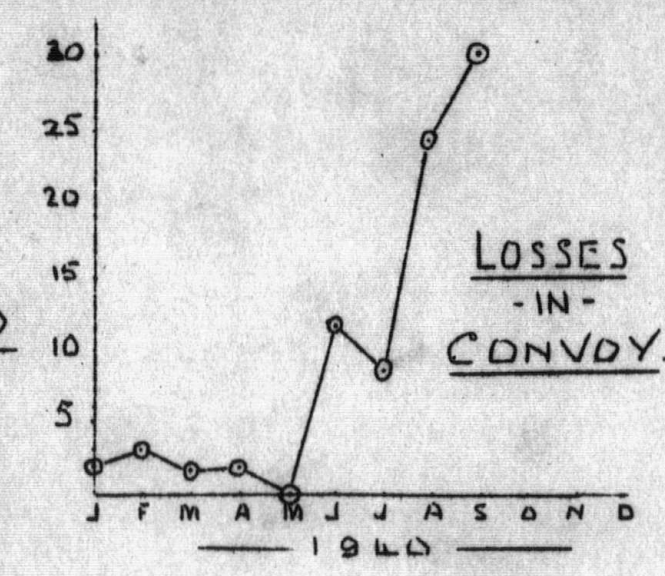
DISPLACEMENT TONNAGE.



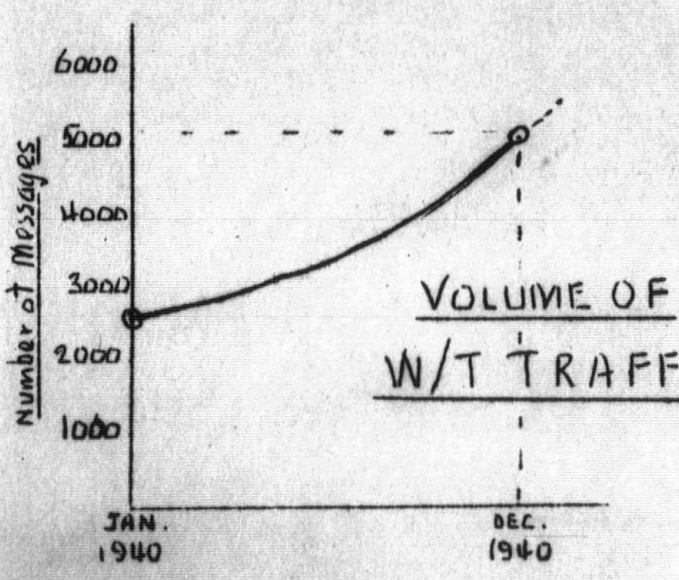
TOTAL NAVAL PERSONNEL.



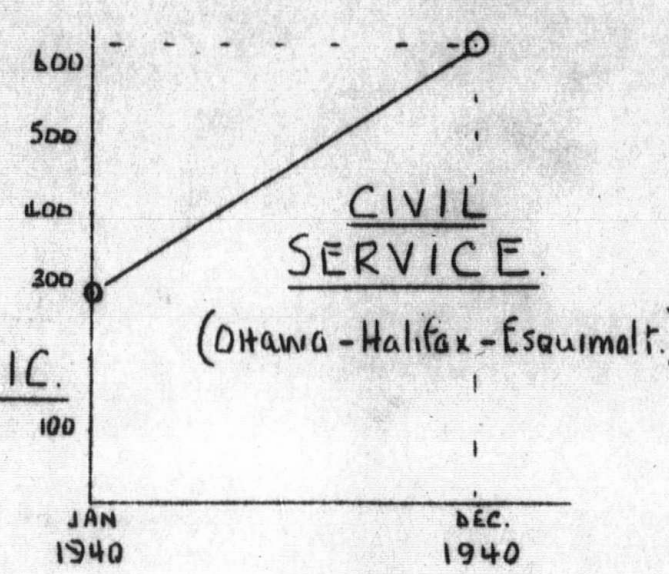
CONVOYED SHIPS.



LOSSES -IN- CONVOY.



VOLUME OF W/T TRAFFIC.



CIVIL SERVICE.
(Ottawa - Halifax - Esquimalt.)

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I. - NAVAL SERVICE HEADQUARTERS.

1. The period of the present war, from the 1st September 1939, to the 31st December 1940, has seen the Royal Canadian Navy expand to a degree unprecedented in this or any other Navy.

2. This expansion may most simply be measured in terms of men and ships:

	1.9.39	1.12.40	% Growth
Personnel -	3256	14,000	430%
Ships -	13	114	875%

3. Co-existent with this growth in manpower and material has been a rapid increase in size and complexity of the controlling mechanism at Naval Service Headquarters. The disparity between the growth of Headquarters' personnel and of the space within which the immensely increased work has to be carried out is worthy of especial note.

	1.1.39	1.12.40	% Growth
Personnel -	64	293	460%
Office Space, (Sq. ft.)	16,000	23,000	46%

4. This is not a satisfactory state of affairs, and the urgent necessity of increased office space at Naval Service Headquarters cannot be too strongly stressed. The situation will be aggravated by still further large increases - to 23,000 officers and men and some 240 ships - in 1941.

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II - PERSONNEL.

STRENGTH.

1. The mobilised strength of the Royal Canadian Navy has been increased in the final quarter of 1940 by 2,610 and now totals 1681 Officers and 13110 men.

2. Of this number 39% are serving afloat in ships of the Royal Canadian Navy or Royal Navy. The remainder are ashore under training or are employed in shore appointments.

3. Royal Canadian Naval Reserve Officers lent to the Royal Navy for the duration of hostilities number -

223 Executive Branch.
30 Special Branch (Physicists).
12 Surgeon Lieutenants.
147 Ordinary Seamen, candidates for Commissions.

4. The Admiralty have asked that further Officers may be loaned and it is intended to recruit these early in the new year.

RECRUITING.

5. No difficulty has been experienced in recruiting suitable personnel for the R.C.N.V.R., but there is a noticeable decrease in the number of professional seamen available.

6. A recruiting drive to enlist the latter type will be made at all Great Lake Ports early in the new year.

TRAINING.

7. Officers - Hatley Park, Esquimalt, has been acquired by the Naval Services, and is being utilised immediately for the training of Royal Canadian Naval Volunteer Reserve Probationary Sub-Lieutenants.

8. It is intended to train not less than 400 Officers at this establishment during the coming year.

9. Specialist courses for Executive Officers and Accountant Officers' course will continue at Halifax.

10. Ratings - Preliminary training of new entries continues at the R.C.N.V.R. Divisions with final training at both coasts.

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11. Numbers passed through the training establishment at either coast during the last quarter are as follows:-

Stadacona	2135
Naden	332

CASUALTIES.

12. It is deeply regretted that in the last quarter of 1940, a total of 11 Officers and 198 ratings were listed as casualties. A further 21 ratings were wounded in action or in war service.

13. The following is a list of Officers killed or missing:

Skipper M. MACAULAY, R.C.N.R., "ALACHASSE" died, a result of accident.
Sub-Lieut. H.K. STRATHY, R.C.N.V.R., H.M.S. "AJAX" killed in action 12th October.
Cdr. J.W. ROUER ROY, R.C.N., Commanding Officer, H.M.C.S. "MARGAREE", lost at sea, Oct. 22nd.
Lieut. R.C. POPE, R.C.N.V.R., H.M.C.S. "MARGAREE" lost at sea, Oct. 22nd.
Sub-Lieut. E. MCMURTRY, R.C.N.V.R., H.M.C.S. "MARGAREE" lost at sea, Oct. 22nd.
Com'd. Gunner (T) B.A. LEWIS, R.C.N., H.M.C.S. "MARGAREE" lost at sea, Oct. 22nd.
Lieut. C.A. HORNSBY, R.C.N.R., H.M.C.S. "BRAS D'OR" missing as from 19th October.
Lieut. (E) M. CUMMING, R.C.N.R., H.M.C.S. "BRAS D'OR" missing as from 19th October.
Skipper G.P.O. BURTON, R.C.N.R., H.M.C.S. "BRAS D'OR" missing as from 19th October.
Mate E.R. CONRAD, R.C.N.R., H.M.C.S. "BRAS D'OR" missing as from 19th October.
Skipper H.J. RUEL, R.C.N.R., H.M.C.S. "BRAS D'OR" missing as from 19th October.

PROMOTIONS.

14. New Year's promotions, including R.C.N., R.C.N.R., R.C.N.V.R., and Fishermen's Reserve, were as follows:

27 ratings promoted to Officers.
2 Coxswains, F.R., promoted Skipper Coxswains.
4 Warrant Officers to commissioned rank.
1 Chief Skipper promoted Skipper Lieutenant.
4 Officers who held acting rank were confirmed.
14 Lieutenants promoted to Lieutenant-Commander or Acting Lieutenant-Commander.
2 Lieutenant-Commanders promoted to Commanders.

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DISTRIBUTION OF PERSONNEL.

15. The distribution of Naval personnel between Ships and Shore Establishments on 31st December 1940 was as follows:-

	Officers	Ratings	TOTALS
Ships	463	5191	5654
Shore Establishments.	1218	7919	9137
Mobilised Strength. .	1681	13,110	14,791

Percentage borne in ships . . 38.2%

NOTE: 10 Officers and 137 Ratings from H.M.C.S. "SAGUENAY" are here shown as ashore.

INCREASE DURING 1940.

16. The increase in personnel during 1940:-

	1.1.40	1.1.41	INCREASE
Officers	655	1681	1026
Ratings	4473	13,110	8637

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III - SHIPS.

- October 1st to December 31st, 1940.-

	30th September, 1940.			31st December, 1940.		
	East	West	TOTAL	East	West	TOTAL
M/S Vessels	20	5	25	19	5	24
A/S Vessels	9	2	11	15	3	18
Fishermen's Reserve	0	(3 M/S) 10	10	0	10	10
Fishermen's Reserve serving with R.C.A.F.	0	0	0	0	3	3
Auxiliary Vessels	74	17	91	87	18	105
Destroyers	9	0	9	7	0	7
Destroyers	4U.K.	0	4	U.K. 6	0	6
Corvettes	0	0	0	3	1	4
Armed Merchant Cruisers	0	1	1	2	1	3
Motor Torpedo Boats				1	0	1
TOTALS	116	35	151	140	41	181

Of these vessels:-

12.....are R.C.N.

7.....Destroyers ex U.S. Navy.

74.....requisitioned or purchased from private owners.

62.....taken over from Government Departments.

10.....loaned or donated to Government.

16.....Fishermen's Reserve.

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(1) H.M.C.S. "MARGAREE" sunk in collision with S.S. "PORT FAIRY" in mid Atlantic in October. However, the R.C.N. has subsequently acquired one additional ex-U.S. destroyer (ex H.M.S. HAMILTON). This brings the total strength of destroyers to the same as before..

(2) 33 Corvettes and 9 Minesweepers have been launched. H.M.C.S. "COLLINGWOOD", "COBALT", "ORILLIA", and "WETASKIWIN" are all in full commission. H.M.C.S. "CHAMBLY" has arrived at Halifax and will be completed in January, but will be unable to sail from Kingston, Ont., until the spring break up. H.M.C.S. "KAMLOOPS", "AGASSIZ" and "ALBERNI" will all be completed in January 1941, on the West Coast and it is intended to sail these, together with "WETASKIWIN" for Halifax.

(3) 10 R.N. Corvettes have been built and completed in Canadian yards. Two are already operating in the United Kingdom and others will follow shortly.

(4) H.M.C.S. "PRINCE DAVID" and "PRINCE HENRY" are in commission and will be sailed for Bermuda early in January for working up exercises.

(5) H.M.C.S. "PRINCE ROBERT" was successful in capturing the German freighter "WESER" now renamed "VANCOUVER ISLAND" off MANZANILLO, and is at present on patrol off the West Coast of South America. It is intended to relieve her late January, or early February with either "PRINCE HENRY" or "PRINCE DAVID".

(6) Mineloops M 1 and M 2 plus outer guard loop of the new controlled minefield at Halifax have been laid by H.M.C.S. "SANKATY" (looplayer).

(7) H.M.C.S. "LOOS" has arrived at Halifax and will be converted into a Gate Vessel. When completed she will be used together with H.M.C.S. "ST. ELOI" for the new A/S net to be laid in February or March at Shelburne.

(8) H.M.C.S. "SUNBEAM" and "MOONBEAM" have arrived at Halifax. They are two small tankers recently purchased and converted for Naval Service. Capacity is 700 tons each, and they will be most useful as a supplement to present fuelling resources on the East Coast.

(9) Two steel scows are being converted into Gate Vessels at Sorel during the winter. They will be employed at Sydney next spring and the present Sydney Gate Vessels (scows) will be employed at Gaspe.

(10) H.M.C.S. "ELK", "HUSKY", and "VISON" have arrived at Bermuda, where they will be under the operational orders of the C. in C., A. & W.I., during the winter.

(11) H.M.C.S. "NIAGARA" and "ST. CLAIR" have arrived in the United Kingdom where they are acting as escorts to convoys. H.M.C.S. "ST. CROIX" sailed with them, but had to return to Halifax owing to heavy weather damage. She is presently refitting and will be completed in January.

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(12) H.M.C.S. "SAGUENAY" was torpedoed in United Kingdom waters and her bow damaged with the loss of 21 ratings. She successfully reached port and is presently refitting.

(13) Twelve Armed Yachts have been completed and are acting as local escorts and A/S Patrol Vessels. Two are on the West Coast (plus "SANS PEUR" completed last year); three at Bermuda and Trinidad; seven on the East Coast, H.M.C.S. "BEAVER" has yet to be completed (date unknown) and H.M.C.S. "GRIZZLY" is being converted into a training vessel.

(14) Plans and specifications are now complete for six new Fishermen's Reserve vessels on the West Coast. Tenders will be called for early in January and construction will commence when final approval has been received.

(15) Plans and specifications have been completed and two of the Norwegian Whalecatchers, "STAR XVI" and "SUDEROY VI" are being converted into LL magnetic minesweepers at Halifax.

SUMMARY FOR 1940.

(1) The following ships have been added to the R.C.N.:-

TYPE	January 1st 1940.			December 31st 1940		
	East	West	TOTAL	East	West	TOTAL
M/S Vessels	8	3	11	19	5	24
A/S Vessels	5	1	6	15	3	18
Fishermen's Reserve	0	15	15	0	(3 M/S) 10	10
Fishermen's Reserve serving with R.C.A.F.	0	0	0	0	3	3
Auxiliary Vessels	32	13	45	87	18	105
Destroyers	7	0	7	7	0	7
Destroyers	0	0	0	U.K. 6	0	6
Corvettes	0	0	0	3	1	4
Armed Merchant Cruisers	0	0	0	2	1	3
Motor Torpedo Boats	0	0	0	1	0	1
TOTALS	52	32	84	140	41	181

(2) Three vessels have been lost at sea; 2 Destroyers and 1 M/S.

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(3) Corvettes and Minesweepers launched during 1940:- C252839

CORVETTES

No.	NAME	Where Launched	Date
56	Agassiz	Vancouver, B. C.	August 15.
62	Alberni	Esquimalt, B.C.	August 22.
49	Algoma	Port Arthur, Ont.	December 17.
1	Amherst	Saint John, N. B.	December 4.
5	Arvida	Quebec, P. Q.	September 21.
14	Baddeck	Lauzon, P. Q.	November 20.
41	Barrie	Collingwood, Ont.	November 23.
15	Buctouche	Lauzon, P. Q.	November 20.
27	Camrose	Sorel, P. Q.	November 16.
31	Chambly	Montreal, P. Q.	July 29.
32	Chicoutimi	Montreal, P. Q.	October 17.
57	Chilliwack	Vancouver, B. C.	September 21.
47	Cobalt	Port Arthur, Ont.	August 17.
39	Collingwood	Collingwood, Ont.	July 27.
33	Dauphin	Montreal, P. Q.	October 24.
25	Dunvegan	Sorel, P. Q.	December 11.
42	Galt	Collingwood, Ont.	December 28.
59	Kamloops	Victoria, B. C.	August 7.
48	Kenogami	Port Arthur, Ont.	September 5.
35	Lethbridge	Montreal, P. Q.	September 21.
18	Levis	Lauzon, P. Q.	September 4.
4	Matapedia	Quebec, P. Q.	September 14.
63	Nanaimo	Esquimalt, B. C.	October 30.
36	Napanee	Kingston, Ont.	August 31.
40	Orillia	Collingwood, Ont.	September 15.
13	Pictou	Quebec, P. Q.	October 5.
60	Quesnel	Victoria, B. C.	November 13.
12	Rimouski	Quebec, P. Q.	October 3.
50	Rosthern	Port Arthur, Ont.	November 30.
34	Saskatoon	Montreal, P. Q.	November 7.
24	Sherbrooke	Sorel, P. Q.	October 25.
26	Sorel	Sorel, P. Q.	November 16.
58	Trail	Vancouver, B. C.	October 17.
55	Wetaskiwin	Vancouver, B. C.	July 18.

MINESWEEPERS.

No.	NAME	Where Launched	Date.
5	Chignecto	Vancouver, B. C.	December 21.
13	Clayoquot	Prince Rupert, B.C.	October 3.
1	Cowichan	Vancouver, B. C.	August 9.
4	Mahone	Vancouver, B. C.	November 15.
2	Malpeque	Vancouver, B. C.	September 5.
15	Nipigon	Toronto, Ont.	September 30.
16	St. Anne	Toronto, Ont.	November 23.
3	Ungava	Vancouver, B. C.	October 9.
7	Wasaga	Vancouver, B. C.	December 12.

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IV - PORT DEFENCES.

HALIFAX.

1. Anti-submarine Net operating continuously and satisfactorily. Necessary maintenance has been carried out without difficulty or interruption.

2. Extension of the Yacht Club Breakwater in lieu of an Anti-Torpedo Net is now under consideration, and material previously ordered for this Net is being transferred to St. John's Newfoundland.

3. New buildings at Camperdown for the Port War Signal Station, Indicator Loop Station and Harbour Defence Asdic Station are almost completed.

4. A lower Port War Signal Station is now in service on the cliffs near the shore and just above sea-level for use in poor visibility or high fog.

5. Work has commenced on Buildings at Duncan's Cove for a Loop Observation Station and a "Special W/T Detector" Station.

6. The "Special W/T Detector" Station on "Hill 100" is in operation and has been successfully used in thick weather. It has enabled the darkening of all but one searchlight at the harbour mouth. The Controlled Mining Base is completed and the lay-out appears satisfactory. Rail-tracks to No. 1 Dockyard Jetty not yet complete. The Controlled Mining Station is not yet commenced, but a temporary hut is in use for sentries for guarding the loop-tails. The outer Guard-Loop and one Mined Loop have been successfully laid.

7. Laying of Indicator Loops is held up for material due from United Kingdom.

SYDNEY, N. S.

8. A/S Net has operated satisfactorily since it was laid in July. Weighing of the Net was commenced 9th December and was completely removed and stored in a suitable place by 23rd December, ready for relaying in the Spring.

9. Delivery of A/T Net material is progressing, and the Net will be ready for laying in the Spring on the opening of Navigation.

10. Arrangements are being made to instal one Harbour Defence Asdic on the Western side of the harbour-mouth, with cablelanding in Lloyd's Cove and a control station in the vicinity.

SAINT JOHN, N. B.

11. An Anti-Boat Boom has been designed to close the gap inside Partridge Island to boat traffic. Material has been ordered for this boom, and it is estimated delivery of this material will be completed by the end of January 1941.

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12. A War Watching Station at TINER POINT was commenced on the 15th November and is now practically complete and ready to go into operation.

GASPE, P. Q.

13. Seventy-five percent of the material for the A/S Net has been delivered, and the contract has been let for the construction of a Boom Defence Building. The net will be laid at the opening of navigation.

SHELBURNE, N. S.

14. Material for the A/S Net has been ordered and deliveries are progressing favourably.

ESQUIMALT, B. C.

15. The A/S Net is operating satisfactorily. Material for A/T Nets is being assembled now and these will be laid in the spring. The laying of these nets has been held up by the non-delivery of buoys ordered from Western firms. It is anticipated that an early decision will be made regarding buoy specification modifications enabling manufacture to proceed. The Port War Signal Stationsat Church Hill and Discovery Island are satisfactory.

PRINCE RUPERT, B. C.

16. The material for the A/S Net is now practically all assembled. The net will be fabricated and laid later in the spring when weather conditions improve.

ST. JOHN'S, NFLD.

17. The plan for the A/T Net at the harbour entrance has been approved, though it is understood Naval Officer-in-Charge, St. John's, is not in entire agreement with the proposed site. The material for the net will be transported from Halifax in readiness for laying in the spring.

BOTWOOD, NFLD.

18. A plan showing the general arrangement of the proposed A/S Net has been prepared and is now ready for final approval. Schedule of materials has also been made up and these will be ordered shortly.

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V - COMMUNICATIONS.

WIRELESS TELEGRAPHY.

1. Ottawa. W/T traffic handled by Ottawa Naval W/T Station has steadily increased over the twelve month period ended 31st December 1940. To meet increasing commitments it was found necessary to increase the complement of the station from one Officer and fourteen Ratings to one Officer and twenty-one Ratings. A further increase of four Ratings (Teletype Operators) has been requested.

2. As the volume of traffic increased, additional routines were introduced with Whitehall and Esquimalt, while new services were arranged between Ottawa - Freetown, and Ottawa - Washington. To handle these new services, additional equipment was required and has been provided by obtaining one Transmitter on loan from the Canadian Marconi Company, Montreal, until such time as the new "Transmitter SWB 11" is available, while an old locally constructed Transmitter has been re-designed and completely rebuilt, thereby bringing the number of efficient Transmitters up to three. The three Transmitters are in constant use and difficulty is still being experienced in handling the ever increasing volume of traffic.

3. A new Receiving Station has been constructed on property which forms part of the Experimental Farm Area, adjacent to the Arboretum, on the Prescott Highway.

4. This Receiving Station was placed in operation on 15th November 1940, and results obtained to date have more than justified the decision to set up a self-contained Naval W/T Receiving Station remote from the Military and Air Force Stations and the interference they necessarily cause.

5. The Table below shows the monthly W/T Traffic handled by Ottawa W/T Station for 1940, also the Yearly Traffic from 1930 to 1940 inclusive:

1940 Monthly W/T Traffic		Yearly Traffic 1931 to 1940.		
January	3651	1930	-	3252
February	3773	1931	-	6043
March	3989	1932	-	7314
April	4727	1933	-	9056
May	5368	1934	-	11934
June	5065	1935	-	12423
July	5887	1936	-	12880
August	4932	1937	-	16122
September	5461	1938	-	18622
October	5387	1939	-	26440
November	4973			
December	5295	1940	-	58508

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6. Halifax. As was the case at Ottawa, Traffic handled by Halifax W/T increased rapidly during the early months of the year and it was found necessary to take over Louisburg W/T Station to supplement Halifax W/T Station. The addition of Louisburg does not entirely meet Naval requirements, which are bound to increase, hence a new Receiving Station will be constructed shortly, followed as soon as possible by a new Transmitting Station, on completion of which there will be located at Halifax a Naval W/T organisation capable of meeting present requirements and which, with the aid of Louisburg, could also meet the W/T requirements of a large fleet in addition to present needs.

7. Esquimalt. Esquimalt W/T Station continues to function as an alternative route to Whitehall W/T in maintaining communications with the Far East; and to meet the ever growing commitments which would be tremendously increased should hostilities break out in the Pacific, new W/T Transmitting and Receiving Stations are proposed similar to those intended for Halifax. When the new Stations at Halifax and Esquimalt are completed, the R.C.N. will be in possession of W/T facilities for communication with ships on each coast which, while not in any way comparable in power to High Power U. S. Naval Stations, will, nevertheless, be efficient medium-power stations, capable of handling R.C.N. requirements so far as can be foreseen. Ottawa W/T Station will continue to function for the time being as a Fixed Station for Direct and "I" Method Services only.

8. W/T Equipment. W/T Equipment, including D/F Receivers for the New Construction Minesweepers and Corvettes, was designed by R.C.N. Technical Officers and developed by the Canadian Marconi Company.

9. A number of the D/F Outfits have been in service for some weeks and proved entirely satisfactory.

10. Nine W/T Outfits for Corvettes have been delivered and are now being fitted. Similar equipment has been fitted in H.M.C.S. "Prince Henry" and H.M.C.S. "Prince David" and has proved satisfactory on trials. The acceptance trials of the Transmitting Equipments were also attended by a qualified Admiralty W/T Engineer who stated he was satisfied the equipment met all requirements.

11. Loudspeaker Hail Equipment for New Construction Vessels was developed by the R.C.A. Victor Company, Montreal, under supervision of R.C.N. Technical Officers, and has proved very satisfactory in service.

12. Portable W/T Sets for general service were developed and produced by the Canadian Marconi Company under supervision of R.C.N. Technical Officers, and have recently undergone tests which proved highly successful. Sixty-five outfits are now in course of distribution.

13. The F.R. 12 Transportable W/T Sets designed by R.C.N. Technical Officers and produced shortly after the outbreak of hostilities have proved more useful than was anticipated and have now been adopted by the R.C.N. as the Standard Low Power General-Purpose Trans-Receiver for use where battery-power only is available.

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14. The following W/T Equipments have been ordered, a number of which have been delivered and are in service:-

W/T Equipments	Ordered	Delivered to Date
Medium Power H/F Transmitters SWB11	3	Nil
Medium Power L/F and H/F Transmitters. PV500	121	12
Low Power L/F Transmitters LTT4	31	31
Trans-Receivers Low Power F.R.12	101	55
Medium Power L/F Transmitter 1 KW	1	-
D/F Outfits MDF 3	9	9
D/F Outfits MDF 5	136	85
Loudspeaker Hail Systems (Northern Electric)	9	9
Loudspeaker Hail Systems (R.C.A.)	142	94
Loudspeaker Hail Systems Portable	30	-
Portable Trans Receivers P.N. 1	65	50
Receivers MSL 5	42	42
Receivers SMR 3	118	-
Receivers H.R.O.	14	14
H/F D/F Outfit FA2	1	1

15. In addition to the above a considerable quantity of miscellaneous apparatus has been supplied to meet various Naval Requirements.

16. It is interesting to note that the Military Authorities have adopted our F.R. 12 Trans-Receiver for their use and have given it the Type No. "C.D. 12". Admiralty representatives have likewise purchased a quantity of F.R. 12's and are now considering the purchase of P.V. 500 W/T Outfits and P.N. 1 Portable Sets, all of which are R.C.N. designed.

17. This Department is now negotiating with the U. S. Naval Authorities through the Canadian Naval Attache', Washington, for permission to have a U. S. Naval type L/F Receiver built in Canada for R.C.N. and/or R.N. use. The type of Receiver in question is superior to corresponding type obtainable in Canada, and while an equally efficient article could be designed and developed by R.C.N. Technical Officers, the expense involved would not be justified if advantage can be taken of the U. S. Naval specifications.

SIGNAL DISTRIBUTING AND CYPHER OFFICES.

18. Total No. of Messages handled July to December inclusive 92,803

Monthly Average 15,467
Daily Average 510

Increase in monthly total between July and December 4,785

Increase in Staff during this period ..... NIL

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19. By careful reorganisation of the staff no increase in personnel is foreseen except the addition of four Service Teletype Operators, thereby releasing the present four female Operators for duty as Checkers. Checkers scrutinise all signals for errors and are essential for ensuring accuracy and avoiding delays.

20. The following Table shows details of traffic handled by the Signal Distributing Office during the six months, July to December, inclusive, for 1940.

MONTH	"I N" Messages				"O U T" Messages				TOTALS
	Mail	W/T	Tele-type	Telegram Cable	Mail	W/T	Tele-type	Telegram Cable	
July	133	2255	1712	1900	1922	1611	2448	1429	13,410
August	174	1699	1911	2125	2649	1640	2684	905	13,787
September	221	2332	2150	1874	2364	1570	2641	778	13,930
October	300	2647	2378	2322	3089	2035	3060	1167	16,998
November	379	2231	2485	2148	3012	1835	2937	1456	16,483
December	276	2997	2607	2206	3539	1994	3077	1499	18,195
	1483	14161	13243	12575	16575	10685	16847	7234	92,803
				41462				51341	

21. The volume of teletype traffic was increased over 30% in the six months and it will shortly be necessary to add a second line - at first for part-time use only - to the Ottawa-Halifax teletype system.

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CONTROL OF MERCHANT SHIPPING.

1. This term embraces the work of:

(a) Naval Control Service Staffs at the principal ports.

(b) Headquarters organisation for the control of shipping in Canada and the United States.

2. Its object is twofold:

(i) To take all possible steps to ensure the safety of merchant shipping.

(ii) Subject to the above, to do everything possible to speed up and maintain the flow of merchant shipping.

THE NAVAL CONTROL SERVICE.

3. Functions - This Service not only controls the routeing of all merchant vessels working in Allied interests but also reports the movements of every ship which enters or leaves a Canadian or U.S. port. In addition, the following are some of the multifarious duties performed by the officers engaged on this Service.

(a) The Master of every vessel to be routed has to be interviewed and supplied with all the latest Navigational Warnings, particulars of dangerous areas and Admiralty Messages, etc.

(b) All this information has to be passed from Ottawa in code and decoded by the Control Service Officers and in order that it may be readily available, a very complete and comprehensive filing system must be maintained.

(c) A constant liaison has to be kept up with the Ministries of Shipping Montreal or New York in order to ensure a steady flow of shipping.

(d) Steps have to be taken to see that all anti-sabotage precautions are carried out and in the United States especially, very tactful negotiations have to be carried out with the local port authorities to secure their co-operation.

(e) Facilities have to be provided to enable shipping agents to pass confidential messages re ship movements in code in order to prevent them using the telephone or sending telegrams en clair for this purpose.

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(f) Arrangements have to be made with local organisations to provide for the welfare and entertainment of officers and crews of merchant vessels while in port. This is considered to be a matter of considerable importance in maintaining morale and very favourable results have been observed in ports where efficient organisations are in being.

(g) Careful watch has to be kept on all enemy ships in United States ports in order that early advice may be given of any intended movements. Also the movements of all suspicious Neutrals have to be observed and the arrival and departure of any suspected persons notified.

(h) In various ports in the United States, Consular Shipping Advisers are making investigations and carrying out inspections for the British Purchasing Mission.

(i) At ports where convoys are assembled, the Naval Control Service Staff is responsible for organising the convoy, instructing the Masters in the conduct of their vessels in convoy, preparing the necessary orders and despatching the convoys.

4. Personnel - In Canada and Newfoundland the personnel consists of R.C.N. officers with civil service assistants appointed as Naval Control Service Officers at the following ports:

East Coast	West Coast
Halifax, N.S.	Vancouver, B.C.
Sydney, N.S.	Esquimalt, B.C.
Quebec, P.Q.	
Saint John, N.B.	
Montreal, P.Q.	
St. John's, Nfld.	

5. In addition, the duties of Reporting Officer are carried out by the Collectors of National Revenue at the following:

East Coast	West Coast
Chicoutimi, P.Q.	Prince Rupert, B.C.
Chatham, N.B.	New Westminster, B.C.
Charlottetown, P.E.I.	Nanaimo, B.C.
North Sydney, N.S.	
Louisburg, N.S.	
Canso, N.S.	
Yarmouth, N.S.	
Campbellton, N.B.	
Paspebiac, P.Q.	
Rimouski, P.Q.	
Gaspe', P.Q.	

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6. These officers report all ship movements and other information of importance and act as a liaison between the Naval Control Service Officers in their area and the Masters of vessels in their ports who are unable to make personal contact.

7. They have performed a very valuable service and the Naval Service is most grateful for the complete co-operation and help it has always received from the Commissioner of Customs

8. In the United States the personnel consists of 30 R.N. officers with 25 civilian assistants. For diplomatic reasons, these officers are not known as Naval Control Service Officers but are attached to the Consulate at the various ports and are called Consular Shipping Advisers. They are stationed at the following ports:

East Coast	West Coast
Portland, Me.,	San Pedro
Boston,	San Francisco
New York,	Portland, Ore.
Philadelphia,	Seattle.
Baltimore,	
Norfolk,	
Jacksonville,	
New Orleans,	
Galveston.	

9. In addition, the duties of Reporting Officer are carried out by Vice-Consuls at:

Wilmington
Tampa
Savannah
Charleston
Mobile.

The United States Personnel are administered and controlled by the Chief of Naval Staff of Canada through the Naval Intelligence Division to which is attached a retired R.N. officer to assist in this work.

GENERAL

10. During the past calendar year the work of the Naval Control Service has operated extremely smoothly and a total of over 11,000 ships have been routed from the various ports where it has been in operation.

11. In view of the fact that the majority of the personnel consisted of officers who had been long retired and very junior Volunteer Reserve Officers with no previous service experience, the results achieved reflect great credit on all concerned.

12. In the United States, though not indulging in deliberate propaganda, they have undoubtedly made themselves very popular in the communities in which they are working and have thereby considerably improved the state of feeling towards the Allied cause locally.

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HEADQUARTERS ORGANISATION

13. The organisation of the Control Service at Headquarters has to provide for the passing out of route information, safe channels, etc., for use by the Naval Control Service Officers in routeing merchant ships. It also provides for the issue of periodical summaries of route and other instructions to facilitate the work of the various Naval Control Offices.

14. In addition to this, Headquarters receives daily reports of merchant ship movements from all ports in Canada and the United States. This is known as the "VESCA" system. On receipt of this information in Headquarters, the movements are summarised for the use of the Commander-in-Chief, West Indies, the Atlantic and Pacific Coast Commands, the Netherlands, Norwegian and Polish Shipping authorities and the Canadian Post Office.

15. Intelligence Centres in other parts of the world are advised of ships going into their areas and Naval Control Service Officers at individual ports are warned of impending arrivals at their ports to enable them to make prior arrangements for the receiption of the ships.

16. During the year 1940 the "VESCA" system of reporting shipping movements has been expanded to include shipping of all nationalities. The only ships' movements not now reported in "VESCA" are those of U.S.A. nationality operating in strictly coastal port to port movements with in the three U.S.A. coastal areas, namely, Atlantic Coast, Gulf of Mexico and Pacific Coast.

17. A Roneo card index system installed prior to the outbreak of war now represents more than 10,000 merchant vessels. Each ship's card carries notations of all reported ship's movements, references to all signals received and despatched, as well as pertinent particulars of intelligence concerning ship, master and crew. This card system is a most useful ready-reference in dealing with queries and in reporting ships' movements and particulars of ships for convoy.

18. Approximately ninety signals are received each day, covering the movements of over 525 vessels, while signals despatched represent more than 250 vessels' movements each day.

19. A staff of twenty deals with the mechanics of recording and reporting under the "VESCA" system. The Mercantile Intelligence Department, which is responsible for this work, functions ten full hours each day, seven days weekly.

20. In addition to this, the Mercantile Movements Department keeps track of all merchant ships moving in the area and checks all routes given to ships by the Naval Control Service Officers.

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21. During an average 24 hours, track is kept of all eastbound convoys, and between 600 and 700 ships moving independently in all directions. Latest figure is 659 of which 260 were arrivals and departures and 399 movements at sea.

22. All routes of British and Allied ships sailing independently from ports in the Ottawa Intelligence Area are checked to ensure compliance with the latest instructions, as are such routes as are given us of ships from overseas entering this area.

23. It may be said, however, that errors in routeing by Ottawa area Naval Control Service Officers and Consular Shipping Advisers, in spite of the increasing complexity in routeing, are now so rare as to necessitate guarding against over-confidence in checking.

24. In entering up the arrivals and departures, of which, as stated above, there are some 260 daily, over 40 long signals per diem have to be checked verbatim before breaking down, and another 40 require varying but lesser degrees of attention.

25. Four track charts are maintained on a day to day basis showing the positions of merchant vessels of all except enemy nationalities.

26. The degree of accuracy of the plotted positions naturally varies. Important ships of British and Allied nationalities and convoys can be located with exactitude within navigational change and error limits - Neutrals with which we are not immediately concerned can, per contra, only be plotted in a general manner. However, in the case of any neutral, such as the U.S.A., wishing to have a close check kept on any of their vessels, this would only require a small extension of existing arrangements.

27. The table attached shows the number of vessels convoyed from Canadian Ports (Bermuda also shown as a matter of interest) with deadweight tonnage carried, since the commencement of hostilities.

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	Month	Numbers Convoyed From Eastern Ports.	
1939	September	63	
	October	98	
	November	161	
	December	213	
1940	January	193	
	February	199	
	March	290	
	April	272	Bermuda
	May	150	156
	June	222	145
	July	314	136
	August	331	118
	September	411	91
	October	326	75
	November	326	50
	December	142	74
		3711	845

Deadweight tonnage carried (Excl. Bermuda):

22,266,000

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SECURITY INTELLIGENCE

28. Careful check is kept upon suspicious persons or crew members in merchant ships and the cards in the Mercantile Intelligence Department are cross checked with a series of personal cards kept by a Security Intelligence Section.

DEFENSIVELY EQUIPPED MERCHANT SHIPS.

29. The D.E.M.S. Organisation has been considerably increased with sub-divisions at all arming ports, and necessary co-operation with the Ministry of Shipping representative in the United States of America. This organisation, having practically completed its work of arming British and Canadian vessels, had a further heavy strain thrown upon it by the need for similarly arming Dutch, Norwegian and, later Greek ships. The work of degaussing all merchant ships and affording them protection against machine gun fire is also carried out by this Service. All ships entering harbour are inspected by D.E.M.S. Officers and any necessary armament repairs arranged for.

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VII - DOCKYARDS.

NEW SHIP CONSTRUCTION.

1. Contracts for 60 Corvettes for the R.C.N. and 10 Corvettes for the Royal Navy, were awarded.

2. Also 28 Twin Screw Minesweepers with steam driven Reciprocating Engines and 10 Twin Screw Minesweepers with Diesel engines were ordered for the R.C.N., and 10 Minesweepers with steam Reciprocating engines were ordered for the Royal Navy.

3. A Contract was placed for 12 Motor Torpedo Boats, and another Contract has recently been placed for 12 Motor Vessels of the Fairmile class.

PROGRESS IN CONNECTION WITH ABOVE.

4. Corvettes: - R. C. N.

49 keels laid and 34 vessels Launched to date.

5 Completed Vessels have been delivered.

All the R. N. Corvettes have been delivered or are in process of being accepted.

5. Steam Driven Minesweepers.

13 keels have been laid and 9 vessels have been launched.

6. Diesel Minesweepers:

2 keels laid - none launched.

7. Motor Torpedo Boats:

1 Motor Torpedo Boat has been delivered to Halifax but she has not yet been fitted with necessary armament. Delivery of the remainder is expected next year, but the Factory is not yet in full production.

8. Armed Merchant Cruisers.

3 Prince Class Liners were purchased and converted as Armed Merchant Cruisers.

1 in number - PRINCE ROBERT - has been converted, and is in active service, and the remaining two are nearing completion and will be shortly in full commission.

9. Torpedo Boat Destroyers.

Contracts for two Destroyers have been placed in England, and construction is progressing.

In addition to the above, numerous small and Auxiliary vessels - such as Lighters, etc. - have been constructed.

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CONVERSIONS.

10. Fourteen Yachts have been converted to serve as A/S Patrol Vessels.

One R.C.M.P. Patrol Vessel, and one Canadian Government ship, were also converted for A/S Patrol purposes.

One Car Ferry was converted to Loop Minelayer.

Two Whale Catchers converted for L.L. Sweeps.

One vessel converted for Magnetic Minesweeping.

Three Scows converted for Boom Defence purposes, and two Trawlers converted to Boom Defence vessels.

Two vessels converted for Boom Attendant Vessels.

Two Hopper Barges converted for Oil Fuel carrying purposes.

Two vessels converted for Examination vessels.

REPAIR BASES.

11. H. M. C. Dockyards at Halifax and Esquimalt were fully occupied during the period under review, carrying out repairs, Alterations and Additions generally to H.M.C. and H.M. Ships; and also ships of other Government Departments.

12. In addition, repairs as requisite were carried out to ships of the French and Netherlands Governments.

13. Both these Dockyards, but particularly Halifax, have been worked to capacity.

14. In addition repairs to H.M.C. and H.M. Ships were carried out under Naval supervision at Saint John, N. B., Pictou and Sydney, N. S.; and at Quebec and Montreal.

WORKS AND BUILDINGS.

15. Contracts Completed.

- East Coast -

Gun Mounting Store	$102,000.00	
Workshop Lavatory	7,670.00	
Depot Workshop Extn. #20A	20,000.00	
Main Office Bldg.	72,000.00	
Extn. to Machine Shop #49	11,500.00	
Harbor Defence Bldg.	81,500.00	
Extn. #3 Pier	460,750.00	
Power Lines, Etc. #3 Pier	3,688.00	
Extn. #5 Pier	64,938.00	
Dredging of Piers #1, 2, 3.	46,210.00	
R. W. S. S. Camperdown	33,913.00	
Fitting up Warehouse, Sydney	61,000.00	
Submerged Breakwater, Sydney	71,846.00	
Mach. Bldgs, Exhibition Grounds	23,400.00	
W/T Station, Ottawa	21,670.00	
		$1,082,085.00

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- West Coast -		
Receiving Store	$ 70,107.00	
Extn. Dockyard Jetty	105,000.00	
Joint Services Mag. (Dredging)	9,115.00	$ 184,222.00

16. Contracts Awarded.

- East Coast -		
Extn. #2 Pier, Halifax	150,000.00	
Control Bldg. Sleepy Cove	34,600.00	
Temp. O.Q. Admiralty Ho.	13,000.00	
Temp. Barracks, Wellington Barracks	190,000.00	
Road, Turple Head	15,895.00	
Temp. Office Bldg. Pointe-a-Carey, Quebec	26,500.00	
Wharf, Sandy Beach	46,000.00	
W. W. S., Tiner Pt., N. B.	4,475.00	
Breakwater A.T. Protection	37,300.00	
Govt. Wharf Repairs, Gaspe	8,000.00	
A.S. & A.T. Storage Bldg.	4,900.00	
Duncans Cove	8,000.00	$ 538,670.00
- West Coast -		
Fence, Oil Storage	26,500.00	
New Sick Bay	70,000.00	
C. & P.O. Building	90,000.00	
Hutments & Galley	59,777.00	
A/S School	7,500.00	
Open Drill Shed	15,500.00	
Slipway	19,900.00	
Boom Defence Inspection Ground	5,355.00	
Comox Range Wharf	21,403.00	
B. Warehouse, Heating	5,500.00	
Hatley Park Property	15,000.00	336,435.00

17. Contracts in Progress.

- East Coast -		
Centre Block, R.C.N.B. Halifax	197,000.00	
Store House #44	252,277.00	
Magazine, Bedford Basin	768,912.00	
Fences, Gaspe	6,400.00	
Crane #3 Pier	130,640.00	1,355,229.00
- West Coast -		
Ordnance Bldg.	130,000.00	
Outfitting Wharf	200,000.00	
Oil Storage Building	56,762.00	386,762.00

18. Contracts for Consideration.

- East Coast -

Development H.M.C. Dockyard, Halifax
Training School, Wellington Barracks and Admiralty Grounds.
Wharf at Magazine, Bedford Basin.
W/T Receiving Station, Turple Head.
W/T Sending Station, Shaffleburgh Hill.
Extended Defences, Halifax Harbour.
Naval Base, Gaspe, Quebec.
Naval Base, Shelburne
Naval Base, Sydney.
Naval Base, Botwood, Nfld.
Naval Base, St. John's, Nfld.
Fuel Oil Storage and Facilities, Atlantic Coast.

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- West Coast -

R. C. N. Barracks, Esquimalt, B. C.
H. M. C. Dockyard, Esquimalt, B. C.
Boom Defence, Prince Rupert, B. C.

.,.....

DEFENSIVELY EQUIPPED MERCHANT SHIPS.

19. D. E. M. S. inspections have been carried out in ports throughout Canada as follows:-

Halifax	384
Sydney	522
Montreal	197
West Coast	55
Quebec	29
Saint John	48
TOTAL . .	1235

20. Armament consisting of one 4" B.L. per vessel has been issued to 24 vessels, which were armed in the following ports:-

Halifax	18
Esquimalt	4
Montreal	1
Sydney	1

Listed by nationalities they comprise:-

Norwegian	16
Netherlands	6
British	1
Canadian Prize	1

21. In 16 instances Mark VII guns were issued and it was necessary at the time to supply Mark IX ammunition with them. Mark VII ammunition has now been obtained and replacement is being made as the opportunity occurs.

22. Vessels armed during the quarter with 4" B.L. guns were:-

Name of Ship	Registry	Where Armed	Armament
Anna Knudson	Norwegian	Halifax	4" BL Mk VII
Bergensfjord	Norwegian	Halifax	4" BL Mk VII
Bernhard	Norwegian	Halifax	4" BL Mk VII
Benjamin Franklin	Norwegian	Esquimalt	4" BL Mk VII
Braganza	Norwegian	Halifax	4" BL Mk VII
Geisha	Norwegian	Esquimalt	4" BL Mk VII
Hellen	Norwegian	Halifax	4" BL Mk IX
Idesfjord	Norwegian	Montreal	4" BL Mk IX
Jenny	Norwegian	Halifax	4" BL Mk IX
John P Pederson	Norwegian	Halifax	4" BL Mk VII
Kedoe	Netherland	Halifax	4" BL Mk IX
Leif Ericksson	Norwegian	Halifax	4" BL Mk IX
Lisbeth	Norwegian	Halifax	4" BL Mk VII
Murena	Netherland	Halifax	4" BL Mk IX
Oslofjord	Norwegian	Halifax	4" BL Mk IX
Rozenberg	Netherland	Halifax	4" BL Mk VII
Salabangka	Netherland	Halifax	4" BL Mk IX

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22. (Cont'd)

Name of Ship	Registry	Where Armed	Armament
Solsten	Norwegian	Halifax	4" BL Mk VII
Surinam	Netherland	Halifax	4" BL Mk VII
Tachee	British	Sydney	4" BL Mk VII
Teneriffa	Norwegian	Halifax	4" BL Mk IX
Tosari	Netherlands	Esquimalt	4" BL Mk VII
Tungsha	Norwegian	Halifax	4" BL Mk VII
Vancouver Island	Canadian Prize	Esquimalt	4" BL Mk VII

23. The following vessels are now awaiting arming with 4" BL guns at Halifax:-

Rotterdam
Oakman
Bintang
Tibia
Gard
Mexico.

24. When these are completed six 4" guns will remain from the 32 guns sent out by the Admiralty and which are the final shipment. Future supplies at the present are obscure. When these guns are exhausted the Admiralty has instructed that stiffening is only to be carried out when no delay on this account is occasioned.

25. A 12 pdr H.A. gun was issued to both the Oslofjord and the Bergensfjord.

26. Lewis guns and Thompson guns continue to be issued for anti-aircraft protection; a Lewis gunner is detailed to accompany each gun and in the case of guns from Canadian Stock return with their gun after making the crossing.

27. During the period in question 59 Lewis guns and 190 Thompson guns were issued.

28. The Norwegian Ministry of Shipping have purchased Colt Merlin automatic guns for their own ships and are issuing two per ship.

29. Bridge protection and antiaircraft gun shields have been supplied in several instances and the best type of material to use is constantly being tried out. Gunite was used in some cases of bridge protection and reports as to its efficiency under severe sea conditions are awaited. The Admiralty has advised the Department of a new plastic material which is very effective and further particulars regarding the manufacture are awaited.

30. From November 15th Greek merchant ships were accorded the same treatment for D.E.M.S. as ships of other allied nations.

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DEGAUSSING.

31. 1154 inspections were carried out in all ports, 86 - or 7½% - requiring repairs, which in many cases were extensive, necessitating complete new installations.

32. 39 vessels have been fitted with degaussing installations mainly of the semi-permanent type, that is coils wrapped on deck.

33. The Admiralty have instructed that vessels must not be delayed for fitting permanent type degaussing, i.e. in coils below deck, which takes from 2 to 3 weeks, and is only to be installed on vessels undergoing refit taking longer than one month and on new construction. The latest requirements now call for a variable M coil of a semi-permanent type, instructions having been received to discontinue the fitting of F and Q coils. It is intended to replace the latter by deperming and later information is awaited.

34. The Admiralty are now supplying generators to supplement existing power for degaussing wherever such is found to be insufficient.

- SUMMARY FOR 1940 -

D. E. M. S.

35.	Inspections	4110
	4" BL guns mounted	62
	Work of stiffening	55
	Lewis guns supplied	101
	Thomson guns supplied	245

D. G.

36.	Inspections	2654
	Installations in Canada	213
	Installations in U.S.A.	138
	Re-installations in Canada .....,	9
	Installations H.M. & H.M.C. SHIPS	29
	Installations U.S. Destroyers ..	30
	Repairs in Canadian ports	195

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VIII - INTELLIGENCE.

NAVAL INTELLIGENCE DIVISION.

1. One of the primary functions of the Naval Intelligence Division is a general supervision of the Naval Control arrangements mentioned above.

2. In addition to this, the Division undertakes the Shipping Organisation required for troop movements and acts as a liaison between the Director of Sea Transport and the Canadian Military Authorities. It also acts as a liaison between the Ministry of Shipping Representatives in Canada and the United States of America and the Naval Control Service generally.

3. From the Intelligence point of view the Division maintains records of Port Facilities, Suspicious Persons, Suspected Sabotage, Espionage, Trade Intelligence, etc., and keeps in close touch with the Economic Warfare Departments of the Government and the British Embassy at Washington.

4. The Division also works in close collaboration with the Royal Canadian Mounted Police and Censorship Authorities.

5. In so far as it is possible Naval and Mercantile information which might be of value to the enemy is kept out of newspapers and letters. Although every assistance and co-operation is obtained from the Press Censors, their work is seriously handicapped by their lack of power to ensure that objectionable items are not published, and during the year several most unfortunate and possibly dangerous 'breaks' have occurred in the Press.

FOREIGN INTELLIGENCE SECTION.

6. An important part of Intelligence work is dealt with by the Foreign Intelligence Section, which deals with -

(a) H/F D/F Intelligence.
(b) W/T Intelligence.
(c) Foreign Language Activities.
(d) Enemy shipping records.

H/F D/F INTELLIGENCE.

7. The Canadian H/F D/F Units form part of the world-wide Admiralty D/F Organisation comprising about 42 Stations scattered around the world. It is necessary, therefore, that great care should be taken in all details of organisation to ensure co-operation and efficiency.

8. Canada and Newfoundland have four H/F D/F Stations, situated as follows:-

Canada, East Coast	2 Stations
Canada, West Coast	1 Station.
Newfoundland	1 Station.

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Area covered by Canadian D/F Units.

9. The Area covered by the Eastern units is primarily the whole navigable area of the North and South Atlantic Ocean; a sea area of approximately 28,000,000 square miles.

10. These stations may also, of course, provide useful information in the North Sea, the Mediterranean Sea, the Centre and North Pacific Ocean.

11. The only western unit covers the whole of the Pacific Ocean.

Personnel of D/F Stations.

12. The D/F Station on the West Coast is the only Naval Station manned by R.C.N. personnel. This station has been operating since January 1940.

13. At the outbreak of hostilities, the Radio Branch of the Ministry of Transport placed two D/F Stations at the disposal of the Naval Service. These two stations are manned by civil operators employed and paid by the Ministry of Transport.

14. Last June, a W/T Naval Liaison Officer was appointed to the main D/F Station on the East Coast. This was found necessary to ensure the efficiency of that station. Shortly, another W/T Liaison Officer is to be appointed to the Newfoundland Station. The personnel of the Newfoundland Station are civil operators; employed and paid by the Air Ministry in London.

Results:

15. The Intelligence obtained by these Stations is passed to Naval Service Headquarters and Admiralty. During the past year, 1,421 signals on Intelligence obtained by these stations were passed to Admiralty and Naval Service Headquarters.

W/T INTELLIGENCE.

16. W/T Intelligence is a complicated problem from which reliable information can only be obtained by laborious collection and analysis of data. Although quite distinct from D/F Intelligence, it is essential that these two should be worked in close collaboration.

W/T Stations.

17. To be able to carry out W/T Intelligence, it is necessary to have receiving stations situated in convenient places and have proper assignment of duties given to each station.

18. At the outbreak of hostilities the West coast had the only Station carrying out this work. It is the only Naval Station manned by R.C.N. personnel and is still operating.

19. At the outbreak of hostilities, the Radio Branch of the Ministry of Transport placed four monitoring stations, situated in Eastern Canada, at the disposal of the Naval Service. One situated on the East Coast has now been given up as it was found unsatisfactory.

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20. These three stations are manned by civil operators, employed and paid by the Ministry of Transport. They are frequently visited by W/T Intelligence officers from the Foreign Section.

21. An average of 115 signals on W/T Intelligence are received per day from these stations. They have all been carefully scrutinized and carded; 25% of them were passed to Admiralty during the past year and 55% by safe hand.

22. For the year ending December 15th, 1940, the following W/T Intelligence has been passed to Admiralty:-

Eastern Stations:

By Cable	1,685
By Safe Hand	10,270

Western Station:

By Cable	2,437
By Safe Hand	45,560

FOREIGN LANGUAGE ACTIVITIES.

23. The following foreign language newspapers are read regularly:

(a) New York Staats Zeitung und Herold. German Language daily published in New York City.

(b) Corriere d'America. Italian language daily published in New York City.

(c) Novaya Zarya. Russian Language daily published in San Francisco.

The following foreign language newspapers were read for some time but have been discontinued:-

(d) California Demokrat - German language weekly published in San Francisco.

(e) Sud California Deutsche Zeitung - German language weekly published in San Diego.

(f) Il Progresso - Italian language daily published in New York City.

Odd copies of publications such as Deutsche Allgemeine Zeitung of Berlin, Neueste Nachrichten of Dresden, Abendpost of Chicago, Meddelelser of New York have also been dealt with.

24. These various papers provide information on:

Shipping and shipping movements.
Naval Units and naval operations.
Enemy propaganda.
Conditions in enemy and enemy controlled territory.
Neutral opinion.
Enemy trade.
Foreign opinion in the U. S. A.

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This information is translated, summed up, and distributed to various authorities.

German Radio.

25. During the autumn of 1939, arrangements were made with the Department of Transport to record German broadcasts designed for the Americas. This traffic included news bulletins, talks, interviews, skits, and speeches. The languages used are German, English, and French.

26. Experience proved that the talks and skits were pure propaganda. When their tendency had been established, they were referred to the Minister of Information because this section was unable to handle such a large volume of traffic. A similar procedure has been adopted with interviews and speeches unless they are of particular interest.

27. The principal news bulletin of the day is recorded and listened to. It is regularly in two parts; German and English, which vary considerably in their content and stress.

28. These bulletins provide useful information on the German version of the news, their methods, and their propaganda for this hemisphere. Items of interest are summed up daily and occasional passages of special interest are recorded on permanent discs. The information obtained is distributed regularly to the authorities concerned.

29. It is of interest to note that the original reason for monitoring this traffic was the persistent rumour that the Germans broadcast convoy movements from Canada. Nothing remotely resembling such a statement has been heard. At the beginning of the year, up to six hours daily listening time was required to disprove this rumour.

Distribution of Information.

30. The information obtained is made available to the Minister, Naval Service Headquarters, Military Intelligence, and Censorship Branch in general, and, in addition, where special action is called for, to Naval, Economic Warfare, or other authorities concerned.

31. Notes on enemy propaganda and foreign opinion in the U. S. A. are made for the Ottawa area Intelligence Report, and summaries have also been sent direct to the Far East. Contributions have been made to "War in Review", the C. B. C. and the press. The contributions ranged from articles and skits to news items and were mainly directed toward:

(a) Exposing enemy propaganda and news referring to the Navy and the Merchant Marine.

(b) Furthering Canada's Naval effort.

Other sources of Foreign Language Information.

32. From a variety of sources, a regular supply of messages in foreign languages reaches this section. These messages are studied and information obtained is passed to the appropriate authorities. Messages in the following languages have been dealt with: German, French, Spanish, Italian, Dutch, Portugese, Norwegian, Danish, Swedish, Russian and Greek.

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33. A good deal of valuable information on shipping movements, cargoes, and passengers is obtained, not only with reference to enemy ships, but also to neutrals and allies.

34. Although this section has not the facilities to deal with codes and cyphers, messages in a number of codes have been decoded. Some of these have been in German.

35. Naval matters in foreign languages are referred to this Section. The principal item of this nature during the past year was a French Gunnery Handbook. This was translated to enable certain guns to be used by the R. C. N.

ENEMY SHIPPING RECORDS.

General.

36. The position and movements of German merchantmen, German Naval Units, Italian Merchantmen, Italian submarines, and French warships are index carded and noted on charts. It is not possible to obtain much information on movements in enemy or enemy controlled waters and ports, but a comprehensive picture can be given of enemy merchantmen abroad. Enemy shipping casualties are also recorded. Reports on the above are made as requisite to the appropriate authorities.

NAVAL DISTRIBUTING BRANCH.

37. This Branch of the Naval Intelligence Division deals with the receipt, custody, accounting and distribution of all Secret, Confidential, and Official Use publications in use in the Canadian Naval Service. The majority of these publications are the property of the British Admiralty and are supplied to the Chief of the Naval Staff on loan.

38. The following statistics in connection with the work of this Branch during the year 1940 are of interest:-

Staff

Female ... 10

Male 21

Total. . . 31

There was a staff on duty each Sunday and Holiday throughout the year.

PUBLICATIONS.

39. Number of different publications received - 961

Total number of copies received - 128,500
Total number of copies distributed - 82,800

A supply and receipt form is prepared for each copy distributed.

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40. The system formerly in use for the accounting of publications was of the loose leaf ledger type, which was not satisfactory, as a result, the machine posting card system was introduced.

41. To transfer the entries from the old ledger sheets to cards, approximately 1200 hours of typing have been required to date. It is estimated that the work will be completed early in 1941, this, of course, depends entirely on the volume of distributions which, at present, are very heavy.

CORRECTIONS.

42. It is of paramount importance that Signal Publications are kept corrected and ready for issue on short notice. As the corrections are very numerous, a staff of ten is at present employed continuously on this work.

43. The approximate number of corrections inserted in 932 signal publications was - 6,990. The approximate number of operations required in connection with the insertion of the above corrections was - 699,000.

EXPRESS AND FREIGHT OF SECRET AND CONFIDENTIAL MAILS.

44. Approximately 165 tons of Secret and Confidential mails - Express and Freight - were handled during 1940. This was made up as follows:-

Secret & Confidential - Mail received -	35 tons	
Secret & Confidential - Mail dispatched -	66 tons	101 Tons
Express received -	12 tons	
Express dispatched -	44 tons	
Freight received -	8 tons	
TOTAL	165 tons.	

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IX- SUPPLY

NAVAL STORES AND FUEL

1. It has been decided to ship a sufficient quantity of the material which was originally assembled for installation of an anti-torpedo net for another port, to Saint John's, Newfoundland, for laying at that port early in the spring of 1941.

2. Anti-submarine net equipment for Sydney Harbour has now been raised and stored for the winter season. Delivery of anti-torpedo net material is being made most favourably and this net will be laid at Sydney early in 1941.

3. The procurement of stores is now being expeditiously arranged for the anti-submarine net to be laid at Gaspe. Shelburne Harbour is being provided with an anti-submarine net and material for this project is being delivered favourably.

4. Anti-torpedo nets have been assembled to be placed in Esquimalt Harbour next spring. The material for the anti-submarine net for Prince Rupert has been assembled and will also be laid at the opening of navigation.

5. An anti-boat boom has been designed to close the gap inside Partridge Island, near Saint John, N.B., to boat traffic. Material has been ordered for this boom and a large part has been delivered and it is estimated delivery will be completed early in the new year.

6. In connection with booms for Botwood, Newfoundland, a plan showing the general arrangement for an anti-submarine boom has been prepared and is ready for final approval. The schedule of materials required for this net has also been prepared and requisitions for supply of components will be taken in hand as soon as approval of the general arrangement is granted.

7. The stock of minesweeping devices in Canada has been very considerably augmented and supply arranged for the Mk. 1 Sets to be fitted on new ships being constructed, also for twelve Mk. V Sets for motor boats. Arrangements are now being made for the supply of Mark 11 Sets for 54 Corvettes.

8. In accordance with the programme laid down, 52 Asdic Sets have been ordered from Great Britain. Twelve sets have been received and fitted in the Armed Yachts. One hundred and fourteen additional sets are being produced in Canada for Trawlers, Minesweepers, and Motor Torpedo Boats.

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9. The manufacture of the above speical equipment in Canada is being undertaken with the assistance of Admiralty experts, who are provided with specimens and specifications, with an initial supply of 214 sets for Canada and England. The proposed ultimate development will be approximately 800 sets a year as a Canadian Government responsibility.

10. Supplies of fuel oil for ships and auxiliary vessels based on Halifax, Sydney, Gaspe and Quebec were arranged for the fiscal year 1940-41, through contracts and negotiations with Imperial Oil Limited and other large oil companies. Contracts for steaming coal at Halifax, Sydney, Saint John and Esquimalt were also arranged in this manner for the same period.

11. The new fuel tanks have been completed at Esquimalt. Arrangements were made to fill these tanks and the contract completed with delivery of 11,800 tons.

12. A large quantity of wireless equipment (transmitters, receivers, etc.) has been ordered and a large proportion received and installed. Standard sets have been devised and will be fitted in all ships of new construction. Three powerful transmitters are on order to supplement the present instruments in the Naval Shore Establishments at Halifax, Ottawa and Esquimalt.

13. Auxiliary Bases have been established at Sydney, Gaspe and Quebec and the provision of stores to these points for issue to the various auxiliary vessels under these commands is being carried on.

14. The necessary wire for degaussing 25 Canadian Merchant Ships, 50 R.C.N. Ships, 3 Canadian Armed Merchant Cruisers, 54 R.C.N. Corvettes, has been obtained. Arrangements are being proceeded with to provide the special degaussing wire for the new minesweepers. The deguassing wire for British Merchant Ships is ordered through the British Admiralty Technical Mission, and is being handled by the Canadian Naval Service at the request of the Admiralty.

15. Arrangements have been made to provide three Magnetic Sweeps. Twelve magnetic skids or lighters for towing and other pertinent gear to complete equipment will be available shortly.

16. Large quantities of stores necessary for ships, auxiliary vessels, ships of new construction on the basis of one year's requirements were ordered, and large stocks are now either in the various Dockyards, bases, or shipbuilding plants, or in the course of delivery, manufacture, etc. Purhcases were also made to provide stores for 10 R.N. Corvettes built in Canada.

17. In connection with the setting up of D.G. Ranges at Halifax, Sydney and Vancouver special equipment and essential stores were requisitioned and deliveries are being made most favourably. A Canadian

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source of supply has been found for the manufacture of special buoyant cable for tails of magnetic sweeps and arrangements for supply of this materialare being proceeded with.

18. Special minesweeping winches are being built in Canada and deliveries to the various shipbuilding plants for installation in the minesweepers are progressing at a good rate.

19. In order to strengthen the anti-submarine defences at Halifax and Sydney, certain devices for fitting in the Gate Vessels at these ports have been ordered. The Admiralty were also requested to advise if they could arrange the supply of Harbour Defence Asdics for the Canadian Naval Service. The supply of these was negotiated through the Department of Munitions and Supply and is now being made. The stores for Indicator Loops are now being delivered at Halifax.

20. In view of the greatly increased activities, it has been found necessary to enlarge the storehouse accommodation at both Esquimalt and Halifax. At Halifax the congestion is very marked and it has been necessary to rent outside warehouse space. This space is not only for the increased quantity of stores which have to be carried, but also to accommodate commercial fittings and furniture which are taken off the chartered auxiliary craft and which must be stored with care until the craft is returned to the owners. At Halifax two temporary storehouses have been erected. The plans and specifications have been prepared and approved for two permanent storehouses at Halifax, and work on one is now being carried out. One storehouse at Esquimalt is being practically rebuilt.

21. It has been found necessary to augment the motor vehicle complement of the R.C.N. very considerably.

22. Acquisition of certain parcels of land at Sydney, Gaspe, Shelburne, and other points has been necessary in connection with Boom Defences, Wireless Stations, and Base Establishments.

23. Twenty Master Gyro Compasses, each complete with repeaters and pelorus, have been requisitioned and should be delivered early in 1941.

24. Arrangements have been made for the supply of 1,000 Smoke Floats for the R.C.N., to be manufactured in Canada.

VICTUALLING STORES DIVISION

25. The rapid expansion of R.C.N. personnel to nearly nine times the original complement in approximately twelve months has necessitated unremitting work in connection with the supply of clothing, food and mess traps, large stocks of which have to be maintained at both dockyards for issue to four base naval depots (2 main and 2 subsidiary).

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26. In addition to providing stocks of dry provisions, arrangements have been made for contracts for the supply of fresh provisions at various ports where naval vessels are likely to call in the course of their duties. To meet fluctuating trade conditions it has been necessary to arrange short period contracts which has increased the work entailed in these arrangements.

27. To cope with the problem of kitting up personnel, clothing stores are maintained at 18 R.C.N.V.R. Divisions throughout the country. This has involved much additional work connected with maintenance, supply and accounting, etc. Provision of clothing at these divisions requires the maintenance of larger stocks of clothing on account of the numerous and varied sizes of garments required in kitting up the ratings, in several centres. Formerly all ratings were kitted up by the naval Depots at the coasts. In order to relieve these Depots, this work was transferred to the R.C.N.V.R. Divisions which has involved additional work in the Victualling Stores Division as it has entailed added accounting and clerical work because of the greater number of demands raised by the various R.C.N.V.R. Divisions and increased labour connected with shipping transactions for 18 separate destinations. The kitting up of ratings at the R.C.N.V.R. Divisions has increased the volume of work performed.

28. During the final quarter of the year large issues of winter and protective clothing have been made to ships and establishments. To provide for protection against the rigours of the North Atlantic winter an adequate stock of sheepskin lined coats has been provided. This garment was improved by the addition of a hood to protect the wearer's face from weather.

29. As well as providing for the maintenance of food and clothing for the Canadian Naval Service, assistance in the supply of provisions and to a certain extent of clothing has been given to the warships of the British and Allied fleets, a total of sixty-four ships including battleships, cruisers, A.M.C's, destroyers, sloops, submarines, and aircraft carriers.

30. In addition to the above number of warships, fifty destroyers taken over from the United States by the Admiralty were given assistance in providing for supplies.

31. Supplies of food stuffs for H.M. Victualling Yard, Bermuda, have also been provided in addition to the requirements of Royal Naval vessels calling at Canadian ports. This service continues to be maintained.

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X - NAVAL ARMAMENT STORES

1. Sufficient ammunition to meet the immediate requirements of H.M.C. Ships to date has been received off orders placed overseas and in Canada. Reserve stocks have not been increased to any great extent by supplies from either source.

2. The manufacture of Depth Charges in Canada is being developed and orders have been placed. The production will meet the current needs of the Service and provide a satisfactory reserve upon which to draw.

3. Ammunition required for anti-aircraft machine guns of U.S.A. manufacture has been ordered from that country in sufficient quantity to meet the requirements of vessels to be armed with this type of weapon and to provide a substantial reserve.

4. Reserve Ammunition for the Town Class Destroyers is being obtained with similar stores transferred to the Royal Navy with the Destroyers ex-U.S. Navy.

5. Further requirements of ammunition for these ships and for 50 U.S. Naval 4" guns on order will be manufactured in the United States and will provide outfits for ships armed with these guns and reserve. Orders have been placed for these requirements.

6. Particulars respecting the manufacturing processes and specifications are being obtained which when complete will enable those types of Naval ammunition not as yet produced in Canada to be considered by the munitions manufacturers with a view to their manufacture and filling.

7. In the more common types of ammunition the activity of the British Admiralty Technical Mission along these lines will enable R.C.N. requirements to be obtained in conjunction with their orders.

8. Self-sufficiency in respect to ammunition and all related stores is being actively pursued with every prospect of obtaining satisfactory results.

9. B.L. or Q.F. 4" Guns for the first 20 Corvettes and 12 Minesweepers have for the most part been received from Overseas or are in the process of delivery. Arrangements for the delivery of 50 Q.F. 4" Guns ex United States Navy are near completion and delivery is expected to commence in a few weeks.

10. Orders have been placed for 598 .50" Colt Automatic Guns from the manufacturer in the United States of America, 500 of these guns on twin mounts will be used to arm Minesweepers and also for Corvettes, pending the manufacture of Q.F. 2 Pdr. Mk.VII guns and mountings. .50" Colts will be supplied to the 3 Armed Merchant Cruisers to supplement the present A/A equipment of these ships. 98 - .50" Guns for mounting in turrets are being obtained for Motor Torpedo Boats and of these 4 have been received for M.T.B. No. 1.

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11. Requisitions have been placed with the Department of Munitions and Supply for 85 Single Q.F. 2 Pdr. mountings, for Corvettes and the corresponding number of guns will be requisitioned as soon as arrangements are made for their production in Canada.

12. To replace the 3 inch A/A armament in Armed Merchant Cruisers 4 inch Mk. V C Guns on Mk.III** H.A. Mountings have been requisitioned together with two units for training. For reserve and training purposes 2 - 4" Mk.XVI guns on twin mountings and 2 Quadruple Q.F. 2 Pdr. Mk. VIII Mtgs., have been requisitioned.

13. To replace the 12 Pdr. S.II Boat Mounting now in service and to provide mountings for unmounted Q.F. 12 Pdr. guns requisitions have been placed for the manufacture of 20 H.A./L.A. Mountings to be made in Canada in conjunction with the manufacture of similar mounting for the Admiralty.

14. The necessity for supplying anti-aircraft defence for merchant ships has caused a heavy demand for light machine guns. These needs have been met in so far as British and Allied Government ships are concerned by the supply of Thompson automatic guns obtained from the U.S.A. by the Admiralty and also by the issue of stripped Lewis Guns from Canadian stocks. To meet these demands a number of Lewis Guns have been obtained from the Militia Service. Issue is made on a loan arrangement whereby the guns are returned to this country for re-issue as necessary.

15. In the field of ordnance 68 Depth Charge Throwers have been made in Canada and proven most satisfactory in tests, 20 of these were made to Admiralty order and the remainder for the R.C.N. Inasmuch as those required for the Admiralty were not completed in sufficient time for the equipping of the first Imperial Corvettes supply was made from stock and in consequency the entire 68 Canadian made Throwers will be mounted in ships of the R.C.N.

16. With the receipt of 34 Torpedoes 21" Mk.IX from overseas the situation in respect to adequate reserves of 21" torpedoes is now satisfactory. Replacement of the Mk. IV Torpedoes on H.M.C. Destroyers with Mk. IX while overseas has released a number of Mk.IV Torpedoes and these will be utilised for arming Motor Torpedo Boats. With the exception of 4 of these vessels which will carry 18 inch torpedoes, converted from F.A.A. 3 all will be equipped with 21" Mk. IV.

17. Requirements of spare parts for repair and overhaul continue to be obtained from the United Kingdom. Complete drawings and specifications for all torpedo stores have however been applied for in preparation of the development of manufacture in Canada.

18. The mines and equipment for one complete controlled minefield and loops have been received and supplied to the controlled mine base. Adequate reserve of mines and cable are in course of delivery.

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19. The newly extended magazine area at Halifax has been partially occupied by the use of two of the 40 new buildings being erected. A further 25 will very shortly be fully occupied. There remains much to be done to complete the area including the building of a new wharf the supply of water and electric power and the construction of roadways.

20. At Esquimalt the old magazines at Cole Island have been evacuated and the new area is in complete operation. The Cole Island buildings have been taken over by the Naval Stores Branch for storage purposes.

21. Investigation into the question of providing inland Naval Magazines is continuing and photographs have been made from the air by the Royal Canadian Air Force of a prospective site in the vicinity of Grand Falls, N.S.

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XI - TECHNICAL DEVELOPMENT

GENERAL.

1. Admiralty specifications and practices are being adapted to Canadian processes and methods of manufacture wherever it is found possible to do so without deviating from essential characteristics or without affecting interchangeability of parts. Where it is considered necessary and desirable, new Canadian specifications are being issued.

MINESWEEPING EQUIPMENT FOR SWEEPING MAGNETIC MINES.

2. Twelve coil skids for sweeping magnetic mines have been built and equipped with their electrical generators and auxiliary equipment, have been provided for towing the skids and energising the coils. Four coil skids and one towing vessel have been earmarked to be stationed at St. Johns, N.F.

3. Six Whale-Catchers of the "Suderoy" type have been chartered from the Norwegian Government for use with Double LL Magnetic Sweeps. The very special electrical equipment for these vessels, including engines and generators, synchronised timing mechanisms and and heavy current control switches, have all been designed and built in Canada. Two of these sweeps will be ready for operation by the end of the year or early in January 1941, and the other four vessels will be ready in February or early March 1941.

4. As the result of changes which the enemy made in his methods of mine-laying, it was found necessary to double the electrical capacity of the vessels, after work was well in hand according to the original design. This increase in capacity was provided successfully, without causing undue delay in the final completion of the sweeps. The increased capacity, while necessary to counter the enemy's latest mines, has the advantage that it allows of increased speed in sweeping and it also permits of continuous operation for long periods. The plant as originally designed would only operate for a limited number of hours at a stretch.

5. An investigation was begun to develop a buoyant cable for the Double LL Sweeps to be made in Canada. A considerable amount of information was collected and useful preliminary work accomplished, but before any actual factory work was done the Cable makers who are supplying the Admiralty with these secret buoyant cables filed patent applications in Canada and announced that they were prepared to arrange for the manufacture of the cables, under license, by existing Canadian cable makers. Under these circumstances it was felt that to continue with the Canadian development would have been an unnecessary duplication of effort, and also that the use of a cable of exactly the same construction as that used by the Admiralty would be an advantage. It was decided to purchase the needed supplies from the Canadian licensees.

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DEGAUSSING OF SHIPS.

6. The methods of degaussing all vessels, except tankers, have made big advances since the inception of this work early in 1940. The early installations consisted of a simple form of electrical coil clipped around the outside of the hull. From this simple beginning the equipment has developed into a highly complex electrical system installed inside the ship, capable of adjustment so as to compensate for all the various components of magnetic flux. These various components are due to the ship's inherent magnetic condition, and also to its position and course in its movements around the world.

7. In order to prevent disturbances to ships' compasses, compass corrector coils are being fitted. These coils are interconnected with the D.G. circuits so that they will neutralise the effect on the compass of the degaussing circuits under any conditions. During the year arrangements have been made to have these coils made in Canada, and supplies will be available in April 1941.

D.G. OPEN TESTING RANGES

8. Open Testing Ranges are necessary in order to check whether or not the degaussing circuits on a ship are correctly designed so as to render the ship safe from magnetic mines. Records obtained on the Ranges are also valuable for comparative purposes and for guidance in future design work. It is desirable that every ship should be checked over a Range every six months. To this end three Ranges have been sanctioned in Canadian harbours, that at Halifax was put into service in November 1940, and those at Vancouver and Sydney N.S. will be ready for operation in the early spring of 1941.

9. The recording instruments for the D.G. ranges are entirely special and of a very delicate nature. A supply of these instruments has been obtained from the Admiralty, but the possibility of obtaining any further requirements on this side of the Atlantic is being studied.

10. In order to get some measurements of the magnetic flux beneath ships, while the ranges were being planned and pending the delivery of the instruments, a flux-measuring apparatus was devised and constructed by the staff of Dalhousie University. This instrument, while by no means a substitute for a properly equipped range, is a very valuable adjunct to the range, and a useful device where a range is not available.

11. "Flashing", "Wiping" and "Deperming" are all special methods of degaussing, to compensate for certain conditions. It has not, as yet, been thought necessary to equip any Canadian dockyards for these processes.

GAS WARFARE.

12. Defensive measures against gas attacks and gas contamination are being studied jointly for

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all branches of the service by a main committee and sub-committees, on which the R.C.N. is represented.

13. The production of masks and containers, special clothing, ointments and antidotes is well in hand in Canadian factories.

14. The requirements of the Navy will be small compared with those of the Army and Air Force, and in the interests of simplicity and economy it has been arranged that the Navy will obtain its supplies through the central Army sources.

LUBRICATING OIL FOR HIGH TEMPERATURES

15. Research is in hand by the Petroleum Committee in connection with lubricating oils for use under high temperature conditions. Trials are in hand under actual working conditions.

CANVAS

16. Researches and tests have been in hand for three years, to develop methods of checking deterioration and increasing the useful life of canvas. A large number of methods of protection have been tried and, of these, three show promise of worthwhile results. A service test of these three methods to last for six months is now in hand, and on completion of this test, definite recommendations will be made as to the method of protection to be adopted.

STANDARDISING OF ELECTRICAL EQUIPMENT

17. A committee of technicians and manufacturers has been set up to discuss, and eventually to prepare, standard specifications for electric machinery, equipment, wires and cables. The R.C.N. is represented on this committee.

SIGNALLING

18. Electrical methods of signalling are in an advanced stage of development. This work is primarily the concern of the coastal defence, but it concerns the Naval Service indirectly, and the Service is keeping in close touch with developments.

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THE WHOLE OF THIS SECTION IS TO BE REGARDED AS SECRET.

XII. - ANTI-SUBMARINE

PROGRESS OF A/S MEASURES DURING 1940.

1. At the commencement of 1941, apart from Canadian Destroyers, no other craft had been fitted with Asdics.

2. Though four sets were in the country ready for fitting in auxiliary craft, no suitable craft had been located.

3. Training was becoming a problem due to:

(a) the lack of a submarine
(b) the lack of a training ship
(c) the lack of other equipment.

4. The Destroyers had barely sufficient S/D's to man their sets and there were not sufficient H.S.D.'s early in the year to give one to each ship.

5. A maintenance staff has been instituted. This staff serviced every ship as she came into harbour, and all adjustments were carefully made. The intention was to check each set by a thoroughly qualified expert and keep the sets in such a condition that breakdowns at sea just did not occur. Experience had shown minor faults invariably led to larger ones due to inexperienced personnel fumbling. The scheme worked - breakdowns became fewer, and eventually were very rare.

6. As experience was gained, the scheme was improved, forms for servicing were made out and causes of faults were followed up and eliminated before the faults occurred.

7. R.N. Destroyers in port were offered the facilities of the maintenance staff. They invariably accepted. It was soon found out that their sets were very little better than the Canadian sets were before the maintenance scheme was inaugurated.

8. This fact, no doubt, was due to the ships operating as units away from their A/S officers. Not one case was encountered where the maintenance staff was not able to improve the set. Contacts were correctly adjusted as a start. The receiving valves were tested and time and again one or more were below standard but were not bad enough to be detected as faulty by the ship's staff. Batteries were overhauled and noises eliminated. Condensers and transformers were stripped down and cleaned up - dust and dirt eliminated. Copper oxide rectifiers not quite up to standard due to age or other causes were tested and replaced, etc., etc. The list of causes of falling-off of performance is a long one and it takes a trained electrician to eliminate them.

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9. The result was the maintenance staff worked long hours and proved their worth. The more work there was the keener they became. The situation righted itself gradually. Routine inspections bore fruit, and unless specially called for, ships were no longer met by the maintenance E.A. on arrival alongside, which had been the routine regardless of the time of day.

10. Spares, though demanded through Stores, were long in arriving. They just had to be made or substitutes found.

11. The obtaining of suitable personnel was made feasible by missionary work on the part of personnel already entered. Technicians were hard to locate due to recruiting by the other Services.

12. At the close of the year the total A/S personnel stood at thirty-three officers and thirteen electricians. The A/S policy adopted called for a considerable expansion of A/S personnel during the year.

13. A brief outline of this policy is as follows:

(a) Provide Ocean Escort to the limit of available facilities.

(b) Provide fifteen armed yachts fitted with Asdics for local patrols.

(c) Build A/S Vessels of the Corvette type and Minesweepers and fit them with Asdics.

(d) Build motor boats of the Fairmile and Scott Payne type and fit them with Asdics.

(e) Produce Asdics in Canada of the types used in Destroyers, Minesweepers, Corvettes and Motor Boats. These Asdics to be for Admiralty as well as Canadian purchase.

NOTE: The possibility of certain factories in the United Kingdom being completely put out of commission is being kept to the fore - should this be the case, Canada will be in a position to fill the gap.

(f) Procure Asdics from the United Kingdom to fill requirements till sets of Canadian manufacture become available.

(g) Train A/S personnel in the training establishments of both coasts.

(h) Instal a Harbour Defence Asdic at Sydney.

(i) Instal indicator loops backed by Harbour Defence Asdics at Halifax.

(j) Keep the dockyards sufficiently stocked with Asdic spares to meet normal demands.

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14. Owing to the lack of suitable craft, H.M.C. ships "FRENCH" and "ACADIA" were fitted with Asdics in the initial stages on the East Coast. Neither ship was really suitable. "FRENCH" has too small a draft, carries too small a gun and has unreliable engines. "ACADIA" is not considered fast enough. However, they were the best available on the East Coast at the time. Also, they could be utilized for training purposes and local patrols.

15. On the West Coast "SANS PEUR" was fitted first, followed by "WOLF" and "COUGAR".

16. Later, further yachts became available. Ship fitting facilities at Halifax were busy so the following programme was adopted:-

The firm of architects Lambert, German and Milne, in Montreal, were given the work of preparing conversion plans and the ships were converted and fitted with Asdics in the following yards:

"VISON" "ELK" "RACCOON" at Pictou, N.S.

"MOOSE" "REINDEER" "LYNX" at G.T. Davie, Lauzanne, P.Q.

"OTTER" at Montreal Dry Dock Company.

"CARIBOU" "RENARD" "HUSKY", Morton's Engineering, Quebec.

"BEAVER", Halifax Shipyards.

The work of "installing" the Asdic sets was carried out by the A/S Installation Staff under Lieut. A.G. Hodge, R.C.N.V.R.

17. The Asdic sets arrived from the United Kingdom in various shipments addressed to Halifax. No one complete set arrived in any one shipment. Advice as to what had been shipped invariably arrived well after the shipment was delivered at Halifax.

18. This made the problem of fitting the yachts a cumbersome one. Roughly seventeen (17) cases of equipment belong to one set; and thirty-six (36) sets type 123 "A" had to be straightened out. Certain shipments were lost due to enemy action, which made the problem more difficult still. There were no similarities in packing. Each shipment had to be checked with the packing note found under the cover. These were not always found to be correct. Damaged items were few. The packing itself was well and carefully carried out.

19. The problem at Halifax, was to re-allocate equipment into sets to the best advantage and ship the material to Quebec; then keep the installation staff at Quebec informed as to what was happening. Quebec's problem was to fit the ships. This entailed forwarding the material to the selected shipyard to suit the requirements of the fitting personnel.

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20. Further complications started at a later date when the fitting of Admiralty Corvettes commenced. The R. C. N. Staff carried out this fitting. Material was shipped direct from the Admiralty to the ships. Here is where the complications upset the organisation. Equipment for the Admiralty ships got delayed and some of it was lost altogether. Admiralty Corvettes were nearing completion, so material was taken from stock intended for Canadian ships. It was a case of robbing Peter to pay Paul all the way down the line. As a start "trunks" were late in arriving, so fifteen (15) were made in Canada. This allowed a certain flexibility in fitting. Ships could be fitted with their trunks and refloated without having to wait. Advice as to what had been lost and what delayed was lacking. On more than one occasion equipment that had been fitted in a Canadian ship was removed and fitted in an Admiralty Corvette, and then the missing article turned up a day or so later.

21. At the outset, Customs Officials at Quebec were making the problem complicated by enforcing Customs regulations. A visit to a senior Customs Official removed the obstacles and complete co-operation was obtained.

22. Shortage of trained personnel was overcome by working longer hours and was the cause of more travelling than would have been necessary had more trained personnel been available.

23. The small shipyards invariably lacked good electricians and wiremen. This threw extra work on the Installation Staff in instructing the firms' workmen in work that they should have been capable of performing in the ordinary course of events.

PROGRESS OF A/S MEASURES DURING 1941.

24. As the year progressed, more staff were trained and the shipyards showed marked improvement. The work of fitting came easier.

25. About the time of the fall of France, the policy to manufacture Asdics in Canada was adopted. The Admiralty was approached and the suggestion accepted without delay. Mr. A.E.H. Pew, the Head of the Admiralty A/S Production Division, had had the scheme in mind for some time, and the ground had already been prepared for putting the scheme into effect in Canada. The result was that the scheme was in operation very soon after the recommendation had been made.

26. Mr. Pew arrived in Ottawa the middle of July and brought all the necessary specifications and samples with him. These weighed eight (8) tons. This gives some indication of the amount of preparation necessary. Mr. A. W. Miller, Mr. Pew's assistant, arrived in Canada in September.

27. On Mr. Pew's arrival Lieut. F. W. R. Angus, R.C.N.V.R., was assigned the position of Officer in Charge A/S Production.

28. The production of Asdics is a very complicated matter. It involves the employment of many varied professions. There is no one article in use in the Navy that employs as many professions to produce. Tombstone manufacturers; Heavy equipment engineers;

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Opticians; Paper manufacturers; Chemists; Foundry Workers; Radio manufacturers; Riggers; and a host of others are included in the list.

29. Contracts have been awarded to fifty-four different firms, of these only two are in the States. The list of sub contractors would bring the number of firms producing "Asdics" in the neighborhood of 150.

30. These contracts were tendered for by two or more firms except in isolated cases. To do this, over 150 firms were contacted, and the specifications gone into in detail. The articles required had to be described by the aid of samples. Then, further explanations invariably had to be made before firms could tender satisfactorily. Details such as standard threads and substitutes had to be investigated and decisions given. Seventy major components and at least double that number of minor components had to be ordered. These components, in themselves, sometimes are made up of another twenty or more items.

31. Prices of these components vary from about $7000, down to a dollar or less.

32. All this work was carried out by Mr. Pew and Lieut. Angus. The first problem that had to be overcome was shortage of trained personnel. This meant working long hours and travelling considerably. The scheme was put into operation by technicians enrolled in the R.C.N.V.R., for the purpose.

33. A policy has since been adopted to bring civilians into the Civil Service, to carry out this work, but, up to the present, results have been disappointing.

34. The production Division is suffering from a lack of staff. At present the work is being carried out by nine technicians. At least six more are badly needed without delay. It takes time to train the inspectors in their duties, and the volume of material that requires detailed inspection is enormous.

35. The Equipment Division is operating as a company with four million ($4,000,000) dollars working capital. The target being aimed at is to produce eight million dollars worth of Asdics a year, for purchase by Canada and Britain.

36. Recruiting by the other services has made the problem of obtaining civilian technicians extremely difficult. The pay being offered by the Civil Service is far too low for the type of man required. Firms will release employees for the services but not for the Civil Service. Then the reliability and loyalty of the technicians has to be verified by the R.C.M.P. This takes time.

37. The secrecy of Asdics must be guarded. This is carried out by similar methods employed in the United Kingdom which are as follows:

(a) The various components are distributed to different firms. No one firm obtains knowledge of articles other than the ones being produced.

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(b) Inspectors are not encouraged to acquaint themselves with articles outside their province.

(c) No Asdic set is assembled till it arrives in the ship.

(d) Certain secret processes are not put on paper but are passed on verbally to certain selected persons.

(e) Specifications are treated as Secret. Secrecy is drilled into the Production staff.

38. It is understood that only two people at present know the whole process in detail of producing Asdics. One of these is Mr. Pew. Lieut. Angus will be the third.

39. It is anticipated that the first Asdic produced in Canada will be available by March.

40. Training of personnel is a big problem. An Asdic in a ship with inexperienced officers and men is of very limited use; and without a submarine it is not possible to turn out experienced operators or Control Officers.

41. The best method of combating the submarine menace is to destroy their experienced submarine commanders. During the last War 80% of the tonnage sunk was achieved by 20 submarine captains. Germany built 400 submarines. When it comes to hunting submarines similar conditions prevail to obtain results. Nerve and dash are of little avail without knowledge. This knowledge is increased with experience.

42. A submarine that attacks successfully is itself vulnerable to attack should hunting craft be in the vicinity. It is essential that these craft should be manned by as experienced personnel as possible. Trained Commanding Officers, Control Officers and operators are required. Each of these has separate duties to perform. In each case actual practice with a submarine is essential.

43. The Admiralty has been approached, but a submarine is not available. At present, there is no definite policy to obtain one but investigations are being made in this direction.

44. Whenever a submarine visits Halifax, exercises are arranged if at all possible in order to make Officers and men familiar with their duties.

45. Commanding Officers and Control Officers require practice in the tactical sphere. Operators require training to carry out two separate functions:

(a) operate a set to the drill laid down:
(b) Maintain the set in an efficient condition.

These functions are as far apart as driving a car and overhauling the engine.

46. Operating an Asdic set can be taught in a comparatively short time. To become expert requires experience; but to maintain and be capable of locating faults is another matter. A man with the necessary background of electrical knowledge can be taught, but without this it is hopeless and it means giving him electrical instruction first. This takes time and equipment.

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47. Experience has shown that men with the necessary background are just not available. A drive to recruit the right type brought no results.

48. On account of this the University of Toronto has been approached to undertake the training of youths on similar lines to those they have undertaken for producing technicians for industry in conjunction with technical schools and the Ontario Provincial Government. Selected candidates will be entered as ordinary seamen and accommodated in the R.C.N.V.R. Headquarters at Toronto. The University will arrange for the necessary instruction to a syllabus supplied by the Navy. The scheme is in the embryo state as yet, but it is not anticipated there will be any appreciable delay.

49. Once these ordinary seamen have been through the course, they will be given a period at sea before commencing training in Asdics. It is essential that a man is over seasickness and can steer naturally before an operator can be made of him. It is from operators entered through these channels that future Higher Submarine Detectors will be trained.

50. One R. C. N. Officer has specialised in A/S in the United Kingdom this year, and another officer will be taking the next course, commencing this spring. Arrangements are being made to send selected R.C.N.V.R. Officers to the U. K. as they become available for practical experience in the A/S Schools.

51. A policy for obtaining newly trained electrical engineers from the universities is in the process of being put into effect. It is the intention to train these in A/S duties once they have been enrolled and had some sea experience.

52. The Ex-American Destroyers have been turned over, fitted with American Asdic sets. These sets vary considerably from the R. N. type, and are very complicated though not as efficient by a long way. An Officer has been given training in the United States, in the maintenance of these sets.

53. The Halifax Maintenance Personnel was called upon to instal a number of these sets in Ex-American Destroyers before they proceeded to Europe.

54. The Indicator Loops and Harbour Defence Asdics for Halifax and Sydney have not yet been laid. Equipment is in the process of arriving. The Control Station at Halifax, is ready, and once the equipment is complete, installation will commence. The Control Station for Sydney is being arranged for and the Harbour Defence Asdic will be laid as soon as the Harbour is free of ice.

55. A very full programme is ahead of the A/S Branch this spring. This will entail fitting out new construction and working the personnel and ships into as efficient fighting units as possible with the facilities available. To achieve satisfactory results a submarine is essential.

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C252882

Minister	2	U. S. Naval Attache, Ottawa	2
D. M.	2		
C.N.S.	1	H. C. for Canada, London	2
D.C.N.S.3	1	C. G. S.	2
D. N. I.	9 *	C. A. S.	2
D. N. P.	2	C. O. A. C.	2
E. in C.	2	C. O. P. C.	2
D. N. O.	1	S. O. H. F.	2
D. P. D.	1	C. Naden	1
D. O. D.	1	C. Stadacona	1
D. M. M.	1	Comdr. i/c Halifax	1
D. S. B.	1	N. Supt. Halifax	1
D.N. Tech	1	N. Supt. Esquimalt	1
D. N. A.	1	N.O. i/c, Sydney	1
D. N. S.	2	N.O. i/c, Saint John	1
F. I. S.	1	N,O. i/c, Quebec	1
M. I. S.	1	N.O. i/c, Montreal	1
M. E. O.	1	N.O. i/c, St. John's Nfld.	1
N. Inf.	1		
Hist.	1	N.O. i/c, Vancouver	1
N. Sec.	1	N.O. i/c, Prince Rupert	1
A/N. Sec.	1		
N. D. A.	1		
D.W.B.(N)	1		
Dir. A/S	2		
Inspr. Booms	1		
Can. Naval Attache', Washington	2		

* Distribution by D. N. I. :-

Admiralty D.N.I.	2
C. in C., A. & W. I.	2
S. O. (I), Kingston	1
Capt. in Charge, Bermuda	1
British Naval Attache' Washington	1
R. A. (3)	1
D. N. I. (file)	1

(These are sent out with Annual Intelligence Report)

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Cdl - WWII naval defence 50.

N.S. 1000-5-8.

SECRET C252883

SUMMARY OF NAVAL WAR EFFORT

- January 1st to March 31st 1941 -

NOTE: This Summary is a continuation of that from October 1st to December 31st 1940.

I. Naval Service Headquarters.

II. Personnel.

III. Ships.

IV. Port Defences.

V. Communications.

VI. Control of Merchant Shipping.

VII. Dockyards.

VIII. Intelligence.

IX. Supply.

X. Armament.

XI. Anti-Submarine.

NOTE: Items marked thus: # must NOT be made public.

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I - NAVAL SERVICE HEADQUARTERS.

1. Action in regard to the serious accommodation situation at Naval Service Headquarters, reported on in the previous summary, is now in process of being taken.

2. Of the two possible solutions - concentration of all Departments in a new single building, or dispersal between a number of buildings - the latter has been chosen. The Headquarters Staff will shortly be accommodated in the Robinson, Aylmer and Truro Buildings.

3. The following office-space will thus be made available to the Naval Service (not including the Equipment Division, which is separately accommodated):-

Robinson	19,000 sq. ft.
Aylmer	40,820 sq. ft.
Truro	5,850 sq. ft.
T O T A L	65,670 sq. ft.

4. A diagram indicating the proposed distribution of the staff is attached. It is anticipated this new distribution will be complete about June 1st 1941.

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—TRURO.—

ENGINEERS.

SHIPBUILDING.

—AYLMER—

6	S.D.O. Codes & Ciphers. D.P.D. D.T.D. N. Sec. A/N. Sec.	
5	Minister D/Minister CN.S. D.C.N.S. D.O.D.	
4	Intelligence & Trade.	ANNEX
3	D.W.B.(N). F.I.S. S.A/S. Spares.	Boom Defence M.E.O.
2	S.T.O. Spares.	D.N.O.
1	Central Registry. Intelligence Records	Naval Information Photog. Section
B.	Canteen. Messenger Staff.	Spare Dark Room

—ROBINSON—

5	STORES.
4	STORES.
3	PERSONNEL
2	N.P.R. D.N.A.
1	N.D.A.
B.	Dormant Records.

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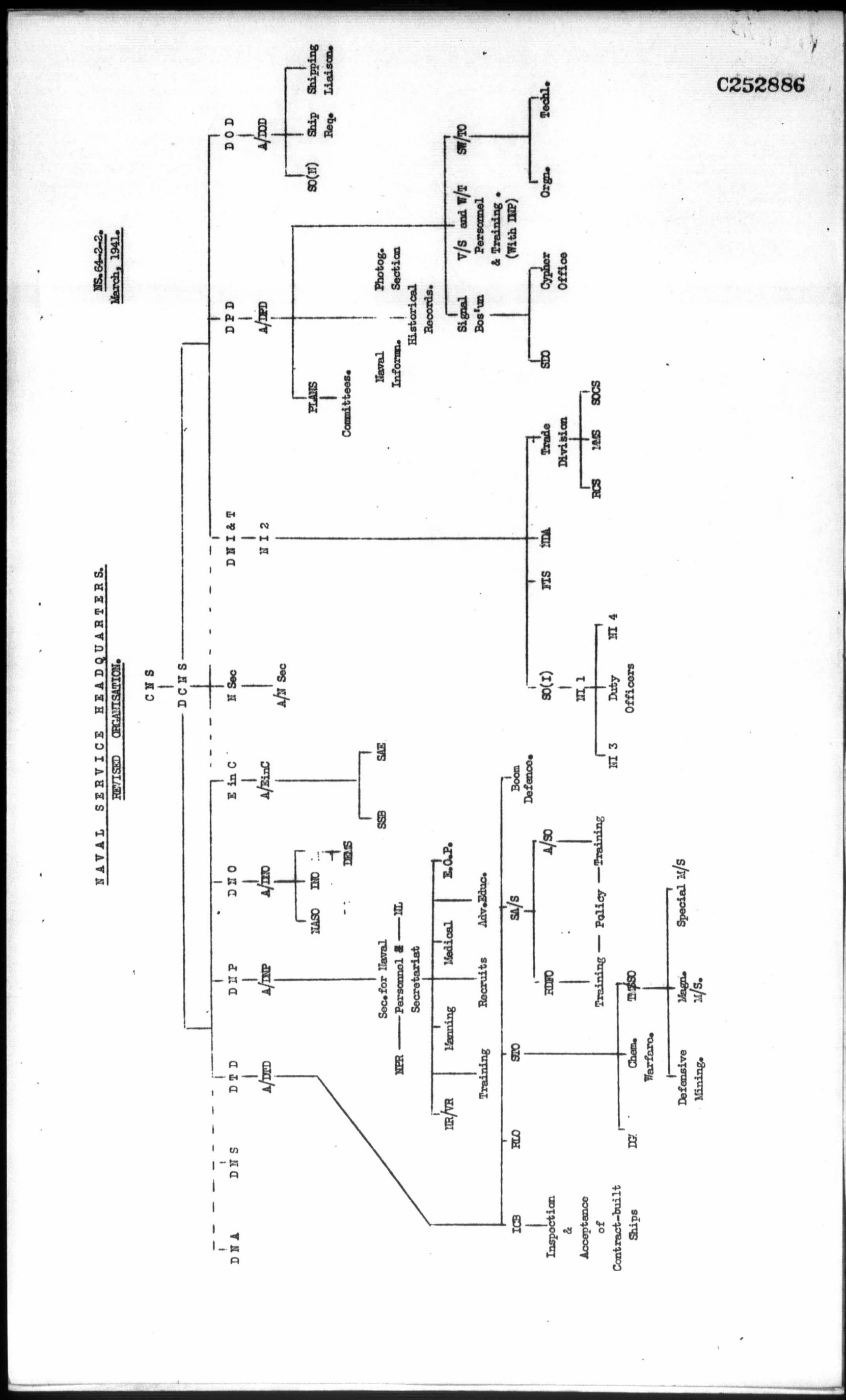
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NS.64-2-2.
March, 1941.

NAVAL SERVICE HEADQUARTERS.

REVISED ORGANISATION.



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II - PERSONNEL.

Strength.

The end of this fiscal year sees the R.C.N. up to full authorised strength, both for Officers and men.

2. Numbers entered during the last quarter are above the average for this year, partly owing to the necessity of entering as many professional seamen as possible, before the opening of lake navigation, and partly due to increased manning commitments.

3. Mobilised strength at the end of this quarter is 2066 Officers, 14,914 ratings.

Entry and Training.

- Officers -

4. Applications for entry as Officers continue to flow in unabated, though the standard shows a slight decline. Direct entry as Officers continues to be by selection. Officers other than Special Branch are attached initially to R.C.N.V.R. Divisions as Probationary Sub-Lieutenants pending draft to a training Establishment at Halifax or Esquimalt for a three months' course.

5. New Entry Officers under training now number:-

110 Lieuts. or Prob. Sub-Lieutenants. at H.M.C.S. Stadacona.

96 Prob. Sub-Lieuts. at H.M.C.S. Royal Roads.

30 Prob. Sub-Lieuts. at Toronto University. (S.B.)

10 Prob. Pay. Sub-Lts. at H.M.C.S. Naden.

65 Prob. Pay. Sub-Lts. at H.M.C.S. Stadacona.

4 Prob. Sub.-Lts.(E) at H.M.C.S. Royal Roads.

1 Sub-Lt. (E) at H.M.C.S. Stadacona.

5 R.C.N. Cadets at Dartmouth Naval College.

7 R.C.N. Mid.(E) and Cadets (E) at Keyham.

6. Training of R.C.N.V.R. Officers for Specialist duties in Gunnery, Torpedo and Anti-Submarine continues at Halifax and a limited number of R.C.N. and R.C.N.V.R. Officers are proceeding to the United Kingdom for Specialist Courses in G.T.N., A/S, R.D.F. and I.N.O. duties.

Ratings.

7. All Reserve ratings entered undergo six weeks' new entry course at R.C.N.V.R. Divisions before draft to the training establishments at the Coast.

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8. The normal flow of Recruits from R.C.N.V.R. Divisions is as follows:-

To East Coast 900 every six weeks.
To West Coast 375 every six weeks.
In addition 180 R.C.N. ratings are entered every 10 weeks and drafted to the West Coast.

9. A scheme for drafting all new entries to a training Depot at Toronto for eight weeks preliminary training is now under consideration.

10. Fifty Ordinary Seamen R.C.N.V.R. are undergoing special training at Toronto University to fit them for the new sub.-rate of S.D.O. and a further fifty will be attached to the London Division for specialised R.D.F. training at the University of Western Ontario.

Recruiting.

11. A new system of recruiting is being instituted whereby all recruiting of R.C.N.R. and R.C.N.V.R. personnel will be carried out at R.C.N.V.R. Divisional Headquarters. R.C.N. recruiting will continue to be done from Naval Service Headquarters for the present.

12. In order to insure that the best possible type of recruit is obtained and in the necessary numbers, special recruiting Officers are being selected from Probationary Officers now undergoing training at Halifax. They will be thoroughly instructed in their jobs by the Chief Recruiting Officer before drafting to respective Divisions.

13. The institution of this scheme will enable the Naval Service to tap country districts and to apportion to them a fair share of recruits. At the same time a great deal of correspondence and detail work will be diverted from Naval Service Headquarters.

14. It will be noted that under these arrangements R.C.N.V.R. Headquarters would be admirably suited for carrying out R.C.N. recruiting as they would have capable Officers in a position to interview prospective recruits whereas under the present system all R.C.N. recruits are selected from file information only.

Promotions.

15. There have been no promotions during the past quarter other than a few acting ranks while serving in present appointment.

Casualties.

16. During the quarter ending 31st March 1941, three officers and thirty ratings were killed, lost, or listed as missing on War Service, one officer and eight ratings died of natural or other causes, and twelve ratings were wounded or injured on Active Service.

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17. The following are the Officers mentioned above:-

Lieut. Cdr. H.R. HARLOW, R.C.N.V.R. - killed in plane crash 5th February, 1941, while travelling on duty.

Lieut. Cdr. R.F. LAWSON, R.C.N.(Temp.) - died natural causes 24th February 1941.

Lieut. A.M. WALKER, R.C.N.V.R.,(Temp) - lost in H.M.C.S. "OTTER" 26th March 1941.

Chief Skipper A.F. PARKER, R.C.N.R.(Temp) - lost in H.M.C.S. "OTTER" 26th March 1941.

18. Loss of H.M.C.S. "OTTER" through fire and subsequent sinking while on patrol off Halifax accounted for largest single number of casualties for the period, i.e., two officers and seventeen ratings. D.E.M.S. personnel continued to suffer through enemy action and three ratings were reported missing in ships gravely overdue.

Active Service Strength.

19.	Officers	Ratings	TOTAL.
R.C.N. --------	286	2764	3050
R.C.N.R. --------	543	3067	3610
R.C.N.R.(F.R.) -----	20	109	129
R.C.N.V.R. --------	1139	8016	9155
R.C.N.V.R. Divisions	78	958	1036
T O T A L	2066	14,914	16,980

Complement Borne at R.C.N.V.R. Divisions, Not on Active Service.

20.	Officers	Ratings	TOTAL.
	224	1594	1818

Total Casualties to Date.

21.	Officers	Ratings	TOTAL.
Killed on Active Service	16	286	302
Other Deaths	2	22	24
	18	308	326
Wounded or Injured	1	53	54

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III - SHIPS.

- January 1st to March 31st 1941 -

	31st December 1940.			31st March 1941.		
	East	West	TOTAL.	East	West	TOTAL.
M/S Vessels	19	5	24	17	5	22
A/S Vessels	15	3	18	14	3	17
Fishermen's Reserve	0	10 + (3M/S)	10	0	11 + (3M/S)	11
Fishermen's Reserve serving with R.C.A.F.	0	3	3	0	3	3
Auxiliary Vessels	87	18	105	96	22	118
Destroyers	7	0	7	5	0	5
Destroyers U.K.	6	0	6	U.K. 8	0	8
Corvettes	3	1	4	4	4	8
Armed Merchant Cruisers	2	1	3	2	1	3
Motor Torpedo Boats	1	0	1	1	0	1
T O T A L S . .	140	41	181	147	49	196

Of these vessels:-

12 .....are R.C.N.

7 .....Destroyers ex U.S. Navy.

88.....requisitioned or purchased from private owners.

63 .....taken over from Government Departments.

10 .....loaned or donated to Government.

16 .....Fishermen's Reserve.

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(a) 37 Corvettes and 15 Minesweepers have been launched.
4 Corvettes are in full commission and operating on the East Coast.
3 Corvettes are in full commission and are en route from the West Coast to the East Coast, expected date of arrival April 13th at Halifax.
1 Corvette is in full commission and operating on the West Coast.
H.M.C.S. NAPANEE is completed at Kingston, Ontario, and will be commissioned and sailed for Halifax as soon as ice conditions permit.

(b) 10 Corvettes have been built for the Royal Navy and are all in full commission and operating in U.K. waters, manned by R.C.N. crews.

(c) H.M.C.S. "PRINCE DAVID" is operating from Bermuda as ocean escort for convoys.
H.M.C.S. "PRINCE HENRY" is on patrol off the West Coast of South America.
H.M.C.S. "PRINCE ROBERT" is presently refitting at Esquimalt, after being at sea and having steam on main engines for over five months. She was congratulated by the Commander-in-Chief, America and West Indies, for this achievement. She also acted as escort for Australian Air Personnel from Suva to Vancouver.

(d) H.M.C.S. "ST. LAURENT" and "SKEENA" arrived at Halifax from the U.K. on March 3rd for rest and refit.

(e) H.M.C.S. "ASSINIBOINE", "RESTIGOUCHE", "COLUMBIA" and "ST. FRANCIS" sailed for the U.K. on January 15th from Halifax and arrived January 26th.

(f) Two Norwegian Whalecatchers, SUDEROY I" and "SUDEROY II" have been released to the Admiralty. SUDEROY's IV, V and VI, and STAR XVI are being converted to LL Sweepers at Halifax. Plans are being prepared to build two new wooden LL Sweepers.

(g) H.M.C.S. "OTTER" caught fire on March 26th and was lost at sea. Nineteen lives were lost and 22 saved.

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IV - PORT DEFENCES.

Halifax.

1. All defence measures are operating satisfactorily.

2. The construction of the Controlled Mining Buildings at Sleepy Cove is proceeding satisfactorily. The same applies to the Loop Observation Station and "Special W/T Detector" building at Duncan's Cove.

3. The new Port War Signal Station was occupied on the 27th January.

4. The Indicator Loop Station and Harbour Defence Asdic Station at Camperdown are completed and in occupation.

5. The Controlled Mining Base in the Dockyard is now fully equipped for production with one or two small exceptions. Trolleys to fit the mine rails were constructed by the Base Staff, and are capable of transporting two complete units at a time.

6. Indicator Loops and Harbour Defence Asdics are not in position.

Sydney N.S.

7. The P.W.S.S. is being kept open during the winter months.

Saint John N.B.

8. The Examination Service is functioning satisfactorily, with the Examination Vessel carrying out the duty of P.W.S.S. until Mispec Point Station is in operation.

9. The War Watching Station at Tiner Point is in operation.

Esquimalt B.C.

10. Defences at Esquimalt are functioning satisfactorily.

St. John's Nfld.

11. Arrangements have been made to have the material for the A/T Net shipped from Halifax and it is hoped this net will be laid before the 1st May. The position of the net has been left for decision by the N.O.i/c St. John's, though a suitable site has been suggested for his consideration and that of the St. John's Harbour Authorities.

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V - COMMUNICATIONS

Wireless Telegraphy.

1. Communication conditions have been generally poor throughout the past three months, particularly during late February and the month of March. The difficulties in communication resulted in a falling off in the number of messages handled by Ottawa W/T Station, but the totals are far in excess of the same period last year.

2. Trials have been and are still being carried out with a view to increasing the number of W/T Services between stations in Canada and the United Kingdom, Bermuda, Africa, Australia and Singapore, particularly the Whitehall-Ottawa Services and the Whitehall-Halifax Services.

3. The proposed site for the New Receiving Station at Halifax had to be abandoned when it was decided that a ship repair plant was to be constructed in that vicinity. A new site has not yet been selected due to inavility to survey suitable locations until snow and ice have cleared away.

4. W/T Equipment for New Construction Vessels is constantly being delivered as required and at present thirty-eight outfits for Minesweepers and Corvettes have been shipped, some of which are fitted, and the remainder being fitted.

S. D. O. and Cyphering Office.

5. The number of messages handled during the quarter ending 31st March 1941 showed a considerable increase over the number handled during the corresponding period in 1940. The messages have also shown an increase in length, which has added to the work of the cypher and coding staffs.

6. Due to poor W/T conditions, particularly during late February and throughout the month of March, it has been necessary to divert more traffic than usual to L/T which entails re-handling of these messages by the S.D.O. Staff.

7. The recent greatly increased activity of D/F monitoring stations has resulted in a large volume of additional traffic which must be handled very rapidly to be of any value. This has taxed the cyphering and coding staffs to the limit on a number of occasions and puts considerable strain on the personnel concerned. If the pressure of work continues to increase it will be necessary to obtain additional clerks.

8. The male cypher clerks (Type X Machine Operators) have until recently been working 56 hours per week but with the employment of an additional clerk during February their hours are down to 42 hours per week.

9. An important contributing factor to the difficulties experienced is the apparent reluctance of the Civil Service Commission to co-operate in assisting this Department to retain clerks already

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trained and/or to replace clerks who are transferred to other Departments or who retire. One vacancy has existed since 15th March and there is as yet no indication of its being filled. To a Department already understaffed and over-worked, the loss of one person is extremely aggravating.

10. The Ottawa-Halifax Teletype circuit is operating at full capacity and it will shortly be necessary to introduce an additional circuit. (Probably part time only).

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VI - CONTROL OF MERCHANT SHIPPING.

1. The organisation for the Control of Merchant Shipping has continued to function normally during the quarter under review.

2. The increasing scale of attack by the enemy on the Western Approaches has naturally caused a complication of route instructions into those waters and thus increased the work of Naval Control Service Officers to some extent - but this has been successfully tackled by them with the usual co-operation of the ship Masters concerned.

Delays to Merchant Shipping.

3. Serious delays to Merchant Shipping are still being caused by the lack of sufficient repair facilities at Halifax, and though every effort is being made to improve the situation it is feared that it will be some time before these delays can be eradicated.

Seamen's Welfare.

4. An Interdepartmental Committee has recently reported to the Minister on the whole question of Merchant Ship crews. This report recommended that Manning Pools should be set up in the principal Canadian ports to provide a reserve of seamen of various nationalities and to ensure that seamen temporarily without ships should be adequately looked after. The Committee also recommended that recreational and canteen facilities should be provided for Merchant Seamen of all nationalities lying in Canadian ports. The need for these welfare measures has become increasingly urgent since the Merchant Seamen are a very vital portion of our "fighting forces" at the present time.

5. The Committee further recommended a new Order in Council which would enable members of ships crews who for any reason caused delay to their ships to be removed from the ships and dealt with. There have been a number of cases where men have been suspected of causing such delay either by refusing to sail or by producing a number of defects in machinery. It is seldom possible to take proceedings against such men by the usual legal means without causing further delay to the ship. The proposed Order in Council seeks to remedy this situation.

Reporting and Routeing Ships in Eastern Canadian Ports.

6. In order to be better prepared for dealing with a number of ships which it is anticipated will be loading in small ports around the Eastern Canadian Coasts during the Summer season a conference of Naval Control Service Officers was recently held in Ottawa and in conjunction with the Customs Service, whose hearty co-operation the Naval Control Service

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has always enjoyed, a modified and improved organisation for reporting and routeing vessels in Eastern Canada has been put into force.

Reporting of Ships Bound to Canada.

7. To facilitate the orderly movement of freight for overseas from inland to the eastern seaboard, certain measures have been adopted, in co-operation with the British Admiralty and Ministry of Shipping whereby the arrival of vessels from overseas can be more accurately determined.

Track Charts.

8. Five Track Charts are maintained on a day-to-day basis showing the positions of merchant ships of all except enemy nationalities.

Numbers Convoyed.

9. The following table shows the number of ships in HX and BXH convoys from the opening of hostilities to date:-

	Month	Numbers convoyed from Eastern Ports.	
1939	September	63	
	October	98	
	November	161	
	December	213	
1940	January	193	
	February	199	
	March	290	
	April	272	Bermuda
	May	150	156
	June	222	145
	July	314	136
	August	331	118
	September	411	91
	October	326	75
	November	326	50
	December	142	74
1941	January	285	100
	February	197	69
	March	293	39
Note: Numbers in two last convoys estimated.		4,486	1,053

Deadweight tonnage carried (Excl. Bermuda) - 26,896,000

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VII - DOCKYARDS.

New Ship Construction.

(a) Contracts Awarded.

1. Contracts for ten Corvettes were let during the last quarter. Marine Industries Limited contracted to build four vessels and the Collingwood Shipyards Limited contracted for two. The Davie Shipbuilding Company; the Morton Engineering and Dry Dock Company; the Kingston Shipbuilding Company; and the Port Arthur Shipbuilding Company, contracted to build one vessel each.

2. Contracts for two more Destroyers of the Tribal Class were awarded in England.

3. Contracts were let for two Concrete Gate Vessels and tenders called for two Base Supply Ships.

4. No additional contracts have been let for either Motor Torpedo Boats or for Motor Vessels of the "Fairmile" Class. However, contracts for four of the Fairmiles are pending and will be placed shortly. Six Motor Seine Boats were ordered.

(b) Progress of New Ship Construction.

5. Six keels have been laid for new R.C.N. Corvettes, and three vessels of this class have been launched. Three Corvettes have been completed and delivered within the quarter.

6. Nine keels have been laid down for Steam Driven Minesweepers and six vessels of the above class have been launched. There have been no additional keels laid for Diesel Minesweepers. None have been launched to date.

7. Good progress is being made in the construction of the Fairmiles. The majority of the vessels have been framed and in many cases the planking is under way.

Conversions.

8. Two - ex Norwegian - Whale Catchers, "SUDEROY V" and "SUDEROY VI" are being converted for use as LL Sweeps: Two chartered vessels, "REO II" and "STANDARD COASTER" are under conversion for Magnetic Minesweepers.

9. Two Minesweepers, "VIERNOE" and "VENOSTA" (both ex fish trawlers) are to be converted into Boom Gate Vessels. In addition, two trawlers, "LOOS" and "ST. ELOI", are being fitted out as Boom Gate Vessels: One Coal Grab Barge is to be requisitioned and converted for service as a Boom Maintenance Vessel.

10. The conversion of the PRINCE DAVID and PRINCE HENRY has been completed and both vessels have been placed in full commission.

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Repair Bases.

11. H.M.C. Dockyards at Halifax and Esquimalt were fully occupied during the period under review, carrying out repairs, alterations and additions generally to H.M.C. and H.M. Ships; and also ships of other Government Departments.

12. In addition, repairs as requisite were carried out to ships of the French and Netherlands Governments.

13. Both these Dockyards, but particularly Halifax, have been worked to capacity.

14. In addition repairs to H.M.C. and H.M. Ships were carried out under Naval supervision at Saint John, N.B.

Works and Buildings Branch.

Status of Works and Buildings as of March 31st, 1941.

1. Contracts Completed

East Coast

Wireless Station, Glace Bay	$ 3,242.00	
Temporary Officers' Quarters Admiralty Grounds, Halifax	13,000.00	
Temporary Office Building, Pointe-a-Carcy, Quebec	26,500.00	
Road-Turple Head (abandoned)	3,000.00	(app.)
W.W. Station, Tiner Pt., N.B.	4,475.00	
Breakwater Repairs, Sydney	14,354.00	
A/S Net Layout Field, Shelburne (grading)	7,100.00	
Ordnance Building and Depot Machine Shop, Alterations, Halifax	9,000.00	
	$ 80,671.00	

West Coast.

Fencing at Oil Storage, Esquimalt	$ 26,500.00
Hutment and Galleys	63,000.00
Open Drill Shed	15,000.00
"B" Warehouse--Heating	5,500.00
Hatley Park Property	32,872.00
Temporary Class Rooms	10,300.00
Oil Storage Building	59,651.00
Crane - 50 Ton Hammerhead	151,960.00
Outfitting Wharf	200,000.00
	$564,783.00

2. Contracts Awarded

East Coast.

Wireless Station, Glace Bay Fence	15,000.00

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Wireless Station, Glace Bay Lights	$8,500.00	
Temporary Drill Shed, Naval Training School, Halifax	72,000.00	
Temporary Storage Building, Dartmouth	1,500.00	
Temporary Officers' Mess, Naval Training School, Halifax	26,800.00	
Heating for Temporary Barracks & Drill Shed.	38,300.00	
Water Sewer, Heating and Galley Changes at N.T.S., Halifax.	29,377.00	
Breakwater-Lawlor and McNabs Islands, Halifax	21,000.00	
Railway Sidings, Halifax	9,000.00	
Joint P.W.S.S., St. John's Nfld.	1,585.00	
Aylmer Apts., Annex and Truro Apts., Ottawa.	55,000.00	
Fencing, Gaspe	4,000.00	
Oil Storage and Pipe Line Gaspe	9,025.00	
		$291,087.00

West Coast.

Boom Defence Inspection Ground	2,500.00	
Boom Defence Haul-Out Slipway.	4,073.00	
Ordnance Building Shelving, etc.	10,465.00	
		17,038.00

3. Contracts in Progress.

East Coast.

Wharf Repairs, Gaspe	10,600.00	
Temporary Barracks, Naval Training School	184,278.00	
Central Storehouse #44	265,777.00	
Centre Block, Barracks, Dockyard, Halifax	197,000.00	
Extension to No. 2 Pier	150,000.00	
Crane #3 Pier	130,640.00	
Joint Service Magazine, Bedford Basin	1,227,969.00	
Control Bldg., Sleepy Cove	39,660.00	
Wharf, Sandy Beach Gaspe	46,000.00	
Naval Stores Building, Gaspe	4,900.00	
		2,256,824.00

West Coast

New Sick Bay, Esquimalt	70,000.00
C. & P.O. Building	89,000.00
Ordnance Building	130,000.00
Slipway, Dockyard	19,900.00
A/S School	7,500.00

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Water Mains, etc., Barracks	2,900.00	
Concrete Mooring Clumps, Esquimalt & Prince Rupert	15,330.00	
Wharf at Comox Range	22,600.00	
		357,230.00

4. Contracts for Consideration.

East Coast

Development of H.M.C. Dockyard, Halifax.
Naval Training School, Wellington Barracks.
Wharf at Magazine, Bedford Basin.
Water Supply Lines, Bedford Basin.
W/T Sending Station, Sheffleburg Cove.
Outer Defences, Halifax Harbour.
Naval Base, Sydney, N. S.
Naval Base, Shelburne, N.S.
Naval Base, Gaspe, Quebec.
Naval Base, Botwood, Nfld.
Naval Base, St. Johns, Nfld.
Naval Base, Saint John, N. B.
Fuel Oil Storage and Facilities, Atlantic Coast.

West Coast.

R.C.N. Barracks, Esquimalt.
H.M.C. Dockyard, Esquimalt.
Naval Base, Prince Rupert.

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VIII - INTELLIGENCE.

1. The Naval Intelligence Division has functioned normally during the quarter under review. Certain minor modifications to its internal organisation have been made.

2. The work of indexing and filing information continues to increase as more and more information is received from various sources.

3. All intelligence, whether received by signal, letter, newspaper, official report or from other sources is carefully examined, digested and then indexed and cross referenced on Roneo cards. This index system now contains about 3600 cards and covers, some 1500 subjects. About 4000 sources of intelligence are examined and indexed monthly. At least 40 cards are being added to the index system each week.

4. From the Roneo Card Index System, a list of merchant ships under suspicion is prepared. This list, covering at the present time about 500 ships, is integrated with the Mercantile Movement Section so that all movements in this area of these ships are forwarded at once to this Department for necessary action. These movements average twenty-five a day.

W/T Intelligence.

5. During this period, the activities of the Foreign Section have been handicapped by the lack of Monitoring Stations. It has been found necessary to approach the Department of Transport for more receivers to enable the F.I.S. to cope with the increased number of channels which have recently been placed in operation by the enemy. It is hoped that a new Monitoring Station; about 12 miles from Ottawa; will be ready by the beginning of May. This station will provide 15 receivers for use of the Naval Service.

6. Exceedingly good results have been obtained, however, from H/F D/F Intelligence, although again, two of our stations; i.e. Botwood and St. Hubert; have been forced to devote a part of the time, previously given to D/F work, to traffic pertaining to ferrying bombers to the United Kingdom. To compensate, however, for the lack of bearings from our D/F Station, better co-operation has been obtained from the Southern groups under Bermuda control; also from the D/F groups under the jurisdiction of the Commander in Chief, South African Station.

7. The National Research Council has helped a great deal by giving technical advice and scientific knowledge.

8. Positions obtained from D/F bearings have been promulgated to authorities concerned and have been confirmed by Admiralty. The accuracy obtained by this work shows considerable progress.

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9. A Naval Liaison Officer has been appointed at Botwood, Nfld. At the present time, this officer is re-organising the monitoring work carried out by amateurs in St. John's. The new D/F station near St. John's should be ready by the beginning of this summer.

Visit of Staff Officers.

10. Last January the officer in charge W/T Intelligence at N.S.H.Q., accompanied by two W/T officers from Hartlen Point and Botwood, visited Bermuda.

11. The main object of this visit was to obtain closer co-operation and final understanding between the Southern D/F groups, under the jurisdiction of C. In C., A. & W.I., and the Northern groups under Naval Service, Ottawa.

12. This visit to Bermuda enabled the technical officers in charge of these two groups of D/F to exchange views on the improvements of the two organisations, and a great deal has been accomplished towards better co-operation and increased efficiency.

13. Since the return of our officer from Bermuda, a marked improvement has been evident; in fact, the good results mentioned above are undoubtedly due to the Bermuda visit.

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IX - SUPPLY.

Naval Stores and Fuel.

1. The position and construction of the A/T net at St. John's, Newfoundland have been decided and shipment of material will go forward from Halifax as soon as conditions at St. John's permit receipt. A suitable site for a storehouse and boom defence base has been rented and the formal lease is en route to Ottawa for execution.

2. The material for the Sydney A/S net has been stored and reconditioned since the net was removed from the harbour in November 1940 and will be ready for re-laying when the harbour is clear of ice. Negotiations have been initiated towards the rental of the derrick scow "Foundation Masson" for the laying and maintenance of the Sydney boom during the 1941 season.

3. A large proportion of the stores for Gaspe A/S net has been delivered and a contract for laying the net is now being negotiated by the Department of Munitions and Supply. It is anticipated that all stores will be available and that the net will be laid during the month of June 1941.

4. Stores for the Shelburne A/S net are being delivered and should be complete in time to lay the net in April 1941.

5. All material is available for laying the A/T nets at Esquimalt and the nets will be laid as soon as negotiations have been made by the Department of Munitions and Supply for the engagement of a contractor to do the actual laying. The assembly of the nets will be done by Dockyard labour.

6. It has been decided that a double line A/S net will be provided at Prince Rupert instead of the single line originally planned and additional material has been requisitioned. It is not anticipated that the material will be complete for both lines until July 1941 at the earliest. It will be possible to lay the single line at the opening of navigation and to install the second line when material becomes available at a later date.

7. The delivery of material for Saint John, N.B. A/B boom has all been completed and on completion of the fabrication of the timber baulks by the Department of Transport and the setting of concrete and steel holdfasts by the Army, the boom will be installed by the Department of Transport.

8. The design of the A/S boom for Botwood, Newfoundland has been approved and all necessary material has been requisitioned. Acceptances of tender have not yet been issued by the Department of Munitions and Supply for the chain cable, shackles and buoys required for this net and supply, therefore, cannot be expected before July 1941. The material will be assembled at Sydney Dockyard and transported in a chartered vessel to Botwood.

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2. The supplies of Mk. I Minesweeping Outfits for new construction minesweepers are progressing favourably and sufficient stores are available at both Dockyards to meet requirements. It has been decided that although no allowance of static cutters Pattern 8714 is made in the establishment of stores for Mk. I minesweeps, these cutters will be required. Arrangements are now being made by the Department of Munitions and Supply for the manufacture of these cutters in Canada and supplies should be available about July 1941. Until supplies are available, existing stocks of Pattern 8728 cutters can be adapted for use with Mk. I outfits.

10. The supply of Asdic sets from Great Britain is coming forward at regular intervals in sufficient quantity to meet requirements for new construction. Production of Asdic sets in Canada is progressing favourably. One hundred and seventy-one sets are now under production in Canada for R.C.N. Minesweepers, Corvettes, C.M.L.'s, M.T.B.'s, A.M.C.'s, Destroyers and A/S schools. A number of sets are being produced for the Admiralty in conjunction with sets for R.C.N. requirements.

11. The provision of the three Magnetic Minesweeps commenced in 1940 is progressing favourably under the direction of the technical experts of the National Research Council. Purchase of essential spares has been inaugurated and deliveries are being made. Twelve tails of buoyant cable are now under production in Canada and delivery is anticipated about June 1941.

An additional quantity of fourteen Magnetic Minesweeps will be procured during 1941 and it is anticipated that all these components will be manufactured in Canada.

Twelve coil skids are available at Halifax and the necessary electrical apparatus is being installed so that the skids may be put into service sweeping for magnetic mines.

12. The D.G. range at Halifax is in operation and most stores for Vancouver and Sydney ranges are delivered. It will be necessary to replace the original coils at Halifax and the replacement coils have been ordered. Instruments for D.G. ranges which were formerly obtainable only from the Admiralty can now be obtained from the Cambridge Instrument Co. of New York and arrangements are being made to complete the sets of instruments for the three ranges from this source.

13. The supply of special minesweeping winches from Canadian manufacturers is progressing favourably. The Admiralty is expected to place an order for minesweeping winches with the firm now supplying the R.C.N.

14. Shipments of A/S devices for fitting in gate vessels at Halifax and Sydney have been received from the Admiralty and as soon as the complete sets have been received they will be installed in the gate vessels.

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The shipment of Harbour Defence Asdic and Indicator Loop stores for Halifax is now almost completed by the Admiralty. It is anticipated that all missing items will be available very shortly.

Pattern 1989 electric cable, a very difficult cable to produce, is being manufactured in Canada for the Halifax Indicator Loops. The manufacturer is having difficulty to meet the Admiralty specification but it is anticipated that the difficulty will be overcome and that the cable will be delivered in April 1941. It was originally intended to obtain this cable from the Admiralty but after the order was outstanding for some time, the Admiralty advised that British supply was impossible and the Admiralty is now interested in obtaining supplies from Canadian manufacturers.

15. Supplies of fuel oil for ships and auxiliary vessels based on Halifax, Sydney, Gaspe and Quebec were arranged for the fiscal year 1940-41, through contracts and negotiations with Imperial Oil Limited and other large oil companies. Contracts for steaming coal at Halifax, Sydney, Saint John and Esquimalt were also arranged in this manner for the same period.

16. The new fuel tanks have been completed at Esquimalt. Arrangements were made to fill these tanks and the contract completed with delivery of 11,800 tons.

17. A large quantity of wireless equipment (transmitters, receivers, etc.) has been ordered and a large proportion received and installed. Standard sets have been devised and will be fitted in all ships of new construction. Three powerful transmitters are on order to supplement the present instruments in the Naval Shore Establishments at Halifax, Ottawa and Esquimalt.

18. Auxiliary Bases have been established at Sydney, Gaspe and Quebec and the provision of stores to these points for issue to the various auxiliary vessels under these commands is being carried on.

19. The necessary wire for degaussing 25 Canadian Merchant Ships, 50 R.C.N. Ships, 3 Canadian Armed Merchant Cruisers, 70 R.C.N. Corvettes, has been arranged. Arrangements are being proceeded with to provide the special degaussing wire for the new minesweepers. The degaussing wire for British Merchant Ships is ordered through the British Admiralty Technical Mission, and is being handled by the Canadian Naval Service at the request of the Admiralty.

20. Large quantities of stores necessary for ships, auxiliary vessels, ships of new construction on the basis of one year's requirements were ordered, and large stocks are now either in the various Dockyards, bases, or shipbuilding plants, or in the course of delivery, manufacture, etc. Purchases were also made to provide stores for 10 R.N. Corvettes built in Canada.

21. In view of the greatly increased activities, it has been found necessary to enlarge the storehouse accommodation at both Esquimalt and Halifax.

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At Halifax the congestion is very marked and it has been necessary to rent outside warehouse space. This space is not only for the increased quantity of stores which have to be carried, but also to accommodate commercial fittings and furniture which are taken off the chartered auxiliary craft and which must be stored with care until the craft is returned to the owners. At Halifax two temporary storehouses have been erected. The plans and specifications have been prepared and approved for two permanent storehouses at Halifax, and work on one is now being carried out. One storehouse at Esquimalt is being practically rebuilt.

22. It has been found necessary to augment the motor vehicle complement of the R.C.N. very considerably.

23. Acquisition of certain parcels of land at Sydney, Gaspe, Shelburne, and other points has been necessary in connection with Boom Defences, Wireless Stations, and Base Establishments.

24. Twenty Master Gyro Compasses, each complete with repeaters and pelorus, have been requisitioned and should be delivered early in 1941.

25. Arrangements have been made for the supply of 1,000 Smoke Floats for the R.C.N., to be manufactured in Canada.

Victualling Stores.

26. This Section has continued to function satisfactorily during the Quarter under review.

27. During the winter adequate supplies of protective clothing were provided which include Sheepskin and Duffle Coats of which over 3,700 were issued.

28. Reports on the general health of the large personnel enrolled have been satisfactory and confirm that supplies of food and clothing have been adequate to meet the service requirements, with exception of a certain number of cases of infectious diseases (diphtheria and scarlet fever) the loss in men days of service through sickness has been 2¼%.

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X - ARMAMENT.

1. Sufficient ammunition to meet the immediate outfit requirements of H.M.C. ships to date has been received off orders placed Overseas and in Canada. Stocks for reserve and training have not been increased to any extent by supplies from either source.

2. The manufacture of Depth Charges in Canada is being developed and orders have been placed. The production will meet the current needs of the Service, but further orders will have to be placed to provide satisfactory reserves, owing to increases in outfits carried by H.M.C. Ships.

3. Ammunition required for Anti-Aircraft Machine Guns of U.S.A. manufacture has been ordered from that country in sufficient quantity to meet the requirements of vessels to be armed with this type of weapon and to provide a substantial reserve, but deliveries are not keeping pace with deliveries of guns.

4. Reserve ammunition for the Town Class Destroyers has been delivered with similar stores transferred to the Royal Navy with the Destroyers ex United States Navy.

5. Further requirements of ammunition for these ships and for 50 U.S. Naval 4" Guns lately received will be manufactured in the United States and will provide outfits for ships armed with these guns and reserve. Orders have been placed for these requirements.

6. Particulars respecting the manufacturing processes and specifications are being obtained which when complete will enable those types of Naval ammunition, not as yet produced in Canada, to be considered by the munitions manufacturers with a view to their manufacture and filling.

7. In the more common types of ammunition the activity of the British Admiralty Technical Mission along these lines is enabling R.C.N. requirements to be obtained in conjunction with their orders.

8. Self-sufficiency in respect to ammunition and all related stores is being actively pursued with every prospect of obtaining satisfactory results.

9. B.L. or Q.F. 4" Guns for the first 20 Corvettes and 12 Minesweepers have been received from Overseas. The delivery of 50 Q.F. 4" Guns ex United States Navy has been completed with the exception of Gun Sighting Telescopes and spare parts. The Telescopes are being supplied but manufacture of spare parts and tools has yet to be obtained.

10. Owing to the shortage in the United Kingdom of 3 Pdr. Guns which are the main armament for Fairmile Motor Boats, negotiations were opened with the U.S.A. for release of some Naval

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guns of this description surplus to their requirements. Release has been promised by the United States Authorities of 34 of these guns with 10,000 rounds of Common Shell and Cartridge Cases. These, with the 3 Pdr. Guns available in Canada, will meet requirements for these vessels. The question of completing the ammunition is being actively pursued.

11. Orders have been placed for 598 -.50" Colt Automatic Guns from the manufacturer in the United States of America, 500 of these guns on twin mounts will be used to arm Minesweepers and also for Corvettes, pending the manufacture of Q.F. 2 Pdr. Mk. VII Guns and Mountings. .50" Colts have been supplied to the 3 Armed Merchant Cruisers to supplement the present A/A equipment of these ships. 98 - .50" Guns for mounting in Turrets are being obtained for Motor Torpedo Boats. Of all these, 44 guns with 22 mountings and 4 guns for M.T.B. No. 1, have been received.

12. Requisitions have been placed with the Department of Munitions and Supply for 85 guns and single Q.F. 2 Pdr. mountings for Corvettes, production of which has been commenced in Canada.

13. To replace the 3 inch A/A armament in Armed Merchant Cruisers 4 inch Mk.V C Guns on Mk.III H.A. Mountings have been requisitioned together with two units for training. For reserve and training purposes 2 - 4" Mk.XVI Guns on twin mountings and 3 Quadruple Q.F. 2 Pdr. Mk. VIII Mountings, have been requisitioned and manufacture has been commenced.

14. To replace the 12 Pdr. S.II Boat Mounting now in service and to provide mountings for unmounted Q.F. 12 Pdr. Guns requisitions have been placed for the manufacture of 20HA/LA Mountings to be made in Canada in conjunction with the manufacture of similar mounting for the Admiralty. Production has commenced and deliveries should begin in the Autumn of 1941.

15. The necessity for supplying anti-aircraft defence for merchant ships has caused a heavy demand for light machine guns. These needs have been met in so far as British and Allied Government ships are concerned by the supply of Thompson Sub-Machine Guns and Smith and Wesson Semi-Automatic Sub-Machine Guns obtained from the U.S.A. by the Admiralty, and also by the issue of stripped Lewis Guns from Canadian stocks. To meet these demands a number of Lewis Guns have been obtained from the Militia Service. Issue is made on a loan arrangement whereby the guns are returned to this country for re-issue as necessary. This supply has been augmented recently by supply from the Army of a number of Colt Machine Guns .303".

16. In the field of ordnance 68 Depth Charge Throwers have been made in Canada and proven most satisfactory in tests, 20 of these being made to Admiralty order and the remainder for the Royal Canadian Navy. Inasmuch as those required for the Admiralty were not completed in sufficient time for the equipping of the first Imperial Corvettes, supply

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was made from stock and in consequence the entire 68 Canadian made Throwers will be mounted in ships of the Royal Canadian Navy. An order for 82 Throwers is at present in production and further orders are being placed to complete the 1941-42 requirements.

17. With the receipt of 34 Torpedoes 21" Mk. IX from Overseas, the situation in respect to adequate reserves of 21" Torpedoes is now satisfactory. Replacement of the Mk.IV Torpedoes on H.M.C. Destroyers with Mk. IX while Overseas has released a number of Mk. IV Torpedoes, and these will be utilised for arming Motor Torpedo Boats. With the exception of 4 of these vessels which will carry 18" Torpedoes, converted from F.A.A. 3 all will be equipped with 21" Mk.IV.

18. Requirements of spare parts for repair and overhaul continue to be obtained from the United Kingdom. Complete drawings and specifications for all Torpedo stores have, however, been applied for in preparation of the development of manufacture in Canada.

19. The mines and equipment for one complete controlled Minefield and loops have been received and supplied to the controlled Mine Base. Adequate reserve of Mines and cable are in course of delivery.

20. The newly extended magazine area at Halifax has been partially occupied by the use of twenty of the 40 new buildings being erected. The remainder will very shortly be fully occupied. There remains much to be done to complete the area including the building of a new wharf, the supply of water and electric power and the construction of roadways. Some further buildings have been found necessary since the original requirements were worked out. Construction of these has been commenced.

21. At Esquimalt the old magazines at Cole Island have been evaduated and the new area is in complete operation. The Cole Island buildings have been taken over by the Naval Stores Branch for storage purposes.

22. Investigation into the question of providing inland Naval Magazines is continuing and photographs have been made from the air by the Royal Canadian Air Force of a prospective site in the vicinity of Grand Falls, N.B.

MERCANTILE DEFENSIVE EQUIPMENT.

Defensively Equipped Merchant Ships -

23. D. E. M. S. Inspections have been carried out in ports throughout Canada as follows:-

HALIFAX	648
SYDNEY	52
ESQUIMALT	41
SAINT JOHN	148

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24. Armament has been provided to 18 vessels of which 17 were completed in Halifax and 1 in Saint John - particulars are as follows:-

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FRONTENAC	Norwegian	Halifax	4" Gun
RUTH I	Norwegian	Halifax	4" Gun.
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TOXDALSFJORD	Norwegian	Halifax	4" Gun.
MEXICO	Norwegian	Halifax	4" Gun.
BORGFRED	Norwegian	Halifax	4" Gun.
RENA	Norwegian	Halifax	4" Gun.
MOSDALE	Norwegian	Halifax	90 MM Gun
DEMPO	Netherlands	Halifax	4" Gun.
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CITY OF CALCUTTA	British	Halifax	12 pdr. H.A. gun.
LABETTE	British	Halifax	4" Gun.
EDITOR	British	Halifax	4" Gun.
FERM	Norwegian	Halifax	4" Gun.
BELNOR	Norwegian	Halifax	4" Gun.
HERANGER	Norwegian	Halifax	4" Gun.

25. No guns of Admiralty stock now remain in Canada - seven guns obtained by Norwegian Ministry of Shipping for issue to their own ships have been exhausted. The Netherlands have also obtained 10 guns for issue to their own ships and these are now in course of being issued.

26. Machine guns for A.A. defence are still being issued at the rate of two per ship. These consist of Smith and Wesson or Colt as Thompson guns are now exhausted and Lewis guns are only being issued in exceptional cases. The Admiralty is shortly establishing a shuttle service operating from both Halifax and Bermuda. Such will consist of military personnel with guns to accompany each ship and arrangements are now being made for accommodation.

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27. Training facilities for D.E.M.S. Personnel. At the request of the Admiralty a training centre for D.E.M.S. ratings is in the process of being established at Halifax. This will provide actual firing facilities for all weapons now mounted on merchant ships.

28. Bridge protection is undertaken with the best material available locally. Specifications of plastic material from the Admiralty are awaited, as this material under test by them is stated to be superior to all others. Various types of protective material have been developed in Canada but before arriving at standard specifications for merchant ships it is proposed to await and try out material made to Admiralty specifications.

Degaussing

29. Eight hundred and forty-four inspections were carried out in all ports, 74 or approximately 9% requiring repairs, which in some cases necessitated re-installations. Permanent degaussing which at the present time requires 3 - 4 weeks is not being undertaken in Canada except in circumstances where no delay is occasioned on this account. A mobile dep rming station is in the course of being fitted out at Halifax and will work in close co-operation with the degaussing range now in operation.

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THE WHOLE OF THIS SECTION IS TO BE REGARDED AS SECRET.

XI. - ANTI-SUBMARINE

Personnel for A/S Duties

Officers

1. At the present time there are forty officers of the Executive and Special Branches engaged in A/S duties. The disposition of these officers is as follows:-

S.A/S at N.S.H.Q.	3	officers
Equipment Division	10	"
Installation Maintenance and H.D.A. Stations ..	15	"
A/S Schools	6	"
Maintenance Afloat	2	"
In training	4	"

2. As the shipbuilding programme progresses, it is the intention to obtain further personnel to provide for necessary inspection of A/S equipment in its manufacturing and installation stages.

Ratings

3. Thirty-five ships now fitted with A/S equipment require a total of approximately thirty-five H.S.D.'s and one hundred and twenty-eight S.D.'s. Canadian trained ratings now number twenty-two H.S.D.'s and two hundred and forty-seven S.D.'s. The necessary steps are being taken to train the remaining H.S.D.'s required, and the production of S.D. ratings in the schools will be maintained to provide for sufficient hands in newly commissioned ships.

4. By the end of 1941, seven hundred A/S ratings will be required to man A/S vessels. At present the University of Toronto is training fifty ratings a quarter in Electrics for further training in Asdics. The University of Western Ontario is training ratings for R.D.F. Those who do not reach the required R.D.F. standard will be turned over to the A/S Branch.

5. It has also been found possible to obtain ratings through the Technical School at Hamilton. Details of this plan are not available yet as it is in its initial stages.

A/S Schools at Halifax and Esquimalt

6. The A/S Schools at Halifax and Esquimalt are being improved by the addition of different types of Asdic sets. The delay in obtaining procedure teacher and attack teacher equipment from the United Kingdom has slowed up the completion of the schools. Control officers

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A/S Schools at Halifax and Esquimalt (Cont'd)

Courses are continuing in the school at Halifax and some practical training is being obtained with the co-operation of a submarine. This submarine is the Dutch Submarine O-15 and was obtained through the Admiralty. The "ACADIA" is proving to be too slow for actual practical work but until a faster ship is available, she will continue to be employed.

7. Two S.D. Instructors have recently been obtained on loan from the Royal Navy.

The Manufacture of A/S Equipment in Canada

8. A/S production is coming on apace and is not very far behind schedule. The results obtained by the Production Division are very gratifying.

Canadian Ships Equipped with Asdics

9. There are at the present time thirty-five Canadian ships equipped with Asdic sets. These include thirteen destroyers, fourteen Auxiliary vessels and eight corvettes.

Present Progress

10. The installation of A/S equipment in corvettes now in process of construction is as follows:-

Number of Ships	Percentage of Asdic set installed
1	100%
3	90%
14	60%
6	40%
6	20%

11. Installation has started on fourteen minesweepers but is in its very early stages.

12. The installation of A/S equipment in Motor Asdic boats has not yet begun due to the fact that no Scott-Payne or Fairmile boats are in a sufficiently advanced stage of construction.

Status of Harbour Defence Asdics and Indicator Loops at Halifax and Sydney

Halifax

13. Control and machinery buildings have been completed and 95% of loop and H.D.A. control equipment has been installed and wired up.

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Halifax (Cont'd)

14. Before the station is completed, the H.D.A. Sea Units will have to be installed and the Indicator Loops laid. The Tail Cable Trench and Link Hut are in process of construction.

Sydney

15. Location of site has been decided upon. Final approved plans are being drawn up by Department of Works and Buildings and construction should commence in very near future. Eighty per cent of H.D.A. equipment required has arrived in Halifax Naval Stores and is being co-ordinated there until required at Sydney.

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S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

Copies to Prime Minister

To: ADMIRAL COMMANDING WESTERN APPROACHES 379
C. IN C. HOME FLEET 6
C.N.S. OF CANADA OTTAWA — Minister
BRITISH NAVAL ATTACHE WASHINGTON — Mr.Robertson
F.O.C. 3 B.S. 195
N.O. I/C ST. JOHN'S NFLD. — Mr.Heeney
B.A.T.O.
C. IN C. A. & W.I. 457
C.O.A.C.
COMMODORE COMMANDING CANADIAN SHIPS

From: C252915
ADMIRALTY

MY 1920 MAY 23RD. FOLLOWING AMENDING MESSAGE IS NOW BEING SENT TRHOUGH DOMINIONS OFFICE TO GOVERNMENT NEWFOUNDLAND AND CANADA.

BEGINS. "AFTER FURTHER CONSIDERATION ADMIRALTY CONSIDER ESCORT FORCE WORKING FROM ST. JOHN'S SHOULD BE INCREASED TO FOLLOWING STRENGTH:- 30 DESTROYERS 24 CORVETTES 9 SLOOPS. (2) ADMIRALTY ESTIMATE THAT UP TO 16 SHIPS INITIALLY WILL BE IN HARBOUR ST. JOHN'S AT ONE TIME, I.E. AN AVERAGE:- 7 DESTROYERS 7 CORVETTES 2 SLOOPS.

MY 1401B PART 2 FOLLOWS.

1330B/3

L/T INTERDEPT. REC'D SDO VS 4 6 41 2036
1720/4

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COLOURED PAPER
PAPIER DE COULEUR

22031

C252916

S. 1320H
N.S. 815-9-1320H

NAVAL MESSAGE

To: C.N.S. OF CANADA

From: ADMIRALTY

MY 1401B PART 2 FINAL. (3) THE LOCAL REQUIREMENTS OF ESCORT FORCE AND IN PARTICULAR THE DETAILED SHORE REQUIREMENTS COMMUNICATED SEPARATELY TO NAVAL AUTHORITIES IN ADMIRALTY'S MESSAGE 1940B MAY 23RD WOULD BE INCREASED CORRESPONDINGLY. (4) ADMIRALTY WOULD BE GRATEFUL TO LEARN AS EARLY AS POSSIBLE THAT THESE INCREASED REQUIREMENTS ARE ACCEPTABLE TO GOVERNMENT OF NEWFOUNDLAND AND CANADA. THEY ARE REPEATING THIS MESSAGE TO NAVAL AUTHORITIES CONCERNED. (5) IF INCREASE IS ACCEPTABLE ADMIRALTY WOULD APPRECIATE EARLY DETAILS OF REQUIREMENTS THAT CAN BE PROVIDED FROM CANADIAN SOURCES AS FORESHADOWED IN N.S.H.Q.'S NUMBER 30 OF 1626 MAY 29TH TO ADMIRALTY. (6) DEPOT SHIP STORE SHIP AND OILER ARE BEING SENT AS REQUESTED. C.N.S. OF CANADA PASS TO B.A.T.M.

1401B/3

PRELIM. COPY TO D.N.I. & D.O.D. 1730/4

L/T INTERDEPT.

REC'D SDO VS 4 6 41 2039
0807/4

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COLOURED PAPER
PAPIER DE COULEUR

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

C252917

To: N.S.H.Q. OTTAWA 427
(R) C. IN C. WESTERN APPROACHES 694
C.O.A.C. HALIFAX N.S.

Copies to Prime Minister
Minister
Mr.Robertson
Mr.Heeney

From: ADMIRALTY

H X 126 ATTACKED U-BOAT IN ABOUT 40 DEGREES W. CONVOY SCATTERED AND REFORMED SAME DAY FOLLOWING SHIPS SUNK-- "NORMAN MONARCH", "HARPAGUS", "DARLINGTON COURT", "ROTHERMERE", "COCKAPONSET", "JOHN P PEDERSEN", "BRITISH SECURITY", "ELUSA", AND "BARNEY".

POSITION 550 miles East of St.Johns Nfld.
1940B/10

PRELIM. COPY TO D.S.C. AT 2220/10

L/T CYPHER REC'D S.D.O. 2135/10 GM 10/6/41 4318

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COLOURED PAPER
PAPIER DE COULEUR

C252918

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

Copies to Prime Minister
Minister
Mr.Robertson
Mr.Heeney

To: C.O.A.C.

From: "ORILLIA" (new corvette)

IMMEDIATE

"DIRPHYS" (GR) TORPEDOED 0100Z 8TH IN THE VICINITY OF 047° 44' N. 039° 02' W. ABOUT 1030Z 10TH ABOUT 047° 33' 30" N. 040° 29' 30" W. SUBMARINE SURFACED AND FED SURVIVORS. SUBMARINE CARRIED GUNS FORWARD AND ANTI AIRCRAFT AFT LENGTH ABOUT 250 FT. AT 1430Z 10TH IN THE VICINITY OF 047° 34' 30" N. 040° 11' 45" PICKED UP 19 SURVIVORS. MY ASDIC OUT OF ACTION. INFORMED BY (CORRUPT GR) "DIRPHYS" (GR) ON 4TH JUNE NEAR 047° 50' N. 034° (CORRUPT GR) W. FORE END OF TANKER WAS SEEN WELL ABOVE WATER DRIFTING IN SOUTHEASTERLY DIRECTION.

2020Z/10

"J" REQUESTED ON CORRUPT GRS
(PASSED TO ADTY, NFLD, HALIFAX AND C. IN C. A.&W. 10
H.M.C.S."ORILLIA" position 550 miles East of St.John's Nfld.
PREL.COPY TO DSO AT 0255/11

T/T CODE REC'D DSO 0253/11 11.6.41 CL 4371

W.L.M. King Papers, Memoranda and Notes, 1940-1950,
MG 26 J 4, Volume 366, pages C252768-C253670

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PAPIER DE COULEUR

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

DRAFTED BY DUTY OFFICER (BOGUE).

To: ADMIRALTY 162 (R) C-IN-C, A. & W. I.

IMPORTANT.

From: C252919

Copies to Prime Minister
Minister
Mr.Robertson
Mr.Heeney
N.S.H.Q.

FOLLOWING FROM RADIO WASHINGTON T.O.O. 0821/11 G.M.T. BEGINS:-
POSSIBLE POSITION NAZI SUB GIVEN BY RADIO D/F AS LAT. 48o 00'N.
LONG. 51o 30'W. ENDS. N.O.I/C ST. JOHN'S N.F., C.O.A.C. AND
R.A.3 INFORMED.

1345Z/11

This position 60 miles from St.John's Nfld. and N.E. of St.John's. This report is considered unreliable but all necessary action being taken.

L/T CYPHER REC'D S.D.O. 0948/11 L.W 11/6/41 2075

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NAVAL MESSAGE C252920 WLK

To: A.I.G.NO.62

AIR OFFICER COMMANDING IN CHIEF
COASTAL COMMAND.

Copies to Prime Minister
Minister
Mr.Robertson
Mr.Heeney

From:

ADMIRALTY

I M M E D I A T E

BY DIRECTION FINDING ON 7640 KILOCYCLES PER SECOND AT 0022Z/11. POSITION U-BOAT WAS APPROXIMATELY 049°30' North 042°30' West. AMERICAN AUTHORITIES INFORMED.

0422B/11.

NOTE: THIS POSITION ABOUT 420 MILES E.N.E. FROM ST.JOHN'S NFLD.

11.6.41.

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W/R Naval

C252921

CANADA

MINISTER OF NATIONAL DEFENCE FOR NAVAL SERVICES

MEMORANDUM TO MR. KING

I have seen the dispatch which you spoke of shortly after eight o'clock this evening. These sinkings occurred some weeks ago, and we had unofficial news of them at the time from the convoy, itself.*

A. L. Macdonald

11th June, 1941.

* week of May 15/22
reported in OW 746 28/5

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COLOURED PAPER
PAPIER DE COULEUR

C252922

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

To: PRIME MINISTER
MINISTER
MR.ROBERTSON
MR.HEENEY
C.A.S.

From: N.S.H.Q.

"CESILLIAN" TORPEDOED 44°40' N. 45°30' W. 0215/13.

NOTE: THIS POSITION IS 340 MILES SOUTH EAST OF ST.JOHNS NFLD.

13.6.41.

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PAPIER DE COULEUR

38528

C252923

S. 1320H
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N.S. 815-9-1320H

NAVAL MESSAGE

Copies to Prime Minister
Minister
Mr.Robertson
Mr.Heeney

From: ADMIRALTY

To:
ALL SHIPS & AUTH IN AREA A HOME STATION
A.I.G. 62
SHIPS & AUTH. N.A.S.
C IN C S.A.S.
A.O.C. IN C COASTAL COMMAND

ESTIMATED U BOAT DISPOSITION.

GERMAN - ONE 044° 40' N 045° 30' W 0415B/13TH. OTHERS IN SAME AREA. ONE 048° 50' N 052° 10' W 1815B/12TH, OR REPEAT OR 1 049° 06' N 051° 24' W 2235B/12TH. ONE ABOUT 055° N 043° W 0244B/13TH PROBABLY SOUTHBOUND. ONE ABOUT 053° N 027° W 0208B/13TH. ONE 052° - 053° N 030° - 031° W ONE 058° - 060° N 022° - 025° W. 2 IN DENMARK STRAIT. ONE TO SOUTHWARD ROCKALL.

PART 2 OF MY 1556B FOLLOWS.

1551B/13

T/T CODE REC'D S.D.O. AP 13/6/41 5382

2044/13

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30SPD

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N.S. 815-9-1320H

NAVAL MESSAGE C252924

To:

From:

ADMIRALTY.

NY 1556B PART 2 FINAL.

1 055° - 056°-30' NORTH 010° - 013° WEST. 1 049° - 051° NORTH 006°-009° WEST 2 059° 20' 059° 30' NORTH 000° 01' - 000° 30' WEST 1 ABOUT 045° NORTH 026° WEST 0237B/12TH AND OTHERS PROBABLY IN SAME AREA. 1 ABOUT 035° NORTH 020° WEST AND 1 ABOUT 026° NORTH 026° WEST ARE NORTHBOUND. 1 ABOUT 009° NORTH 019° WEST 2314B/12TH.
3 BETWEEN FREETOWN AND 020° WEST.
ITALIAN - 3 NEAR S L 76 ABOUT 039° NORTH 023° WEST.
3 MADEIRA - PORTUGAL - GIBRALTAR.

1556B/13

PRL. TO D.S.O. AT 2155/13

T/T CODE REC'D S.D.O. AP 13/6/41 5364
2045/13

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NAVAL MESSAGE

DRAFTED BY DUTY OFFICER
(LT BOGUE)

To: Copies to Prime Minister
Minister
Mr.Robertson
Mr.Heeney

From: C252925

N.S.H.Q.

ADMIRALTY 234
(R) C.O.A.C. 69
C. IN C. A.&W.I.
C. IN C. W.A.S
~~C.C.N.F.~~
R.A. 3

I M P O R T A N T

C.O.A.C.'S 1727Z/17. U.S. SHIP MADE REPORT AND NAVY DEPT. STATES FROM THEIR REPORTS THEY ASSUMED A SOUND CONTACT. LATER REPORT STATES LOST CONTACT.

2039Z/17

(RE SUBMARINE SIGHTED)

RE SUBMARINE 150 MILES SOUTH OF HALIFAX.
T/T W/T L/T CYPHER REC'D SDO 17.6.41 CL 4584
1635/17

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C252926

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

To: ADMIRALTY
N.S.H.Q. OTTAWA
C-in-C,A. & W.I.
C-in-C,W.A.
C.C.N.F.
(R) R.A.3rd B.S.

Copies to Prime Minister
Minister
Mr.Heeney
Mr.Robertson

From: WR/Manuel
C.O.A.C.

IMMEDIATE

SUBMARINE SIGHTED LAT. 42°00'NORTH LONG. 63°05' WEST
AT 1653Z/17.

1727Z/17.
2

POSITION 150 MILES SOUTH OF HALIFAX. PARTICULARS AND ORIGINATOR OF REPORT BEING OBTAINED.

17.6.41.

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COLOURED PAPER
PAPIER DE COULEUR

2a

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N.S. 815-9-1320H

C252927

NAVAL MESSAGE

Copies to Mr.Heeney Prime Minister
Minister
Mr.Robertson

To: C IN C W A 29
C IN C A W I 718

From: ADMIRALTY

W/T/Naval

IMMEDIATE

FOLLOWING RECEIVED FROM OPNAV ALSO BEING SENT TO C.N.S. OF CANADA BEGINS: AT 1650 G.M.T. JUNE 17 DESTROYER "OVERTON" "SOUND" CONTACTED UNIDENTIFIED SUBMARINE 042 N 063° 09' W. LOST CONTACT 1742 G.M.T. HEARD UNMISTAKABLE SUBMARINE ECHO AND PROPELLER NOISE ENDS

0316B/18

PRELIM. TO DSO AT 0302/18

RE: SUBMARINE 150 MILES SOUTH OF HALIFAX.

T/T W/T CYPHER REC'D. S.D.O. M.D. 18.6.41 65711
0240/18

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C252928

M/C-Navy

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

To: PRIME MINISTER
MINISTER
MR.ROBERTSON
MR.HEENEY
C.G.S.
C.A.S.

From: Navys

FOLLOWING HAS BEEN PROMULGATED BY ADMIRALTY BEGINS:

"IT HAS BEEN DECIDED TO BASE CERTAIN ESCORT FORCES ON ST.JOHN'S NFLD TO BE KNOWN AS ST.JOHN'S FORCE.

THE FORCE WILL BE UNDER COMMAND OF COMMODORE WITH TITLE OF COMMODORE COMMANDING ST.JOHN'S FORCES, SHORT TITLE C.C.N.F. 1707B/17. ENDS.

FOLLOWING HAS BEEN RECEIVED FROM C.C.N.F. TO ADMIRALTY AND NECESSARY NAVAL AUTHORITIES BEGINS: HAVE ASSUMED COMMAND AS C.C.N.F. 0113Z/14 ENDS.

19.6.41.

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wr/N

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N.S. 815-9-1320H

NAVAL MESSAGE

To:

From: C252929

ADMIRALTY
C. IN C. WESTERN APPROACHES
(R) F.O.C. DESTROYER FLOTILLAS HOME FLEET
WESTERN PATROL
C.C.N.F.

H.M.C.S. "OTTAWA"

"I M P O R T A N T"

H.M.S. "GLADIOLUS" HAS SUNK U-BOAT AT ABOUT 0400 BY DEPTH CHARGE AND GUN FIRE. DETAILS LATER. WEATHER 12 27 09 48 30 05

Copies to Prime Minister
Minister
Mr.Robertson
Mr.Heeney

08272/25

PREL.COPY TO DNI./ DOD., FIS & DCNS AT 1302/25

W/T CODE REC'D SDO 25.6.41 CL 9027
1245/25

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N.S. 815-9-1320H

NAVAL MESSAGE

To: PRIME MINISTER
MINISTER
MR. ROBERTSON
MR. HEENEY

From: C252930
C.N.S. CANADA

FINAL REPORT FROM ADMIRALTY ON HX 133 WHICH SAILED 16th JUNE AND PERSISTENT SUBMARINE ATTACKS REPORTED FROM 40° WEST.

"HX 133 MET AS ARRANGED. FOG FOR FIRST FIVE DAYS. ATTACKS BY U-BOATS 40° WEST TO 18 °WEST. SHIPS SUNK "SOLOY" "MALAYA" "BROCKLEY HILL" "GRAYBURN" "MAASDAM"(HOLL.) "VIGRID" (NOR. STRAGGLER. DAMAGED AND ARRIVED "KONGSGAARD" (NOR.) "TIBIA" (HOLL.).

ARTI U-BOAT OPERATIONS PARTICULARLY SUCCESSFUL."

10.7.41.

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PAPIER DE COULEUR

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-0-1320H

NAVAL MESSAGE

To: C. IN C. A. & W.I. 202
C.N.S. CANADA 898
(R) R.A. 3 464
C.O.A.C.
C.G.N.F.

Copies to Prime Minister
Mr.Heeney
Minister
Mr.Robertson

From: C252931
ADMIRALTY

WIRELESS TRAFFIC AND OTHER INDICATIONS POINT TO POSSIBILITY FISHING CRAFT NEWFOUNDLAND BANKS WEARING FRENCH, PORTUGUESE AND POSSIBLY OTHER COLOURS ACTING IN A SUSPICIOUS MANNER.

REQUEST EARLIEST OPPORTUNITY BE TAKEN TO OPERATE IN THESE WATERS WITH A VIEW TO REMOVING THIS POSSIBLE MENACE TO OUR TRADE.

1706B/11

PRELIM. COPY FOR DSO AT 0847/13

T/T CYPHER REC'D SDO 0716/13 M.W. 13.7.41. 4888

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W/R
Normal

SECRET COPIES TO:- Prime Minister
Minister
Mr. Heeney
Mr. Robertson

C252932

Position of reported submarine in 0145Z/24 approximately 150 miles East of Halifax.

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M/C-Navy

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NAVAL MESSAGE

C252933

To: "SHERBROOKE" "SASKATOON" "CAMROSE"
(R) C.C.H. A.O.C. E.A.C. NA S.H.Q. 750

From: C.O.A.C.

IMMEDIATE

---

1 A SUBMARINE WAS SIGHTED BY AIRCRAFT AT 1815P WED. 23RD JULY IN 4310 N 61 32W. (2) A FISHING VESSEL REPORTED A SUBMARINE AT 1750P TUES. 22ND. JULY IN 4423 N 6010W. (3) IT IS CONSIDERED SUBMARINE MAY BE PATROLLING ACROSS HALIFAX SHIPPING LANES. (4) SHIPS ADDRESSED ARE TO SHIP AS SOON AS READY AND PROCEED INDEPENDENTLY WITH ALL DESPATCH TO THE FOLLOWING POSITIONS.- "SHERBROOKE" POSITION A 4350 N 60 50W. "SASKATOON" POSITION B 43 25 N 61 10 W..."CAMROSE" POSITION C 43 00 N 61 45 W. "TRAIL" POSITION D 42 45 N 62 20 W. (5) IN THE ABSENCE OF FURTHER INFORMATION AN A/S PATROL IS TO BE ESTABLISHED IN A NORTH WESTERLY SOUTH EASTERLY DIRECTION 12 MILES EITHER SIDE OF GIVEN POSITIONS. (6) AIRCRAFT WILL CARRY OUT SEARCH FROM DAYLIGHT 24TH.

01453/24

P.HL. TO D.S.O. AT 0215/24
T/T CODE REC'D S.D.O. H.L. 24.7.41. 8378
0145/24

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WR / Nvl / AR

OFFICE OF THE PRIME MINISTER

MEMORANDUM 27. IX. 41

Prime Minister C252934

The Naval Dept expect- to release the announcement during the week-end.

They have still to get- names of two casualties which may cause delay.

A draft statement is attached in case the Prime Minister wishes to give anything to the press. There is, however, very little that can appropriately be said.

WLMK

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C252935

MEMORANDUM

TO: THE PRIME MINISTER

FROM: NAVAL INFORMATION OFFICE.

Attached hereto is a press release on the loss of H.M.C. corvette "LEVIS". Also attached is copy of a memorandum to the Minister of Naval Services containing information on the Commanding Officer of H.M.C.S. "LEVIS", Lieutenant Charles Walter Gilding, R.C.N.R. The time that it is proposed to make this release will be known early this afternoon. As soon as it is ascertained, the Prime Minister's office will be advised by telephone.

Walter Gilhooly.

(Walter Gilhooly)
Naval Information Officer.

O T T A W A,
September 27th, 1941.

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MEMORANDUM

TO: THE MINISTER

FROM: N.INF.

For the information of the Minister the following facts have been extracted from the file of Lieutenant Charles Walter Gilding, R.C.N.R., Commanding Officer of H.M.C.S. "LEVIS".

1- Age, 47. Native of Riverport, N.S.

2- Went to sea at 15 years of age; was between 31 and 32 years at sea with the one line.

3- At time of enlistment was Chief Officer, S.S. Rose Castle of the Dominion Steel & Coal Corporation.

4- Holds Foreign-going Master's papers.

5- Joined R.C.N., April 1940 as Acting Lieutenant, R.C.N.R.

6- Appointed to H.M.C.S. "ST CROIX" as executive officer.

7- Appointed Lieutenant R.C.N.R. in January 1941.

8- Appointed to H.M.C.S. "LEVIS", in Command, March 10, 1941.

(Walter Gilhholy)
Naval Information Officer.

OTTAWA, September 27th, 1941.

Approved KSM 27/9/41

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C252937

The Minister for Naval Services to-day announced, with regret, the loss by enemy action of H.M.C. corvette "LEVIS".

Seventeen Canadian ratings, and one rating, from the Royal Navy, were lost with the ship. Two Canadian ratings were wounded. The next of kin have been informed.

H.M.C.S. "LEVIS" was a Canadian-built and manned corvette, one of a class which has been playing an ever-increasing part in the Battle of the Atlantic, undertaking extensive escort and patrol duties.

She was commanded by Lieut. Charles W. Gilding, R.C.N.R. None of the officers was among those lost.

War-time needs for secrecy concerning naval operations and movements prevented details of the loss being disclosed. Only the brief, formal announcement by the Hon. Angus L. Macdonald could be made.

It is known, however, that H.M.C.S. "LEVIS" did not sink immediately after the action, and that a gallant effort was made by another Canadian corvette to tow her to the nearest port. This attempt proved unsuccessful and after being in tow for several hours H.M.C.S. "LEVIS" sank.

Canadian corvettes, especially designed for escort and patrol duties, have been playing a full part in the warfare at sea and have had their successes against the enemy. Their services have taken them far afield, and they have already earned for themselves an enviable reputation as valuable units in the Empire's naval forces. In addition to their share in the Battle of the Atlantic, they have seen much service in Britain's home waters.

Approved
KSM 27/9/41

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There have been other losses due to war conditions: H.M.C.S. "FRASER" was sunk while evacuating troops from France; H.M.C.S. "MARGAREE" had a like fate while on convoy duty. Both of these ships were destroyers. Another destroyer, H.M.C.S. "SAGUENAY", although torpedoed, was brought safely into port for repairs and again is in service.

Loss of 17 men on board H.M.C.S. "LEVIS" brings the total of Canadian naval casualties, killed on active service, to 359 officers and ratings. In addition there have been 42 deaths from other causes; 66 have been listed as wounded or injured and two have been taken prisoner of war.

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Coll - WWII - Naval defence

N.S. 1000-5-8 C252939

SECRET

SUMMARY OF NAVAL WAR EFFORT

- July 1st to September 30th, 1941 -

NOTE: This Summary is a continuation of that from April 1st to June 30th 1941.

		Page
I.	NAVAL SERVICE HEADQUARTERS	1
II.	PERSONNEL	2
III.	SHIPS	6
IV.	PORT DEFENCES	9
V.	COMMUNICATIONS	11
VI.	INTELLIGENCE & TRADE	13
VII.	DOCKYARDS	23
VIII.	SUPPLY	25
IX.	ARMAMENT	27
X.	TECHNICAL DEVELOPMENT	32

NOTE: Items marked # must NOT be made public.

-oOo-

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1 - Naval Service Headquarters C252940

1. Once more the question of office accommodation for N.S.H.Q. has become acute, despite the occupation last quarter of the reconstructed Aylmer Building.

2. By direction of the Minister a committee has been formed, with the Deputy Minister as Chairman, to investigate and report all possible solutions to the problem.

3. It has been suggested that the present offices on the ground floor of Laurentian Club building, lately acquired by the Canadian Government, could be used for N.S.H.Q., leaving the remainder of the Club for use as an Officers' Club.

-oOo-

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11 - PERSONNEL

Strength

1. Mobilized strength at the end of the quarter ending 30th September was 3,117 officers and 22,226 ratings, a total of 25,343.

2. In addition, Divisional strength at R.C.N.V.R. Headquarters included 163 officers and 1,759 ratings.

3. The increase in personnel over the last quarter is 502 officers and 4421 ratings.

Entry and Training

4. Direct entry of officers continues to be by selection. Officers other than Special Branch are attached initially to R.C.N.V.R. Divisions as probationary sub-lieutenants, pending draft to a training establishment.

5. Officers were entered during the last quarter as follows:-

R.C.N.

31	Cadets	Appointed to U.K. for training
5	Pay. Cadets	

R.C.N.R.

10	Lieutenants
7	Mates
8	Lieutenants (E)

R.C.N.V.R.

2	Lieutenant Commanders
146	Probationary Sub-Lieutenants
11	Surgeon Lieutenants
1	Paymaster Sub-Lieutenant
17	Lieutenants (S.B.)
9	Sub-Lieutenants (S.B.)
3	Warrant Officers (S.B.)
1	Warrant Victualling Officer
1	Commissioned Electrician

Promotions from Lower Deck

6. 21 R.C.N.V.R. and 1 R.C.N.R. rating were promoted to commissioned rank during the quarter.

Of the 150 ordinary seamen sent to the United Kingdom to qualify for commissions:-

117 have now received commissions

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of seamanship, field training and Naval Service traditions. This has eased training at the Coast considerably.

12. R.C.N. recruiting has been slightly altered from the principles laid down in the last quarterly report and ratings volunteering to transfer to the Permanent Force are now given identical training with R.C.N.V.R. ratings. Selection of ratings for transfer is in the hands of the Commanding Officers of R.C.N. barracks and captains of ships.

13. Recruiting and training divisions have been established at Halifax and Esquimalt in order to facilitate recruiting at these points. Recruits are entered and given preliminary training similar to that given at Divisions.

14. As a result of the conference held recently at Naval Service Headquarters, syllabus of training laid down for Divisions has been slightly curtailed to bring it more within the capabilities and facilities of Divisions. It is anticipated that this will make unnecessary any repetition of Divisional training at R.C.N. Barracks and so shorten the period of training necessary for ratings upon arrival at R.C.N. Barracks.

15. Practical sea training continues to be the most serious defect in the existing scheme of training new entries.

Drafting

16. In the past it has been the policy to draft large numbers (approximately 1,200) of ratings from Divisional Headquarters every eight weeks. This has resulted in considerable fluctuation in numbers of trained ratings available for manning at the coasts, and has at the same time resulted in a rush of work falling upon various departments upon arrival of drafts. It has now been decided to draft at weekly intervals in small numbers. This will relieve the burden of these departments and provide a continuous number of trained recruits for manning every week.

Sea Cadets

17. Sea Cadet Corps of the Navy League are now under the jurisdiction of the Naval Service. While they will continue as previously in their normal functions, they will be inspected and supervised by the Naval Service. All appointments of officers and instructors will now require the approval of Naval Service Headquarters. It is proposed to appoint a civil co-ordinator to assist in the preliminary organization of existing and new corps. Detailed regulations are in the press.

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Nursing Service

18. A Royal Canadian Naval Nursing Service is now in being, but numbers have so far been restricted to three at the Naval Hospital, Esquimalt.

19. Summary of Awards to Canadian Naval Personnel

	Officers
Order of the British Empire	1
Distinguished Service Cross	7
George Medal	2
Commendation	1
Mention in Despatches	7
	Ratings
Medal of the O.B.E	1
Distinguished Service Medal	3
Mention in Despatches	9

Details will be issued shortly in Naval Monthly Orders.

Casualties

20. From 10th July to 30th September, 1941, 3 officers and 20 ratings were killed in action or on war service, including 17 ratings who were killed when H.M.C.S. "Levis" was sunk by direct enemy action on 19th September. One officer and four ratings died on active service from natural or other causes. During the period two ratings were wounded in "Levis" and one suffered an injury on active service. The number of prisoners-of-war remains at two, both in German camps.

21. Following are the officers mentioned above:

Lieut. Ramsey A. Nares, R.C.N.V.R.	Missing, presumed killed in sinking of H.M.S. "Fearless", 23rd July.
Lieut. Charles A. Keefer, R.C.N.V.R.	Drowned at sea attempting rescue, 26th August.
Captain Richard H. Oland, R.C.N.	Died 6th September.
Sub-Lieut. Michael S. Mills, R.C.N.V.R. (Temp.)	Killed in action, 11th September.

During the above period one officer and 238 ratings were discharged from the Service medically unfit.

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III - SHIPS

	30th June, 1941			30th September, 1941		
	East	West	Total	East	West	Total
M/S Vessels	17	5	22	17	5	22
A/S Vessels	14	3	17	14	3	17
Fishermen's Reserve	0	11 (3M/S)	11	0	11 (3M/S)	11
Fishermen's Reserve serving with R.C.A.F.	0	3	3	0	3	3
Auxiliary Vessels	122	23	145	134	21	155
Destroyers	13	0	13	13	0	13
Destroyers U.K.	0	0	0	0	0	0
Corvettes, New Construction	41	1	42	52	1	53
M/S New Construction	2	0	2	7	4	11
Armed Merchant Cruisers	1	2	3	2	1	3
Motor Torpedo Boats	1	0	1	Turned over to R.N.		
T O T A L S....	211	48	259	239	49	288

Of these vessels:-

12.....are R.C.N.

7.....Destroyers ex U.S. Navy

111.....Requisitioned or purchased from private owners.

14.....Fishermen's Reserve.

64.....Taken over from Government Departments.

16.....Loaned or donated to Government

53.....New construction corvettes completed.

11.....M/S completed.

TOTAL: 288

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1. 73 corvettes and 37 minesweepers have been launched.
52 corvettes are in full commission and operating on the East Coast.
1 corvette is in full commission and operating on the West Coast.

2. The ten corvettes which were built for the Royal Navy are now on loan to the Royal Canadian Navy and are R.C.N. ships. They are based at St. John's and are operating as escorts for convoys.

3. H.M.C.S. ANNAPOLIS and ST. CROIX are based at Halifax, employed as local escorts for convoys.

H.M.C.S. ASSINIBOINE, COLUMBIA, NIAGARA, OTTAWA, RESTIGOUCHE, ST. CLAIR, ST. FRANCIS, ST. LAURENT, SAGUENAY and SKEENA are now operating from St. John's, Nfld., as ocean escorts for convoys.

4. H.M.C.S. PRINCE DAVID based on Bermuda was engaged in patrol duty off Guadaloupe and the Atlantic.

5. H.M.C.S. PRINCE HENRY completed refit on 22nd July and was engaged in patrol duty off West coast of British Columbia. She left Esquimalt 24th August to establish patrol off Galapagos Island. Left patrol to transit Panama Canal 11th Sept. and arrived Kingston Ja., 13th Sept. She will proceed shortly to Bermuda.

6. H.M.C.S. PRINCE ROBERT was engaged in escorting troop transports from Suva and Canada. She departed Auckland 28th July with instructions to investigate reported presence of damaged German raider at Easter Isles. Result of investigation proved negative and after refuelling at Talara ship proceeded to Esquimalt, where she is at present undergoing annual refit. She is expected to complete on 7th October, when she will be placed at the disposal of C. in C.A. & W.I.

7. M.T.B. 250 arrived Montreal from Halifax 10th August to be armed.

8. H.M.C.S. RESTIGOUCHE struck a rock with both propellers off Argentia on 9th August. Propellers were badly chipped, but hull and machinery were undamaged.

H.M.C.S. NANAIMO grounded off Argentia 9th August, sustaining considerable structural and other damage. She proceeded Halifax for repairs.

9. H.M.C.S. ARVIDA) Left Sydney 5th September
BARRIE) with convoy for U.K., where
DAUPHIN) they are to undergo training
) at Western Isles.

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10. In view of the attack on S.C.42 on 10th Sept., 11th Sept., it has been decided that all future escort groups shall comprise nine ships.

On 16th Sept. the United States Navy took over the organisation of escorting H.X. convoys in the Western Atlantic.

Sydney Slow Convoys (S.C.) are to be escorted by H.M. and H.M.C. Ships under C.C.N.F. and Halifax Fast Convoys (H.X.) are to be excorted by U.S. Ships under Cinclant.

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IV - PORT DEFENCES

Halifax.

1. All defence measures have functioned satisfactorily during the past quarter.

2. An Anti-boat Boom is being added to the Anti-submarine Boom.

3. R.D.F. equipment has been installed at Duncan's Cove.

4. The controlled mining station at Sleepy Cove is in full operation.

5. The Harbour Defence Asdic and Loop Station was completed and commissioned. Operations are proceeding satisfactorily.

Sydney, N.S.

6. The A/T Boom has been completed and is in use.

7. Buildings for the H.D.A. Station have been completed and installation of equipment is in hand.

Saint John, N.B.

8. A new A/B Boom is under construction between Partridge Island and the Mainland.

9. The Mispec Point Port War Signal Station, Tiner's Point War Watching Station and Partridge Island Signal Station are operating satisfactorily.

10. The Examination Service also continues to function satisfactorily.

St. John's, Nfld.

11. There has been considerable activity to develop port defences in connection with the establishment of a Naval Base.

12. Laying of A/T nets has been completed.

13. Work on the P.W.S.S. at Cape Spear is expected to begin in the near future. Erection of the W/T Station on the Bay Bulls Road has commenced.

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14. Construction of Magazines will also be put in hand shortly.

15. Erection of Barracks has commenced.

Gaspe, P.Q.

16. Work is in progress on P.W.S.S.

17. A/S Boom has been completed and is in operation. A considerable number of improvements have been made to the newly-erected Boom Defence and Base buildings by local personnel.

18. An Examination Service is now functioning.

Shelburne, N.S.

19. Laying of A/S net has been complet d. Buildings have been erected for the Boom Defence Depot established during previous quarter.

20. Naval guns have been mounted at both Government Point and McNutt's Island. Searchlights are in position at Government Point and Tea Chest Battery.

21. Work on P.W.S.S. expected to begin in immediate future.

Esquimalt, B.C.

22. All defences continue to operate satisfactorily.

Prince Rupert, B.C.

23. First line of A/S Boom completed and work is in hand on second line. Boom Defence Depot buildings are in course of erection.

24. Work is in progress on P.W.S.S. at E. Kinahan Island.

25. Plans have been approved for a W/T Station, and work is expected to commence early in the coming quarter.

26. Erection of P.W.S.S. will begin in near future, on the new site at Big Creek Point.

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V - COMMUNICATIONS

Wireless Telegraphy

1. In spite of particularly adverse conditions, traffic handled by Ottawa W/T Station has shown a considerable increase over that of any previous quarterly period. The number of messages handled during September constitutes a record for any month since Ottawa W/T Station came into existence (July 1930).

2. High speed W/T communication between Ottawa-Whitehall and Ottawa-Esquimalt has been carried out on numerous occasions but, due to lack of equipment, has not become thoroughly established. However, equipment for Ottawa and Esquimalt has become available, while Whitehall and Bermuda have recently extended their facilities, so it is hoped high speed communication between Ottawa and Whitehall, Bermuda and Esquimalt will shortly become fairly reliable. In this way traffic can be handled very rapidly and full advantage taken of the brief daily intervals when conditions are good.

3. The locations for new W/T stations at Halifax and Esquimalt have been selected and steps taken to acquire land. Plans for receiving stations are almost complete, while plans for transmitting stations are in course of preparation.

4. The new H/F transmitters for Ottawa, Halifax and Esquimalt will be available by the time new buildings are ready. Work on the new L/F transmitters for Halifax and Esquimalt is proceeding satisfactorily and has reached a stage where final layout can be visualized.

5. W/T equipment for new construction vessels and minor W/T stations is being delivered on schedule and no difficulties in completing our commitments are anticipated.

Repair of Silica Valves

6. The number of Silica valves repaired by Professor Arnold Pitt, Department of Physics, University of Toronto, to date is 14, consisting of the four types used by the R.C.N. All 14 valves have been tested and found entirely satisfactory. There are still

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a number of valves awaiting repair and when this number is somewhat reduced, it is intended to offer our repair facilities to Commander-in-Chief America and West Indies, for repair of Silica valves returned to Bermuda Dockyard by H.M. Ships and W/T stations in this area.

Signal Distributing Office and Cyphering Office.

7. The work in S.D.O., Coding and Cyphering offices continues to increase. The total number of messages handled during quarter ending 30th September, 1941, is 70,455 as against 42,950 for the corresponding quarter of 1940.

8. The necessity to increase the staff in order to cope efficiently with the volume of work becomes daily more urgent. Steps are being taken for this purpose.

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THE WHOLE OF THIS SECTION IS TO BE REGARDED AS SECRET.

VI - INTELLIGENCE & TRADE

INTELLIGENCE

Foreign Intelligence Section.

1. The Foreign Intelligence Section is in charge of W/T Intelligence within the Naval Intelligence Division at N.S.H.Q. This Section obtains and scrutinizes all possible enemy and potential enemy telecommunication and promulgates the intelligence derived from this study.

2. The work of the F.I.S. includes erection and operation of special stations, training and control of personnel, liaison with similar services in the Army and Air Force, and final approval, installation and operation of equipment to locate, identify, and trace enemy craft who use their W/T transmitters.

3. The following stations have been placed in operation since the last summary was issued:

(a) Harbour Grace, Newfoundland (built by R.C.N.)
(b) Pennfield Ridge, N.B. (Naval personnel at R.C.A.F. station)
(c) Cap d'Espoir, P.Q. (Naval personnel at R.C.A.F. station.)

4. The Staff Officer, Foreign Intelligence, is at present visiting Western Canada and the Pacific Coast to arrange for stations in these areas to commence operations on Naval assignments this fall.

5. Canadian stations at present operating are:

(a) Hartlen Point, N.S.
(b) Botwood, Newfoundland.
(c) Harbour Grace, Newfoundland.
(d) Pennfield Ridge, N.B.
(e) Cap d'Espoir, P.Q.
(f) Esquimalt, B.C. (under jurisdiction of
(g) Montreal, P.Q. the Far Eastern Defence Organisation, Singapore.)

6. Additional stations to be in operation on Naval duties as soon as equipment and personnel are available:

(a) Ottawa, Ont. (Transport Station, replacing Montreal. To be in operation in September.)

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(b) Sydney, Airport, N.S.
(c) London, Ont.
(d) Rivers, Man.
(e) Prince Albert, Sask.
(f) Ucluelet, B.C.
(g) Alliford Bay, B.C.
(h) Coal Harbour, B.C.
(i) Churchill, Man. (In abeyance for the present)

7. The Canadian stations are an important part of the world-wide Admiralty organisation, comprising stations in the United Kingdom, Mediterranean, Indian Ocean, Far East, Pacific, Africa and the West Indies. With the West Indies stations, in particular, the Canadian stations work in closest co-operation. Together, they form a potentially independent unit, which, in emergency, would be able to continue the work of D/F Intelligence in the Atlantic.

8. The number of directional bearings passed to Admiralty from Canadian and West Indies Stations during the past quarter is as follows:-

July	- 589
August	- 902
September	- 462 (first two weeks)
	1,953

9. Other stations engaged in the study of enemy and potential enemy W/T traffic are:

(a) Forrest, Man.
(b) Strathburn, Ont.
(c) Ottawa, Ont.
(d) Vancouver, B.C.

10. Two hundred and forty four special intelligence signals were passed to Admiralty in July, August and the first two weeks in September.

11. A Staff Officer from the Foreign Intelligence Section has recently returned from a short visit to the Naval Intelligence Division at Admiralty. While in England he visited various departments connected with W/T Intelligence. This officer brought back to Canada much data on further equipment recently developed for analysing enemy telecommunication and his visit was of the utmost value.

12. As a result of the information gained from Admiralty, proposals are being put forward to extend the work of the Section to place in operational use these new developments. This work is being undertaken in close co-operation with the National Research Council.

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13. Research officers, working in conjunction with field officers, are studying suggestions to improve the efficiency of the Canadian stations. The problems of each station in operation are studied from the point of view of the stations soon to commence operation on Naval assignments.

14. In addition, several research projects are under development, to further the work of this section.

15. The maintenance of continual watch in F.I.S. has placed plotting and the study of enemy traffic on a 24-hour basis.

General Intelligence.

16. The movements of German and Italian merchantmen have been plotted, while information regarding trade and movements of various other merchant ships has been gathered and passed for necessary action.

17. Intercepts of Japanese W/T have been translated and much information regarding ports of call and sailings of Japanese ships has been secured and acted upon under the heading of Far East Intelligence.

18. Useful information of mutual interest has been exchanged with United States authorities.

Far East Intelligence Section.

19. As a result of the tense situation which developed in the Pacific in August, it became evident that certain intelligence from Pacific sources, previously handled by F.I.S. in spare time, was worth developing. Accordingly, a separate division, F.E.I. (Far Eastern Intelligence), was established on 18th August.

20. The work of this Section is now carried on by one R.C.N.V.R. officer and one rating.

21. A link-up was established with several Naval and Military departments for the adequate prosecution of this work. A particularly large volume of specialised work was undertaken for Military intelligence.

22. Although the Pacific situation has eased considerably for the time being, the work of this Section has proved useful and will be continued and developed.

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Security Intelligence Officers.

23. During this quarter Security Intelligence Officers have been appointed at the following ports: St. John's, Newfoundland; Halifax, N.S.; Sydney, N.S.; Saint John, N.B.; Montreal, and Esquimalt. These officers have been selected for their ability and knowledge of local conditions in their respective areas. Their duties comprise co-operation with the local police and other authorities in all matters which affect port and shipping security - sabotage, espionage, desertions, subornation, etc. Their appointment affords closer liaison between Naval Service Headquarters and the ports in all matters affecting security from the Naval standpoint.

24. The Security Intelligence Officer, Esquimalt, recently appointed, has visited Naval Service Headquarters and personally discussed various measures concerning security on the Pacific Coast.

25. Much informative material, received from the U.S.A. and West Indian authorities, has been co-ordinated and distributed to its proper quarter, S.I.O's, R.C.M.P., etc.

Censorship.

26. A close liaison continues to be made between the Naval Intelligence Division and all censorship authorities. Much valuable intelligence is obtained in this manner.

27. The Naval Intelligence Liaison Officer in the postal censorship is doing particular valuable work on correspondence to and from prisoners of war.

TRADE SECTION.

28. The main concern of the Trade Section during the last three months has been, as ever, the avoidance of delays to merchant shipping, and it is hoped that good progress in this direction has been made.

29. Delays can usually be placed under the following broad headings:

30. Repairs to Ships: The R.C.N. is represented on the Advisory Committee of Ship Repairs by Director of Naval Intelligence and Trade. The Controller of Ship Repairs has, in

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the course of 1941, arranged for considerable extra repair berth facilities, machine tools, etc., and housing for workers at Halifax, and other smaller East Coast ports. A new 600' long floating dock is nearing completion at Halifax and it is hoped that as a result of these steps, the delays due to ship repairs in this coming winter will be reduced. Naval Service have pressed hard for the removal of a 400' section of the Connaught Dock at Montreal to Halifax for the winter, but the Ministry of Munitions and Supply have ruled against this movement and the dock will therefore not be available.

31. Bunkering Facilities, etc.: Steps have been taken in conjunction with Ministry of Munitions and Supply, Canadian Controller of Transport and National Harbours Board to provide very increased facilities for bunkering and watering ships coming to Halifax for convoy assembly. The following peak loads have been set:

Coal - 25 ships in 24 hours
Oil - 12 ships in 24 hours
Water - 30 ships in 24 hours

32. It is hoped that it will be possible to attain these peak loads before the convoy assembly at Sydney is closed by ice.

33. Crew Trouble: In the spring of 1941 an inter-departmental committee on the general treatment of merchant seamen of all nations in Canada reported to the Government. One of its recommendations was a new Order-in-Council, known as the Merchant Seamen's Order, 1941, which gave power to deal with merchant seamen who refused to sail or were, by any other means, liable to cause delays to merchant ships. This order has now been in force for about four months and its effects have been extremely satisfactory - so much so, that the term "crew trouble" has almost been taken from our vocabulary.

34. Crew Shortages: To overcome this, the committee recommended the establishment of manning pools in the various ports of Canada. The first of these are nearing completion and it is hoped that they will have the effect of providing some reserve of seamen to make up crew shortages.

35. Merchant Seamen Generally: As a result of the committee's general recommendations, a special Merchant Seamen's Department has been set up in the Department of Transport and is controlled by the Director of Merchant Seamen. A senior R.C.N.R. Commander on his staff acts as Liaison Officer with the R.C.N.

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36. In addition to the general operation of manning pools, etc., the Director of Merchant Seamen is responsible for all welfare arrangements affecting merchant seamen and for the training of all merchant seamen in Canada. As a result of his efforts, very great progress has been made in the welfare arrangements available to merchant seamen at various Canadian ports.

37. The Director of Merchant Seamen is at the moment engaged in drawing up comprehensive schemes for the training of merchant seamen in Canada, since it is foreseen that a large number of men will be required to man ships now building in this country.

38. The Naval Control Service in Canada, which is, of course, vitally interested in merchant seamen generally, has evolved a scheme of Naval boarding parties who visit all merchant ships in port. These parties go on board ostensibly to search and look over the ships, see that they are fit for convoy, etc. In practice, this work is extended to mixing with the crews, taking them magazines, comforts, and so forth, with a view to giving them every assistance to make them feel that they are doing a "worth while" job and to obtain a gauge of the morale of each individual crew. Special boarding reports are kept on each ship and these reports, taken generally, give a very valuable and up-to-date picture of the general state and morale of merchant shipping, as well as much information of value from a general intelligence and security standpoint.

MERCHANTILE MOVEMENTS SECTION.

39. There has been continued expansion of the work of the Mercantile Movements Section, necessitating further increases in staff. Extension of duties undertaken include the following:

40. "Chatfold" System of Reporting: The system of reporting world-wide movements of United States shipping to N.S.H.Q. Ottawa for the information of the U.S. Navy Department is now in force and operating most successfully. A daily summary of movements is passed safe hand by N.S.H.Q. through the Assistant Canadian Naval Attache, Washington. Advantage is being taken of this system of reporting to pass messages from masters to owners or agents in the United States regarding ship requirements and future commitments.

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41. U.S. Ship Warrant Scheme: The United States ship warrant scheme, under which vessels of all nationalities require a warrant before being provided with facilities in United States ports, came into force 25th September. In order that British and Allied ships and ships under control of the Ministry of War Transport may not be delayed, all such shipping moving towards U.S. ports or possessions are being reported to the Ministry of War Transport representative, New York, who immediately applies for the necessary warrant, and despatches the warrant to the vessel in order to reach her at her destination on arrival.

42. "Topup" of Cargo at Halifax: Arrangements by which vessels loading at U.S.A. east coast ports, having available cargo space on departure for convoy assembly, are loaded to capacity at Halifax, have now been extended to vessels proceeding from the West Indies, South America and the Cape to Canadian convoy assembly ports. Information concerning cargo space available in tons and cubic space, capacity of ship's gear and port of discharge of main cargo is passed to N.S.H.Q. by the last port of call before entering the Ottawa area.

43. Routeing of U.S.S.R. Shipping: Routeing instructions have been extended to vessels of U.S.S.R. nationality, but N.C.S.O.'s have been instructed to use discretion in supplying such instructions due to the fact that some Russian masters are not conversant with the English language.

44. Bunkering of Vessels at Hampton Roads: Ships en route to Canadian convoy assembly ports from ports in the Gulf of Mexico, West Indies area, South America and the Cape now lift their major coal bunkering requirements at Hampton Roads in cases where large quantities are required.

CONTROL OF MERCHANT SHIPPING.

45. The number of ships sailing in mercantile convoys, both east and westbound, continues to increase. This is principally due to:

(a) Inclusion of ships of greater speed than previously;
(b) Discontinuance of convoys from Bermuda and Sierra Leone (Though there appears a tendency to revive the latter);

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(c) Increased routeing of ships from Australia, New Zealand and the Southern Orient via Panama instead of via Cape of Good Hope.

46. As regards (a), this has, of course, decreased the number of independent sailings.

47. The occasional sailing of a ship in convoy to Eire, long discontinued, is again noticed.

Routeing.

48. The increasingly multifarious nature of the sailing and routeing instructions continues to call for still more diligence and alertness on the part of N.C.S.O.'s and C.S.A.'s and their staffs.

49. Coinciding with the radical changes in the convoy escort system which have recently been, and continue to be developed, a more complete picture is now available of westbound shipping than was previously the case, when particulars of westbound convoy routes were not communicated by U.K. Authorities.

50. Except when westbound convoy diversions are not read, and for independent westbound shipping (the routes of which are still withheld), the positions of all merchant ships can be and are shown with a degree of accuracy limited only by ordinary navigational errors, time-lag, non-interception of such signals as are not addressed to Canadian shore authorities, and such delays in circulation of signals as are unavoidable.

Numbers Convoyed.

51. The following table shows the number of ships in mercantile convoys from the opening of hostilities to date:

Year	Month	Numbers convoyed from Eastern Ports	Bermuda
1939	September	63	
	October	98	
	November	161	
	December	213	
1940	January	193	
	February	199	
	March	290	
	April	272	156
	May	150	145
	June	222	136
	July	314	118
	August	331	91
	September	411	

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Year	Month	Numbers convoyed from Eastern Ports	Newfoundland	Bermuda
1940	October	326		75
	November	326		50
	December	142		74
1941	January	285		100
	February	197		69
	March	286		39
	April	340		0
	May	272		42
	June	429	7	99
	July	369	11	16
x	August	591	24	---
	September	528	16	---
		7,008	58	1,210

x Subject to slight revision in next quarter's report.

Deadweight tonnage carried (excluding Newfoundland and Bermuda): 42,495,000.

Troop Convoys.

52. Troop convoys have sailed as follows:

T.C.12: 11,500 troops in DUCHESS OF YORK
STRATHNAVER
ORION
EMPRESS OF CANADA
STRATHMORE

T.C.12B: 4,687 troops in DOMINION MONARCH
STRATHEDEN
EMPRESS OF RUSSIA

ORBITA — sailed in HX 147 27th August carrying 1,525 troops.

EMPRESS OF ASIA — sailed in HX 150 16th September with 1,703 troops.

PASTEUR — sailed 19th September escorted with 3,626 troops.

STRATHEDEN — sailed Halifax 27th Sept. for South Africa with 1,482 service personnel ex WARWICH CASTLE.

LADY DRAKE & LADY RODNEY — used to transport relief troops between Canada, Newfoundland and Jamaica.

LADY DRAKE — sailed Quebec 11th Aug. and 21st Aug. for Newfoundland. Returned 10th Aug. and 26th Aug. to Quebec. Sailed Quebec 25th Sept. for Newfoundland returning

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to Quebec 30th Sept. 1,548 troops transported to Newfoundland. 1,572 troops transported from Newfoundland to Quebec.

LADY DRAKE — sailed Quebec 2nd Sept. for Jamaica with 513 troops. Sailed Jamaica 13th Sept. for Quebec with 474 troops.

LADY RODNEY — sailed Montreal 15th Aug. for Jamaica returning from Jamaica 30th Aug. Sailed Montreal 13th Sept. for Jamaica returning 29th Sept. 300 troops transported to Jamaica. 282 troops transported from Jamaica to Canada.

Total number of troops transported by both ships on all voyages: 4,689. - Corvette or destroyer escort.

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VII - DOCKYARDS

New Ship Construction

Contracts Awarded

1. The contracts for the ten 283' corvettes have not awarded to date, but will be in the near future.

2. Contracts for ten harbour patrol craft were let. Four are being built at LeBlanc Shipbuilding Co., Weymouth, N.S. and three each by the Dartmouth Lumber Co., Dartmouth, N.S. and Thompson Brothers Machinery Co., Liverpool, N.S.

3. Twenty-five in number harbour utility boats - 46' - were awarded to five East Coast firms.

Progress in New Construction

4. The first Tribal Destroyer building England for the R.C.N. was launched September 23rd. The keel of the third Tribal has been laid down.

5. The keels were laid for seven Bangor minesweepers, four at the Dufferin Shipbuilding Co. and three at Port Arthur Shipbuilding Co.

6. Eight of the 190' corvettes, four revised corvettes, five steam minesweepers and nine Fairmiles were launched.

7. Two concrete gate vessels and five of the patrol vessels (seine type) were launched within the quarter.

8. The two 105' wooden towing vessels are now framed and the outside planking is being placed.

9. Twelve of the 190' corvettes and 11 of the Bangor minesweepers were accepted during the past three months.

10. The Diesel minesweepers have been delayed by the non-delivery of engines by the Dominion Engineering Works, Montreal. The first engine has been erected, but has not yet passed acceptance trials.

11. One of the 70' M.T.B.'s has been provisionally accepted and is at Halifax carrying out armament trials. The contract has

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now been assigned to Admiralty for these 12 boats.

12. Progress in the Fairmile programme has improved to the extent that 22 of the 24 vessels in the 1940-41 programme will be delivered. One Fairmile has completed successful trials at Toronto.

13. The harbour patrol boats have been delayed by the slow delivery of engines, but a number will be in service within a month. The two self-propelled ammunition lighters are progressing favourably.

14. The first section of the new floating dry dock has been launched.

Repair Bases

15. Major refits were carried out on H.M.C. ships, OTTAWA, ST. FRANCIS, RESTIGOUCHE, PRINCE ROBERT and PRINCE HENRY. H.M.C. ships ST. CLAIR and HAMILTON are now completing their refits. Refits as required were made to corvettes and various auxiliary vessels.

16. Both H.M.C. dockyards were occupied to capacity during the quarter. Repairs were also carried out for H.M. ships and Canadian boats operating under other Government departments.

17. Repairs were carried out, under R.C.N. supervision, to R.N. Ships at ST. John, N.B. and R.C.N. Ships at Pictou, Liverpool and Sydney, N.S. and Quebec, P.Q.

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VIII - SUPPLY

Naval Stores and Fuel

1. Supplies of fuel oil for ships and auxiliary vessels based on Halifax, Sydney, Gaspe, Montreal and Quebec are being arranged for the fiscal year 1941-42 through contracts and negotiations with the Imperial Oil Limited and other companies. Contracts for bunker coal at Halifax, Sydney, Saint John, Esquimalt and other ports of call on the Eastern and Western Coasts are also being arranged in this manner for the same period.

2. The new 6,000 bbl. Diesel fuel oil tank at Gaspe has been completed. The tank has been filled.

3. The filling of the rented 25,000 bbl. fuel oil tank at Sydney, N.S. has been made.

4. A contract was placed for the erection of a 35,000 bbl. tank at Shelburne, N.S.

5. Supply of fuel oil for the naval tanks built at Esquimalt last year has been arranged.

6. Arrangements for fuel oil requirements at Prince Rupert have been completed.

7. Suitable sites for erection of naval fuel oil tanks at Sydney, Dartmouth, N.S. and McNabs Island, Halifax have been selected and work has commenced.

8. Arrangements are being made to provide spares for the types of echo sounding equipments in R.C.N. ships.

9. A large quantity of wireless equipment (transmitters, receivers, etc.) has been ordered and a large proportion received and installed. Standard sets have been devised and will be fitted in all ships of new construction.

10. Steps have been taken to provide necessary spares for the various types of equipment which will be held in Halifax and Esquimalt dockyards. Three powerful transmitters are on order to supplement the present instruments in the Naval shore establishments at Halifax, Ottawa and Esquimalt.

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11. Auxiliary bases and outports have been established at Sydney, Gaspe, Quebec, Montreal, Saint John and Shelburne, and the provision of stores to these points for issue to various auxiliary vessels under these commands is in hand.

12. Action has been initiated towards the formation of pools of service pulling and sailing boats at Saint John's, Nfld. and Halifax.

13. Procurement has been arranged for first fitting and base stores for Fairmiles. Also first fitting stores for 105 foot towing vessels and R.N. 105 foot minesweepers.

14. Special reserves of boiler and condenser tubes, brass and copper tubing, bars, sheets, etc. are being arranged.

Victualling Stores.

15. Procurement of victualling stores has been carried out satisfactorily.

16. Deliveries of materials from the woollen mills have been satisfactory and no hardship has been experienced in obtaining ample cloth for uniforms, caps, coats, etc., but, following a survey of production facilities across the Dominion, it has been considered wise to anticipate our requirements for approximately nine months in advance for both cotton and woollen fabrics.

17. With regard to supplies for victualling, with a possible exception of salmon, tea and evaporated milk, little difficulty has been experienced in satisfactory deliveries of all provisions.

18. Owing to the heavy demands for shipments of food and canned goods of different kinds to Great Britain, substitutions such as Canadian herring and pilchards in lieu of salmon are being considered.

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IX - NAVAL ARMAMENT

1. Quantities of ammunition in small consignments have been received during the last quarter, including supercharges and heavier shells for the equipment of armed merchant cruisers, to give these ships greater range and heavier striking power in conformity with similar changes to British ships of the same class.

2. Supplies of .5 ammunition for Colt A/A machine guns are being received from the United States of America although these have not yet come up to the schedule. .303 inch ammunition has been supplied and requirements in respect to this type is generally satisfactory.

3. The first depth charges made in Canada have been delivered. Canadian and British requirements are being met collectively and deliveries are being made according to plans drawn up in conjunction with the British Admiralty in such a manner as will satisfactorily meet the immediate needs of the Royal Canadian Navy.

4. 4" B.L. guns for corvettes, 3 inch and 12 pounders for minesweepers continue to be delivered for mounting as these vessels are completed.

5. Of 34 Q.F. 3 pdr. guns for Fairmile motor boats on order ex United States Navy 27 have been received.

6. Colt machine guns .5 inch anti-aircraft being obtained in the United States continue to arrive and are mounted as received. A total of 338 have now been delivered.

7. For mounting on the improved type of corvettes orders have been placed for 20 - Q.F. 4 inch Mk.V C gun with an additional four for replacements. The Q.F. 2 pounder Mk.VIII anti-aircraft guns on order have been increased from 133 to 153 to provide for these same ships.

8. All 9.5" depth charge throwers required for present have now been manufactured and delivered. These weapons, totaling 460, were made in Canada and have proved satisfactory in trials.

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2. For the first four motor torpedo boats equipped 20 - torpedoes 18 inch have been prepared and modified from aircraft type for use in these boats. Of these, eight torpedoes will be carried on board, and the remaining 12 will constitute a reserve and will accompany the boats to their base.

10. To equip the remaining eight boats now approaching completion 48- torpedoes 21 inch Mk. IV are being modified.

11. Motor torpedo boats are equipped with 2 Elco power worked turrets each carrying two aircooled .5 inch Colt machine guns. This is a change of armament, inasmuch as it was previously arranged that water cooled guns would be mounted.

12. In the Joint Service Magazines at Halifax an additional garage for the housing of tractors and trucks is in course of construction. Plans and specifications for the erection of a wooden building, to be erected on a site selected outside the magazine area, for stowage of empty ammunition boxes and containers are in course of preparation.

13. Considerable paving of roads has still to be carried out. This work is being proceeded with.

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MERCANTILE DEFENSIVE EQUIPMENT

Defensively Equipped Merchant Ships

14. D.E.M.S. inspections have been carried out in ports throughout Canada as follows:-

HALIFAX	919
SYDNEY	404
SAINT JOHN N.B.	29
MONTREAL	301
QUEBEC	44
ESQUIMALT	20

15. Armament has been provided to 51 vessels of which 42 were completed in Halifax, five in Sydney and four in Montreal. Particulars are as follows:-

Name of Ship	Registry	Where Armed	Armament
JEAN JADOT	Belgian	Halifax	4" Gun
CHR. KNUDSEN	Norwegian	"	"
MERCER	British	"	"
BANGU	British	"	"
CLEARTON	British	"	"
ARUBA	Dutch	"	"
TAI YANG	Norwegian	"	"
OCANA	Dutch	"	"
MIRLO	Norwegian	"	"
THORSHOVDI	Norwegian	"	"
MALVINA	Dutch	"	"
BONNEVILLO	Norwegian	"	"
SOLITAIRE	Norwegian	"	"
SEGUNDO	Norwegian	"	"
STEAUA ROMANA	British	"	"
BRALANTA	Norwegian	"	"

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Name of Ship	Registry	Where Armed	Armament
THORSHAMMER	Norwegian	Halifax	4" Gun
BERURY	British	"	"
HERBRAND	Norwegian	"	"
GEFION	Norwegian	"	"
KOLLBJORG	Norwegian	"	"
ARISTOPHANES	Norwegian	"	"
DAGHILD	Norwegian	"	"
DEAN EMERY	British	"	"
ASKILD	Norwegian	"	3" Gun
ARTEMIS	British	"	"
HAVKONG	Norwegian	"	"
MARIJA PETRINOVIC	Br.ex Yugoslav	"	"
SILJESTAD	Norwegian	"	"
RANJA	Norwegian	"	"
HIGHO	British	"	"
NEMANJA	Br.ex Yugoslav	"	"
LYNHAUG	Norwegian	"	"
BLINK	Norwegian	"	"
NORSE LADY	Norwegian	"	"
IVAN TOPIC	Br.ex Yugoslav	"	"
SLEMMESTAD	Norwegian	"	"
GLITTRE	Norwegian	"	"
ADA	Norwegian	"	"
BJERKA	Norwegian	"	"
RIE VERDE	Norwegian	"	"
MELINE	Norwegian	"	"

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Name of Ship	Registry	Where Armed	Armament
ACASTA	Norwegian	Sydney	3" Gun
SELBO	Norwegian	"	"
GUNVOR MAERSK	British	"	"
FREDERIKO GLAVIC	British	"	"
SAVA	British	"	"
VICTOLITE	Canadian	Montreal	3" Gun
FAGERSTEN	Norwegian	"	"
NOVASLIE	Norwegian	"	"
LAGO	Norwegian	"	"

16. An improvement has taken place in the scale of armament available for merchant ships since the last quarterly report, with more equipment available. The only noteworthy shortage at present in Canada is the supply of machine guns for A.A. defence, as beyond the military machine gunners with Lewis guns there are only Colt machine guns available, and the latter is restricted by the rate of production of the mountings.

17. Military D.E.M.S. gunners are now being supplied to Allied ships when bound for the United Kingdom.

18. The manufacture of plastic armour has been commenced on the West Coast, and this will be extended to the East Coast very shortly. Tests carried out to determine the correct stone have proved to be very satisfactory.

19. A D.E.M.S. staff has been established in New York and is functioning with the British Ministry of War Transport.

20. A training school for the purpose of instructing D.E.M.S. personnel in the use of various arms is in operation at Halifax and preparations are proceeding to establish similar schools in other ports.

21. The D.E.M.S. organization will supervise the fitting of defensive equipment in ships now building in Canadian yards for both Canadian and United Kingdom account.

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X - TECHNICAL DEVELOPMENT.

1. Magnetic Minesweeping: All detailed drawings in connection with the fitting of "LL" gear in Bangor class minesweepers have been completed, and demands have been passed to D.N.S. for the purchase of items not available from dockyard stores.

2. The bulkheads to form the battery rooms, and the necessary access scuttles, the battery supporting brackets, ventilating ducts, also the supports for the turbo-generators are being installed in the shipyards. The first shipment of turbo-generators is not expected until late December, 1941, or early January 1942.

3. Drawings showing details of ventilation and supporting structure for the battery rooms in the 105 ft. wooden minesweepers are 75% completed.

4. "ROSS NORMAN" has been completed and put in service as a mobile deperming unit.

5. Acoustic Minesweeping: Parts for assembling S/A gear Type A (hammer box) have been demanded, but there has been some delay in getting orders placed. Two complete units are on demand as an educational order.

6. Controlled Minefield: Additional spare mine loops have been received from England, and supplies of Canadian made cable have been delivered. There has been some difficulty in getting suitable cable jointing materials, but a method of vulcanising the splices has been adopted which is very effective.

7. Oropesa Minesweeping: In view of new developments in minelaying by the enemy, the whole question of sweeping moored mines has had to be reviewed and a new appreciation of the situation prepared.

8. Metallurgical Laboratory: A number of special investigations and tests have been made for the R.C.N. and reports submitted. The inter-service liaison with the Department of Mines and Resources is working smoothly and without any unnecessary delays.

9. Chemical Warfare: The Inter-Service Advisory Board on Chemical Warfare Experimental and Development Work has now been formed under an Order in Council. Meetings are held regularly at least once a month.

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10. An experimental field for chemical warfare research, near Medicine Hat, Alta., has been established jointly by the Canadian and Imperial Governments. The erection of buildings and construction of air field runways are nearing completion. Most of the permanent staff is on the ground, and experimental work is already in hand.

11. Controlled Floodlighting of Ships: A considerable amount of development work has been done in Canada and U.S.A. An experimental installation, including automatic control, has been fitted on one corvette. Trials indicate that the scheme is entirely practical but its operational value has to be determined. Development is continuing in U.S.A. leading to the installation of equipment on large merchant ships and liners.

ANTI-SUBMARINE.

Personnel.

12. Officers: The number of Executive and Special Branch officers allocated for A/S work is now 56, with seven more in training at the A/S School. These officers are engaged in a variety of duties as follows:-

(i) H.Q. administration.
(ii) Supervision; inspection and equipment control at the Equipment Division.
(iii) Instruction at A/S schools.
(iv) Installation of Canadian manufactured equipment of A/S sets, types 123A, 128 and 134A in corvettes, minesweepers and Fairmiles.
(v) Maintenance of all types of A/S gear in ships docking at East Coast and West Coast Canadian ports.
(vi) Installation and maintenance of H.D.A. and indicator loop equipment at Halifax and other fixed defence areas.
(vii) In operational work as A/S group control officers serving afloat.

13. There has been a change in policy concerning A/S group maintenance officers serving afloat, as extreme difficulty is encountered in transferring a party from one ship to another, in all but the smoothest water, for A/S repair work. Consequently, it is intended to concentrate on the training of A/S group control officers with a technical background.

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14. Ratings: The A/S branch has at this time 27 electrical artificers engaged in installation, maintenance and testing of A/S equipment. The enrolling of these ratings is continuing as they perform a very useful duty, and at a later date can be used to maintain and install both R.D.F. and Asdic gear.

15. Due to rapid installation of A/S gear, 85 H.S.D. ratings and 302 S.Ds are now required to man H.M.C. ships. Against these minimum requirements, there are 51 H.S.D. and 446 S.D. ratings available.

16. Classes are continuing at the University of Toronto from which approximately 30 probationary S.D. ratings are obtained every three months. To date, 100 ratings have completed courses and are undergoing further training as S.Ds.

17. Recruiting from technical schools is to be hastened.

A/S Schools.

18. Halifax: Since the last quarterly report the school has received a mass procedure teacher. This unit will be completely installed as soon as the instruction books arrive from the Admiralty. A mobile training unit No.2 which houses a corvette type attack teacher, was sent to Halifax from the Admiralty, and is in constant use in the gymnasium.

19. An addition is now being made to the A/S School above the shipwrights' shop adjacent to it. The school is badly overcrowded and the extra space is necessary until the combined R.D.F, Signal and A/S School is completed in 1942.

20. Esquimalt: A mass procedure teacher and an attack teacher have arrived at Esquimalt. Preparations are now under way to install this training gear.

21. St. John's, Newfoundland: An M.T.U. 11, which is a destroyer type attack teacher, has been shipped to St. John's for use in training destroyer crews. The arrival of this training equipment will greatly assist in producing A/S ratings as soon as it is installed. The installation of A/S sets, types 123A, 128 and 134A will continue until each school has a complete set installed for training purposes. Each school has an echo sounder MS. XIIC installed, which is used to train operators and maintenance crews.

22. Manufacture of A/S Gear in Canada: The rate of production of the A/S sets, types 123A 128 and 134A,

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has been quite satisfactory up to this date. However, questions of priority have recently interfered with the production of the type 134A oscillator domes. This is serious for two reasons:-

(i) The installation of this gear in Fairmiles now building will be delayed.

(ii) The supply of the type 134A sets to the Royal Netherlands Navy, promised for delivery by early September, has also been delayed.

23. There has been a re-allocation of manufacture of this component to another firm, with a subsequent delay in production.

24. Several reports were forwarded from the Commanding Officer Atlantic Coast concerning the quality of Canadian manufactured A/S gear. A conference was held at the Equipment Division, those present including representatives from the manufacturers, the Equipment Division and from Halifax Maintenance Base, and it was ascertained that there were no outstanding faults in any of the equipment.

25. Canadian Ships Equipped with Asdics.

Type of Ship	A/S Set	No.
"River" Class Destroyers	124	6
"Town" " "	-	7
Corvettes	123A	48
Minesweepers	128	10
Auxiliary Vessels	123 & 123A	14
Fairmiles	134A	1
Gate Vessels	135	6.

26. Installation of A/S gear in ships building on inland lakes and rivers is being rushed to ensure that the sets will be complete if and when the ships leave for Halifax.

27. The R.C.N. has developed a system for shipping and unshipping type 134A domes. This method was first attempted on the first Fairmile to be fitted in Toronto and it proved very successful.

Fixed Defence Stations.

28. Halifax H.D.A. and Loop Station: The laying of the second indicator loop was commenced at Camperdown Station on July 7th by the cable ship "SANKATY". Considerable difficulty was encountered in joining the cable or loop lengths, resulting in a representative of Canada Wire and Cable Co. instructing the ratings involved. The last report on this

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station gives the following information:-

(i) Three indicator loops have been laid with tail cables and connected to the instrument room in the Control Station.

(ii) Tail cables for the H.D.As have been laid and it is anticipated that both sea units have been dropped in place at this time.

(iii) The link hut is complete and shore cables have been laid; covered and connected to the tail cables in the sea.

(iv) The generator hut is wired up; control panels mounted; the A.C. power supplied, and at the time of writing of this report, the station will be in full operation.

29. Sydney H.D.A. Station: The buildings for this station are now completely finished, and the delivery of the H.D.A. equipment from Halifax has been under way for some time. An officer and necessary ratings of the H.D.A. installation staff have commenced installation, but S. A/S does not expect to complete this station before the winter and will not install the sea unit. In any case the flow of drift ice would prevent the leaving of the sea unit in place during the winter season, thus making the laying of the sea unit for such a short time impractical.

30. Botwood H.D.A. & "Sono" Buoy Station: As stated in the last report, the control and receiving apparatus for the H.D.As will be housed in buildings provided by the Army at Wiseman Head Battery.

31. S. A/S has now been informed that accommodation and control buildings are now available at this site. The diesel generators, provided by Navy in exchange for housing of personnel and equipment, are now ready for shipment. The Admiralty has indicated that the H.D.A. equipment is being shipped piecement, but none as yet has arrived. The "Sono" buoys intended for use at this station are not yet available, and some confusion exists as to the correct procedure in obtaining them from the United States Navy. Action has now been taken through the U.S. Naval Attache, to clarify this situation.

32. The 40 ft. attendance vessel for the buoys was shipped to Halifax in July, and will be sent to Botwood when required.

33. At this time it does not appear possible to complete the station before the harbour is closed.

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Maintenance Bases.

34. Equipment: The A/S maintenance bases at Halifax, Sydney, St. John's, Gaspe, and Esquimalt have been supplied with adequate spares for the type 123A sets in the corvettes and auxiliary vessels operating out from them. Spares for the type 128 set in the minesweepers are now being shipped to the above bases in large quantities.

35. Type 134A spares have not yet been shipped, for there is only one Fairmile fitted with this set. Disposition of spares can be made when the Fairmiles are allocated to their bases.

36. Personnel: Maintenance officers and ratings are provided at each base and further personnel are constantly being trained at the A/S School, Halifax.

General.

37. F.Q. Device: Trials of a new short range A/S detector called the "F.Q." Device have taken place at Halifax. The preliminary trials showed promise, but when the gear was tested in rough weather, the results were very disappointing. Scientists witnessing the trials were of the opinion that no further trials were worth while, until drastic improvements have been made to the F.Q. detector.

R. D. F.

38. Production: The production of 200 type SW-1C R.D.F. sets for the R.C.N. is now in progress at Research Enterprises Limited. An additional 50 are being produced for B.A.T.M. and B.A.R.M. under our supervision. Considerable difficulty in procuring components has delayed delivery. To overcome this disability sets supplied to the R.C.N. to date have been to some extent hand-made. H.M.C. Corvettes "BADDECK", "SHERBROOKE", "RIMOUSKI" and "SPIKENARD" have been fully equipped. H.M.C. Corvettes "BATTLEFORD", "NANAIMO", "CAMROSE" and H.M.C. (A.M.C's) "PRINCE DAVID" and "PRINCE ROBERT" are now in process of being equipped. Twelve additional ships should be fitted by Nov. 15th.

39. Briefly, the standard SW-1C R.D.F. comprises the R.D.F. transmitter, and receiver with an antenna of copper tubing, fitted at the head of a steel tube which, in turn, is mounted vertically along the mast in guide bearings. The tube is rotated by a horizontal steel shaft connected to a sprocket and chain reduction gear

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which, in turn, is rotated with a hand-wheel mounted in the R.D.F. office. Bearings are taken with an accuracy of plus or minus 5 degrees, and ranges are read off accurately to plus or minus 150 yds. up to a range of 18,000yds. The maximum range is 20 miles.

40. A steady supply of motor generators to supply power for the SW-1C is now assured. Considerable difficulty was met in obtaining sufficient quantity of oil-pumped nitrogen gas with cylinders and gauges to supply our demands. A steady supply is now assured.

41. Additional personnel for shipfitting are being trained in Halifax in order that the fitting of our ships may be greatly accelerated towards the end of October. 20 sets per month are to be delivered at that time.

42. A shipfitting party comprising one officer and ratings is now established at St. John's, Newfoundland, to maintain ships fitted with Canadian R.D.F. and to complete the fitting of ships partly equipped at Halifax.

43. Tests have been carried out on an automatic "Panoramic" receiver to be used for detection of enemy R.D.F. signals. Development of suitable antennae for our ships is now in progress. It is intended to fit each ship on escort duty with this device in order that she may be aware that the enemy is in the vicinity and, whenever possible, to take aggressive action. This receiver will also allow ships to make full use of R.D.F. beacons being established in important harbours.

44. Surveys have been made and buildings are now being erected at Gaspe and Saint John, N.B., for the installation of R.D.F. to furnish warning of the movements of all ships approaching the harbour. Initial arrangements have been made to install this same type of warning R.D.F. at Shelburne and Sydney, N.S., to be followed by installations on the west coast. The warning R.D.F. at Halifax continues to function normally.

45. Personnel: The R.D.F. Branch now comprises 11 officers, of which two are employed in R.D.F. instruction and supervision at Halifax, one on maintenance of the type 286, two on installation at Halifax, one on installation and maintenance at St. John's, Newfoundland, three on shipfitting at other places other than St. John's and Halifax, one on factory liaison duties, one under instruction at the National Research Council, and one as R.D.F. Officer at Headquarters. In addition eight electrical art-

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ificers, third and fourth class, are employed at the National Research Council under instruction and assisting in the construction of gun-laying R.D.F. These E.A's will be distributed, as required, to work in shipfitting parties. Five E.A's are employed at Halifax and St. John's and an indeterminate number of R.D.F. ratings are employed in assisting in R.D.F. installation, these ratings being in general those assigned as R.D.F. operators in the ships being fitted.

46. The Practical Training Building established at Hill 100, Herring Cove, is in constant use to train ratings as R.D.F. operators. In addition, officers of ships being fitted with R.D.F. are given instruction so that they may make the best use of the equipment.

47. Liaison: Constant liaison is maintained at Headquarters through the R.D.F. Interservices Committee between the three Services. Considerable economy in production has already resulted from the operation of this Committee. The Interservices Committee has also been able to keep a control on R.D.F. frequencies, close attention being paid to allocations in Great Britain and the United States. The object is to avoid conflict between R.D.F. sets used by the Army, Navy and Air Force in the British, American and Canadian Services, and to arrange that where equipments will be used for similar services by different military groups, the frequencies to be used will be uniform. The Interservices Committee is also making recommendations to improve the collection and dissemination of information on R.D.F. from American and British sources.

48. General: Now that the first practical Canadian ship R.D.F. is in production, the N.R.C. is bending every effort to develop for R.C.N. an improved R.D.F. Already such a set has been developed for the Army (for A.A. use). It has been arranged that this improved R.D.F. for the R.C.N. (which will have rangefinding characteristics equal to the best now employed by the Admiralty) will use the same component parts as will be used in the Army gun-laying R.D.F. This plan reduces the development period and permits maximum economy in production.

49. Arrangements are being made to install R.D.F. beacons at Halifax, St. John's, Sydney and Shelburne. With the "Panoramic" receiver aboard our ships, this will provide the most modern means of assisting navigation in approaches to the harbour. This aid will be of particular value during the winter months.

50. A total of 30 sub. lieutenants (S.B.), R.C.N.V.R., have been sent to England for service with the Admiralty. Fifteen of these

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officers were given a course of several weeks in practical R.D.F. at the N.R.C. before taking passage for Britain.

51. Development of suitable antenna gear for Fairmiles, minesweepers and town class destroyers is well advanced. It will be possible to equip all these types of ships in the near future.

52. Two R.D.F. officers have been loaned to the British Admiralty Repair Mission for fitting and maintaining R.D.F. in British ships in the United States.

SCIENTIFIC RESEARCH & EXPERIMENT DIVISION.

53. The Scientific Research and Experiment Division, R.C.N. have taken in hand or completed the investigation of the following Naval projects during the last quarter:

54. Indicator Loops: Trials were conducted substituting a standard model General Electric photo-electric fluxmeter for the Admiralty fluxmeter, as recording instrument for the Indicator Loop Installation at Halifax. It was found that the sensitivity of the General Electric instrument was far below that of the British type. An improved model of the General Electric instrument is now in production in the United States, and it is expected one will be available to the S.R.E.D. in December for further tests along this line.

55. Submarine Detection, Close Range: The S.R.E.D. have completed the construction of a highly sensitive magnetometer. Preliminary tests have already been made with the equipment installed on H.M.C.S. "KAMLOOPS". It has been determined that the sensitivity is too high for practical use and that the set is also subject to variations in reading due to the roll and heading of the ship. In this regard compensation has been applied and an improvement over the U.S. "F.Q." device obtained. This work is in the preliminary stage only, and no complete report on its performance can be rendered at present.

56. Asdic Recorder Paper - Non-Freezing: The impregnation of standard A/S recorder paper with suitable non-freezing mixtures has been accomplished, with slight reduction in the current sensitivity of the paper. A new line of attack to this problem is under investigation in an attempt to produce a dry type of

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paper, not subject to deterioration on exposure to the atmosphere.

57. Acoustic Minesweeping: Numerous tests have been carried out in the water channel and in Halifax Harbour, on structural variations of the M.I.T. parallel pipe noise-producer. This equipment was designed for the sweeping of acoustic mines, and is of more simple construction than the Kango-hammer in that its motive power is derived from its motion through the water.

58. Acoustic Range: The importance of obtaining more information concerning the acoustic signatures of ships is indicated by the increasing use of acoustic mines by the enemy. The degauesing range at Halifax is considered to be most valuable in this regard, since microphones may be placed alongside each range coil and the acoustic signature of the ship obtained during magnetic ranging. The advantage lies in the fact that the range coils show the exact location of the ship with respect to the microphones, and no further measurements are required to plot the acoustic signature. Temporary microphones have been installed for this purpose and preliminary tests are under way, until more suitable equipment for this purpose can be obtained.

59. A/S Research: O.L. gear for checking Asdic transmission levels has been obtained from the U.S. Navy on loan, and is now in use at Halifax.

60. Diffusion Lighting: Considerable development has taken place in the improvement of light units and method of control. In collaboration with the General Electric Company, who are working along similar lines in the United States, a more efficient light source has been produced. The automatic illumination control unit constructed in the physics laboratory performed in a satisfactory manner during recent trials.

61. Optical Station Keeper: The first models of the double, pierced wedge station keeper were unsatisfactory due to mechanical faults. These defects have been overcome, and one unit is now undergoing calibration for service trials. Construction of the glass bar base range finder type has been delayed due to lack of staff, but is now under way.

62. Ear Defenders: To evaluate the effectiveness of gun-blast ear defenders available on the market, an artificial head and ear with associated microphone and sound level manoeuvring equipment, was constructed in the laboratory for comparison tests. All types tested

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were very similar in attenuation characteristics, the cheaper ones being about equally effective as the more expensive types. Those available on the market are not considered entirely satisfactory due to their high attenuation of normal speech. A design has been prepared for a compact, insertable type of ear defender arranged to permit conversation at normal speech levels, but capable of highly attenuating any sudden high level noise from gun-fire. If warranted, samples for service tests can readily be produced.

63. D/G Cable Fault Locator: The Halifax staff have developed a portable type of potentiometer set for locating D/G cable faults. Satisfactory results have been obtained in locating faults to ground and short circuited turns. The use of ordinary loop and other bridge circuits presents considerable difficulty in the location of faults of this nature and the new equipment represents considerable improvement over such methods.

64. Laboratory work continues on the design of another type of fault locator. This instrument will be arranged to clip over the degaussing cable and will be actuated by the magnetic flux produced by the current in the cable. Progress on this instrument has been retarded by difficulty in obtaining suitable magnetic materials necessary for its satisfactory operation.

65. Magnetic Minesweeping: The LL sweep gear designed by the Electrical Department has been in successful operation for some time. An increase in station-keeping distance between ships resulted in occasional faulty operation of the slave gear, necessitating some modification to the original set-up. A member of the Electrical Engineering staff has been stationed in Halifax to supervise the operation of the equipment and to make any adjustments necessary.

66. The Electrical Engineering staff has commenced work on the design of steam electric flywheel generator equipment and associated control gear for use in future LL sweeps of greater versatility than existing battery sweeps.

67. Test Machine - High Acceleration: Electrical components constructed in Canada for installation in H.M.C. ships are not subjected to high-acceleration tests during or after manufacture. The requirements for successful service operation have necessitated construction of equipment suitable for making such tests, and the Mechanical and Electrical Divisions are co-operating in the re-designing for Canadian manufacture of the Admiralty type of test machine.

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68. Torpedo Velocities: M.T.B. torpedo trials at Canadian Power Boat Company in Montreal were recorded photographically for the computation of torpedo discharge velocities. The method, though simple, proved to be quite effective in determining the optimum charge required for satisfactory discharge of the torpedo.

69. Special Radio Devices: The Physics and Radio Divisions are collaborating in the necessary experimental work on construction of special radio equipment for the Foreign Intelligence Section.

70. Proximity Fuse: The Physics Division of the University of Toronto, working as a unit of the S.R.E.D., are experimenting along parallel lines to those of the N.D.R.C. in the U.S. on development of various types of proximity fuse. This work is considered to be of such an important nature that it is considered advisable that scientists in Canada be fully cognizant of all developments in the U.S. and the U.K. so that immediate manufacture would be facilitated as soon as a workable unit is produced in the laboratory.

71. Plastic Armour: The production of plastic armour for merchant ship installation is now under way in Canada. Considerable experimental work was necessary to determine the types of rock suitable for the purpose and to locate sources of supply conveniently located near the manufacturers. Numerous test slabs were built up, using rocks obtained from widely separated districts, and subjected to test for penetration with armour piercing ammunition. Research along these lines is continuing, in an endeavour to produce a lighter material suitable for use on small warcraft as a substitute for armour plate on the bridge and around A.A. gun positions.

72. Plastic Compound: Plastic compound tests are continuing with the compounding of additional batches utilizing resins readily available. No adequate Canadian source of supply of a cable gland packing compound is so far available, and the tests have been for the purpose of producing satisfactory material, using components easily obtainable in Canada.

73. Cellular Material: The scarcity of cork and balsa wood is responsible for the instigation of research into methods of constructing substitute materials, for application to life rafts and floats of a similar nature. The problem is one of constructing a material of very low specific gravity and high strength, composed of non-intercommunicating cells. Efforts are now concentrated along the general line of suitably embossing, or forming paper or paper pulp in sheets

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which may be impregnated with a resin to give the required strength and resistance to water, and to be so constructed that the sheets when stacked produce a uniform mass of closed cells. Equipment is under construction in the laboratory for the production of samples of a size suitable for strength and water absorption tests.

74. Condensed Rations: Considerable work has been done on the production of concentrated food as an emergency ration to represent a balanced diet, not subject to spoilage over long periods of time. Samples are being made up in the laboratory, moulded in bar form and divided into sections, each of which would represent a day's ration for one man. A sufficient quantity of such concentrated food might readily be put up in water-tight containers as emergency rations for Carley floats, life boats, etc.. It is stated that no ill effects would be experienced through the use of this food over a period of 30 days.

75. Canvas Treatment: Three samples of awning canvas have now been treated with different types of preservatives, and are to be tried out for a period of six months in service, along with untreated canvas, to assess the relative values of the treatments employed. At the end of the test period, all samples will be returned to the S.R.E.D. for examination.

76. Non-slip Linoleum: The Chemistry Division, in co-operation with linoleum manufacturers, have succeeded in developing a non-slip steel deck covering, similar to Semdec, specified by the Admiralty. Two manufacturers are supplying a quantity of their product for trial under service conditions aboard ship.

77. A. R. P: To demonstrate the action of incendiary bombs and incendiary fire-fighting methods, the metallurgical laboratory is producing 50 practice bombs to be used for the instruction of A.R.P. personnel at Halifax. Six of these bombs, equipped with slow-burning ignition fuses have already been completed and the remainder will be supplied in small lots as rapidly as they can be produced in the laboratory.

78. Moulded Wood Veneer Boats: A quarter-scale model of a 16' dinghy has been built up in the structures laboratory to demonstrate the possibilities of this type of construction for application to small service craft. With suitable alterations in the design of standard craft to adopt this method in a practical manner, it is evident that very strong and simple boats could be mass-produced by relatively un-skilled personnel.

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79. Non-skid Soles: Rubber knee boots equipped with the Miner Rubber Company zig-zag non-slip sole have undergone complete tests and have been recommended for adoption as a service boot.

80. Miscellaneous Investigations and Tests: The electrical engineering staff have supervised the conversion of three spare Diesel-Electric LL battery sweep generators for shore service at Botwood, Nfld. Each unit will deliver 220 volts at 140 amperes and two units are to be operated in parallel as a joint power supply for Army and Navy at this station.

81. Test of air pressure separator columns at 5,000 lbs. per square inch has been undertaken by the Chemistry Division.

82. Following adaption in the U.K. of Nylon cord for captive balloon anchor cable, tests are being carried out by the Chemistry Division to determine the suitability of Nylon cord manufactured in Canada, as a substitute for steel kite anchor wire. Other things being equal, the Nylon cord affords a considerable saving in weight over that of steel wire.

83. Recommendations have been made for the permanent installation in M.T.B.'s and Fairmiles of combustible gas detector units. Equipment is available on the market designed to continuously sample the atmosphere from two sections of the boat, e.g. fuel tank compartment and engine room. A portable type of combustible gas indicator on the market has been tested for accuracy of calibration when used for the detection of petroleum products. The utility of this device lies in the capability of rapid examination of fuel oil and gasoline tanks for freedom from explosive mixtures, to ensure safety in performing welding operations or internal examinations of the tanks.

84. Incorporation of carbon dioxide inflating units in the design of approved pattern life belts has been undertaken with the co-operation of the manufacturers. One company has produced such a lifebelt, arranged to hold two carbon dioxide soda siphon bottles in suitable holders, with triggering device. The use of two bottles is considered advisable as a safety measure, since the shelf life of the bottles has not been exactly determined. An additional safety measure will be the construction of a lifebelt with two separate compartments, each connected to its own inflater bottle.

85. Twelve heavy woollen socks, treated at the toe and heel with plastic cellulose ether impregnation as a wear preventative, have

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been issued from Stores for wear-comparison trials, as against untreated socks.

86. An investigation has been made on the subject of lubricating oil reclamation to determine the advisability of the use of such equipment by the R.C.N. One type of small scale oil reclamation plant has been purchased by the Army, and is to be tested in collaboration with the Petroleum Committee. It has been considered advisable to postpone the procurement of such equipment for the R.C.N. until results of the Army tests are known.

87. Recommendations have been made for the use of Stearnson special infra-red camouflage paint in place of ordinary camouflage paints on the extended defence buildings at Halifax. The paint has the property of reflecting infra-red light, and structures so painted blend in with surrounding foliage in summer time when photographed with infra-red equipment. Ordinary paints examined in this manner usually appear black against the background.

88. A simplified type of magnetostriction short-range Asdic constructed by the University of Toronto Physics Division was investigated. In view of the success obtained so far with magnetic type detectors it has been considered inadvisable to continue work on this project for the time being.

89. A large number of inventions have been examined for the possibility of Naval application. It is increasingly evident that the more capable designers are not submitting ideas for examination.

BOOM DEFENCE

90. The Boom Defence Division, in common with other Departments of the Naval Service, has greatly expanded in the last six months. This Division is responsible for the laying and maintaining of all the booms in Canada and Newfoundland.

91. Anti-submarine (A/S) booms have been laid and are in operation in the following harbours:

Halifax	3" mesh double line boom, 4,335' long. Gate, 4" single.

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Sydney	3" mesh double line, 4,125' long. Gate, 3" double.
Gaspe	3" mesh double line, 2,925' long. Gate, 3" double.
Shelburne	3" mesh double line, 4,275' long. Gate, 3" double.
Esquimalt	4" mesh single line, 1,725' long. Gate, 4" single.
Prince Rupert	3" mesh single line, 2,035' long. Gate, 4" single. (Double line boom to be put in shortly).

92. Anti-torpedo (A/T) booms have been laid as follows:

Sydney	Double line, 2,800' long, laid in 2 baffles.
Esquimalt	Double line, 523', laid in 2 baffles.
St. John's, Nfld.	Two in no. double line baffles, 583', and one single line baffle 389' long.

93. Anti-boat (A/B) booms:

Saint John, N.B.	540' long (under construction).
Halifax	5,000' long (being added to A/S boom).

A/S and A/B wood piling obstructions:

Halifax	Eastern Passage, completed.
Prince Rupert	Under consideration.

94. Depots: Before a boom can be put in place, it must first of all be designed, lists of material must be compiled, tenders called and orders placed. Also, boom defence buildings must be built and a depot established. These depots consist of storehouses, work shops, paint shops, and offices; a yard for the storage of heavy material; a slab or tract of ground laid out with marking pins secured in concrete, upon which the nets are made up; launching troughs for bringing in or launching nets; where possible a wharf to accommodate boom defence craft and from which all heavy buoys and anchors, etc. are loaded or unloaded. To handle this heavy equipment ashore, each base must have a crawler crane capable of lifting 15 tons, a tractor and heavy trailer, trucks, station

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wagons, etc. To handle the equipment afloat and to maintain the boom in proper repair, a powerful derrick scow capable of taking lifts exceeding 25 tons is also required. This scow requires a tug to manoeuvre it in position and to tow loads of buoys and anchors and chains.

95. Where A/S nets guard a port, two gate vessels are required. Their function is to open and close a section of the boom, known as the gate, to permit the entry or departure of ships. A boat known as a "gate attendant vessel" stands by the boom 24 hours a day ready for any emergency. As the gate vessels remain moored at the boom a ship is required to carry to them supplies of coal, water and stores. Harbour craft are required to bring out relief crews and fresh food, etc.

96. Nets: A/S nets are constructed of strong plough steel wire 3" or 4" in circumference, woven into 8' square meshes. Nets extend from the surface to the bottom, being connected at the top to a 5" wire jackstay, floated by barrels and buoys. A system of 10-ton "stretcher weights" keeps the nets rigid, yet sufficiently resilient and yielding to withstand the impact of a submarine. Signal flares are automatically released under attack.

97. The A/T nets consist of heavy wire rope grommets 16" in diameter, interwoven to form a regular curtain. These nets are joined together to form any length required and are held up by flotation barrels and buoys. Nets are generally about 30' deep, but for deep water can be arranged to give protection to a depth of about 50'. Booms and gate vessels are held in place by means of concrete anchors weighing 13 1/2 tons each.

98. Costs: The cost of the average A/S boom is in the neighbourhood of $360,000 plus about $50,000 to make up and put in place. Gate vessels are worth from $80,000 to $100,000 each. A derrick scow costs about $80,000. A tug and the necessary auxiliary craft are together worth another $80,000. The depot itself--the buildings, cranes, trucks and equipment--average some $45,000. The total cost of the average base is therefore approximately $775,000. This does not inclued the cost of barracks or the general requirements of a naval base. A/T nets are worth about $300,000, and where these are installed the cost of booms and a depot exceeds $1,000,000.

99. The average upkeep per base per year is approximately $50,000 for material and $50,000 for maintenance. The capital involved in Canada for the establishment of booms is therefore in the neighbourhood of $6,000,000.

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100. Vessels: Boom defence operates (or shortly will operate) 49 vessels, made up as follows:

Gate vessels, East Coast	10
Gate vessels, West Coast	6
Boom maintenance vessels (i.e. derrick scows)	7
Tugs	7
Gate attendant vessels	6
Auxiliaries and miscellaneous harbour craft	13
Total	49

Note: Some of the above vessels are still under construction.

101. Laying and Lifting Operations: In addition to the above, two or three vessels have to be borrowed from the Department of Transport for lifting and laying operations in the Fall and Spring.

102. Until boom defence field forces could be organised, booms had to be laid by outside firms of contractors. This proved costly and was not entirely satisfactory. At present, however, sufficient officers and men have been trained, and ships and equipment acquired, to permit our own forces to lay or lift booms as necessary. Ice conditions at Gaspe and Sydney necessitate the removal of the A/S and A/T booms in the late Fall. These have to be relaid each Spring, requiring the use of seven ships of various types, 90 to 100 men and four or five officers. These operations take from two to three weeks for each boom, depending upon the weather.

103. Organisation: The Boom Defence Division operates as an independent unit or branch responsible to the Director of Technical Division. Headquarters are in the Aylmer Annex. The design, supervision and inspection of all equipment and the ordering of all material is centred here. Close liaison is maintained with the D.T.D, the D.O.D., the D.N.S, the D.S.B, the E. in C., the D.W.B. (N) and Munitions & Supply, etc. as operational and construction problems of ships and buildings, of contracts and stores, etc. concern these departments.

104. Close contact is maintained with the depots throughout Canada to centralise control and to ensure smooth operation.

105. Personnel: To administer and operate this branch 48 officers and about 712 men are required, made up as follows:

Superintendent of Booms (recently appointed) Lieutenant Commander, R.C.N.V.R.	1

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Inspector of Booms Lieutenant Commander, R.C.N.V.R.		1
Deputy Inspector of Booms Lieutenant, R.C.N.V.R.		1
Assistants, N.S.H.Q.	Lieutenant (S.B.) R.C.N.V.R.	2
" "	Mate, R.C.N.R.	1
" "	Warrant Officer (S.B.) R.C.N.V.R.	1
" "	Civilian Inspector of Stores	
" "	Civilian Inspector of Equipment	
Assistant Inspector of Booms, West Coast Lieutenant Commander, R.C.N.		1
Assistant Inspector of Booms, East Coast Lieutenant, R.C.N.R.		1
A/Assistant Inspector of Booms, East Coast Lieutenant R.C.N.R.		1
Boom Defence Officers, Lieutenant, R.C.N.R.		1
Boom Defence Officers, Chief Skipper, R.C.N.R.		2
Boom Defence Officers, Lieutenant, R.C.N.V.R.		2
Boom Defence Officers, Skipper, R.C.N.R.		2
A/Boom Defence Officers, Skipper, R.C.N.R.		6
Gate Vessel Skippers, R.C.N.R.		21
Tug Boat Skippers, R.C.N.R.		4
	Total officers.....	48
Petty Officers and Ratings carried on vessels operated (approximately).....		510
Civilian personnel employed on maintenance work afloat and ashore average yearly (approximately).....		175
Civilian office staffs, inspectors, etc. Naval Service Headquarters, and seven bases.....		27
	TOTAL.....	712

DEGAUSSING

106. Degaussing equipment has been wholly or partially fitted in an additional 25 corvettes and 9 minesweepers. This brings the total number of vessels so equipped to 55 and 17 respectively. Certain items of control equipment, mainly

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compass corrector gear, have been delayed. This has been very unsatisfactory but the situation is improving day by day.

107. The necessary lead sheathed cable has been ordered and specifications drawn up for the fitting of "A" coils in the 12 minesweepers being fitted out as LL Sweepers.

108. Specifications are available for the new construction merchant ships but, to date, none of these vessels are ready for this equipment. It is hoped that the major part of this material for the british merchant vessels will be supplied by the United States under the terms of the Lease Lend Bill.

109. Ranges: During the past three months the Halifax Range has ranged 232 ships, compared with 108 vessels ranged during the previous three months. These consisted of 172 merchant vessels, 44 H.M.C. ships, 13 H.M. ships and three H.N.M. Ships.

110. The Sydney Range is progressing favourably and should be in operation very shortly. The Range Hut is built, instruments are being installed and detector coils laid.

111. The Vancouver Range has been a little slower than expected and will not be in operation for some time. This delay has been occasioned by a change in the range site and in the position of the instrument hut, which has now been settled to the satisfaction of the D.G. Range Officer and Park Commissioners of B.C. The work is proceeding.

112. The question of establishing a D.G. Range at St. John's, Newfoundland, was investigated by Commander Peers and a member of the National Research Council. A report on their findings was compiled and forwarded to Admiralty for consideration. As yet no indication of Admiralty's wishes has been received.

113. It has been decided to establish a D.G. Range Store Depot at Halifax, which would be supplied with sufficient stores for the establishment of one complete D.G. Range. This material has been ordered and will become available for maintenance or repairs in case of accidents or fire at the established Ranges.

114. General: The increasing volume of work has necessitated larger D.G. staffs, and a further expansion in personnel is anticipated for the spring of 1942. At that time the three ranges - Halifax, Sydney, and Vancouver - will be functioning and a heavy programme of supervision on new construction, both H.M.C. and merchant ships, is expected.

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SHIPBUILDING.

115. The rate of delivery of corvettes has been maintained at approximately one ship every four days. Eleven minesweepers have been accepted for the R.C.N. during the quarter. The first Fairmile was accepted on the last day of the quarter. Machinery trials were completed with respect to four M.T.B.'s prior to the Admiralty taking over this contract.

116. The relationship between shipbuilders and the Naval Service has been, on the whole, excellent. Every evidence has been given of the desire on the part of the shipbuilders to live up to contract and to deliver ships to the satisfaction of all concerned.

117. While the standard of workmanship is not uniform, yet it has been noteworthy that improvement has been made in all shipyards.

118. The storing, victualling, and steaming of ships to their subsequent operating base has been effected with little or no delay and without serious mishap. In this respect it may be noted that practically all the yards are situated over 1,000 miles from Halifax, and in one case the distance is 2,229.

119. The A/D.T.D. and the S.A.E. attended the trials of the Hickman Sea Sled at Quincy, Mass. during the week of 16th September. The contentions of Mr. Hickman were borne out, in that the Sea Sled is a soft-riding, quick-turning type of boat, and could be serviceably used for a M.T.B.

120. With a view to the establishment of a closer connection between the Base Planning Committees of the East and West Coasts with that of N.S.H.Q., there has been set up in the Technical Division a new Branch for these duties, and a Superintendent of Construction Liaison appointed to head the Branch.

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D I S T R I B U T I O N

C252991

Minister	2	S.O.(I)	1
D.M.	1	S.O.C.S.	1
C.N.S.	1	U.S. Naval Attache, Ottawa	3
D.C.N.S.	1		
D.N.I.	1	H.C. for Canada, London	2
D.N.P.	1	C.C.C.S.	2
E.in C.	1	C.G.S.	2
D.N.O.	1	C.A.S.	2
D.P.D.	1	C.O.A.C.	2
D.O.D.	1	C.O.P.C.	2
R.C.S.	1	C. Naden	1
S.S.B.	1	C. Stadacona	1
D.T.D.	1	Capt. i/c Halifax	1
D.N.A.	1	N. Supt. Halifax	1
D.N.S.	1	N.O. i/c, Sydney	1
F.I.S.	1	N.O. i/c, Saint John	1
M.M.S.	1	N.O. i/c, Gaspe	1
N. Inf.	1	N.O. i/c, Quebec	1
N. Sec.	1	N.O. i/c, Montreal	1
A/N. Sec.	1	C.C.N.F., St. John's Nfld.	3
N.D.A.	1	N.O. i/c, Vancouver	1
D.W.B.(N)	1	N.O. i/c, Prince Rupert	1
S.A/S.	1		
Inspr. Booms	1		
Can. Naval Attache Washington	4	D.N.I. for distribution to:	
		C-in-C, A. & W.I.	2
Secretary of State for External Affairs	1	Admiralty (D.N.I.)	4
Prime Minister	2		

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CANADA

(Oct. 31, 1941.)

MINISTER OF NATIONAL DEFENCE
FOR NAVAL SERVICES

MEMORANDUM TO THE PRIME MINISTER
regarding letter from the Honourable R. B. Hanson

1. Mr. Hanson observes that Marine Railways capable of taking ships up to 3,000 tons are being installed as follows:

2 at Halifax
2 at Sydney
1 at Pictou
1 at Shelburne.

As a matter of fact, only one railway is being installed at Halifax by the Government, the other Marine Railway having been constructed by the Halifax Shipyards. Only one is being installed at Sydney and not two as Mr. Hanson states.

2. Regarding the Marine Railway at Shelburne, one of the earliest decisions made by the Canada-United States Joint Defence Board was that the Canadian Navy should provide the naval defence of certain harbours on the east coast -- Gaspe, Halifax, Sydney, Shelburne, and St. John. This decision was reached in the Fall of 1940, and proper naval defence, or the proper fitting out of a naval base, would certainly involve some provision for ship repairs.

Leaving Halifax Harbour out of the question, Shelburne Harbour is the best harbour on the south shore of Nova Scotia. It is well known to Americans, and they were equally desirous with Canadians of seeing this harbour developed.

The plans for the development of Shelburne Harbour were in course of preparation a year ago, and it is difficult to see that the work at Shelburne had anything to do with the recent election in Nova Scotia.

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3. Mr. Hanson's main objection, however, seems to be against the construction of a graving dock at Halifax. The proposition, he states, is being put forward by the Naval Service, not by the Department of Munitions and Supply. Mr. Hanson believes that the advocacy of the construction of the dry dock at Halifax springs from political sources. To Mr. Hanson's statement many replies could be made:

(a) The first is that no site has been acquired, as he seems to think, for the Halifax dry dock. and the decision has yet been made to build a dock.

(b) The second is that any suggestion for the building of a dry dock there has always come from Naval and Marine officers, and not from any politician.

(c) Those who advocate the construction of a large graving dock at Halifax base their arguments on the following factors -

From the enemy point of view, probably the most effective damage which could be done to our cause would be to attack and attempt to destroy docks and other shipping facilities in Great Britain.

If this attempt should meet with any particular degree of success, the burden of repairing shipping would fall largely on docks on the North American continent. On the American Atlantic Coast docks capable of taking large battleships are to be found at the following places: Norfolk, Philadelphia, Boston, New York, St. John, Levis.

Of these docks, the dock at Levis is not available during the winter months owing to ice conditions on the River St. Lawrence, and the St. John dry dock, while large enough to take any ship, cannot be considered as a first-class facility as there is only thirty-nine feet of water over the sill of the dock, which might, and probably would, be insufficient for a large battleship in a damaged condition. A battleship with a torpedo hole in it would draw more than thirty-nine feet, and could not be got into the St. John dock. Furthermore, St. John is considerably further from actual war operations in the Atlantic than Halifax, and the dock is difficult to approach due to tidal and harbour conditions. The real fact of the matter is that such a dock should never have been constructed at St. John.

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When I was in England I questioned the officers of the Admiralty as to the necessity of a new graving dock at Halifax, and once they were assured that the cost of building such a dock would not have to be borne by the United Kingdom Government, they unanimously declared that the construction of such a dock at Halifax would be sound from a naval point of view.

4. In connection with St. John, it may be observed that up to date subsidies amounting to $4,350,000. have been paid to the St. John Dry Dock Company, and these subsidies will continue at the rate of $247,500. per annum until January 1, 1959. In other words, the Government of Canada will have contributed subsidies to this Company aggregating nearly $ 9,000,000.

In addition to this great sum other expenditures have been made at St. John as follows:-

The new tidal dock constructed on the property of St. John Dry Dock Company at an approximate cost of $440,000.

Berthing facilities established on north side of dry dock at cost of $225,000.

Berthing facilities are proposed on south side of dry dock at estimated cost of $750,000, this latter cost to be borne by the Department of Naval Services.

Channel up to dry dock deepened and widened at a cost of over half a million dollars.

Tools for ship repair firms doing work in St. John provided by Government at a cost of $90,000.

Additional facilities provided by British Admiralty for battleships under repair - cost unknown.

War Expenditures in St. John Harbour would be over two millions!

5. Generally, Mr. Hanson may be informed that all naval projects are first considered by the technical officers directly concerned in this Department. The project is then submitted to and considered by the Base Planning Committee of this Department. This committee consists of Director of Technical

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Division, Director of Operations, Director of Works and Buildings and Director of Plans. Finally, the project has to be approved by the Naval Staff. It is the unanimous opinion of these bodies that the facilities to be provided in Nova Scotia are not at all in excess of requirements. By next May the Canadian Navy alone will have some four hundred ships in commission. These ships should all be docked and examined at least onde, preferably twice, a year. Assuming no damage from enemy action an average length of docking time would be one week. It is ~~very obvious~~ the considered view ~~to~~ to the Department of Naval Services that the present facilities in Nova Scotia are hopelessly inadequate to cope with this problem.

(A.L. MACDONALD)

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FROM THE PRIME MINISTER

TO C252996

Mr. Pickersgill

Pls. draft letter to Mr. Hanson based on attached memorandum.

31 /X /41 EH

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COLOURED PAPER
PAPIER DE COULEUR

R Ls

HR

NAVAL MESSAGE

C252997

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

- MOST SECRET

To: THE PRIME MINISTER
MINISTER
MR.HEENEY
MR.ROBERTSON

From: CHIEF OF THE NAVAL STAFF

"FLYDERBORG" AND "GRETAVALE" IN CONVOY S.C.52 FROM SYDNEY 29th OCTOBER HAVE BEEN SUNK BY SUBMARINE ATTACK IN POSITION 51°21' N. 51°45' W. AT 0328Z/3.

THIS POSITION IS APPROXIMATELY 120 MILES EAST BY SOUTH FROM BELLE ISLE.

SURVIVORS HAVE BEEN PICKED UP FROM BOTH SHIPS.

0948/3/11/41.

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PAPIER DE COULEUR

R

WR/Naval Action

C252998

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

To:
PRIME MINISTER
MINISTER
MR. HEENEY
MR. ROBERTSON

MOST SECRET

From:
CHIEF OF NAVAL STAFF
N.S.H.Q.

ALL SHIPS OF S.C.52 NOW RETURNED TO SYDNEY LESS "FLYNDEBORG", "GRETA-VALE" "EVEROJA" AND "EMPIRE GEMSBUCK" TORPEDOED "EMPIRE ENERGY" AND "MAROUKO PATERA" ASHORE.

--- 1545/6/11/41.

NOTE: "EVEROJA" AND NOT "MICHAEL L. EMBIRICOS" WAS TORPEDOED.

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COLOURED PAPER
PAPIER DE COULEUR

R

N/AR

S. 1320h
1 Million-4-40 (4637)
N.S. 815-9-1320h

NAVAL MESSAGE C252999

To: N.S.H.Q. 458

MR.ROBERTSON
MR.HEENEY
PRIME MINISTER
MINISTER

From: C.G.P.C.

IMPORTANT

CNS
DCNS
DNI
SOI
DOD
SOO
FIS
A/DSD
DPSD

DUE TO AIR RAID WARNING YELLOW P.M. 8TH AS A RESULT OF U.S. REPORTS ORDERS WERE GIVEN TO EXTINGUISH AIDS TO NAVIGATIO IS. ON VANCOUVER AND AREAS 1 A, 1 B, AND 2 TO CONFORM TO SIMILAR INSTRUCTIONS ISSUED BY U.S. ARMY FOR STATE OF WASHINGTON. UNCONFIRMED BUT CONSIDERED RELIABLE REPORTS JUST RECEIVED FROM COMMANDANT 13TH NAVAL DISTRICT QUOTE. FLIGHT OF MULTI ENGINED AIRCRAFT PASSED OVER CHICHAGOF IS. AND ALASKA AT 1130 NOVEMBER 9TH HEADING SOUTH UNQUOTE. YELLOW WARNING STILL IN FORCE AND GENERAL BLACKOUT CONSIDERED AGAIN TONIGHT TUESDAY MARINERS HAVE BEEN WARNED OVER CBC AIDS TO NAVIGATION MAY BE EXTINGUISHED WITHOUT WARNING. AIDS TO NAVIGATION WILL BE

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PAPIER DE COULEUR

S. 1320h
1 Million-4-40 (4637)
N.S. 815-9-1320h

NAVAL MESSAGE C253000

To: FROM:

-2-

EXTINGUISHED TO-NIGHT COVERING ALL AREAS BC COAST.

02062/10

PREL. TO D.I.O. D.O.O. C.N.S. D.C.N.S. D.P.S.D.

W/T CYPHER TOR 1526Z/10/12/41 M.L. 4987

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PAPIER DE COULEUR

WR/N

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

C253001

MOST SECRET

To: THE PRIME MINISTER
MR. HEENEY
MR. ROBERTSON

From:
C.N.S. CANADA

REPORTS INDICATE THAT FOUR ENEMY SUBMARINES MAY BE NEAR BELLE ISLE STRAIT.

1145/24/10/41.

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PAPIER DE COULEUR

N/AR

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE C253002

To: ADMIRALTY
INFO
C-in-C, A. & W.I.
N.S.H.Q.

PRIME MINISTER
MINISTER
MR.ROBERTSON
MR.HEENEY

From: OPNAV

PRIORITY

MY 102157; COMMANDER CARIBBEAN COASTAL FRONTIER HAS ISSUED OPERATIONS ORDERS AS FOLLOWS: PARA IN FORT DEFRANCE ARE "BARFLEUR" "EMILE BERTAIN" "BEARN" "JEANNE D'ARC" IN GUADELOUPE. ALL MAY ATTEMPT ESCAPE HOMELAND OR TAKE OFFENSIVE ACTION PARA TASK CAPTURE OR DESTROY FRENCH WAR VESSELS THAT LEAVE PORT PARA GROUP 6.3.8. WASP (carrier) SAVANNAH (cruiser) BROOKLYN (cruiser) STERRETT (destroyer?) WILSON (destroyer?) STACK (destroyer?) STATION ONE DESTROYER AND ONE CRUISER OFF GUADELOUPE AND REMAINDER EASTWARD MARTINIQUE PARA 6.3.1. BARNEY (destroyer) BLAKELEY (destroyer) WATCH ENTRANCE FORT DE FRANCE. TRAIL AND REPORT MOVEMENTS PARA 6.3.2. VP 31 RECONNOITER FRENCH HARBORS DAILY AT DAWN AND OTHER TIMES. BE PREPARED FOR SEARCH AND ATTACK. ARMY BOMBERS READY TO ASSIST PARA 6.3.3. s120 S161 GUARD ENTRANCE POINT A PITRE. BASE PRINCE RUPERT BAY DOMINICA PARA ORDER EFFECTIVE ON RECEIPT.

2255/11.

11.12.41.

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COLOURED PAPER
PAPIER DE COULEUR

R

N/AR

NAVAL MESSAGE

C253003

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

To: C-in-C, A. & W.I.
ADMIRALTY
(R) S.O.(I) KINGSTON JA.

PRIME MINISTER
MINISTER
MR.ROBERTSON
MR.HEENEY

From:
B.A.D. WASHINGTON

METER. MARTINIQUE 11 DEC. A 1. NAVAL OBSERVERS REPORT FRENCH AIRCRAFT CARRIER "BEARN'S" CRUISE HAS BEEN COUNTERMANDED AND THERE IS NO CHANGE IN CONDITION OF FRENCH AIRCRAFT CARRIER "BEARN" AIRCRAFT ASHORE. "BARFLEUR" HAS NOT LEFT.

VICHY 11 DEC. A 1. DARLAN CONFIRMED ABOVE TO ADMIRAL LEAHY AND SAID THERE WAS NO INTENTION THAT FRENCH SHIPS IN WEST INDIES SHOULD LEAVE.

2031R/12.

12.12.41.

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C253004

N.30 s-36
1941 (Long.)

W.W. - Naval Defence re
re - Leader of the Opposition

(DEC. 18, 1941.)

CANADA

MINISTER OF NATIONAL DEFENCE
FOR NAVAL SERVICES

MEMORANDUM TO THE PRIME MINISTER
regarding letter from the Honourable R. B. Hanson

The main question raised by Mr. Hanson seems to be with regard to the construction of a dry dock in Nova Scotia, and Mr. Hanson states that he has reason to believe that a site for such a dock has been acquired, but not at Halifax. It may be said quite definitely that no site for a dry dock has been acquired at any place in the Province of Nova Scotia.

Mr. Hanson states that Canada does not own any capital ships, nor is it likely to own any, and that, consequently, he finds it hard to believe that any technical officers have given an opinion as to the necessity of a dock for capital ships. On this point it may be said quite definitely that the technical officers of this Department have given an opinion favourable to the construction of a dry dock at Halifax, and so have the officials of the British Admiralty. In my earlier memorandum I pointed out that when I was in England, the Admiralty officials had stated to me that they believed that the construction of a dry dock at Halifax would be a sound undertaking from a naval point of view. More recently the Right Honourable Malcolm MacDonald, High Commissioner for the United Kingdom, has forwarded a memorandum to the Department of the Secretary of State for External Affairs on this matter, from which I abstract the following paragraphs:-

"The Admiralty feel that the present war has shown the necessity of being able to operate heavy ships (Capital ships and aircraft carriers) not only as part of a main covering force based on the United Kingdom but dispersed over the oceans either in the defence of convoys or as circumstances require in operations such as the pursuit of the Bismarck.

A

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Hence it is clear that, whether in this war or in any future war, docking and repair facilities will be required in as many parts as possible of the British Commonwealth. Moreover it is necessary to ensure that our ships can be docked in harbours which lie outside the main area of enemy air attack.

"To this end a large graving dock is being built by the Commonwealth of Australia at Sydney and the Construction of another at Capetown is under consideration. A capital ship floating dock is also being constructed in India. At present we are able to send our ships to docks in the United States, but we cannot count on always being able to do so.

"On the above strategical grounds the Admiralty are most anxious that the long-term policy for the development of Halifax as a permanent repair base for naval vessels of all types should include a graving dock capable of accommodating the largest British Battleships, with corresponding provision for repair facilities. The Admiralty understand that the Canadian Government have it in mind to build such a dock, and feel that such an undertaking would be of great importance to the maintenance of British sea power."

It is true that Canada does not own any capital ships, and the construction of such ships in the near future is not contemplated for the Canadian Navy. The contingency which we have in mind, however, is the necessity for repairing British capital ships on this side of the Atlantic, and as I pointed out in my earlier memorandum, there are only four docks on the eastern United States seaboard and two docks on the eastern Canadian seaboard capable of taking capital ships. It is quite possible that some of these docks might be used for the repair of ships smaller than capital ships, and if a severe naval engagement took place in which several capital ships of the British and American navies were damaged, the docking facilities for the repair of such ships might not be equal to the strain.

As to the paragraph numbered 3 in Mr. Hanson's memorandum, in which the depth of water at St. John is dealt with, I have to point out that while there are certain days in the year on which a ship drawing as much as forty-two feet can be docked at St. John, such days are relatively few. Thus, on reference to the Canada Tide Tables for 1942, I find that the

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number of days in that year on which a ship drawing forty-two feet or slightly over can be docked at St. John are only twelve. The number of days on which the dock is capable of taking ships drawing thirty-nine feet and under is two hundred and six. The remaining days, namely, one hundred and forty-seven, are days on which ships drawing between thirty-nine and forty-two feet can be docked. Thirty-nine feet over the sill of the dock, therefore, represents a more than average figure for practical purposes.

Furthermore, the figures which I have given refer to absolutely high tide, and unless a ship catches the tide on the day in question at exactly the right moment, it would not be able to dock on that day.

In a message from Admiralty to Naval Service Headquarters here in June of this year it was stated that if a dock were to be built at Halifax, the water over the sill should be 47.6 feet at highest water and 45 feet at lowest high water. It is obvious that the St. John dry dock does not meet these requirements.

Mr. Hanson refers to the fact that two large ships have been docked at St. John Dfy Dock. One of these was the Ramillies, and the report of the ship's departure fram the dock by the ship's officers may be quoted:-

"The ship took the channel well though there was little margin. The flood stream, which in the main harbour is maximum about High Water, was estimated as running at one knot. The stream took the bow of the ship strongly on clearing the end of the breakwater, and again on entering the main channel. In the first instance the ship was set down slightly, and in the second she required full rudder for a prolonged period. It is the sudden entry into the stream on passing the end of the breakwater that is the more dangerous as, under choppy conditions such as were experienced, an irrevocable blind guess of its strength and effect on the vessel has to be made many seconds beforehand. It is this condition which will always make the channel, in its present form, difficult for a big ship. In freshets, with a four knot outgoing stream, it would be hazardous in the extreme - if not impossible. Freshets occur, approximately from April to June."

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The views of the officers of the Ramillies will, I think, be supported by the views of any seaman who knows St. John Harbour. As I pointed out in my first memorandum, a dry dock of the size of St. John Dry Dock should never have been constructed in that Harbour. A good deal of dredging has had to be done since the beginning of the war in St. John Harbour, at a cost of about half a million dollars, and berthing facilities have had to be created at a cost of nearly one million dollars. This dredging was necessary in spite of the fact that when the dry dock was built, a channel was dredged 500 feet wide, with 22 feet of water at low tide. At the beginning of the war the National Harbours Board found that this channel had a minimum depth of about eight feet at low tide. This clearly shows that St. John Harbour fills over the years and will require dredging from time to time. This condition does not exist in the Harbour of Halifax.

St. John Harbour is not in any sense of the word, or for any purpose, as good as the Harbour at Halifax. This is the view of every naval officer and seafaring man to whom I have talked. This is borne out by observations of the Admiralty which have been submitted by the High Commissioner for the United Kingdom to the Department of External Affairs on the 15th May, 1941, from which I quote the following:-

"Apart from the fact that St. John contains a battleship dock, Halifax is the more inviting repair base on account of its comparative immunity from serious navigational drawbacks of St. John (strong tides, big rise and fall, very high incidence of fog approaches.) It also possesses better workshop facilities and more extensive wharfage and equipment. The St. John docks, moreover, suffer from being somewhat shallow over the sill (39 feet) for damaged big ship, while the fitting out berth is so placed in relation to the dock that a capital ship lying there would obstruct the dock entrance.

"As a long term policy the Admiralty consider that regard should be given to a possible development of Halifax as a permanent repair base for naval vessels of all types, including the building of large graving docks, provided such developments would not seriously impede Canada's immediate war effort."

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Mr. Hanson complains in his paragraph numbered 7 that the facilities of the St. John Dry Dock are not being utilized. It is difficult to reconcile this statement with the following statement which is an extract from a letter recently written by the Vice President of the St. John Dry Dock Company:-

"Our chief responsibility here is the operation of our large dry dock which is capable of accommodating the largest ships afloat, and which has been used since the beginning of the war for battleships and many other Naval craft as well as armed merchant cruisers and large Admiralty transports. The dry dock is available twelve months of the year, and we are now being called upon to handle a volume of work which is five times greater than it was during peace time. As a result of this we have built up our organization from approximately 200 men to about 1200 men."

It is still more difficult to reconcile this statement regarding use of the dock, when it is remembered that the St. John Dry Dock Company have, themselves, considered it necessary, and have persuaded the Government of Canada also, that in addition to the present dry dock it is necessary to construct a tidal dock at an approximate cost of $440,000. capable of docking vessels up to 10,000 gross tons registered. Actually, the Controller of Ship Repairs and not the Naval Service is responsible for what ships are docked at St. John, as well as at any other port.

Mr. Hanson in his paragraph numbered 8 states in so many words that too much money is being spent in Halifax and that too much naval effort is being concentrated there. It is true that where possible it is very often desirable to decentralize, and with decentralization in mind we have endeavoured to provide further docking facilities at the Harbours of Gaspe, Sydney, Pictou, Lunenburg, Liverpool, Shelburne, St. John, New Brunswick and St. John's, Newfoundland. Most of these harbours, however, are suitable only for smaller ships.

Further, there is a limit beyond which a policy of decentralization cannot go. Halifax was selected by the British as a naval base two hundred years ago in preference to St. John or any other port in Canada, because of its suitability. It has the best natural harbour in the Maritime Provinces; it

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is nearest to the sea routes; the harbour is open all the year round, and is more easy of approach than St. John or any other harbour. It is the main starting point for convoys leaving Canada for the United Kingdom, and it is impossible to do other than have a very considerable naval concentration in that harbour and on its shores. You may quite easily decentralize in air or army matters. You can put air-ports in the heart of Canada, but it is obvious that for naval purposes you must employ the coasts, and you must employ those portions of the coast which are most suitable for the purpose. I have not heard that in England the great naval bases have been decentralized to any large extent.

(A.L. MACDONALD)

Pub.

18th December, 1941.

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R

M/C Navy
AR.

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE C253010

To: PRIME MINISTER
MINISTER
MR.ROBERTSON
MR.HEENEY
MR.STONE

From:
C.N.S. CANADA.

"PROTEUS" (BR) NOW 26 DAYS OVERDUE AND "NEREUS" (BR.) 8 DAYS OVERDUE WITH BAUXITE FROM ST.THOMAS (B.W.I.) TO PORTLAND,ME., ARE PRESUMED LOST. THERE IS NO CONFIRMATION OF RAIDER OR U BOAT ACTIVITY AND SABOTAGE IS SUGGESTED BUT IT IS POSSIBLE ENEMY HAS MADE SELECTIVE RAID ON BAUXITE SHIPS TO CURTAIL OUR AEROPLANE PRODUCTION AND OBTAIN MUCH NEEDED SUPPLIES OF ORE.

THE WIRELESS SILENCE OF THESE SHIPS WHEN AND IF INTERCEPTED SUGGESTS THEY MAY HAVE BEEN CAPTURED BY A RAIDER.

THE BREAKING OF W/T SILENCE BY A SHIP, UNLESS INSTRUCTED, FOR ANY REASON OTHER THAN EMERGENCY IS A SERIOUS BREACH OF REGULATIONS.

1130/24.12.41.

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bdle - WW II - naval defence

N.S. 1000-5-8 C253011

SECRET

SUMMARY OF NAVAL WAR EFFORT

October 1st to December 31st, 1941.

NOTE: This Summary is a continuation of that from July 1st to September 30th, 1941. It also covers general progress made during the year 1941.

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NOTE: Items marked # must NOT be made public.

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I - NAVAL SERVICE HEADQUARTERS

1. Another year of rapid expansion has made the question of office accommodation for N.S.H.Q. a constant problem. The general growth of R.C.N. personnel - from 14,000 on December 1st, 1940, to 27,000 on December 1st, 1941 - has been reflected in the size of Headquarters staff.

2. Naval personnel at N.S.H.Q. in December, 1941, numbered 438 (184 officers and 254 ratings) against 293 in December, 1940. In addition, civilian employees at N.S.H.Q. in December, 1941, totalled 790, compared with approximately 400 the previous year.

3. Unfortunately it was not possible to provide adequate accommodation commensurate with the continuously-growing staff, and the close of the year found conditions of considerable overcrowding. Temporary alleviation was afforded when the R.C.N. occupied the reconstructed Aylmer Building, in June, 1941. However, the staff rapidly outgrew the accommodation and various proposals were considered to secure additional office-space. It is proposed to erect a temporary building on Cartier Square to house all N.S.H.Q. departments and plans of such a building are being prepared.

4. At present the following office-space is occupied by N.S.H.Q.:-

Aylmer	-	40,820 sq. ft.
Robinson	-	19,000 sq. ft.
Truro	-	5,850 sq. ft.
		65,670 sq. ft.

(This does not include the Equipment Division, which is separately accommodated at 1153 Wellington Street.)

5. The projected building on Cartier Square will provide 156,000 sq. ft. of office space. When N.S.H.Q. staff moves into this building the quarters now occupied will be taken over by other Services.

-vVv-

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II. - Personnel

Strength

1. Mobilized strength on 31st December, 1941, was 3,389 officers and 24,633 ratings, a total of 28,022. This represents an increase of 244 officers and 951 ratings, or a total of 1,195 for the quarter. Increase for the year was 1,701 officers and 11,449 ratings, a total of 13,150.

2. In addition there were 150 officers and 1,500 ratings on Divisional strength on 31st December, 1941.

3. Distribution of Naval personnel between ships and shore establishments was as follows:

	Officers	Ratings	Total
Afloat	34.5%	39.98%	39.2%
Ashore	65.5%	60.02%	60.8%

About one third of the personnel ashore are new entries undergoing preliminary training or ratings undergoing non-substantive courses.

Officers lent to the Royal Navy

4. Of the 424 R.C.N.V.R. officers on loan to the Royal Navy, 328 are Executive Branch, 68 Special Branch and 38 Surgeon Lieutenants. In addition, 72 R.C.N., two R.C.N.R. and 33 Sub-Lieutenants (E) R.C.N.V.R. (Temp) are undergoing training with the Royal Navy.

Officer - Entry and Training

5. Entry of Executive, Engineer and Accountant officers continues to be by selection, and in probationary rank. After entry, probationary officers receive preliminary training at Divisions before appointment to H.M.C.S. Royal Roads or H.M.C.S. Kings. Special Branch officers receive a minimum of two weeks' disciplinary training before taking up their appointments.

6. One hundred and seventy-two gentlemen were entered on Divisional strength as Probationary Sub-Lieutenants during the last quarter of 1941 after selection by the board.

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7. The fourth officer training course at H.M.C.S. Royal Roads commenced on the 2nd January and consisted of 125 Probationary Sub-Lieutenants. On this date twenty Probationary Paymaster Sub-Lieutenants also commenced training at H.M.C.S. Kings.

8. It is intended in future to appoint officers to H.M.C.S. Kings in groups of 32 every four weeks instead of 125 each quarter. Under this system it will be possible to give officers preliminary sea training and a larger degree of individual attention. It is hoped also that the manning and drafting problem may be simplified.

Promotion From Lower Deck.

9. During the quarter 24 ratings were promoted to Probationary Sub-Lieutenant, nine to Probationary Paymaster Sub-Lieutenant and one to Sub-Lieutenant (Special Branch). All were appointed to training establishments to date 2nd January, 1942.

10. A total of 78 ratings were promoted, either to Warrant or Commissioned rank, in Canada during 1941.

11. Of the 150 ratings who were lent to the Royal Navy for training with a view to eventual promotion to commissioned rank, 134 were granted commissions in the Executive Branch, two in the Special Branch, six have passed selection boards and are now under training at King Alfred, six were casualties prior to board, two failed courses, were returned to Canada and discharged as unsuitable.

Ratings - Recruiting

12. There is no decrease in the number of applicants for entry into the Seaman and Accountant Branches nor for entry as Stokers 2nd Class. Weekly returns from Divisions continue to show approximately 5,000 current applications on file. This may be taken as the average number of applicants available for immediate entry. The standard of recruit continues to be very good.

13. Recruiting of Artisan and Engine Room ratings has presented more difficulty and it is anticipated that by next spring there will be few, if any, applicants for these Branches.

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14. To meet this shortage 120 youths have been taken on Divisional Strength in H.M.C.S. Star and are undergoing technical training at Galt, Ontario. Other personnel is being trained at Halifax and Esquimalt Mechanical Training Establishments.

15. New Entry Classes for anti-submarine ratings have been continued at the University of Toronto and approximately 200 of these ratings are now at sea preparatory to undergoing Non-Substantive courses in S.D.

16. On 31st December, 1941, there were in Canada 25 Sea Cadet Corps, with a total number of 3,130 Sea Cadet Officers and Sea Cadets attached. It is anticipated that this will be increased during the fiscal year of 1942-43 to 81 Corps with a total complement of 8,100.

17. A co-ordination of Sea Cadet Activities, Mr. R.C. Stevenson, of Montreal, has been appointed by the Minister to visit and report on Sea Cadet Corps in Canada. He has volunteered his services gratuitously.

18. Casualties. During the last quarter of 1941 five officers and 23 ratings lost their lives or were listed as missing while serving on Active Service. A further seven ratings died from other causes. One officer was wounded in action. The loss of H.M.C.S. "WINDFLOWER" from collision while on escort duty resulted in the death of four officers and 18 ratings.

19. Following are the officers mentioned above:

Lieut. Douglas M. BAIN, RCNVR.	Missing believed killed whilst serving in a C.A.M. Ship 1-10-41.
Lieut. John PRICE, RCNVR.	Lost in WINDFLOWER 7.12.41.
Mate A.J.K. COLLIN, RCNVR.	Lost in WINDFLOWER 7.12.41.
Sub-Lieut. J.P.C. BECK, RCNVR.	Lost in WINDFLOWER 7.12.41.
Sub-Lieut. W.E. SHIELDS, RCNVR.	Lost in WINDFLOWER 7.12.41.

Wounded

Lieut. Kenneth C. McRAE, RCNVR.	In air attack.

-vVv-

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III--SHIPS

Auxiliary Cruisers

1. H.M.C.S. "PRINCE HENRY" was used as a depot ship at St. John's, Nfld., from November 16th to December 15th. Owing to developments in the Pacific she was put into full commission and was sailed for Bermuda for a two weeks working up period commencing December 29th.

2. H.M.C.S. "PRINCE ROBERT" was employed during November in escorting troop convoy from Vancouver to Hongkong. On her return passage she left Honolulu on December 5th, two days before the Japanese attack on that base. She is now employed on patrol duty on the West Coast of British Columbia.

3. H.M.C.S. "PRINCE DAVID", who had been serving under the orders of C. in C.A. & W.I., completed a refit at Halifax on December 12th. She was then sailed for Esquimalt, where she is carrying out patrol duties on the West Coast of British Columbia.

Destroyers

4. H.M.C.S. "ANNAPOLIS" and H.M.C.S. "HAMILTON" are based at Halifax, and are employed as local escorts for convoys. The remaining 11, destroyers are based at St.John's, Nfld., and are employed as convoy escorts in the Newfoundland Escort Force.

5. Five destroyers - "BROADWAY", "BURNHAM", "BURWELL", "RAMSEY", and "READING", are attached to the Newfoundland Escort Force.

Corvettes

6. Eighty Flower Class corvettes of the 1940-41 programme have been launched to date. Of these, two have been lost, 65 are in commission, leaving 13 to be completed. The disposition of the corvettes in commission is given on the attached appendix.

7. Six H.M. corvettes, "CANDYTUFT", "CELANDINE", "DIANTHUS", "NASTURTIUM", "POLYANTHUS" and "PRIMROSE", are attached to the Newfoundland Escort Force until this force reaches full complement. They will then be released to the Royal Navy. Three Free French corvettes, "ACONITE" "ALYSSE" and "MIMOSA", are also attached to the

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Newfoundland Escort Force.

Minesweepers

8. Thirty-seven Bangor Class minesweepers have been launched to date. Of these 26 are in commission. On completion of their working up period at Halifax these vessels are being used for local escort duties with the various forces.

9. A total of seven Flower Class corvettes and nine Bangor Class minesweepers built on the Pacific Coast have been transferred to the East Coast.

10. Four H.M. Bangor Class minesweepers, "TADOUSSAC", "WEDGEPORT", "FORT YORK" and "PARRSBORO", have arrived St. John, N.B., where they will be completed.

Fairmiles:

11. It was hoped that 13 Fairmiles would have reached Halifax before the freeze-up, but it was necessary for three to be laid up for the winter at Toronto and one at Sarnia. Four are in full commission in Halifax and five have been laid up there for the winter.

Motor Torpedo Boats:

12. The 12 motor torpedo boats building for the R.C.N. at Canadian Power Boat Company, Montreal, have been turned over to the R.N. and will be operated in the Eastern Mediterranean. The ex-U.S.N. motor torpedo boats taken over by the R.C.N. have been transferred to the R.C.A.F. as rescue boats.

13. Fishermen's Reserve: The rounding up of all fishing vessels operated by Japanese on the Pacific Coast has been carried out according to plan, and they have all now been escorted to Steveston on the Fraser River, where the crews are being interrogated by the R.C.M.P. Certain of these vessels will be requisitioned for the R.C.N.

14. Armed Yachts: On November 25th H.M.C.S. "REINDEER" and "RACCOON" left Gaspe for Sydney, where they will act as A/S patrol until that port closes for the winter. H.M.C.S. "VISON" and "ELK" sailed for Bermuda on November 19th. These two armed yachts have been placed under the orders of C. in C., A. & W.I. for the winter months. With the departure of these ships the Gaspe Patrol ceased to operate.

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Attacks on Convoys

15. S.C. 42: On September 10th Convoy S.C. 42 was attacked by U/boats approximately 60 miles east of Greenland. This convoy was escorted by H.M.C.S. "SKEENA" and three corvettes only, and the attacks continued for three days, with a large number of U-boats taking part.

16. Fortunately "CHAMBLY" and "MOOSE JAW" were on a training cruise in the vicinity of this convoy. They were ordered to reinforce the escort, and arrived from ahead as the first attacks were developing. "CHAMBLY" severely damaged a U-boat with her first pattern of depth charges, and forced it to surface. "MOOSE JAW" then rammed the submarine, which subsequently sank. Most of the crew of the U-boat were made prisoner. "SKEENA and "KENOGAMI" subsequently made three very promising attacks on U-boats. Sixteen ships of the convoy were torpedoed, 15 of which sank.

17. S.C. 44: On September 20th Convoy S.C. 44 was attacked by U-boats about 180 miles East of Greenland. The escort consisted of H.M.S. "CHESTERFIELD" and four corvettes, which was reinforced by two corvettes from H.X.149. During this attack four ships of the convoy were torpedoed, three of which sank, and H.M.C.S. "LEVIS" was torpedoed and subsequently sank.

18. S.C. 46: On September 26th Convoy S.C. 46 suffered the following marine casualties during passage of Belle Isle Strait in dense fog:

(1) two ships grounded: (2) one ship sunk in collision; (3) four ships damaged in collision.

Three ships were a total loss and four are being repaired at Halifax.

19. S.C. 48: On October 15th Convoy S.C. 48 was attacked by U-boats in mid-Atlantic. The escort consisted of H.M.C.S. "COLUMBIA" and seven corvettes, which was subsequently reinforced by two corvettes from O.N. 25, two destroyers from T.C. 14, U.S.S. "KEARNEY" and H.M.S. "BROADWATER". This attack was made by a considerable number of U-boats, and nine ships of the convoy were torpedoed, eight of which subsequently sank. In addition U.S.S. "KEARNEY" was torpedoed but subsequently reached Iceland. H.M. destroyer "BROADWATER" and H.M. corvettes "GLADIOLUS" were also torpedoed and sank.

20. S.C. 52: On November 3rd, S.C. 52 was attacked by U-boats approximately 150 miles east of Belle Isle Straits. Four ships of the convoy were sunk. The convoy was ordered to scatter and return to Sydney via the Belle Isle Straits. Two more ships were lost by grounding. H.M.C.S. "BUCTOUCHE" carried out a counter attack on an underwater contact, and a large amount of oil was sighted.

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21. Losses of H.M. and H.M.C. Ships

On September 19th, H.M.C.S. "LEVIS", while escorting an eastbound slow convoy, was torpedoed, and after being towed by H.M.C.S. "MAYFLOWER" for 15 hours sank.

22. It was announced by the Admiralty on October 26th that H.M. corvette "GLADIOLUS", formerly with the Newfoundland Escort Force, was overdue, and must be considered lost.

23. H.M.C.S. "WINDFLOWER" was sunk by collision with S.S. "ZYPENBURG" in dense fog on December 7th, approximately 200 miles south east of Cape Race. The Commanding Officer, three officers and 19 ratings were lost.

24. Weather Conditions

Since the beginning of December weather conditions in the North Atlantic have been extremely severe, and several westbound convoys have been dispersed shortly after reaching the MOEF.

25. F.O.N.F. reported that owing to the heavy weather in the winter months the strain on material and personnel of the Newfoundland Escort Force had become dangerously high. The Admiralty suggested reducing escort groups from eight to five ships.

26. Consideration by British, Canadian and U.S. Naval authorities is also being given to the use of a more southerly route, which will materially assist by reducing the "distance run" by convoys and give improved weather conditions.

Miscellaneous

27. Free French Corvettes "ACONITE", "ALYSSE" and "MIMOSA" and Free French submarine cruiser "SURCOUF", under the command of Admiral Muselier, sailed Halifax December 22nd for St. John's, Nfld. En route they stopped at St. Pierre and Miquelon Islands, landed a party and rallied the Islands to the Free French cause. "ACONITE" and "ALYSSE" were then allowed to rejoin the N.E.F., but "MIMOSA" and "SURCOUF" have been retained by Admiral Muselier at St. Pierre.

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DISPOSITION OF H.M.C. SHIPS

C253020

1st January 1942.

	AUXILIARY CRUISERS	DESTROYERS			CORVETTES		MINESWEEPERS				FAIRMILE MOTOR LAUNCHES	ARMED YACHTS	BASE SUPPLY SHIPS
		TRIBALS	RIVERS	TOWNS	283' TWIN SCREWS	FLOWERS	ALGERINES	BANGORS	MODIFIED BASSETTS	MISCELLANEOUS			
NEWFOUNDLAND ESCORT FORCE				3 S.L. 6 2 L.L.		43							
NEWFOUNDLAND LOCAL FORCE (includes Botwood & Belle Is.)								2					
ST. JOHN'S, NFLD. LOCAL DEFENCE FORCE													
HALIFAX FORCE	1			2 S.L.		2							
HALIFAX LOCAL DEFENCE FORCE						x 1		x 1	4	2 L.L.		3	
SYDNEY FORCE						4		5					
SYDNEY LOCAL DEFENCE FORCE										1 Auxe.) 3 L.L.)		3	
GASPE FORCE													
SHELBURNE FORCE												1	
SAINT JOHN, N.B., LOCAL DEFENCE FORCE												1	
PACIFIC COAST	2					3		5				3	
UNDER TRAINING BRITISH ISLES						4							
UNDER TRAINING HALIFAX						8		13			4		
UNDER ORDERS TO R.N. AUTHORITIES												2	
TOTAL IN COMMISSION 1.1.42	3		6	7		65		26	4	5	4	13	
1940-41 PROGRAMME (not yet completed)		4				13		22		3 C.S.	32		2
1941-42 PROGRAMME		2			10								
1942-43 PROGRAMME		2 x			20		10						
TOTAL	3	8	6	7	30	78	10	48	4	8	36	13	2

Notes to Appendix on following page.

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Notes to Appendix.

NOTE 1: The following forces are also allotted to the Newfoundland Escort Force:

Royal Navy (5 Town Class Destroyers
(5 Corvettes
Ships Manned by) 3 Corvettes
Free French Navy)

NOTE 2: The Newfoundland Local Force includes the St. John's, Nfld. Force, Botwood Force, and the Strait of Belle Isle Patrol. The local distribution is to be arranged by F.O.N.F. and reported by him to N.S.H.Q.

NOTE 3: The ships shown under Pacific Coast include the Esquimalt Force and the Local Defence Forces at Esquimalt, Vancouver and Prince Rupert. The local distribution is to be arranged by C.O.P.C. and reported by him to N.S.H.Q.

NOTE 4: In addition to vessels shown, there are 210 Auxiliary Vessels in commission.

ABBREVIATIONS:

Under Destroyers:

- L.L. - Longlegged (approx. 400 T. fuel)
- S.L. - Shortlegged(" 300 " ")
- xx - Not yet approved

Under Corvettes:

- x - For A/S Training

Under Minesweepers:

- C.S. - Coil Skid
- x - For A/S Training
- L.L. - Magnetic

Under Fairmiles:

- # - Includes 9 completed but laid up for winter.

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Halifax.

1. Port defence measures generally continued to operate satisfactorily.

2. Tests are nearing completion at the Duncan's Cove Coastal Defence R.D.F. Station, the largest fixed R.D.F. Station in Canada. The station was out of operation for a period in October and the National Research Council co-operated in the repair work.

3. The Harbour Asdic and Indicator Loop Station at Camperdown has been manned and instructional watches commenced. The three indicator loops continued to operate satisfactorily.

4. The Night Watchman R.D.F. on Hill 100 has been in operation for well over 4,000 hours. Local personnel report that the desirability of now installing the second set, as was originally intended, is apparent. The second set, it is understood, was diverted to another purpose. This station is linked with the Controlled Minefield and is reported to be proving of considerable service.

5. Alterations to the old Port War Signal Station have been completed and X.D.O. watchkeeping is to be moved from Sleepy Cove. A co-ordination plotting table is being constructed.

6. Necessary maintenance has been carried out on the double-line anti-submarine boom. As an anti-submarine and anti-boat obstruction a pile maze is in place in Eastern Passage and between Lawlor's Island and McNab's Island.

Sydney, N.S.

7. Ordinary maintenance work was carried out to both gate vessels and boom defence. The A/T and A/S booms were laid in June and weighed in December. Necessary additions have been made to boom defence buildings erected last year.

8. It is proposed to put down the sea unit of the Harbour Defence Asdic Station and begin operations as soon as possible in the Spring. All buildings for the station have been completed.

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Saint John, N.B.

9. Work is still proceeding on the 540 ft.-long log construction anti-boat boom, between Partridge Island and the Mainland.

10. The Examination Service continued to function efficiently, and frequent co-operation exercises with the Army and Air Force were carried out.

11. The Tiner's Point War Watching Station, the Mispec Point Port War Signal Station and the Partridge Island Signal Station reported satisfactory operations.

12. Plans are in hand for the installation of low power coastal R.D.F.

St. John's, Nfld.

13. An anti-torpedo boom was laid in August and weighed in December. Suitable buildings and a maintenance yard for boom defence work have been leased.

14. The W/T Station on the Bay Bulls Road has been completed and it is expected that the P.W.S.S. at Cape Spear will be completed early in 1942.

15. Work is proceeding on various buildings of the Naval Dockyard.

16. Regarding the Naval Base, construction is well advanced on the following buildings: Hospital; Barracks; Administration Building; Officers' Quarters; Workshops. Considerable tunnelling has been driven for the magazine.

17. An R.D.F. officer and maintenance staff have been established.

Gaspe, P.Q.

18. Construction of the Naval Base has steadily advanced. February 1st is considered the earliest date that any building, administration or living-quarters, will be habitable.

19. The forts at Prevel Head, Peninsula and Haldimand are practically complete, and several exercises have been held with the Army.

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20. All boom defence buildings have been completed. The A/S boom, laid in August, was lifted for the winter in December.

21. Work on the P.W.S.S. at Red Head continues.

22. A survey has been made in order to erect a building for a low power coastal R.D.F.

Shelburne, N.S.

23. Boom defences were completed and worked satisfactorily. A double-line A/S boom was laid in September and is to remain in position the year round.

24. Construction of buildings at the new base is progressing favourably. Work has been in progress on the Colin King property, which is being converted into a barracks, and the P.W.S.S.

25. The Examination Battery and Boom Defence Battery carried out customary practices.

Esquimalt, B.C.

26. The single-line A/S boom and the double line A/T boom, both of which are in position throughout the year, have operated efficiently.

27. Army authorities have allocated two Bofors and two 0"5 machine guns for A/A protection of R.C.N. Barracks, Dockyard and Graving Dock area.

28. The Port War Signal Stations at Discovery Island and Church Hill operated satisfactorily. A War Watching Station at Sheringham Point is projected.

Prince Rupert, B.C.

29. An A/S boom was laid in September. Arrangements have been made to assemble and lay an A/B boom of log construction in Metlakatla Passage. It is expected that this boom will be completed in February, 1942. Boom defence buildings are still under construction, and this work should be completed in January.

30. Work has commenced on the W/T Station. Construction is also in progress on Port War Signal Stations at E. Kinahan Island and Big Creek Point, the latter being near Yorke Island.

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V - COMMUNICATIONS.

Wireless Telegraphy.

1. W/T Receivers: Fifteen receivers U.S. Navy type R.A.K. were produced in Canada by the R.C.A. Victor Company, Montreal, and were accepted for delivery on 9th December, 1941. These receivers performed very satisfactorily under test, but are considered too expensive for general use.

2. In co-operation with technical officers of the British Admiralty and the R.C.N., R.C.A. Victor Company are developing a low frequency receiver to give the performance and have the mechanical strength of the R.A.K., but at a price to be slightly more than half of that of the R.A.K. This receiver, if satisfactory, will be adopted as the standard low frequency receiver for the R.C.N. and for R.N. vessels fitted in Canada.

3. U.S. Navy type R.A.W. receivers have been adopted as the standard high frequency receiver for R.C.N. and R.N. ships built in Canada. This receiver is the National H.R.O. Model, with certain modifications found necessary as a result of sea experience.

4. The Marconi MSL 5 receiver remains as the standard low frequency receiver for Merchant Vessels, and Naval Auxiliary Craft, but its performance does not meet naval standards for larger vessels.

5. The Marconi SMR 3 "all wave" receiver has been fitted in all corvettes and minesweepers to date, approximately 150 of this type receiver having been delivered to the Naval Service by Canadian Marconi Company. This receiver is also being fitted as the second receiver in Merchant Vessels now under construction.

6. D/F Receivers: The Marconi D/F Receiver MDF 5 has given very satisfactory results and has been fitted in all New Construction Vessels, and a number of vessels taken up for service in the R.C.N. including the ex-U.S. destroyers.

7. Trans receivers: Portable type P.N.1 has been slightly modified to conserve battery power and will be designated as type P.N.1A. Fifty of these sets are on order for delivery in January, 1942.

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8. Semi-portable type F.R. 12 has been adopted as the R/T and emergency W/T set for escort vessels and the possibility of incorporating remote control is now under investigation. The frequency range has been extended to cover frequencies likely to be required by escort vessels proceeding to the U.K., and arrangements are being made for the supply of a number of crystals to each vessel to meet expected requirements.

9. W/T Transmitters: Two high power low frequency transmitters (one each for Halifax and Esquimalt) are being developed to R.C.N. specifications by R.C.A. Victor Company. Delivery of the first set is expected about mid-May, 1942.

10. A Marconi 1 KW low frequency transmitter has been delivered to Esquimalt for use in the Esquimalt W/T Station, and a similar set is on order for Halifax W/T Station.

11. The three Marconi SWB11 H/F transmitters, for Ottawa, Halifax and Esquimalt, are in production and will be available about mid-March, 1942. The production of these sets has been retarded due to more urgent commitments and to the fact that new buildings to house the equipment are not yet available.

12. It is considered essential that Halifax and Esquimalt be provided with an additional low frequency transmitter of low power to fill the gap between the 1 KW and the 50 KW sets now in production. Details of suitable equipment are being worked out and it is hoped to be able to commence development early in January, 1942.

13. Approximately 90 PV 500 W/T transmitters have been fitted in sea-going vessels. Many defects reported from corvettes proved to be due mainly to water entering the W/T office. The transmitters have proved very efficient in performance, ranges up to 700 miles on low frequency and 4,000 miles on high frequency having been reported.

14. Loudspeaker Hail Equipments: Inexpensive portable loudspeaker hail equipments have proved satisfactory for the service for which they were intended and additional quantities have been purchased during 1941.

15. The R.C.A. type loudspeaker hail equipment, as fitted in corvettes and minesweepers, while very efficient in the hands of a qualified officer or rating, proved to have too great an output to be easily handled and resulted

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in many breakdowns due to inefficient use. A cheaper and less powerful set is being developed and will be fitted in future new construction vessels.

16. Merchant Vessels' W/T Equipment: For the purpose of maintaining W/T equipment fitted in merchant vessels by the Canadian Marconi Company on a rental basis, that firm has been classified as a "Ship Repair" firm and is thereby able to obtain priority ratings for this class of equipment.

17. In order to ensure the granting of priority rates for new W/T equipment, the Department of Munitions & Supply, on behalf of the R.C.N., has entered into a contract with the Canadian Marconi Company to enable that company to maintain a stock of equipment and to fit vessels as instructed by the R.C.N.. The type and amount of equipment stocked is to be decided by agreement between R.C.N. technical officers and officials of the Marine Department of Canadian Marconi Company; the actual fitting of the equipment to be done by Marconi Company under the direction of the N.C.S.O.'s at Canadian ports.

18. Ottawa W/T Station: Traffic handled by this station increased steadily throughout the year in spite of the fact that certain lines were dropped in favour of teletype circuits. The station continues to be manned by very junior ratings and the standard of efficiency remains high, due mainly to the preliminary training of the ratings and hard work on the part of the few Senior personnel.

19. It is understood that the Army wireless station will vacate the property in the Spring of 1942 and their building will be taken over by Ottawa Naval W/T Station. This will make it possible to erect directional antennae and should lead to a consequent increase in efficiency and more reliable services.

20. The table below shows the monthly W/T traffic handled by Ottawa W/T Station for 1941, also the yearly traffic from 1930 to 1941 inclusive:

1941 Monthly W/T Traffic		Yearly Traffic 1931-1941	
January	5851	1930	3252
February	5132	1931	6043
March	5132	1932	7314
April	5176	1933	9056
May	5629	1934	11934
June	5629	1935	12423
July	5131	1936	12880
August	5814	1937	16122
September	5997	1938	18622
October	7596	1939	26440
November	7608	1940	58508
December	7081	1941	71776

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21. Halifax W/T Station: Sites have been selected for new transmitting and receiving stations. The receiving site has been acquired, and expropriation proceedings are in process in order to obtain the transmitting station site.

22. Plans of the receiving station building are near completion and equipment for the building is on order. Plans for the transmitting buildings are being drawn up and it is hoped to have the buildings available by mid-May, 1942.

23. Esquimalt W/T Station: Sites have been selected and negotiations are in progress for acquiring the properties.

It is intended that the buildings be identical with those at Halifax, and available early in May 1942.

Signal Distributing and Cypher Offices.

24.

Total number of messages handled July to December inclusive	155,443
Monthly Average	25,907
Daily Average	844
Increase in Monthly Total between July and December	5,396
Increase in Staff during this period	37
TOTAL Employees (1st July)	83
TOTAL Employees (31st December)	120

25. Difficulties are still being experienced in obtaining sufficient staff. Further increase will become necessary in the near future to enable the growing numbers of messages to be dealt with efficiently and rapidly.

26. The Ottawa - Halifax Teletype, which is now duplex, can barely handle the required traffic and it seems most probable an additional line will be necessary in the near future. A teletype line to the British Admiralty Delegation, Washington, has been installed, also a line to the R.C.A.F. Headquarters, Ottawa, for communication with the Canadian Attaches in Washington. The Teletype Line to Ottawa W/T, now working one way, cannot handle the traffic and this causes many delays. It is proposed to make this line duplex.

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THE WHOLE OF THIS SECTION IS TO BE REGARDED AS SECRET

VI INTELLIGENCE AND TRADE DIVISIONS

INTELLIGENCE SECTIONS

Foreign Intelligence

1. The appearance of enemy units on our East Coast, the pending and final entry of Japan as a belligerent, and the increase in French inter-colonial tele-communication have, in the past few months, added an ever-increasing volume of W/T intercepts for analysis and study by the Foreign Intelligence Section.

2. This section of the N.S.H.Q. Division of Naval Intelligence has been able to man new strategic stations and provide a working organization on both seaboards.

3. Since the last summary was issued, the following stations have been placed in operation:-

(a)	Ottawa, Ont.	(Transport station on Naval assignments).
(b)	Rivers, Man.	(Naval personnel at R.C.A.F. station).
(c)	Ucluelet, B.C.	(Naval personnel at R.C.A.F. station).
(d)	Coal Harbour, B.C.	(Naval personnel at R.C.A.F. station).

4. The Canadian stations at present operating are:-

(a) Hartlen Point, N.S.
(b) Harbour Grace, Newfoundland.
(c) Botwood, Newfoundland.
(d) Pennfield Ridge, N.B.
(e) Cap d'Espoir, P.Q.
(f) Montreal, P.Q. (to be discontinued)
(g) Ottawa, Ont.
(h) Rivers, Man.
(i) Esquimalt, B.C.
(j) Ucluelet, B.C.
(k) Coal Harbour, B.C.

5. The following additional stations will be placed in operation on Naval duties in the near future:-

(a)	Sydney Airport, N.S.	(Naval personnel at R.C.A.F. station).
(b)	London, Ont.	(Naval personnel at R.C.A.F. station).
(c)	Portage La Prairie, Man.	(Naval personnel at R.C.A.F. station).

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(d) Prince Albert, Sask. (Naval personnel at R.C.A.F. station).
(e) Churchill, Man. (Proposed R.C.N. station)
(f) Alliford Bay, B.C. (Naval personnel at R.C.A.F. station).

6. The Canadian organization also includes four stations engaged in the study of enemy and potential enemy W/T traffic:-

(a) Forrest, Man.
(b) Strathburn, Ont.
(c) Ottawa, Ont.
(d) Vancouver, B.C.

7. As a result of the recent visit to Washington, D.C., of the Head of the Section, the following basis of co-operation with the U.S.N. has been initiated:-

(a) Exchange of bearings between United States and Canadian H/F D/F stations.

(b) Exchange of position lines, fixes, etc., obtained by D/F analysis.

(c) Exchange of general D/F developments emanating from Research.

8. Owing to the general rapid expansion, the amount of work handled by the duty officers of the F.I.S. has increased tremendously. Several peak periods have occurred. One of particular intensity took place during the recent movement of enemy units towards our East Coast. During the period under survey, the accuracy and speed with which W/T Intelligence has been analyzed and promulgated have proven the efficiency of the methods employed.

9. Enemy transmissions intercepted are studied carefully by officers of the W/T.I. Section. Much valuable information is gained, such as changes of procedure and frequencies, new services and general intelligence, in addition to the location and identification of enemy units.

10. The addition of bearings from American stations is proving helpful in establishing fixes.

11. During the period under review, activity of French and French Colonial stations, which are monitored by our stations, showed a distinct increase. Whereas the weekly average for August of messages of all types intercepted was 43, by November this had risen to 73, with P/L messages slightly more numerous than those in code and cypher.

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12. Since the last quarterly summary was issued, several of the technical developments being undertaken have neared completion and will shortly become operational units. The information they yield will contribute to the accuracy of W/T Intelligence.

13. The F.I. Section, in co-operation with the National Research Council, have under development new equipment for W/T Intelligence work. At least two of these devices are considerably in advance of any known designs and the others are equal to the best developments in England or the U.S.A. A continual study of methods for increasing the efficiency of existing equipment is being carried out, and a second technical officer has been added to aid further in developments.

Far East Intelligence Section

14. This Section was prepared, insofar as possible, for the revision and extension of work of F.I.S. necessary in case of hostilities in the Pacific. Plans previously made for the setting up of a West Coast plotting centre, similar to that in operation at N.S.H.Q., were immediately placed in operation when Japan commenced hostilities.

15. The movements of Japanese commercial ships in the Pacific were plotted on charts, based on a new orthodromic projection.

16. The Head of this section on a visit to the West Coast, made arrangements with the United States Naval Authorities for co-operation in H/F D/F Intelligence pertaining to the Pacific. Arrangements were made with the R.C.A.F. on the West Coast for the placing of three of their D/F Stations on part time Naval duties, the necessary watches being maintained by parties of Naval telegraphists. Canada, therefore, in pooling D/F resources with the United States 13th Naval District, is able to do so on a basis of practical equality. Co-operation in several fields exists with the Radio Branch Staff, Department of Transport, on the Pacific Coast.

17. This section has developed a new and rapid system of training wireless telegraph operators in the reading of the special Japanese Morse Alphabet. This system, now standard in the R.C.N. and in the Department of Transport, has also been released for use by the Army, Air Force, and the Canadian Naval and Military Attaches at Washington.

18. In co-operation with the military authorities, translation of intercepted Japanese commercial and diplomatic signals in P/L was centralized at N.S.H.Q. One representative Canadian Japanese-language newspaper has been read consistently and translations promulgated.

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19. Although no facilities exist at N.S.H.Q. for studying Japanese codes and cyphers, 17 groups of the N.Y.K. code were identified. In addition, two different figure codes used by Japanese merchant ships in reporting their positions or making weather reports, both of them hitherto unknown at N.S.H.Q., were solved and verified by comparison with plotted position of the ships.

20. A file is maintained of persons with a knowledge of Japanese and Chinese, persons whose services might be utilized as language officers, interrogation officers and Naval censors.

GENERAL INTELLIGENCE SECTION

21. The General Intelligence Section, Naval Intelligence Division, was formed on November 7th, 1941 to deal with certain aspects of intelligence including:

(a) Enemy shipping (German, Italian, Japanese, and selected French vessels.)

(b) The intelligence aspects of the Naval Control Service, especially the morale of crews, sabotage, and other security problems.

(c) Intelligence with regard to construction disposition and losses of enemy fleets.

22. For the efficient solution of security problems close liaison is maintained with Royal Canadian Mounted Police, the Departments of Immigration and External Affairs, Chief Postal Censor and Telegraph Censors and security authorities, both in the Royal Canadian Naval Service and in the United States.

23. Translations are made of special information received in German, French, Italian, Spanish and other European languages.

24. The North American Station Intelligence Report is prepared monthly and is distributed to the appropriate authorities. The Weekly Summary for Senior Officers and Memorandum for the Minister are assembled weekly from reports submitted by other branches of the Naval Service and distributed to interested persons.

TRADE SECTION

25. The normal work of the Trade Section has continued as usual during the period under review.

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26. With the closing of Sydney by ice early in January, all trans-Atlantic convoys will have to be assembled at Halifax. So far as can be foreseen, this port is ready for the work and it is hoped that it will be possible to maintain the necessary flow of shipping from Halifax during the winter months.

27. The question of the use of Shelburne as a relief to Halifax as a convoy assembly port has been fully explored. Unfortunately, because of the limitation of draught necessitated by the depth of water in the harbour, and the fact that there are no resources for supplying ships with stores, water, bunkers, etc., it was found that the number of ships which Shelburne could expect to take from each convoy was so small that it would not be worth while attempting to use the port under the present circumstances. The possible use of it is, however, being borne in mind in case some altered circumstances might make its use desirable or necessary.

28. The delays to ships and their various causes at Halifax are being closely watched, and it is hoped there will not be a repetition of the very serious delays which occurred last winter. There appears a possible danger of delays due to ship repairs, caused chiefly by shortage of skilled labour. This has, however, been taken up energetically by the Ministry of War Transport and the Controller of Ship Repairs.

Merchant Seamen

29. It was hoped that by now the Merchant Seamen situation would be on a completely firm basis. While all manning pools are now under the Director of Merchant Seamen and much progress is being made by him in the matter of training merchant seamen, there is yet one more order required by which the Director of Merchant Seamen would be given some control over Allied manning pools established in this country. It is hoped that this order will be passed in the near future.

30. The Naval Boarding Service has continued its excellent work and has been very much assisted recently by the generosity of the public who have provided Christmas comforts, ditty bags, cigarettes, etc., for distribution tothe crews of merchant ships. These comforts are very much appreciated by the merchant seamen.

31. The Merchant Seamen Order has worked very successfully, and is much respected by merchant seamen themselves. This Order has been of the greatest possible value in avoiding delays to shipping through crew troubles, etc. The actual number of men dealt with under the Order has been steadily diminishing ever since its inception.

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32. Under the "VESCA" system N.S.H.Q. receives daily reports of merchant ship movements and routeing instructions from all ports in Canada and the United States, and of sailings to Canadian and U.S.A. ports from ports in the various world-wide naval intelligence areas, including the United Kingdom. This information is recorded on ships' card index and disseminated to all interested port and naval authorities. Copies of all signals received and despatched are filed on port files and cross-referenced as necessary. Intelligence Centres in other parts of the world are advised of ships going into their areas and Naval Control Service Officers at individual ports are warned of impending arrivals at their ports to enable them to make prior arrangements for the reception of the ships.

33. The world-wide movements of U.S.A. shipping, including vessels of other nationalities under United States control, are now reported to N.S.H.Q. under the "CHATFOLD" system of reporting for the particular use of the Operations Division of the U.S. Navy Department. These reports are summarized and passed to Washington daily. In addition to the "CHATFOLD" summary, the U.S. Navy Department is supplied with a general daily summary of all shipping sailing for, arriving at and departing from Canadian and U.S.A. ports from and to ports outside the Ottawa area, also all route signals received, Admiralty sailing telegrams, sailing telegrams of eastbound convoys and all other information of ships' movements which would provide Washington with information for a general plot of shipping. All shipping movements are also summarized daily for the information of the Commander-in-Chief, West Indies, the Atlantic and Pacific Coast Commanders, and the Netherlands, Norwegian and Polish shipping authorities.

34. Shipping of all nationalities is now included in the "VESCA" system of reporting movements, with the exception of strictly coastal movements of U.S.A. shipping which are reported only as from one U.S.A. area to another U.S.A. area, namely, Atlantic Coast, Gulf of Mexico and Pacific Coast. The ships' card index (Roneo System) represents more than 17,000 merchant vessels. Each ship's card carries notations of all reported ship's movements, references to all signals received and despatched, as well as pertinent particulars of intelligence concerning ship, mast and crew. This card system is a most useful ready reference in dealing with queries and in reporting and dealing with ships' movements and of ships proceeding for convoy.

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35. The volume of signals received and despatched has greatly increased during the past year. Approximately 190 signals are received each day reporting the movements of 700 ships, while signals despatched represent more than 400 ships.

The Mercantile Movements Section, with a staff of 33 deals with the mechanics of recording and reporting under the "VESCA" system working ten full hours each day, seven days weekly.

36. Close liaison is maintained with the Canadian General Post Office, the Ministry of War Transport's representative in Montreal, and Naval Control Service Officers in Canadian ports for the purpose of providing space in suitable ships for the carrying of mail. An all-time record in the volume of Christmas overseas mails was provided for to the complete satisfaction of the Post Office Department. None was lost by enemy action.

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CONTROL OF MERCHANT SHIPPING

37. The entry of the U.S.A. and Japan into the war has added to the work of the Naval Control Service, especially on the Pacific Coast, but as a result of the preparations which had been made to provide for this contingency no great difficulty has been experienced in coping with the various problems arising.

38. Efficient liaison had been established between the Consular Shipping Advisers and U.S. Port directors in all ports during the past six months and these two groups are working in harmony.

39. Enemy activity in the Pacific and the protective restrictions on entering and leaving U.S. defended ports has had a tendency to slow down the flow of shipping but it is anticipated that this situation will improve.

40. Admiral Sir Charles Little and Paymaster Rear-Admiral Sir Eldon Manisty visited N.S.H.Q. in November and, among other matters, the steps which it appeared desirable to take to link up the Naval Control Service with the U.S. Navy Department were discussed.

41. Security of communications has been considerably improved by the restrictions placed on agents by the Ministry of War Transport as to the use of telephone and en clair telegraph for messages regarding shipping movements and the enforcement of the use of the facilities provided by Naval Control Service Officers and Consular Shipping Advisers for passing such messages in code. Representations made to the authorities in the U.K. have also resulted in greater discretion being exercised in the despatch of messages by agents from that side.

42. Consular Shipping Advisers in the United States have now been instructed to wear uniform and make use of their Naval ranks.

ROUTEING AND CONVOY SECTION

43. This section has continued to operate normally. As was to be expected, the already close watch on the positions of merchant shipping in the North Atlantic has become still more rigid. One consequent development has been the daily furnishing by Admiralty to Washington and Ottawa of their estimate of positions of convoys and independently sailed ships in the Atlantic west of 025° West.

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44. Whilst in some respects inferior to the system hitherto in use at N.S.H.Q. this innovation, besides giving considerably more information than was previously available, became necessary with the further development of operational co-operation between authorities on each side of the Atlantic.

45. With the extension of large scale hostilities to the Pacific, primary responsibility for the control of shipping in that ocean became the concern of the U.S. Navy. Canadian routeing authorities are engaged in adapting the methods heretofore in use to meet U.S. requirements. For their part, the U.S. authorities are making use of the previous experience gained by Canadian N.C.S.O.'s. It is anticipated, however, that several months will be required for the complete transition in all its details.

Numbers Convoyed

46. The following table shows the number of ships in mercantile convoys from the opening of hostilities to date:

Year	Month	Numbers convoyed from Canadian Eastern Ports		
				Bermuda
1939	September	63		
	October	98		
	November	161		
	December	213		
1940	January	193		
	February	199		
	March	290		
	April	272		156
	May	150		145
	June	222		136
	July	314		118
	August	331		91
	September	411		75
	October	326		50
	November	326		74
	December	142		
1941	January	285		100
	February	197		69
	March	286		39
	April	340		0
	May	272	Nfl'd.	42
	June	429	7	99
	July	369	11	16
	August	591	24	--
	September	525	15	--
	October	396	12	--
	November	445	4	--
X	December	360	5	--
		8,206	78	1,210

X Subject to slight revision in next quarter's report.

Deadweight tonnage carried (excluding Newfoundland and Bermuda); 50,333,500.

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47. Troop Convoys during this quarter included:

T.C. 14: Sailed 9th October for U.K. with 12,588 troops and consisted of "WARWICK CASTLE", "CAPETOWN CASTLE", "ANDES" "AORANGI", "MONARCH OF BERMUDA", "REINA DEL PACIFICO".

T.C. 14A: Sailed Halifax 4th November with 3,600 troops and consisted of "PASTEUR".

"ANATEA": Sailed Esquimalt 28th October with 1779 troops and was escorted to Hong Kong by HMCS "PRINCE ROBERT". Four Military officers and 105 other ranks embarked in "PRINCE ROBERT".

T.C. 15: Sailed 13th November with 17,673 troops. Consisted of "CHRISTIAAN HUYGENS", "ANDES", "DUCHESS OF ATHOLL", "ORCADES", "ORONSAY", "REINA DEL PACIFICO", "SOBIESKI", "WARWICK CASTLE", "DURBAN CASTLE".

T.C.16: Sailed 14th December with 6,590 troops. Consisted of "CUBA", "LETITIA", "PASTEUR".

48. In addition to these sailings there has been instituted a series of C.T. Convoys, which sail from U.K. with Air Force and Military personnel to Canada. During the last three months approximately 40,000 have been transported in these convoys. Of this number approx. 19,000 were in one convoy, transhipped into six U.S. troopships at Halifax and then proceeded to Far East in one convoy.

49. In addition to C.T. ships, approximately 4,500 personnel have been transported in westbound merchant ships to Canada and approximately 4-500 passengers have been given accommodation in eastbound merchant ships. This personnel consisted of service, government and civilian personnel.

50. A Transportation Section (T.O.N.) was organized 26th September, 1941, to deal with all transportation requirements of personnel at N.S.H.Q. (previously handled by civilian staff). In addition T.O. (N) works in close co-operation with S.O. (I) for handling all Naval and certain civilian ocean passage requirements.

51. Special Convoys primarily for transportation of Naval and Air Force personnel from Canada will be started in the near future: N.A. 1 sailing in January.

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VII - DOCKYARDS

New Ship Construction

1. Destroyers:

Under construction - 4 in England
Ordered - 2 in Canada

2. Corvettes:

Accepted - 49 Flower Class
4 Revised Flower Class

Under construction - 6 Flower Class
6 Revised Flower Class

Ordered -30 Twin Screw
Type 283'

3. Minesweepers:

Accepted - 26 Steam Bangors
1 Diesel Bangor

Under construction - 12 Steam Bangors
9 Diesel Bangors
2 Wooden Type

Ordered - 10 Algerine type

4. Fairmiles:

Accepted - 15

Under construction - 21

5. Motor Torpedo Boats - Contract transferred to B.A.T.M.

6. Smaller Craft:

Fisherman's Reserve Patrol Vessels - 6 accepted.
Harbour Defence Patrol Craft - 10 under construction.
General Utility Harbour Craft - 8 accepted and 17 under construction.

7. Auxiliary Craft:

Wooden Gate Vessels - 2 under construction
Concrete Gate Vessels - 2 accepted.
Base Supply Ships - 2 under construction
Steel Ammunition Lighters - 2 accepted.

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8. Repairs: H.M.C. Dockyards at Halifax and Esquimalt operated at peak capacity during the period under review (October 1st to December 31st). Repairs as required, were carried out to ships of allied Governments, as well as to H.M.C. and H.M. Ships. Repairs were carried out under Naval supervision at various private shipyards on both coasts.

9. Marine Railways: An 80 ton Marine Railway has been completed in H.M.C. Dockyard, Esquimalt. The following Marine Railways are under construction:-

3000	ton	Marine	Railway	at Halifax, N.S.
3000	"	"	"	" Shelburne, N.S.
3,000	"	"	"	" Sydney, N.S.
2000	"	"	"	" Pictou, N.S.
1400	"	"	"	" Lunenburg, N.S.
200	"	"	"	" Gaspe, P.Q.
200	"	"	"	" Sydney, N.S.
200	"	"	"	" Shelburne, N.S.

Plans are now being prepared for a 1400 ton Marine Railway at Liverpool, N.S.

10. Floating Dry Dock: A 25,000 ton steel floating dock is under construction at Halifax, which it is anticipated will be completed in February 1942.

WORKS AND BUILDINGS BRANCH

11. The Works and Buildings Directorate, composed of civil personnel, was formed in November, 1940, and is an architectural-engineering organization whose functions are the design and supervision of construction of works and buildings of Naval Service shore establishments in Canada and Newfoundland.

12. The organization consists of a headquarters staff at Ottawa and a field staff located at the East and West coasts of Canada and Newfoundland. The field staffs are established primarily for the supervision and inspection of all construction, but also act as a fact-finding body in close collaboration with the local Navy Command in the study of authorized and recommended projects, for submission to Headquarters and final approval; preparation of plans and specifications; and placing of contracts through the Department of Munitions and Supply.

13. In the past year there has been great expansion of Naval Shore construction, the larger undertakings being the establishment of Naval Bases at Gaspe, Sydney and Shelburne, all of which are

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now under construction with anticipated completion in the coming spring. In addition, there are under construction and in the course of planning, the expansion of facilities at Halifax and Esquimalt Dockyards; eight railway drydocks on the Atlantic Coast, with capacity of from 200 to 3,000 tons; the establishment of bunker and diesel oil and gasoline storage tanks with a total capacity of 190,000 barrels, 12,000 barrels and 270,000 gallons respectively.

14. Provisions for Naval Training are being made by the establishment of a Naval training school at Nelson Barracks, Halifax; the construction of which has been under way since the middle of the year.

15. The preparation of plans for the officers' training establishment, H.M.C.S. Royal Roads is now under way with the expected completion of construction late in the coming summer.

16. The construction of outlying Works and Buildings at both coasts has been active, such as:

Establishment of Boom Defence Fields
Port War Signal Stations,
H.D.A. Stations,
D.G. Range Stations,
Wireless Telegraph Stations.

17. Plans for the large wireless telegraph receiving and wireless telegraph sending stations to be established at the East and West are now nearing completion and construction will start in the near future.

18. The total cost of Works and Buildings completed during the year and now under construction may be summarized as follows:

Completed -	East Coast	$3,000,000.00
	West Coast	1,150,000.00
	Newfoundland	210,000.00
	Total	$4,360,000.00

Under Construction

East Coast -	Halifax Dockyard	1,160,000.00
	Nelson Barracks	3,780,000.00
	Halifax Vicinity	875,000.00
	Shelburne Base	1,270,000.00
	Sydney Base	3,950,000.00
	Gaspe Base	570,000.00
	St. John's Nfld.	3,200,000.00
Esquimalt and West Coast	Generally	525,000.00
	Total	$15,330,000.00

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The above figures of the work under construction include railway drydocks and bunker oil tank installations.

19. Plans are now in preparation for work estimated to cost as follows:-

East Coast	$1,600,000.00
West Coast	700,000.00
Total	$2,300,000.00

20. In addition to the above, investigation and study is being made for the development of other projects such as:-

Halifax Dockyard,
Auxiliary Vessel Base, Dartmouth,
Direction Finding Stations,
St. John, N.B. Base,
Requirements of King's College,
Nelson Barracks - Additional Requirements,
Graving Dock, Tuft's Cove,
Botwood, Newfoundland,
R.C.N.V.R. Establishments,
Underground Magazines,
Esquimalt Barracks.

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VIII - SUPPLY

Naval Stores and Fuel

1. Supplies of fuel oil for ships and auxiliary vessels based on Halifax, Sydney, Gaspe, Montreal and Quebec were arranged for the fiscal year 1941-42 through contracts and negotiations with the Imperial Oil Limited and other companies.

2. Contracts for bunker coal at Halifax, Sydney, Saint John, Esquimalt and other ports of call on the Eastern and Western Coasts were also arranged in this manner for the same period.

3. At Gaspe, steps were taken to maintain supplies of high octane rating gasoline to cope with movements of high speed naval vessels. The 6,000 bbl. Diesel fuel oil tank at this same base was completed during the year and filled.

4. At Sydney, the rented 25,000 bbl. fuel oil tank was filled.

5. A contract was placed for the erection of a 35,000 bbl. tank at Shelburne, N.S.

6. Supplies of fuel oil at Esquimalt and Prince Rupert are being kept up through contracts arranged by the Department of Munitions and Supply.

7. Suitable sites for erection of naval fuel oil tanks at Sydney, Dartmouth, N.S. and McNabs Island, Halifax, were selected and the work commenced.

8. Arrangements were made to provide spares for the various types of echo sounding equipments in R.C.N. ships.

9. A large quantity of wireless equipment (transmitters, receivers, etc.) has been ordered and a large proportion received and installed. Standard sets have been devised and will be fitted in all ships of new construction. Spares for the various sets were and/or are being provided for delivery to Halifax - Esquimalt Dockyards.

10. Three powerful transmitters are on order to supplement the present instruments in the Naval shore establishments at Halifax, Ottawa and Esquimalt.

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11. Auxiliary bases and outports have been established at Sydney, Gaspe, Quebec, Montreal, Saint John and Shelburne, and the provision of stores to these points for issue to various auxiliary vessels under these commands is in hand.

12. Action has been initiated towards the formation of pools of service pulling and sailing boats at Saint John's, Nfld., and Halifax.

13. Procurement has been arranged for first fitting and base stores for Fairmiles. Also first fitting stores for 105-foot towing vessels and R.N. 105-foot minesweepers.

14. Special reserves of boiler and condenser tubes, brass and copper tubing, bars, sheets, bolts and nuts have and/or are being arranged.

15. Provision has been made to supply large fire-fighting units with accessories to Halifax and Esquimalt Dockyards.

16. In order to eliminate as far as possible difficulties in procurement of certain essential stores, material and equipment, requisitions have been placed with the Department of Munitions and Supply to cover anticipated requirements over periods of 12 and 18 months.

17. Action has been taken towards procurement of galley and bakery equipment for the temporaty Naval Hospital at Halifax and for the new Barracks at St. John's, Nfld.

18. Action has been taken through the Department of Munitions and Supply to establish sources of supply of improved life-saving equipment and appliances. The matter of supply is well in hand and definite recommendations with firm requisitions will shortly be placed.

Victualling Stores

19. The increase in personnel to about 12 times the original pre-war complement of the Naval Service has involved a corresponding Development in the work of providing stocks of clothing, provisions and mess traps.

20. The inauguration of new training centres for officers and men, for the former at Royal Roads on the West Coast, and for the latter at St. Hyacinthe, P.Q.; the development of St. John's, Newfoundlandas a base for escort vessels;

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and the opening up of Iceland for a similar purpose, as well as the influx of recruits to establishments already existing, has involved much additional work in obtaining and issuing stores and supply work in general connected with the Victualling Stores Division.

21. Assistance has been rendered to ships of the Royal Navy and vessels of allied nations in procuring supplies of provisions and clothing, and, in addition, the base at Bermuda has been supplied with dry provisions, etc.

22. The increasing demands for warm and protective clothing during the winter months has absorbed large stocks of these articles. Due to the growing shortage in raw materials required in their manufacture, the work of obtaining supplies has been rendered correspondingly difficult.

23. Contracts for the supply of fresh provisions (meat and vegetables, etc.) exist at all important centres, on both coasts and inland, to meet the requirements of the service.

24. In addition to the foregoing contracts, stocks of dry provisions of all descriptions have been provided to meet the increasing demands of the service.

25. Obtaining supplies of mess traps to satisfy requirements and meet replacements of a large number and variety of articles has been a problem of some concern, due to the urgent,demand for steel and other metals in the manufacture of fighting equipment. Crockery and earthenware, formerly obtainable from overseas in adequate quantities, have had to be procured in large measure from the few available sources in Canada, sources which are already overtaxed as regards capacity.

26. Storage space for the large quantity of stores and material required has necessitated considerable expansion in this respect, but it is anticipated that further extension may become necessary.

27. The value of the estimates for victualling stores approximately $8,000,000 conveys practical evidence of the work involved in the Victualling Division. This figure represents an increase of about 20% on the entire pre-war Naval Vote.

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II - NAVAL ARMAMENT

1. Supply of ammunition for guns 3-inch and upwards improved during the last quarter over previous deliveries, and stocks of these calibres are gradually becoming more satisfactory. Sufficient super charges for 6-inch guns have been received to outfit two auxiliary cruisers. Further progress has been made with a view to establishing a source of supply of 4.7" and 4" ammunition in Canada, but the problem of obtaining the proper propellant is still a handicap. An order for Q.F. 2-pdr. ammunition, for use in the guns now being manufactured for Corvettes and minesweepers, is being placed in the United States, in conjunction with Admiralty orders.

2. Small arm ammunition requirements are being met from arsenals production and the situation in respect to delivery is considered satisfactory. Colt .5" ammunition supplies from the United States have been maintained, but the percentages of armour piercing and tracer types are relatively low. Prospects of Canadian manufacture of both Colt and Vickers .5" ammunition are some nine months off, due to machinery and tooling problems. Some progress in this is being made. Consideration is also being given to the establishment of Canadian production of Oerlikon ammunition.

3. The first order of 4,000 Canadian made and filled depth charges will soon be completed, and a further order has been placed to provide replacement for expenditure. Both Mk.VII and Mk.IX pistols are being manufactured, as are the necessary ballast weights for heavy charges.

4. Orders are now being placed for the "Y" gun type of depth charge thrower for mounting on Fairmiles. These will be manufactured to the latest approved design, as accepted by the Admiralty.

5. Orders placed overseas for B.L. 4-inch guns for corvettes and Q.F. 3-inch 20-cwt. and 12-pounder guns for Bangor minesweepers are practically filled. To conform to conditions in respect to supply, the number of Q.F. 3-inch guns to be mounted was limited to 16, and to complete the remaining requirements 10 Q.F. 12-pdr. guns and mountings, of Canadian manufacture, will be provided for this number of minesweepers.

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6. The original order for 250 twin units .5-inch Colt have been delivered and are practically all mounted. Orders are now being placed for .5-inch Vickers twin units, of Canadian manufacture, also for Oerlikon 20 m/m A.A. guns for destroyers, corvettes and minesweepers. These are only obtainable at present from the United States, but the manufacture in Canada is receiving serious consideration.

7. Torpedoes 18" and 21" for motor torpedo boats taken over for the Royal Navy have been prepared and are now in the process of being shipped to accompany the M.T.B.'s to their base.

8. Torpedoes 21" Mk.II are in process of delivery from overseas for the Town Class destroyers and American torpedoes are being sent to the United Kingdom in exchange. No american torpedoes will be in use on the completion of this exchange.

9. One hundred and fifty Bren guns, from those manufactured in Canada, have been supplied for destroyers and the Naval Barracks at Halifax and Esquimalt. Two thousand sets of 1937 web equipment have been obtained and supplied to the same shore establishments, with steel helmets. The web equipment is similar in pattern to that provided by the Army. Thus, the personnel in these establishments are equipped in these particulars for land service.

10. Twenty thousand sets of anti-gas respirators have been obtained for issue to new ratings and to complete personnel in this essential.

11. The armament for corvettes, minesweepers, Fairmiles and other armed Naval vessels has been supplied and installed as the ships were commissioned. Many improvements have been made as the result of experience in equipping the ships. Everything possible has been done to increase the efficiency of the equipment.

12. D.E.M.S. anti-aircraft training equipment from U.K. and Canadian sources has commenced to come forward. Admiralty dome teachers, however, have been considerably delayed, and it appears they will not be delivered before March, 1942.

13. Some fire control equipment has been delivered from Canadian production, but orders on U.K. for equipment for gunnery schools are not coming forward and the Admiralty appear unable to supply suitable equipment for R.C.N. auxiliary cruisers. Suitable R.D.F. fire control sets for Auxiliary cruisers will not be in production before May - June, 1942, which is the approximate date on which Admiralty could supply similar sets.

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14. The main construction project in the magazine area, Halifax, after many delays, is nearing completion. The new magazine jetty is progressing favourably, as are two other buildings, contracts for which were let this autumn.

15. Storage accommodation in the Armament Depot, Halifax, is totally inadequate. Construction of the permanent gun mounting store, for which funds were placed in the 1941-42 estimates, has not commenced, nor has work on a further temporary ordnance storage building, also urgently required.

16. Accommodation in the Naval Armament Depot, including magazine area at Esquimalt, is more satisfactory than at Halifax, but further buildings are required in the magazine area. An inland magazine area on the mainland will be required at the latest in 1943.

17. Estimates and proposed layout of the contemplated inland magazine area in New Brunswick are well in hand and it will be necessary to commence this permanent proposition at an early date. The Halifax magazines, despite the large increase provided over the past two years, are again filled almost to capacity, and Esquimalt will be in a similar situation during the coming year. Large deliveries of ammunition are anticipated during 1942.

18. Armament depot and underground magazine construction is in hand in St. Johns, Newfoundland, and is progressing as favourably as can be expected. Accommodation and facilities for armament work are naturally unsatisfactory and will continue to be until the depot is completed.

19. The personnel of the Naval Armament Service has been increased by about 20 percent during 1941, but this new personnel was in most cases untrained. Endeavours were made to obtain personnel with some armament training, to relieve the strain on the senior qualified personnel, but with little success. A number of civilians in various categories are being entered for training in both Halifax and Esquimalt to fill vacancies and provide personnel for St. Johns and future magazine establishments. The apprentice system was extended to the ordnance and torpedo depots during the year.

MERCANTILE DEFENSIVE EQUIPMENT

D.E.M.S. Inspections

20. D.E.M.S. inspections have been carried out in ports throughout Canada as follows:

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Halifax	3517
Sydney	1015
Saint John	363
Montreal	594
Quebec	80
Esquimalt	114

The total of 5683 represents an increase of 38% over 1940.

Low Angle Armament

21. During the last quarter of 1941 guns were provided to the following vessels:

Name of Ship	Registry	Where Armed	Armament
Hoegh Giant	Norwegian	Halifax	3" Gun
Toronto	"	Halifax	"
Algonquin	British	"	"
Santos	Norwegian	"	"
Winnipeg	British	"	"
Spyros	Greek	"	"
Fenja	British	"	"
Aust	Norwegian	"	"
A.W. Sewall	"	"	"
Tank Express	"	"	"
Toledo	"	"	"
Trondheim	"	"	"
K.G. Meldahl	"	"	"
Montevideo	"	"	"
Hamlet	"	"	"
Dekabrist	U.S.S.R.	"	"
Buenos Aires	Norwegian	"	"
Fagerfjell	"	"	"
Fernwood	"	"	"
Athos	"	"	"
Empire Planet	British	"	"
John W. MacKay	"	"	4" Gun

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Name of Ship	Registry	Where Armed	Armament
Pan Aruba	Norwegian	Halifax	4" Gun
Emma Alexander	British	"	" & 12 Pdr. H.A.
Montrolite	Canadian	"	4" Gun
Nyholt	Norwegian	"	"
Pan Norway	"	"	"
Turret Cape	Canadian	Montreal	3" Gun
Jan	Norwegian	"	"
Mosdale	"	"	"
San Andres	"	"	"
Marianne	"	"	"
Limoges	Canadian	"	4" Gun
Petter II	Norwegian	Sydney	3" Gun
Barfonn	"	"	"
Frances Dawson	British	"	"
Stamos	Greek	"	"
Fjordaas	Norwegian	"	"
Rio Nova	"	"	"
Atlantic	"	"	"
Ingrid	"	Sydney	"
Far	"	"	"
Nidardal	"	"	"
Nellie	Greek	"	"
Rio Branco	Norwegian	"	"
Aikaterini T	Greek	"	"
Skottland	Norwegian	Quebec	"
Dalwarnic	Canadian	"	"
Arica	British	"	"
Canatco	Canadian	"	"
Villanger	Norwegian	Esquimalt	4" Gun
Elin K	"	"	"

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Name of Ship	Registry	Where Armed	Armament
Romulus	Norwegian	Esquimalt	4" Gun
Princess Kathleen	British	"	"
Princess Marguerite	British	"	"
Brimanger	Norwegian	"	"
Marie Bakke	"	"	"
Lowlander	British	"	"
Bronxville	Norwegian	"	"

22. During the year 1941 guns were supplied to 169 vessels compared with 62 in 1940. The ports in which arming was carried out, giving the number at each is as follows:

Halifax	125
Esquimalt	10
Montreal	10
Sydney	18
St. John, N.B.	2
Quebec	4

23 The 169 vessels armed comprise the following nationalities:-

	Number of guns
Canadian	7
British	42
Norwegian	102
Netherlands	11
Greek	4
Belgian	1
Free French	1
U.S.S.R.	1

24. The majority of the guns issued were quick firing obtained from the U.S.A. Gun trials were carried out wherever practical, the

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chief number being at Halifax at which port 159 were successfully conducted.

25. Military A.A. Gunners: The shuttle service which commenced early in the year has been operating very satisfactorily and has been instrumental in meeting a shortage of A.A. equipment. Two men with Lewis or Hotchkiss guns have been supplied to each British and Allied ship in which the necessity arises. The pool has been maintained at Halifax and to a lesser extent at Sydney. This service has fulfilled a great need in providing guns with trained men, and in many cases, has been instrumental in preventing crew trouble and having the ship sail.

Anti-Aircraft Machine Guns

26. With the exception of the equipment mentioned above, there has been a definite shortage of machine guns throughout the year. The only machine guns available until recently have been .303 Colts, but the shields and mountings have been obtained with difficulty.

27. Recently .5 Calibre Twin Colt equipments have been received, and there is an indication that the supply will increase. Twin .30 Marlin equipments have also commenced to arrive from England in small quantities.

28. It is the intention at the present time as weapons become available to mount the following A.A. equipment in each ship:-

2 Oerlikons
2 Twin .5 equipments
2 .303 machine guns

The Oerlikon guns will be mounted on each wing of the bridge.

29. U.P. Rockets It is further proposed to supplement A.A. defence with the provision of U.P. rockets, fired from multiple projectors. Positions of mounting will be in the H.A. 12 Pdr. position when no gun is available and on the port and starboard abaft the bridge.

30. Plastic Armour: Facilites for the manufacture have now been established on the West Coast, Montreal and Quebec, but are still in the course of organization on the east coast. All the necessary materials for the manufacture are obtainable in Canada, and tests conducted from time to time demonstrates its effectiveness. Difficulty has been experienced in obtaining steel for backing plates, but plywood is being successfully substituted.

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31. New Construction: D.E.M.S. officers at ports where merchant vessels are building are co-operating with the Wartime Merchant Shipping Limited. It is understood that the Naval Service is not responsible for the procurement of defensive weapons and materials but are concerned only in the correct positioning and installation.

C.A.M. Ships

32. The servicing of these ships commenced about the middle of June when an officer arrived from the Admiralty to advise in this regard. Since that time supervision has been carried out by an R.C.N.V.R. officer, and 74 ships have been handled with only two minor accidents in loading. Such accidents are due to the use of floating cranes and movement caused by ground swell.

33. Whenever conditions permit aircraft are catapulted at sea on approach to Halifax, and this eliminates considerable handling with possible breakage.

34. Servicing of aircraft has been carried out at Dartmouth by the R.C.A.F. who have co-operated very fully in this regard, but latterly an R.A.F. officer has been sent out from England solely for this purpose.

35. Imperial Gunlayer Pool: This pool was recently established in Halifax for the purpose of supplying gunlayers and seamen gunners to merchant ships of new construction both in Canada and the U.S.A. and to other British and Allied ships. The supply to the U.S.A. has been regulated in conjunction with the D.E.M.S. officer, New York. Replenishment of the pool is made from England at regular intervals.

36. Forms, etc. D.E.M.S. forms, pamphlets and supplements have been supplied whenever required. Silhouettes of aircraft and instruction cards appropriate to the various items of D.E.M.S. equipment are issued to all vessels requiring them.

37. D.E.M.S. Stores: Stores during the year have been well maintained and in most instances requirements of the vessels have been met in this regard.

38. General Efficiency: A considerable improvement has been made during the year in regard to quantity and quality of D.E.M.S. equipment over 1940, and this has had a beneficial effect on the morale of the ships' crews. Indications are at present that a still further improvement will be brought about in 1942.

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THE WHOLE OF THIS SECTION IS TO BE REGARDED AS SECRET

X - TECHNICAL DEVELOPMENT

Magnetic Minesweeping

1. All the components, including Venner clock switches, for "LL" sweeps in the Bangor class minesweepers have been ordered. The Venner switches have already arrived from England. The delivery date for the turbo-generators has been put back, and the first units are not now expected until sometime in January. Structural alterations and additions have been made in the ships as far as possible.

2. There have been some difficulties to be overcome in the manufacture of buoyant cable, but shipments of complete tails are now being made.

3. The four whalecatchers with Mark III "LL" sweeps have been in operation since the middle of the year. Crews are gaining experience in maintenance of the gear as well as in handling the tails and in station keeping. Operating experience has shown the need for a number of minor changes and improvements, some of which have been made and some of which are receiving further study. The electronic type of Master and Slave gear has not proved to be an unqualified success as yet, although it seems probable that it can eventually be made so.

4. The hulls of the two 105 ft. wooden minesweepers have been completed. The main engines have been installed, and the ships have been hauled out of the water for the winter. The engines and generators for operating the "LL" sweeps are not due for delivery until the end of February or early in March. The installation of the "LL" equipment in these two ships will be carried out by the N.R.C. The gear is similar to that which N.R.C. installed in the whalecatchers, and was manufactured at the same time. It seems wise that N.R.C. should complete the installation of this type.

5. The operation of "LL" sweeps has so far been confined to Halifax and Sydney, N.S., two ships at each port.

6. It has been found that the sweep has a pronounced effect on the submarine telegraph cables, and that, to some extent, a record of the operation of the sweep appears on the cable ribbon. This matter is receiving extensive

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study in Canada and U.S.A. and the findings to date have also been reported to Admiralty.

Acoustic Minesweeping

7. There is considerable delay over the manufacture of parts for the first two hammer boxes for S.A. gear, Type "A".

8. Two sets of oscillator gear (S.A. type "C") have been handed over by B.A.T.M. and they are being fitted in Bangor class minesweepers "Drummondville" and "Swift Current".

9. In order to obtain acoustic measurements, two microphones have been installed on the bottom on either side of No. 5 coil on the deep D.G. range at Halifax. One of these microphones is electromagnetic, but the other is a high grade crystal instrument which has been carefully calibrated. Amplifying and recording gear has been installed in the D.G. range hut, but at present this part of the equipment is not of the same standard of excellence as the microphone. A considerable number of sound records of ships have been made.

10. Early in November a Netherlands trawler, which was equipped with a British made hammer box, put into Halifax. This ship was passed over the acoustic range, and has given records which will form a basis of comparison for other acoustic sweeps of Canadian manufacture.

11. A considerable amount of work has been done with the "Double Pipe" sweep. This device was originated in the U.S.A. The double pipe sweep must be towed at a speed above some critical minimum before it will function. There has been a feeling on the part of some men in the U.S. Navy that this sweep will meet all requirements. Officers from the R.N. who have visited N.S.H.Q. within the last few weeks, and who have had extensive experience of acoustic minesweeping, are unanimous in their opinion that the device can never be more than an emergency affair. These officers all stress the point that the acoustic sweep must operate independently of the movement and speed of the ship.

12. The addition of the acoustic recording equipment makes the range hut very crowded, and a proposal has been made to enlarge it.

Minesweeping General

13. The enemy periodically introduces new mines and mining devices, and in consequence minesweeping ideas and programmes must be revised from time to time. Because of the comparatively small areas of shallow water around

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Canada's coasts, the minelaying possibilities in Canadian waters are not the same as in U.K. waters. Admiralty Minesweeping Memoranda and other documents of like nature are reproduced and distributed to a limited number of officers. These reports are of great value from the operational as well as the technical viewpoint.

14. A number of coil skids were made early in the year for use against magnetic mines. Vessels equipped to tow these coil skids have been fitted out, but they are also arranged to be suitable for other duties. "ROSS NORMAN", based on Halifax, is used as a mobile deperming unit. "STANDARD COASTER" and "REO II" are for use as general harbour craft at Sydney and St. John's, Nfld.

15. To date no active work has been done on the West Coast in magnetic and acoustic minesweeping, but a small amount of training in Oropesa sweeping has been carried out.

Controlled Minesweeping

16. The Controlled Minefield at Halifax has been manned continuously since the latter part of June. A certain amount of recurring maintenance work has to be done, chiefly in the matter of cable jointing and repairing. Spare mines and mine components have been sent from England. Submarine and shore cables have been made in Canada with complete success. A few mine components and some special tools have been made in Canada when it seemed advantageous to do so.

17. At present the R.C.N. has only one ship equipped to lay and handle controlled minefields. The building of another ship has been under discussion, but nothing definite has been decided.

Controlled Floodlighting

18. Experimental work in connection with controlled floodlighting of ships has been discontinued in Canada, but it is still being carried on in U.S.A. The experiments and trials carried out at Halifax in September showed that the idea is quite practicable. It is now a matter of determining the tactical value and method of application of the principle.

Chemical Warfare

19. The Interservice Advisory Board on Chemical Warfare has been established under an Order-in-Council. Development work is being done at the National Research Council, at the Experimental Field, Suffield, Alta., and in a

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number of universities and industrial plants. So far any training in R.C.N. has been almost entirely defensive, but it is realised that it is not enough to consider defensive measure, it is necessary to prepare for vigorous attack. Now that the Directorate of Chemical Warfare has been set up, the way has been opened to start building up a staff of officers and men properly trained in this form of warfare.

20. The Experimental Field at Suffield is at present being operated by Military personnel, with a civil superintendent and civilian scientists. The work is financed jointly and in equal proportions by Canada and U.K. Canada's share of the cost is provided from Army and Air Force appropriations only.

21. The Field has been asked to undertake a number of low temperature investigations by the U.K. authorities, and although the completion of the buildings and equipment has been delayed owing to the difficulty of getting materials, every effort will be made to work on these projects during the present winter. The Experimental Field and the various laboratories are doing development work, but in addition to this, arrangements are being made for the study of operational and tactical work, and the training of personnel therein.

Metallurgical Laboratory

22. A considerable number of metallurgical physical tests and chemical analyses have been made for the Department, and these have been of great value. It is impossible to speak too highly of the cooperation shown at all times by the laboratory staff.

ANTI-SUBMARINE

Personnel

23. Officers: At present 56 officers are directly associated with the work of the A/S Branch, not including officers at sea. A statement of the numbers engaged in various activities as of January, 1941, the number recruited during the year, and the present number is given to illustrate the expansion of the department.

	Jan.1941	Added	Dec.1941
Headquarters	1	2	3
Equipment Division			
Production	9	8	17
Installation	6	9	15
A/S Schools			
Halifax	3	2	5
Esquimalt	2	2	4

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Maintenance	3	5	8
H.D.A. and Loops	2	1	3
Research	-	1	1
Total	31	25	56

In addition, a number of requests for the transfer of officers have been received from other branches and these have been acceded to.

24. E.A. Personnel: As of January, 1941, there were 13 E.A's directly attached to the branch. At the present time there are 30.

25. Ratings: As of January, 1941, and December, 1941, trained ratings in the Branch were as detailed:

	Jan. 1941	Dec. 1941
S.D.I.	1	5
H.S.D.	22	84
S.D.	247	488
Total	269	576

Ships Fitted

26. During the year ships were fitted with A/S sets as follows:

Ship	Set	Number
Corvettes	123A	45 + 10 R.N.
Minesweepers	128	26
Fairmiles	134A	13
Gate Vessels	135	6

Total vessels now fitted, and in service, excluding losses, are as follows:-

Destroyers	13	
Corvettes	65	
Minesweepers	26	
Fairmiles	9	(4 laid up)

Training Facilities

27. During the year the Halifax A/S school was rearranged on a temporary basis and a considerable quantity of instructional

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equipment was secured and installed. Plans were drawn up for a new and enlarged A/S school - construction of which is under way. Plans for the rearrangement of instructional apparatus upon completion of the new school are prepared.

28. Additional instructional gear was also secured for the Esquimalt A/S school.

29. Plans for the doubling of the size of the Esquimalt A/S school were decided upon in consultation with S.C.L., and suitable arrangements were made for the rearrangement of instructional apparatus.

30. Two mobile training units were sent from England, and are now employed to great advantage, one in Halifax and the other in St. John's, Nfld., in training and retraining ships' companies.

31. Training equipment at present in service is as follows, items starred having been added during the year:

Location	Attack Teachers (123A)	Attack Teachers (124:128)	Mass Procedure Teachers (124:128)	Mobile Training Units	Ships S/M Conv.
Halifax	1 + 1*	1*	1*	1*	1* Occasionally
Saint John				1*	
Esquimalt	1*		1*		

	Demonstration Sets 123A	128	134A	E/S	Phonographs etc.
Halifax	1*	1*	1*	1*	1*
Saint John					
Esquimalt	1*	1*	1*	1*	1*

32. Early in the year a submarine of the R.N.N. (015) was provided for co-operation with H.M.C. A/S School Halifax, and was in very extensive use for practice purposes.

Training Plans

33. Early in the year it became evident that it would be of advantage to provide preliminary training for the new entry ratings so as to facilitate the work of the A/S school.

Arrangements were therefore made with the University of Toronto to undertake the preliminary

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training of ratings, and a curriculum was drawn up, in consultation with the University staff, to cover a 12-week course. To date three classes, totalling 160, have passed through this training. A fourth class of 75 is under way, and the fifth and sixth classes are scheduled. It is now considered that the new entry standard set was unnecessarily high and that the requirements of the curriculum employed are too theoretical. A revised curriculum, representing more practical work and less theory, is being prepared.

34. As noted above, the regular training activities of the A/S schools have produced technically trained personnel at a high and sustained rate. The securing of additional training gear permits the acceleration of output, and complete plans are now drawn up to control the activities of both Halifax and Esquimalt A/S schools for 1942. These plans provide for the increase of trained personnel during 1942 as follows:

	Dec. 1941	Dec. 1942
S.D.I.	5	12
H.S.D.	78	235
S.D.	480	958

Fixed Defence Stations

35. During the year work on the Halifax H.D.A. and loop station went forward, and this station was completed and placed in operation in October.

36. Buildings for the Sydney H.D.A. Station were completed, and it is proposed to put the sea unit down and place the station in operation as early as possible in the spring.

37. Efforts were made to secure American built Sono Buoys for installation at Botwood. Supply is not yet available owing to the fact the early design proved unsatisfactory, but it is expected that this installation will be made early in 1942. Botwood H.D.A. equipment is on hand and will also be installed in the spring. An attendance vessel is also available.

Equipment Division

38. The Equipment Division continued during the year to procure and supply equipment to R.N., R.C.N., R.N.N. and U.S.N. A condensed summary reflecting procurement and disposal of the complete Programme "A" and "B" is given below. In addition to the output represented in this statement, large quantities of spare parts and spare components were produced, and a number of specialties associated with A/S work were procured and supplied.

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39. Plans for the production of gear included in Programme "C", which is associated with the 1942 ship-building programme, have been set up, and this material will begin to be supplied in June, 1942.

Miscellaneous

40. During the year Headquarters and other A/S personnel gave attention to a number of developments in new gear, notably the "F. Q. Device" and a short range apparatus now under development at University of Toronto. Collaboration with the U.S.N. in respect of new developments was engaged in.

41. A/S equipment manufactured and in process of manufacture by the Equipment Division since its inception is as follows:-

Consumer	Programme	Type of Set 123A	128	134A	128C	128A
R.C.N.	A	63	52	50		
	B	12			12	
	C				24	
R.N.	A	47	32	21		
	B	52				104
	C	52			104	
R.N.N.				9		

42. The production represented in the above tabulation has a value of approximately $11,000,000.00.

43. Type 128C sets now on order will be installed in the T. S. corvettes, Algerine minesweepers and the Tribal destroyers.

R. D. F.

Production

44. R.D.F. equipment for Naval requirements was designed in Canada by the National Research Council and manufactured at the factory of the Research Enterprises Limited, Leaside, Ontario, near Toronto. Accessory equipment is being manufactured and supplied by the Electric Tamper Company, Canadian Liquid Air Company, the Ajax Engineering Company. Research Enterprises Limited have subcontracted production items to other radio manufacturers in

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Ontario. R.C.N. R.D.F. officers assisted the final design to suit Naval requirements and carried out the sea trials.

45. This Canadian R.D.F. set, now being fitted in all R.C.N. corvettes and minesweepers, is known as the type SW-IC and provides for the determination of bearings within plus or minus five degrees, and ranges on targets up to 20 miles, with an accuracy on the longer ranges of plus or minus 400 yards, and plus or minus 200 yards for short ranges up to five miles.

46. Briefly, the standard SW-IC R.D.F. comprises the transmitter proper, a receiver, and a Cathode Ray tube indicator. The transmitting and receiving antenna is constructed of copper tubing mounted at the top of a steel tube which in turn is secured to the mast in guide bearings. The steel tube mounted vertically on the mast is rotated by horizontal steel shaft and connected to a sprocket and chain gear, in turn rotated with a hand-wheel mounted on a bench in the R.D.F. office.

47. While supply has been very poor until recently, 13 sets having been supplied in as many weeks, the position has much improved and it is confidently expected that an average of six per week will be maintained. Two hundred sets are on order for the R.C.N.

48. Arrangements are near completion for fitting R.D.F. in new building ships. This step will relieve pressure at Halifax.

49. As at December 20th, 1941, 15 corvettes are fitted with a Canadian type SW-IC of earlier experimental sets; one corvette with British type 271; three auxiliary cruisers with Canadian type SW-IC; and 13 destroyers with British type 286. Additionally, a considerable amount of R.D.F. fitting work has been carried out on 12 other corvettes. No minesweepers have as yet been fitted, but arrangements to this end are actively in progress. Fitting should begin in approximately four weeks.

50. Information on performance of the type SW-IC in the Atlantic is limited. There is no indication that any major changes in the design will be required. The failures have been low.

51. Development of new R.D.F. devices for the R.C.N., comprising in part improvements on the present equipment and the design of radically new apparatus, is making good progress.

52. To gain the advantage of design experience in R.D.F., and in order that sea-going requirements be continually in mind,

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a Naval experimental group has been formed and is now operating in quarters at the N.R.C. field station. Though this group has been active for less than two months the advantages are already evident.

53. Included in the work being carried out at N.R.C. for the benefit of the R.C.N. are the following projects:

(a) Means of avoiding adverse effects of ice on the SW-IC rotating mechanism.

(b) Modifications to the SW-IC frequency so as to improve co-ordination with the Admiralty, particularly with respect to R.D.F. beacons.

(c) Improvement in the antenna system. This has already resulted in a gain of 40% in the over-all efficiency.

(d) Development of a device to prevent interference by R.D.F. to ships communication receivers. This work is nearing completion.

(e) Development of a flexible drive for the rotator to increase the adaptability of the type SW-IC to other classes of ships. Good progress has been made.

(f) Design of R.D.F. beacons for our harbours. This nears completion.

(g) Development of an all Canadian 10 Cm. R.D.F. Rapid progress is being made.

(h) Development of an antenna having the required characteristics to be used with the wide band Panoramic receiver, P2 and P3. This nears completion.

54. In view of the obvious attention which the enemy would give to R.D.F., a receiver has been designed to intercept enemy R.D.F. transmissions and to make use of them to determine the bearing of the enemy vessel. This receiver is designated "Panoramic receiver P2". H.M.C.S. "BRANDON" has been fitted, and made use of the receiver on a voyage to Scotland. The design combines the work of N.R.C., Canadian Marconi Company, and Dr. Wallace, of New York. Because of the importance attached here to interception of enemy R.D.F. and consequent advantage to be taken of the interception, the Admiralty was invited to examine the Panoramic receiver installed in H.M.C.S. "BRANDON".

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General

55. H.Q. R.D.F. branch collaborates with U.S. Navy "Radar" Branch. One result is the adoption (in principle) of their 10 Cm. instrument as the R.C.N. standard, thus making use of all the development work being carried on in research laboratories associated with the U.S. Navy, and taking full benefit from their experience. Additional major advantages accrue from a common production programme. Research Enterprises Limited retain very close contact with the American manufacturers and the Office of Production Management in Washington paralleling the U.S. manufacturers' efforts and so co-ordinating the whole production programme, all of which will benefit the R.C.N. in providing our ships with the best possible R.D.F. for the special services in which each of our class of ships is employed.

56. To keep in close touch with R.N. R.D.F. design every opportunity is taken to study Admiralty types installed in ships whenever R.N. ships are in port long enough for arrangements to be made. Particular attention has been given to the type 271 10 Cm. R.D.F., as this is the first practical sea-going 10 Cm. set to be used operationally.

57. Arrangements have been made to produce 50 SWICs to be held in reserve for the British Admiralty Technical Mission.

58. Three experimental Canadian R.D.F. sets were supplied by the National Research Council for fitting in R.N. armed merchant cruisers under refit in the United States. These sets were of an early type, since made obsolete by the SW-IC. One type SW-IC was supplied to B.A.R.M. for fitting in H.M.S. "CALIFORNIA". The work was completed by R.C.N. staff at Halifax.

59. At St. John's, Newfoundland, a Canadian R.D.F. fitting officer with maintenance staff has been established. R.C.N. ships in the Newfoundland Escort Force are thereby assured of adequate R.D.F. maintenance. It has not been found possible to fit ships at Newfoundland because of the limited facilities available.

60. The R.C.N. has two Headquarters officers as its representatives on the Inter-services R.D.F. Committee. This Committee co-ordinates design and production requirements for the three Military Services in Canada. Meetings are held at the N.R.C. at least once monthly, special meetings being called whenever urgent business is to be transacted. That this Committee has carried out its intended functions is evidenced by the minutes, which show the wide variety of subjects referred to the Committee for action.

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61. Plans have been laid for the production at R.E.L. of the new R.D.F. identification device to be fitted to every ship, aircraft or coast station employing R.D.F. This is one of the more important items common to all three Services which is being handled through Interservices Committee.

62. A coastal defence R.D.F. station has been built and the equipment installed at Duncan's Cove near Halifax. This is the largest fixed R.D.F. station in Canada. It is capable of determining the accurate range and bearing of any ship within 20 miles, and aircraft up to 90 miles. Tests are now nearing completion, following which the station will be handed over to the R.C.N. for operation. Under review is the possibility of turning the station over to the Army to take care of their defence commitments.

63. A survey has been made in the establishment of a building at Gaspe in which is to be installed a low power coastal R.D.F. to detect the passage of ships in the harbour approaches. Plans for the installation of similar equipment at Shelburne, Sydney, and St. John, N.B., are in preparation.

64. Preparatory measures have also been taken for the fitting of R.D.F. beacons in the important eastern harbours to be used as navigation aids. This is in conformity with Admiralty policy.

Personnel

65. An R.D.F. staff has been built up comprising at present:

(a) One officer in charge of R.D.F. development and production.

(b) A development group of three officers and a varying number of ratings.

(c) An inspection officer.

(d) An officer in charge of installation at points other than Halifax and St. John's, Newfoundland.

(e) Officers trained in Canadian R.D.F. and appointed to Halifax and St. John's, Newfoundland, to carry out instruction, shipfitting and maintenance duties.

66. A building has been erected near Halifax and fitted with type SW-IC R.D.F., for training R.D.F. operators for duties at sea and additionally for instruction to officers required to be acquainted with the operational use of R.D.F.

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67. In view of the Pacific situation an R.D.F. fitting officer has been sent to the west coast to equip R.C.N. ships operating on the Pacific coast.

68. Two R.C.N.V.R. lieutenants, specially trained in R.D.F., were loaned to the B.A.R.M. in Washington and have been generally employed in fitting R.N. ships in the eastern U.S.

69. A total of 30 sub-lieutenants, Special Branch, R.C.N.V.R., have been sent to England for service with the Admiralty. Fifteen of these officers were given a course of several weeks in practical R.D.F. at the N.R.C. before taking passage to Britain. Six of the original group loaned to the Admiralty, who have had at least one year's service afloat with the R.N., have returned to Canada and their experience is being used to advantage in the instructional and maintenance group at Halifax and with the Naval group in Ottawa.

70. Fifteen R.D.F. ratings have been loaned to the N.R.C. to assist in practical manual work required to build Army, Navy and Air Force R.D.F. equipment. This arrangement was made at the request of the Interservices R.D.F. Committee. Much useful experience is being gained by these ratings.

71. The Western University at London, the Technical Institute at Hamilton, together with the University of Toronto have given instruction over periods up to three months to large numbers of ratings in addition to the 30 R.C.N.V.R. sub lieutenants supplied on loan to the Admiralty. It is planned to make further use of the Universities in future training programmes.

72. Training of R.D.F. ratings was carried out at the Signal School in Halifax and is about to be resumed at the new Signal School in St. Hyacinthe.

SCIENTIFIC RESEARCH & EXPERIMENT DEPARTMENT

73. In the Spring of 1941 the National Research Council was officially designated "The Scientific Research and Experiment Department of the Royal Canadian Navy". Since that time increasing use has been made of the laboratory facilities, as well as the technical knowledge of the various members of the staff, and it is now apparent that the action taken in this respect has been fully justified in the light of the services rendered to the Royal Canadian Navy. The facilities of the National Research

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Council have been extended to both the East and the West Coasts, in addition to the main laboratories at Ottawa. The National Research Council Staff at Halifax was the first group to be retained for Naval matters. Excellent work was done by this group shortly after the beginning of hostilities, in expediting the degaussing of ships, and investigating the methods for counteracting the German magnetic mine. Later a degaussing range was fitted out in Bedford Basin, at Halifax, to check the effectiveness of degaussing installations, in addition to obtaining the signature of undegaussed ships to aid in the calculation of suitable degaussing coils. A degaussing range has now been completed at Sydney, N.S., while another is nearing completion at Vancouver.

74. During the past summer the first mobile deperming ship was commissioned, to be used for the purpose of correcting the state of a ship's permanent magnetism, as a necessary supplementary action to the effect of the degaussing cable. In this project the Halifax staff acted as consultants and assisted in the design and procurement of much of the equipment involved. In Ottawa the Electrical Engineering Staff prepared a design for the first group of magnetic minesweeping vessels. All of the control equipment was built in the Ottawa laboratories, while the electrical machinery was procured from commercial firms, to specifications prepared by the National Research Council Staff. Installation of the electrical gear in the ships at Halifax was supervised by members of this staff. At present, the same staff is working on the preparation of more modern types of magnetic minesweeping gear, incorporating fly-wheel type of generator, and improved methods of pulsing.

75. The advent of the necessity for sweeping the German acoustic mine prompted the British Admiralty to ask that National Research Council scientists from the Acoustic Staff be sent to England to become acquainted with known methods of sweeping this mine and to assist in laboratory work then under way in the Admiralty. Meanwhile, in Halifax, the staff had established a "lash-up" acoustic range on the site of the degaussing range. The purpose of this range is to analyse ships' noises and to pass on the effectiveness of acoustic minesweeping gear. In this respect the United States Bureau of Ordnance has cooperated magnanimously in loaning microphone and associated equipment to allow rapid construction of a more permanent and effective acoustic range.

76. An interchange of ideas between the U.S. Bureau of Ordnance and National Research Council scientists engaged in acoustic, in addition to the degaussing and magnetic minesweeping problems, has been going on continuously.

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77. Since the existing types of acoustic sweeping gear, as used in the United Kingdom, had not fully proven their worth, an investigation at Ottawa, and finally in Halifax, was initiated to develop a suitable type of parallel pipe noise-making machine. As a result of tests of various designs, one method of construction was found to be satisfactory as regards frequency range, noise level and life in service. Several units have been constructed in Halifax and will be available for immediate use if enemy Acoustic Mines should be laid in the vicinity.

78. In the laboratories at Ottawa, numerous projects have been under way, most of which have been covered in previous reports and memoranda. The following are listed and described to indicate the scope of the work, and its varied nature.

79. Plastic Armour: The Royal Canadian Navy's policy of equipping merchant ships with the plastic type of protective armour, developed in the United Kingdom, necessitated the use of the laboratories in selecting suitable grades of rock and other constituents entering into the construction of Plastic slabs. Rock samples from all over the country were obtained and made up into slabs for ballistic test with .303 armour piercing ammunition. As a result of this laboratory work, construction of suitable slabs was put on a straightforward basis for manufacture by commercial firms, utilizing relatively unskilled labor.

80. Synthetic Armour: The limited knowledge on the subject of plastic armour, and the consideration that there existed numerous possibilities for improving the performance and reducing the weight and bulk, indicated the advisability of continuing research along these lines. Experiments with the plastic armour had shown that two possible methods for improvement existed, namely, to provide a bond of very high tensile strength, utilizing extremely hard aggregates, or to utilize the "billiard ball" effect, wherein very hard aggregates of approximately spherical shape, are bonded with a soft elastic material, so that the projectile is allowed freedom to undergo drastic deflection after partly penetrating the slab. The present work has followed both lines, but the more promising of the two appears to be the utilization of the high strength bond, and most of the work has been concentrated on this type of construction. The status of the development at present indicates that synthetic armour slabs can be produced from suitably selected hard and tough Canadian rock, bonded with a thermoplastic or thermosetting synthetic resin. Such slabs would be approximately three times as thick as equivalent armour plate, and weigh approximately 20 per cent more.

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81. Non-slip Deck Covering: The unavailability in Canada of steel covering compounds, similar to the Semdec used for Royal Navy ships, resulted in a programme of experimental work to develop a suitable compound for manufacture in this country. In cooperation with two floor covering manufacturers, a suitable non-slip compound was produced, and tests are now under way to determine the suitability and life of the material in service.

82. Station Keeper: The first experimental model of an optical station keeper designed by the staff of the Optical Division, has been sent to Halifax for service trials. The use of this instrument requires a knowledge of a fixed baseline on the ship being ranged, and to overcome this, another type of range finder has been developed, based on the standard type of fixed base, co-incidence principle. The first model of this improved instrument will be available for service trial shortly.

83. Special Radio Equipment: Equipment is under construction for the continuous determination of Kennelly-Heaviside Layer heights. This information, in addition to similar data from other stations on the continent, is to be used in connection with the prediction of the range of high frequency communications. The facilities of the National Research Council in both the construction of the equipment and for consulting purposes, are being fully utilized.

84. To obviate the necessity of contihual manual searching for suspected enemy use of radio frequencies throughout the useful communications range, there is being built an experimental type of automatic recording panoramic receiver. The first model will only be capable of searching a limited part of the spectrum at one time, and is being constructed mainly to assess the value of the mechanical recording device. Future models will be capable of sweeping the complete spectrum and will provide a continuous record of all transmissions.

85. Small Boat Construction: Following the construction of a quarter-scale pulling dinghy, utilizing modern molded wood construction, arrangements have now been completed for a full scale 16' boat to be produced. Utilization of t is method of wood fabrication will provide simplification in design, while incorporating increased strength with an appreciable reduction in weight of the completed hull.

86. Submarine Detection: Extensive research has been carried out in an endeavor to develop a magnetic type of short range submarine detector. The first design tested in Halifax was found to be unsatisfactory due to the

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magnitude of roll and heading errors, which were of greater magnitude than the submarine signature. The tests carried out so far show that it is probable that such errors can be eliminated and experimental work is continuing to bring this matter to a conclusion. A similar project is under way in the United States Bureau of Ordnance, and it is considered that collaboration between the two groups should be productive of satisfactory results. The one basic limitation of this type of detecting gear lies in its inability to determine the bearing of the submarine.

87. To assist in diving operations for the recovery of torpedoes lost in trials through accident, the same principle is being applied in the construction of portable search apparatus. The gear is housed in a long non-ferrous tube which is slung horizontally to minimize effects due to rotation, while the tube is towed through the water during the search.

88. The Physics Department of the University of Toronto, as an external unit of the National Research Council, are tackling the problem of submarine detection from a different standpoint. Small echo-sounding magnetostriction oscillators have been developed which show promise of detecting a submarine at ranges under 250 yards, and providing accurate information concerning the range, bearing and possibly, the depth of the submarine. A similar project is under way in the Acoustic Laboratory at National Research Council.

89. Cellular Material: The scarcity of buoyant materials such as cork, Balsa, kapok, etc., prompted the development of synthetic cellular materials. The development has been along the lines of producing a small cell material by embossing paper in such a manner that closed non-intercommunicating cells are produced when sheets of the paper are stacked. The paper is impregnated with suitable resinoids to provide strength, in addition to resistance to water absorption.

90. Salt Water Evaporator: This device, conceived by a member of the N.R.C. staff, was designed to be used as a chest pad for the continuous evaporation of sea water, to provide fresh water for drinking purposes. Apparatus of this nature is considered to be of great importance as a means of furnishing each member of a torpedoed ship's company with his own water supply when adrift in a small boat or raft. After preliminary investigation in the laboratory, the design of the device for service wear, and production on a commercial basis, was placed in the hands of a rubber goods manufacturer.

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91. Erosion Problems: The simultaneous failure of several copper injection and discharge pipes on H.M.C. corvettes and destroyers initiated an investigation into the cause of the failure, which may now be attributed to unuasually high sulphur content in the water, converted from the large amounts of fuel oil present in the harbors, by bacteriological action. Preventive measures indicate the use of red brass instead of the soft copper in the case of replacement pipes. Pipes which are capable of being repaired may be sprayed internally with a thin coating of red brass, or be alternatively protected by rubber lining.

Miscellaneous Projects & Tests

92. Extensive laboratory tests were conducted on the problem of producing a boot sole to provide non-slip properties when used on a wet steel deck. In cooperation with rubber manufacturers, numerous types were subjected to slip tests, the result of w'ich was the selection of a pebble type rubber tread. Samples of rubber in boots incorporating this design of tread are to be tested under service conditions.

93. The Paint Laboratory staff has prepared specifications for suitable camouflage paints for H.M.S. ships.

94. Type "H" Polaroid filters are being fitted in special mounts for adaptation to gunsight telescopes and binoculars, to determine the efficacy of this type of filter for reducing extraneous reflected glare.

95. Models of the magnetically actuated degaussing cable fault locator are being produced by the Canadian General Electric Company and Sangamo Electric Company from designs prepared by the Electrical Engineering Laboratory.

96. Preliminary to the adoption of inflammable gas detectors for gasolene powered craft, two available t'pes of equipment are undergoing tests for sensitivity and reliability.

97. Samples of kite anchoring wire from various manufacturers have been tested for tensile strength.

98. Several types of porcelain, pyrex and rubber cord antenna insulators have been checked for tensile strength and electrical insulation characteristics.

N.R.C. Cooperation

99. The collaboration of the National Research Council staff on the various Naval projects has been, on the whole, most satisfactory.

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There occasionally arises a condition wherein the normal run of an experiment is impeded by a shortage of laboratory staff due to the use of the Research Council facilities by the other Services. The chief shortage of personnel has existed in the laboratory assistant class- mostly made up of workers with high-school education - and it appears that the shortage is due to the large number of relatively well-paid industrial jobs now available, or to the entrance of such men into the Services.

100. In Halifax, the Research Council staff has operated under rather adverse conditions due to the lack of suitable quarters in the Dockyard. The utility to the Navy of this section of the Research Council could be greatly enhanced if much larger quarters could be obtained to accommodate the ever-increasing staff and laboratory facilities.

BOOM DEFENCE

101. The Anti-Submarine (A/S), Anti-Torpedo (A/T) and Anti-Boat (A/B) Boom Installations at Canadian and Newfoundland Ports are as follows:

A/S Booms Installations

Sydney, N.S. - Double line boom 4125 ft. in length, of 3" wire. The net has 8 ft. mesh with a gate in each line (double gate). This boom was laid in June and weighed in December.

Gaspe, P.Q. - Double line boom, 2925 ft. in length, of 3" wire. The net has 8ft. mesh with a gate in each line (double gate). This boom was laid in August and weighed in December.

Halifax, N.S. - Double line boom, 4335 ft. in length, of 3" wire having 8 ft. mesh, with a single gate of 4" wire. This boom is in position the year round.

Esquimalt, B.C. - Single line boom, 1725 ft. in length, of 4" wire throughout, 8 ft. mesh and central gate of 4" wire. This boom is in position the year round.

Shelburne, N.S. - Double line boom, 4275 ft. in length, of 3" wire having 8 ft. mesh, with a gate in each line (double gate). This boom

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was laid in September and is in position the year round.

Prince Rupert, B.C.- Single line boom, 2035 ft. in length, of 3" wire, 8 ft. mesh and a gate of 4" wire. This boom was laid in September and is in position the year round.

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A/T Booms Installations

Sydney, N.S. - Double line, 2800 ft. long, laid in two baffles 500 ft. to harbour side and parallel to the A/S boom and located on each side of the A/S boom gate. This boom was laid in June and weighed in December.

Esquimalt, B.C. - Double line, laid in two baffles, total length 523 ft. This boom is in position the year round.

St. John's, Nfld. - One single line baffle, 389 ft. in length and two double line baffles - total length 583 ft. This boom was laid in August and to be weighed in December.

A/B Booms Installations

St. John, N.B. - Log construction, 540 ft. long (under construction).

Wood Piling Obstructions

Halifax, N.S. - A pile maze is in place in Eastern Passage and between Lawlor's Island and McNab's Island as an A/S and A/B obstruction.

Prince Rupert, B.C.- A boom of log construction with a gate section has been designed and arrangements are under way to assemble and lay this boom at Metlakatla Passage, an opening from the North West into Prince Rupert Harbour. This boom should be in operation in February, 1942.

Boom Defence Buildings

Halifax, N.S. - The buildings and slab have been completed at the new depot at Dartmouth, the equipment and personnel moved to this depot from Halifax Dockyard in October, 1941.

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Sydney, N.S. - Necessary additions were made to the building erected a year ago.

Gaspe, P.Q. - All buildings were completed in May 1941 and Depot established. The net weaving slab was constructed in July, 1941.

St. John's, Nfld. - Suitable buildings and maintenance yard leased.

Shelburne, N.S. - All buildings, the net weaving slab and launching ramp were completed August 15th, 1941.

Esquimalt, B.C. - This base is well equipped, having been long established. Dockyard buildings being used. A proposal has been made to erect a separate base across the harbour near Yew Point to release dockyard building needed for other purposes.

Prince Rupert, B.C.- Building and slab not yet finished, work is progressing, completion is expected in January.

102. Personnel

Superintendent Boom Defence	Lieut.-Cdr.	R.C.N.V.R.	1
A/Superintendent Boom Defence	Lieut.	R.C.N.V.R.	1
Inspector of Booms	Lieut.-Cdr.	R.C.N.V.R.	1
Assistants at Headquarters	Lieut.(S.B.)	R.C.N.V.R.	3
Assistants at Headquarters	Mate	R.C.N.R.	1
Civilian Inspector of Materials			1
A/Inspector of Booms (West Coast)	Lieut.-Cdr.	R.C.N.	1
A/Inspector of Booms (East Coast)	Lieut.	R.C.N.R.	1
A/Assistant Inspector of Booms (East Coast)	Lieut.	R.C.N.R.	1
Engineer Warrant Officer (S.B.)		R.C.N.V.R.	1

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Boom Defence Officers	Lieut.	R.C.N.R.	1
	Lieut.	R.C.N.V.R.	2
	Ch./Sk.	R.C.N.R.	2
	Skipper	R.C.N.R.	2
A/Boom Defence Officers	Skipper	R.C.N.R.	7
Gate Vessel Skippers		R.C.N.R.	21
Tug Boat Skippers		R.C.N.R.	4
	Total Officers	--	51
Other Ranks carried on Boom Defence Vessels (approximately)			510
Civilian Personnel (Maintenance Crews) (approximately)			175
Civilian Clerical Employees			25
	Total Others	--	710

103. Vessels

Gate Vessels, East Coast	10
Gate Vessels, West Coast	6
Maintenance Vessels	7
Tugs	7
Gate Attendant Vessels	6
Miscellaneous Harbour Craft	12
Total	48

104. Boom maintenance vessels have been secured by contract for Halifax, Shelburne and Gaspe. At Sydney, maintenance was done by boom defence maintenance vessel "Derrick No. 7", "Derrick No. 3" has been secured by lease for Shelburne to commence the end of December. Two new vessels are to be built for use at Halifax and Gaspe.

105. When these arrangements are complete, the Boom Defence Section will operate its own maintenance vessels, terminating the unsatisfactory maintenance by contracts.

106. On the West Coast, H.M.C.S. "Cherry Picker" maintains both A/S and A/T nets at Esquimalt. A derrick scow is now being built for

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maintaining the Prince Rupert boom. This vessel is scheduled for delivery in March, 1942.

107. Two concrete gate vessels were built and fitted at Halifax for use at Sydney and two wooden gate vessels were built at Vancouver for use at Prince Rupert.

108. All depots operate crawler cranes ashore for handling heavy boom defence materials.

General.

109. The Boom Defence Section operates as an independent Branch of the Directorate of Technical Division.

110. The Superintendent of Boom Defence and the Deputy Inspector of Booms inspected the nets and depots at Prince Rupert and Esquimalt, B.C., in September, 1941. The Director of Technical Division and the Superintendent of Boom Defence made an inspection trip to Halifax, N.S., and Sydney, N.S., in December, 1941.

111. East Coast depots were inspected in February, May and July, 1941, by the Inspector of Booms.

112. During October and November, 1941, a visit to the Boom Defence Depot, Admiralty, Rosyth, and various ports in the United Kingdom, was made by Lieut. A.T. Galt Durnford. In co-operation with the Admiralty, inspections of the boom defence installations were made at Dover, Portsmouth (Gosport) (Hamlin), Plymouth, Firth of Forth (Rosyth), and Clyde (Greenock). Various factories making buoys, chain cable, steel, wire rope, etc., were also visited. Lieut. Durnford spent a week at the Boom Defence Department, Admiralty, where drawings covering new designs were obtained and brought to Naval Service Headquarters, Ottawa.

113. Due to the rapidly changing forms of attack, several important changes have been developed in boom defence. The possible forms of attack and types of defence recommended, and considerable other data is contained in reports dated December 8th and 12th, 1941, by Lieut. Durnford, following his visit. (Naval Service Headquarters File N.S. 1053-1-2).

114. Plans and specifications are now being prepared to adapt the new types of defences to Canadian ports to withstand the new forms of attack.

115. Depots are now sufficiently equipped, officers and men have been trained and equipment is in operation which enables the Boom

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Defence Section to fabricate nets ashore and carry out all laying and weighing operations.

116. To centralize control, close contact was maintained with all the bases on both East and West Coasts. All materials manufactured in Canada were inspected prior to shipment and tested where necessary. Inspections in Ontario and Quebec were made by inspectors attached to the Boom Defence Office, Naval Service Headquarters, and those made on the East and West Coasts were arranged through the Assistant Inspector of Booms on each Coast. A report procedure was instituted by which weekly reports of the progress operations are received regularly at Headquarters.

117. The Boom Defence Office at Naval Service Headquarters carries the personnel and equipment for designing and inspection of all boom components and the ordering of all material is centered here.

118. As a result of the recent visit of the Director of Technical Division and the Superintendent of Boom Defence to the East Coast, considerable changes in the boom defences are receiving consideration as to the best methods of adaptation.

Moorings

119. In October, 1941, the laying and maintenance of ship moorings became the responsibility of the Boom Defence Section.

120. Schedules of materials previously drawn up at the Directorate of Naval Stores were covered by contract demands for moorings as follows:

1 only	Fourth Class	1-Arm Mooring	Botwood, Nfld.
2 only	Second Class	3-Arm	Halifax, N.S.
1 only	Fourth Class	Head & Stern (5 Buoys)	Halifax, N.S.
2 only	First Class	4-Arm	Halifax, N.S.
1 only	Fourth Class	Head & Stern (3 Buoys)	Halifax, N.S.

121. Mooring laying will commence as soon as material is available. Inspections of mooring gear at manufacturing plants are to be carried out by the inspection staff of the Boom Defence Section.

DEGAUSSING

122. Organisation: During the past year work in connection with degaussing, ranging and deperming was organised under the

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Director of Technical Division and administered by the Degaussing Officer. There has been a large percentage increase in personnel, and it is expected a further expansion will be necessary next spring for the supervision of new construction vessels, both Naval and Merchant.

123. New Construction - (Naval): Sixty corvettes and 34 minesweepers have been fitted with degaussing while being constructed at various shipyards throughout Canada during the past year. The supply of compass corrector equipment, especially heeling error coils, has been very slow and on this account many vessels are not fitted with heeling error compass corrector coils at the present time. Range records to date indicate that, with deperming, corvettes and minesweepers have a safety depth of about six or seven fathoms with a mine of sensitivity plus or minus 15 milligauss.

124. New Construction - (Merchant): At present only British vessels are being degaussed in Canada using Canadian specifications. The bulk of the equipment used is being supplied from the U.S.A. under the terms of the Lease Lend Bill. None of these vessels have been ranged in Canada so far, but a similar vessel built and ranged on the West Coast of the U.S.A. indicates a safety depth of about 27 fathoms. It is hoped to better this safety depth on ships degaussed in Canada since the Canadian specifications allow a 25% increase in ampere turns.

125. Naval Vessels in Commission: During the past year the degaussing on Naval vessels has been repaired or modified as necessary. In addition, some vessels have had their coils placed below deck.

126. Merchant Ships: A large volume of work resulted from the repair and installation of the degaussing equipment on merchant ships at the various degaussing ports. The greater part of the work consisted of repairs to existing installation and the replacing of obsolete temporary installations with modern permanent equipment. Towards the latter part of the year the bulk of this equipment was being received from New York under the terms of the Lease Lend Bill.

127. As regards ships of Canadian registry, the total cost is being absorbed by the Department of Transport, who are placing at the disposal of the Naval Service sufficient funds to carry on this work. It has been decided to degauss 19 vessels of Canadian registry operating in the coastal service on the West Coast.

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Ranges

128. Halifax: The Halifax range has been functioning successfully and continuously since its establishment and during the past year range records have been received for 778 vessels. Of this number 181 have been Naval vessels, the remainder Merchant. Serial numbers, however, indicate that more than 1,000 vessels have been ranged altogether.

129. The shallow range was out of commission for about two weeks in January, 1941. A merchant ship, almost running aground, dropped her ameter on the shallow range and as a result the detector coils were damaged, repairs being made locally.

130. Sydney: The Sydney D.G. range ranged its first ship on September 27th, 1941. Since that time 24 vessels have been ranged including one Naval vessel.

131. Some of the necessary instruments had to be forwarded from Vancouver owing to the non-arrival of equipment from the United Kingdom.

132. Vancouver: The Vancouver D.G. range is not in commission yet, but it is hoped that it will be by the New Year. The delay at this range has been caused by changing the site from Kitsilano Bay to the original location off Ferguson Point. To put this range in commission it may be necessary to transfer some instruments now at Sydney to Vancouver. Replacements for Sydney will be available before the opening of navigation at that port in the Spring.

133. General: It has been decided to establish a depot store at Halifax for degaussing ranges and the necessary equipment is on order. This store will have all the necessary instruments and equipment for the establishment of a complete range, and these will be available should it be decided to establish a fourth D.G. range in Canada. The supplies may be used also in case of fire at an existing range or should replacements be necessary for any other reason.

134. Range operations at Halifax and Sydney have been very successful to date and much valuabl- information has been compiled.

Deperming

135. H.M.C.S. "ROSS NORMAN" was commissioned in August as a mobile deperming unit and since that time has depermed a total of 5 ships, including 35 Naval vessels. This unit, since commissioning, has achieved consistently excellent

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results, adding greatly to the safety depths of vessels depermed. The results to date have been so successful that the possibility of establishing a fixed deperming unit, either at Sydney or Halifax, is being considered. The establishment on the West coast of a unit similar to H.M.C.S. "ROSS NORMAN" should be considered at a later date.

General

136. Operations during 1941 have been entirely satisfactory with the exception of the supply of compass corrector equipment for both Naval and Merchant vessels. Delays in supply of this equipment were caused mainly by manufacturing difficulties which have since been ironed out. Repetition of such difficulties is not expected during 1942.

TRIALS OF CONTRACT BUILT SHIPS

137. The work of this Branch has been to organise and carry out trials and inspections at shipyards of vessels built for the R.C.N., and was instituted in the Spring of the year under the D.T.D. To date trials have been carried out on -

53 of H.M.C. Corvettes;
27 of H.M.C. Minesweepers;
15 of H.M.C. Fairmiles;
670 formal trials in all and the preliminary inspections necessary on each ship.

138. The staff consists of the Inspector of Contract-Built Ships; two fitting-out-gunnery officers; one warrant shipwright and one commissioned gunner (t), who have conducted steering, astern, anchor, electric, full power, endurance and acceptance trials and the inspection of hull, gunnery and flooding equipment.

139. The date for trials is set by the Contractor in conjunction with the Resident Naval Overseer of the district. Available members of the trials party - D.T.D., A/D.T.D. or I.C.B. - then proceed to the ship at her yard to direct trials. When the ship is considered fit, a date is set in conjunction with the yard superintendent for acceptance trial: this proving successful, the acceptance papers for the ship are signed by one of the three accepting officers.

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140. The area in which trials and inspections have taken place range from Port Arthur, on Lake Superior, to Saint John, N.B., and were held mainly at the Port Arthur Shipbuilding Company, Collingwood Shipbuilding Company, Dufferin Shipbuilding Company, (lately named Toronto Shipbuilding Company), Kingston Shipbuilding Company, Canadian Vickers Limited, Morton Engineering Company and the two Davie Shipbuilding companies. Collaboration with shipyards personnel has ensured the completion of ships to the letter of the contract. The result has been a high standard of well-built, well-found vessels proceeding in a steady stream to the East Coast.

141. Trials and inspections of new construction building on the West Coast have come under the jurisdiction of the Supervising Naval Overseer, Esquimalt. Reports from this officer to N.S.H.Q. have listed successful trials in all cases.

142. Vessels are accepted for the R.C.N. with a list of defects to be made good by the contractor or the Department, as the case may be. In this respect it has been found that when the contractor has been instructed to fit and supply certain items to the satisfaction of the Resident Naval Overseer a certain amount of difference of opinion has sometimes existed. In such cases the difference has been settled by the inspecting officer. When the Department has been concerned with these matters, some difficulty has been experienced, in that such items have been ordered in too great a quantity to allow for alteration, and have had to be fitted, even if not satisfactory to the inspecting officer.

143. Following is list of the vessels tried by the Branch:

MONTH	CORVETTES	MINESWEEPERS	FAIRMILES
APRIL	5 (H.M.C.S. RIMOUSKI (" PICTOU (" CHILLIWACK (" TRAIL KAMLOOPS	0	0
MAY	11 (H.M.C.S. MATAPEDIA (" ARVIDA (" BADDECK (" LEVIS (" CHICOUTIMI (" DAUPHIN (" NAPANEE (" BARRIE (" GALT (" QUESNEL (" NANAIMO	0	0

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MONTH	CORVETTES	MINESWEEPERS	FAIRMILES
JUNE	9 (H.M.C.S. SHERBROOKE " BUCTOUCHE " CAMROSE " SASKATOON " LETHBRIDGE " PRESCOTT " MOOSE JAW " KENOGAMI ROSTHERN	0	0
JULY	4 (H.M.C.S. SHEDIAC " BRANDON " BATTLEFORD ALGOMA	2 (H.M.C.S. COWICHAN " WASAGA	0
AUGUST	2 (H.M.C.S. AMHERST " SOREL	5 (H.M.C.S. MALPEQUE " MINAS " QUINTE " CLAYOQUOT " NIPIGON	0
SEPT.	5 (H.M.C.S. SUTTERSIDE " SHAWINIGAN " DUNVEGAN " DRUMHELLER " MORDEN	5 (H.M.C.S. UNGAVA " MAHONE " CHEDABUCTO " BURLINGTON " GEORGIAN	0
OCTOBER	6 (H.M.C.S. LOUISBURG " SUDBURY " THE PAS " DAWSON EDMUNSTON KAMSACK	3 (H.M.C.S. CHIGNECTO " THUNDER " DRUMMOND-VILLE	3 Q-052 Q-054 Q-057
NOVEMBER	4 (H.M.C.S. OAKVILLE " WEYBURN " MIDLAND " HALIFAX	6 (H.M.C.S. MIRAMICHI " QUATSINO " SWIFT CURRENT " RED DEER " GANANOQUE " GODERICH	8 Q-050 Q-051 Q-053 Q-055 Q-056 Q-058 Q-060 Q-061
DECEMBER	7 (H.M.C.S. LUNENBERG " CHARLOTTETOWN " REGINA " SACKVILLE " CALGARY " FREDERICTON " WETASKIWIN	6 (H.M.C.S. OUTARDE " BELLECHASSE " BELLEVILLE " MEDICINE HAT " VEGREVILLE " GRANDMERE	4 Q-062 Q-063 Q-072 Q-073
TOTAL	53	27	15

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CONSTRUCTION LIAISON

144. The fundamental duties of this branch are the interpretation of all plans approved by the Headquarters Base Planning Committees in a manner that can readily be understood by D.W.B.(N.) Branch; the institution of action necessary to bring approved plans to finality, and to advise Commands of decisions reached. Submissions for new construction from Commands to N.S.H.Q. are routed through this branch.

145. Personnel consists of four officers with a division of duty as follows: (1) C.O.A.C. (Halifax), C.C.N.F. St. John's, Newfoundland; (2) Sydney, Shelburne, Gaspe; (3) C.O.P.C. Esquimalt; other West Coast Commands; (4) R.C.N.V.R. Divisions. A fifth officer, on the staff of the C.O.P.C. at Esquimalt, acts as representative of the Branch on the West Coast.

GENERAL

146. The Technical Division was formed at N.S.H.Q. in February 1941, to co-ordinate and strengthen the work of R.C.N. technical experts. The Division consists of ten branches, who deal with anti-submarine defence in ships; harbour net defences; mines and mine-fields; chemical warfare; the technical side of degaussing; and a research liaison officer who brings before the R.C.N. the inventions which the National Research Council decide are worthy of investigation. This latter officer also takes to this Council naval problems requiring practical investigation.

147. The Directorate conducts also the final trials of vessels being built in Canadian yards, and passes upon their suitability for acceptance.

148. The construction liaison Branch provides liaison with Works and Building Directorate and the defended ports of Canada in the present programme of fortification.

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XI - PUBLIC RELATIONS

Naval Information

1. During 1941 Naval Information activities consisted of press releases; articles for newspapers, year books and periodicals; distribution of photographs; supplying facts, figures and incidents to writers, radio broadcasters, public speakers and other individuals interested in the Naval Service; arranging facilities at shore establishments and shipyards for reporters, photographers, radio broadcasters, news reel camera men and feature writers; issuing invitations to launchings of corvettes, minesweepers, and arranging details connected therewith; examination of 18 Canadian daily newspapers; providing information requested by telegram, letter, telephone and personal application, etc.

2. Press releases have been made on graduations, appointments, promotions, actions at sea, awards, training of personnel, casualties, naval orders, et cetera. Articles and messages for the Minister have been prepared and issued.

3. In connection with Navy Week a series of six articles for national newspaper distribution plus accompanying photographs was prepared. An article entitled "Canada's Navy" was prepared for the November issue of the Canadian Geographical Journal and 10,000 reprint booklets ordered for distribution. An article on the Royal Canadian Navy has been supplied the MacMillan Company, Toronto, and will shortly appear in booklet form. A series of five illustrated articles on convoy escort prepared for newspaper national distribution commenced at the end of December.

4. Close co-operation has been established with the Department of Public Information and arrangements, already proven effective, have been made for the mimeographing and distribution of timed press releases and for the multiplying and distribution of photographs.

5. Personnel of Naval Information comprises the Naval Information Officer, Assistant Naval Information Officer and one writer (lieutenant (S.B.) R.C.N.V.R.).

Photographic Section

6. Much time has been spent during the past three months on development of special equipment and technique for rapid and inexpensive production of personnel identification

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cards and on the training of unskilled hands to carry on this work. It should be noted that on commencement of this work, no satisfactory method was known, apart from specialized and largely experimental equipment of disproportionate cost and requiring skilled hands for operation. Experimental work was begun in September and continued until November. It has resulted in a satisfactory technique, capable of operation by unskilled hands, and the designing of successful and simplified equipment.

7. This sub-section, almost entirely independent of the regular staff, is now capable of turning out in excess of 400 finished cards per day, entailing the processing of more than 800 negatives and 800 prints.

8. Another innovation calling for considerable experimental work has been the production of a daily photographic record of Operations Chart. Here, the excessive reduction required, (better than 12 diameters) of sufficient clarity to allow print less than one thirty-second of an inch high on the finished product to be read by the naked eye, called for precision work of a high order with only moderately precise equipment.

9. General routine production of this section has suffered somewhat due to the demands made on its skilled hands by the above mentioned work. The last two weeks of December, however, saw the darkroom staff on uninterrupted production once more. In round figures, the quarterly output was as follows:

Contact prints made.....	3,034
Projection prints made..... (Ranging from 6" x 8" to 20" x 24")	4,187
Copy negatives made.....	238
Negatives received from all bases, classified and filed.	1,500

10. Demands on Photo Section were received from most Directorates and Sections at N.S.H.Q.

11. This quarter has seen the loan of a photographic officer to Naval Information and the appointment of a lieutenant (SB) R.C.N.V.R., as press liaison officer on C.C.A.C. staff. Coupled with this was an increasing demand for photographic work from Naval Information. To keep pace with this, and to provide for the increasing amount of precision work required

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by other sources, additional darkroom equipment is now on order.

12. Darkroom equipment sufficient to allow the Section's Newfoundland base to provide services required of it, is also on order and should be in operation before the end of the next quarter.

13. Four volunteers from R.C.N.V.R. ranks were admitted for training as photographers, bringing the complement to the allowed limit of 12 ratings. Two of these have graduated from the R.C.A.F. School of Photography, two are still in training. In addition, four ratings from Degaussing, Halifax, have been taken over for training in photography. On completion of this course, they will return to Degaussing.

14. Establishment of a 'circulating library' of 16 mm. motion picture film has proved a marked success insofar as it has been possible to extend it. There has been a brisk demand from all R.C.N.V.R. Divisions for training and educational film and, while favourable reports have been received from most quarters, the library has about reached the limit of its meagre resources, despite all efforts to augment it through existing channels.

15. Sound projection equipment has been installed at Sydney, N.S., and delivery of similar apparatus for H.M.C.S. "St. Hyacinthe" is expected shortly. For the latter establishment, commercial films for instruction in electricity and magnetism have been obtained. Other specialized training films, either delivered or on order, include medical subjects for instruction of Sick Bay attendants and a series of 18 machine shop practice films for training engineer personnel, produced by the U.S. Office of Education.

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D.O.D.	1	C.O.A.C.	2
R.C.S.	1	C.O.P.C.	2
S.S.B.	1	C. Naden	1
D.T.D.	1	C. Stadacona	1
D.N.A.	1	Capt. i/c Halifax	1
D.N.S.	1	N. Supt. Halifax	1
F.I.S.	1	N.O. i/c, Sydney	1
M.M.S.	1	N.O. i/c, Saint John	1
N. Inf.	1	N.O. i/c, Gaspe	1
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A/N, Sec.	1	N.O. i/c, Montreal	1
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SECRET

SUMMARY OF NAVAL WAR EFFORT

January 1st to March 31st, 1942.

NOTE: This Summary is a continuation of that from October 1st to December 31st, 1941.

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I - NAVAL SERVICE HEADQUARTERS

1. A Naval Board was created during the first quarter to act as an advisory body to the Minister for Naval Services. The principal effect is to relieve the Chief of Naval Staff of being the only Naval contact between the heads of departments and the Minister. Functions represented on the Board are Staff (the Chief and Vice Chief of Naval Staff), Personnel (Chief of Naval Personnel), Supply (Chief of Naval Equipment and Supply), Engineering and Construction (Chief of Naval Engineering and Construction), and Financial & Civil (acting Deputy Minister for Naval Services). Chairman of the Board is the Minister.

2. The question of adequate accommodation for Headquarters personnel has remained a difficult one. As compared with a total Naval complement of over 27,000 on 1st December, 1941, the present total exceeds 30,000, and the authorized complement for the fiscal year 1942-43 is over 42,000 officers and ratings.

3. The proposed building to be erected in Cartier Square is now well under way, but already even before completion the plans have been changed to provide an additional 24,000 square feet by building up the wings on the fourth floor. The total area thus available will approximate 193,000 square feet (net). This may be compared with the 65,670 sq. ft. reported in the previous summary, giving some indication of the congested conditions under which the Headquarters Staff have to carry on their varied and ever-growing activities.

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II - PERSONNEL

Recruiting

1. Approval to increase the complement to 4,667 officers and 38,147 ratings, or a total of 42,814 for the fiscal year 1942-1943, has now been obtained.

2. Forty Sub Lieutenants (E) were selected during the quarter and entered on Divisional Strength at the R.C.N.V.R. Divisions. They will be appointed to H.M.C.S. Royal Roads for the course commencing May 11. An Engineer Officer has been attached to the Staff of this establishment for their training.

3. Thirty-five Sub Lieutenants (S.B.) were entered and are to undergo a special course at the University of Toronto prior to being appointed for duties with the R.D.F. Branch.

Promotion From Lower Deck

4. Three ratings are at present in the United Kingdom undergoing courses for commissions in the Executive Branch of the R.C.N. Three other R.C.N. ratings at present serving in Canada have been selected and, when qualified, will be sent for training with the Royal Navy. Three R.C.N. ratings completed their training with the Royal Navy and were promoted to Gunner. Four R.C.N.R. ratings were promoted to Skipper and twelve ratings of the Fishermen's Reserve were promoted to Coxswain. Seventeen ratings of the Engine Room Branch were promoted to Warrant rank during March.

5. The number of R.C.N.V.R. ratings recommended for promotion from the Lower Deck has continued to be very satisfactory. During the first quarter of 1942, 35 were recommended for commissions in the Executive Branch. They will be promoted to Probationary Sub Lieutenant, R.C.N.V.R. (Temporary) on May 1 and appointed to the last course to be held at H.M.C.S. Royal Roads, which will commence May 11.

6. Because of the quality and number of the Accountant Branch ratings recommended for commissioned rank, it has been decided that no more Probationary Paymaster Sub Lieutenants will be entered directly from shore for some time to come.

Training

7. Fifty officers were withdrawn from sea appointments early in January and appointed to training establishments for long courses in

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Navigation, Gunnery, Anti-Submarine and Signals. When these officers have qualified they will be returned to the Fleet and an equal number withdrawn for further courses.

8. One hundred and twenty-five Probationary Sub Lieutenants graduated from H.M.C.S. Royal Roads and one hundred and thirty-three from H.M.C.S. Kings. Twenty-eight Probationary Paymaster Sub Lieutenants also completed courses at H.M.C.S. Kings.

9. In future, all Special Branch Officers will after entry be sent to Stadacona in groups for disciplinary courses of approximately one month, it having been found that previous courses given to these officers were too short.

10. Training in the schools at Stadacona, Naden and St. Hyacinthe was carried on to capacity.

11. It is not intended to train further anti-submarine ratings at the University of Toronto after the fifth class, which commenced in March. Subsequent classes will be carried out at the Westdale Technical School in Hamilton, Ontario. Fifteen ratings with sea service will be drafted from the coasts to Hamilton each week for a six weeks course, the first draft arriving March 16.

12. Sixty ratings will commence training at the Hamilton Technical School on April 6. Thirty of these ratings will be trained as Electrical Artificers 4th Class, the other 30 for the new rating of Anti-Submarine Artificer, 4th Class. This class will last approximately eight months. It is hoped that as many as possible of these ratings will be drawn from electricians now in the Service, priority being given to those who have sea time.

13. All ratings undergoing courses at the Westdale and Hamilton Technical Schools will be on Active Service and attached to H.M.C.S. Star.

14. The second eight months' course under Dominion-Provincial Youth Training Plan commenced at Galt on March 29. One hundred and fifty youths attending this class were attached to the Divisional Strength of H.M.C.S. Star as Stokers 2nd Class while undergoing training. Fifty ratings from the first class, which finished in March, have been entered in the R.C.N. as Artificer Apprentices and it is hoped that at least this number will be selected from the second class. Ratings not selected for the R.C.N. were taken on Active Service in the R.C.N.V.R. and will be noted for early advancement.

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15. These ratings will be sent to the University of Alberta for further training to fit them for the rating of E.R.A. 4th Class. Their course, which will last for 14 weeks, will lay special emphasis on electricity and magnetism.

Preparations are being made to train apprentices for entry into the shipwright branch.

Manning

16. By extending the facilities of the training establishments to their full extent, it is contemplated that new construction manning commitments arising in the spring can be adequately met.

17. A request has been made to the Admiralty for the return of 30 Lieutenants R.C.N.V.R. from among those lent to the Royal Navy, to command newly commissioned Fairmiles. These officers will be replaced from officers who are at present undergoing new entry courses.

18. Four units, each unit consisting of one Lieutenant, seven Sub Lieutenants, 36 Seamen and 12 Stokers have been lent to the Admiralty for training in H.M.S. Quebec and duty with combined landing parties. It is hoped that the fifth and sixth and any units subsequently required will be despatched in the near future.

Casualties

19. During the first quarter of 1942 11 officers and 68 ratings lost their lives or were listed as missing while serving on Active Service. A further one officer and five ratings died from other causes. The loss of H.M.C.S. Spikenard by enemy action while on escort duty resulted in the death of five officers and 52 ratings.

Following are the officers mentioned above:

Lieutenant Eric S. Ditmars, R.C.N.V.R. — Missing on Active Service.

Lieutenant Henry George Ellis, R.C.N.V.R. — Suffered fractured skull in course of duties 12.1.42.

Lieutenant (S.B.) George H. Tidy, R.C.N.V.R. — Missing, believed killed whilst serving in H.M.S. Exeter.

Richard Hugh Leir, Midshipman, R.C.N. — Missing, believed killed whilst serving in H.M.S. Exeter.

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Skipper Lieutenant James M. Richardson, R.C.N.R.	Died of N.C. 8.3.42.
Lieutenant John Douglas Clouston, R.C.N.V.R.	Killed on Active Service whilst serving in H.M.S. Loosestrife.
Rowland C. Jamieson, Warrant Officer, R.C.N.V.R.	Missing.
Lieutenant Charles Cavour Fawcett, R.C.N.V.R.	Lost in Spikenard, 10.2.42.
Lieutenant Robert A. Hughes, R.C.N.V.R.	Lost in Spikenard, 10.2.42.
Sub Lieutenant Gerald A. Markham, R.C.N.V.R.	Lost in Spikenard, 10.2.42.
Lieutenant Patrick R. Milthorp, R.C.N.R.	Lost in Spikenard, 10.2.42.
Lieutenant-Commander Hubert G. Shadforth, R.C.N.R.	Lost in Spikenard, 10.2.42.

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III - SHIPS

Auxiliary Cruisers

1. H.M.C.S. Prince David and Prince Robert have been employed on patrol duty on the West Coast of British Columbia, Queen Charlotte Islands.

2. H.M.C.S. Prince Henry was placed in the operational control of C. in C. Atlantic from December 13. She has been allocated to Task Group 6.3 and has been employed on patrol duty between San Juan (P.R.) and Trinidad, and off the coast of French Guiana.

Destroyers

3. The two new construction Tribal Class Destroyers Iroquois and Athabaskan, which were launched towards the end of last year, are expected to be completed by September and October respectively.

4. The disposition of the destroyers in commission is given on the attached appendix.

Corvettes

5. Eighty Flower Class Corvettes of the 1940-1941 programme have been launched to date. Of these, three have been lost, 68 are in commission, leaving nine to be completed.

6. Seventeen H.M. Destroyers, 19 Corvettes, and five Free French Corvettes are now working in conjunction with R.C.N. and American units in the "Mid Ocean" and "Western Local" Escort Forces.

7. The disposition of the corvettes in Commission is given on the attached appendix.

Minesweepers

8. Forty-two Bangor Class Minesweepers, out of a total of 48 ordered, have been launched to date. Of these, 28 are in commission. Some of these vessels are being used for local escort duties with the various forces, and others on completion of their working up period will be similarly employed.

9. There was no further transfer during the quarter of Flower Class corvettes or Bangor Class Minesweepers from the Pacific Coast to the East Coast. Those in commission on the Pacific Coast,

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with all other available craft, are at present being used in patrolling the West coast of British Columbia, Queen Charlotte Islands.

10. The disposition of minesweepers in commission is given on the attached appendix.

11. The Admiralty have agreed to allow the 6 R.N. Bangor Class Minesweepers which are building on the West Coast, to be temporarily allocated to the C.O.P.C. These 6 minesweepers will be manned by R.C.N. Personnel.

12. Fairmiles: Nine Fairmiles are in full commission in Halifax and are being used in training Fairmile personnel. Four Fairmiles have been commissioned on the West Coast and it has been decided by the Naval Staff that these ships, with the four still under construction, shall remain under the orders of C.O.P.C. until it is determined whether they can be usefully employed on the Pacific Coast, where damage by floating logs is probable.

13. Fishermen's Reserve: All Japanese fishing boats on the West Coast have now been immobilized. Twenty of these vessels have been requisitioned for the Naval Service and are in commission as Fishermen's Reserve Patrol Vessels.

14. Armed Yachts: C. in C., A. & W. I. has been asked to release the two armed yachts Elk and Vison which have been on loan for A/S duty at Trinidad during the winter. These are now urgently required for A/S escort duties in the Gulf of St. Lawrence. They are to be sailed to arrive at Halifax not later than April 15.

Attacks on Convoys

15. O.N. 67: O.N. 67, escorted by four American Destroyers, was attacked on February 22, in position 049° 23' N. 038° 29' W. and two ships were torpedoed and sunk. Two days later two more ships were sunk and a further two, Empire Celt and Dilma, torpedoed. Dilma arrived safely in Halifax, but Empire Celt broke in two 30 miles east of St. John's. No details were received of counter-attacks by escort.

16. S.C. 70: A submarine on the surface was sighted by the escort of S.C. 70 at 0400Z/24 February in 054° 08' N. 032° 05' W. The submarine was attacked by gunfire at extreme range and escaped. There were no casualties in the convoy.

17. Attacks on Shipping: It will be noted from the foregoing paragraphs that attacks on convoys have been considerably fewer

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than in the previous quarter. From the beginning of the quarter it has been obvious that the enemy has changed his policy from attacking convoys to one of attacking unescorted vessels. As most of our A/S vessels have been engaged in the escort of ocean convoys, losses in coastal shipping have been very high on the Atlantic seaboard and in the Caribbean area.

North Atlantic Escort of Convoys

18. As a result of the conference held in Washington on January 22 a new arrangement for escort of convoys in the North Atlantic is now in effect. This system is as follows:

Western Local: Groups of short-legged Destroyers, Corvettes, and A/S Minesweepers operated by C.O.A.C. are escorting from Halifax to "West Omp" in about 45° W. On refuelling at St. John's, the Western Local escort then escorts O.N. Convoys.

Mid Ocean: 14 groups of long-legged Destroyers and Corvettes will escort from "West Omp" to Londonderry if fuel permits. Five groups (A1-A5) will be operated by C.T.F. 4. Five groups (B1-B5) by C. in C. W. A. and four groups (C1-C4) by F.O.N.F.

Eastern Local: A Force of short-legged Destroyers operated by C. in C. W. A. will assist the Mid Ocean Escort as necessary.

Atlantic Seaboard: The redistribution of escort forces as above has left ten short-legged American destroyers for the Atlantic seaboard, In addition 24 A/S Trawlers have been lent by C. in C. W. A. for this purpose. All but three of these have already arrived in the United States. One, Northern Princess, is presumed to have been lost en route.

Troop Convoy: Will be escorted by 13 American and three British long-legged Destroyers.

Iceland Convoys: Will be escorted by a shuttle service of five American short-legged Destroyers from Iceland to an "East Omp" in about 20° W.

Losses of H.M., H.M.C. & Allied Ships

19. H.M.S. Belmont which, with H.M.S. Firedrake was escorting convoy N.A. 2, was reported by Firedrake to have been torpedoed and presumed sunk in position 042° 02' N. 057° 18'W. on January 31. H.M.C.S. Sackville and H.M.C.S. Weyburn were ordered to proceed to this position and search for survivors. Nothing further was heard.

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20. F.N.F.L. Alysse escorting convoy O.N. 60 was torpedoed in position 056° 10' N. 021° 07' W. at 2230Z/8 February. Salvage was attempted by H.M.C.S. Hepatica. H.M. tug Prudent, with H.M.C.S. Minas as A/S screen, was sent from St. John's, Newfoundland. Alysse however sank at 0930Z/10 February. Thirty-four survivors were rescued by H.M.C.S. Moosejaw and Hepatica.

21. H.M.C.S. Spikenard while escorting S.C. 67 was torpedoed in position 056° 10' N. 021° 07' W. at 1200A/11 February. Eight members of the crew, none seriously injured, were picked up by H.M.S. Gentian. There were no other survivors.

22. The Free French submarine cruiser Surcouf, overdue in Panama Canal area from Bermuda, is now considered by Admiralty to have been rammed and sunk by an American ship during the night of February 18-19.

23. The U.S. Destroyer Truxton and U.S. supply ship Pollux ran aground in St. Lawrence Harbour with a heavy loss of life on February 26. It is assumed that these ships went ashore due to thick weather. They are considered by the U.S. authorities to be total losses.

24. On March 2 the U.S. Destroyer Jacob Jones was torpedoed and sunk close in shore off Cape May.

Weather

25. During January very heavy weather was encountered in the North Atlantic. At the end of the month the situation as a result of weather damage was so acute that out of eight R.C.N. and four R.N. Destroyers (long-legged) in the Newfoundland Escort Force only two destroyers were in operation. Since then, however, a more southerly route for convoys has been in effect and damage to ships by weather has been appreciably reduced.

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DISPOSITION OF H.M.C. SHIPS

31st March 1942.

	AUXILIARY CRUISERS	DESTROYERS			CORVETTES		MINESWEEPERS				PATROLLE MOTOR LAUNCHES	ARMED YACHTS	BASE SUPPLY SHIPS
		TRIBALS	RIVERS	TOWNS	283' TWIN SCREWS	FLOWERS	ALGERINES	BANGORS	MODIFIED BASSETTS	MISCELLANEOUS			
MID OCEAN ESCORT FORCE			6	2		38							
NEWFOUNDLAND LOCAL FORCE								5		2			
WESTERN LOCAL ESCORT FORCE				5		20		12					
HALIFAX LOCAL DEFENCE FORCE								4	4	2	9	5	
SYDNEY FORCE													
SYDNEY LOCAL DEFENCE FORCE										1			
GASPE FORCE													
SHELBURNE FORCE													
ST. JOHN LOCAL DEFENCE FORCE												2	
PACIFIC	2					6		7			4	3	
UNDER TRAINING BRITISH ISLES						3							
A/S TRAINING IN CANADA						1		1					
UNDER ORDERS R.N. AUTHOR												2	
UNDER ORDERS U.S. AUTHOR	1												
TOTAL IN COMMISSION 31.3.42	3		6	7		68		29	4	5	13	12	

NOTE: IN ADDITION TO VESSELS SHOWN, THERE ARE 264 AUXILIARY VESSELS IN COMMISSION.

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IV - PORT DEFENCES

Halifax

1. In view of enemy submarine activity off the Nova Scotian coast during the past quarter, port defence measures have been improved wherever possible.

2. The Indicator loops and loop station, Harbour Defence Asdics and H.D.A. Station are in full operation. The Duncan's Cove R.D.F. Station is being transferred to the Army.

3. Considerable maintenance work has been carried out on controlled minefield loops damaged during gales. The C.M. has continued to offer an unbroken defence despite the heavy weather defects.

4. Steps are being taken to make boom defences more effective. The A/S boom is receiving special attention.

5. A pile maze is in place in Eastern Passage and between Lawlor's Island and McNab's Island as an A/S and A/B obstruction.

Sydney, N.S.

6. The harbour was officially closed for the winter at 1200 A.S.T., January 31, with the removal of the Examination Service from station at that time.

7. The Sydney P.W.S.S. has been kept open during the winter months.

8. The building and equipment for the Harbour Defence Asdic system are ready for operation and will be put into service as soon as ice conditions permit the laying of the sea unit.

9. Arrangements have been made to improve boom defences. The improvements will include additional protection for the ammunition ship anchorage by changing the second line of the gate to an A/T baffle. Thus complete A/S and A/T defences will be provided.

Saint John, N.B.

10. Tiner's Point War Watching Station, Mispec Point War Signal Station and Partridge Island Signal Station reported satisfactory operations.

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11. The Examination Service continued to operate efficiently throughout the quarter. Day and night signal exercises were carried out regularly.

12. Changes are being made in the boom defences. The A/B boom has been cancelled and the equipment is being sent to other bases. A/T baffles will be installed across the drydock gate.

St. John's, Nfld.

13. The P.W.S.S. at Cape Spear has been completed and taken over. The W/T receiving and transmitting stations have also been completed and occupied.

14. It has been decided to lay a permanent controlled minefield.

Gaspe, P.Q.

15. Work on the P.W.S.S. at Red Head, discontinued owing to snow conditions, will be resumed in April.

16. General repair and routine work was carried out by Boom Defence maintenance personnel, the A/S boom having been weighed in December.

Shelburne, N.S.

17. The A/S boom has been moved to a more suitable location south of Sand Point. Boom defences are to be improved and extended. During the early part of the quarter damage caused by heavy weather entailed considerable maintenance work.

18. Construction of the P.W.S.S. is continuing.

Esquimalt, B.C.

19. The Examination Service continued to function satisfactorily.

20. Boom defences are being augmented and extended.

Prince Rupert, B.C.

21. Construction of the P.W.S.S. at E. Kinahan Island is practically complete and work on the Big Creek Point (York Island) P.W.S.S. is also well advanced.

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22. The boom defences are being considerably strengthened. Metlakatla Passage has been closed with a wood piling obstruction. A plan to hang an A/S net from Zanardi Railroad Bridge has been approved.

23. Asdics are to be fitted to gate vessels.

24. The Army is to construct machine gun posts adjacent to the Metlakatla Passage boom.

-vVv-

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COMMUNICATIONS: No progress to report for this quarter.

-vVv-

THE WHOLE OF THIS SECTION IS TO BE REGARDED AS SECRET

V - INTELLIGENCE AND TRADE DIVISIONS

INTELLIGENCE SECTIONS

Foreign Intelligence

1. The activities of this section have been greatly increased, during the period covered by the present summary, due to the intensified activities of enemy units off our coast and the resulting increase in W/T intercepts and bearings. The HF D/F stations on our Eastern seaboard in co-operation with Admiralty and the U.S.N. have played an important part in the Atlantic D/F defence organization. On the West Coast our D/F and "Y" organization has established a close liaison with the U.S. plotting, and intercept group and the Admiralty's Far Eastern stations from the Pacific W/T Intelligence organization. The results of these organizations in the plotting of enemy positions and units in the Atlantic and in obtaining positions and information with reference to enemy movements in the Pacific has been of increasing operational value.

2. The Foreign Intelligence Section of the N.S.H.Q. Division of Naval Intelligence has proceeded with the training of personnel for the new D/F and "Y" stations. New equipment has been placed on active operational use on both our East and West Coasts.

3. Since the last summary was issued, the following station has been placed in operation:

Portage la Prairie, Man. (Naval personnel at R.C.A.F. station).

4. The Canadian stations at present operating are:

(a) Hartlen Point, N.S.
(b) Harbour Grace, Newfoundland.
(c) Botwood, Newfoundland.
(d) Pennfield Ridge, N.B.
(e) Cap d'Espoir, Quebec.
(f) Montreal, Quebec.
(g) Ottawa, Ont.
(h) Rivers, Man.
(i) Portage la Prairie, Man.
(j) Esquimalt, B.C.
(k) Ucluelet, B.C.
(l) Coal Harbour, B.C.

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5. It is expected that the following additional stations will be placed in operation on Naval duties in the near future:-

(a) Sydney Airport, N.S. (Naval personnel at R.C.A.F. station)
(b) London, Ontario. (Naval personnel at R.C.A.F. station)
(c) Prince Albert, Sask. (Naval personnel at R.C.A.F. station)
(d) Churchill, Man. (Proposed R.C.N. station)
(e) Alliford Bay, B.C. (Naval personnel at R.C.A.F. station)

6. In addition, there are four Canadian stations engaged solely in the study of enemy and potential enemy W/T traffic:-

(a) Ottawa, Ontario
(b) Strathburn, Ontario
(c) Forrest, Manitoba
(d) Vancouver, B.C.

7. Bearings are exchanged between the Canadian East Coast HF D/F Stations, and Admiralty, Freetown and American East Coast Stations.

8. Officers of the W/TI Section carefully study intercepted enemy transmissions. In addition to locating and identifying enemy units, other valuable information is obtained, such as changes of procedure and frequencies, new services and general intelligence.

9. French Naval and diplomatic frequencies have been very active during the period under review; heavy traffic has been maintained between France and her American possessions in the West Indies and French Guiana, much of the P/L having to do with their re-organization under the Vichy regime. A study of the Italian traffic during March indicated the presence in the Atlantic of a group of Italian submarines.

10. Rapid development and application of scientific research to the problems of W/T Intelligence is placing the Canadian organization in a position where it is playing an important part in the allies' technical network for locating, identifying and tracing enemy units by their W/T transmissions.

11. The technical branch of the Foreign Intelligence Section has maintained a close liaison with the Naval and general Research work carried out by Admiralty and the U.S.N. and a policy of co-operation with the National Research Council. The results of the scientific and technical work carried out by the R.C.N. is comparable to the progress made in other countries.

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Far East Intelligence Section

12. The volume of intercepted Japanese commercial and diplomatic signals has increased from the previous figure of 370 signals from October 1st to December 31, 1941, to a peak of 1029 signals for the period January 1st to March 12, 1942. Owing to the additional duties arising from the outbreak of the Pacific War, it has been difficult, without enlarging the staff, to deal adequately with this heavy increase in the number of Japanese intercepts.

13. As mentioned in the previous report, D/F plotting is being concentrated at the West Coast, where at present two plotting centres are in active operation. West Coast fixes are being signalled to N.S.H.Q., the first report having been received February 19. These fixes are incorporated in the plotting data, used to maintain the general Pacific plotting board.

14. An Officer of F.E.I. was appointed in February as special Liaison Officer with the U.S. Pacific Coast authorities. The results of this appointment have been evidenced by closer co-operation with the U.S. authorities, and in the increased interest shown in F.E.I.'s Japanese "Y" promulgations by the following authorities:

Captain on the Staff, Colombo
New Zealand Naval Board
Australian Commonwealth Naval Board.

15. The anticipated co-operation among the three services in the field of Far Eastern Intelligence has materialized. One example has been the co-operation of this section with the Allied services in the preparation of special intelligence material.

16. Recently the reading of representative Chinese-language newspapers published in Canada was initiated. Despatches and items of value are translated and promulgated to N.S.H.Q. and other interested services. The importance of this work is derived from the fact that the Chinese cablegrams are coming from Chungking, censored only at the source. This source of information often yields valuable news-items considerably earlier than they appear in the press of Canada and the United States.

GENERAL INTELLIGENCE SECTION

17. The scope of the General Intelligence Section's duties as described in the Quarterly Report for the period October 1 to December 31, 1941, has now been extended to include the naval aspects of the Joint Intelligence Committee. This Committee, which was formed during the last quarter, has been approved in principle by Naval Staff and consists of representative Intelligence Officers from each of the three services. Its projected purpose is to maintain and collate

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information regarding enemy forces in all theatres of war with a view to assisting the planning and operational departments in the three services. A joint Intelligence plotting room has been established and is regularly visited by senior officers of all three services. In order to fulfil its functions, permanent quarters and a larger personnel are required and it is hoped that these will be forthcoming.

18. Information regarding enemy merchant shipping and warships is plotted daily in the Plotting Room of the N.I.D.

19. Due to the increased importance of Pacific Coast establishments after December 7, two new Security Intelligence Officers have been appointed, one at Vancouver, the other at Prince Rupert. This brings to nine the number of S.I.O's now reporting through G.I.S., the others being located at St. John's, Newfoundland, Halifax, Sydney, Saint John, N.B., Montreal, Quebec, P.Q., and Esquimalt. In addition the S.I.O. staff at Halifax is being greatly enlarged. It is expected that seven officers in all will be employed there on security work. Liaison with United Kingdom and United States security authorities has been greatly extended.

20. The Prisoner of War Officer discharges the following duties:

(a) Examination of captured documents and of captured enemy chattels.

(b) Liaison work at Combined Service Interrogation Centre, Hull, and in the P/W Sections of M.I. and A.I. generally.

(c) Liaison with the Canadian Postal Censorship and distillation of Naval Intelligence from the mails.

(d) Liaison with Canadian "Internment Operations".

(e) Liaison with N.I.D. XI, Admiralty, and with F.I.S. and G.I.S., together with scrutiny of N.I. documents in circulation.

(f) Liaison with P/W Section of U.S.N.I. and with the appropriate sections of U.S. Postal Censorship and of U.S. "Internment Operations".

21. The Weekly Summary for Senior Officers has been discontinued and has been replaced by the R.C.N. Monthly Review prepared by the Director of Plans Division. The Memorandum for the Minister and N.A.S.I.R. continue to be prepared.

TRADE SECTION

22. Due to the extension of the war the work of the Trade Section has substantially increased during this quarter.

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23. Owing to winter conditions there were no convoys out of Sydney in the quarter. Both S.C. and H.X. convoys sailed from Halifax. This great increase in work was adequately handled by that port.

24. The delay situation in Halifax was substantially better this winter than last. This was due in large measure to the agressive way in which the problem has been attacked by the Ministry of W.T. and the controller of ship repairs.

Merchant Seamen

25. The Canadian and British Manning Pools are now functioning smoothly. The matter of legislation to deal with Allied merchant seamen on the same basis is still under consideration.

26. The Naval Boarding Service has continued to expand and to carry on its excellent work. This has been much aided by the public and various charitable and fraternal organizations who have provided ditty bags, comforts, cigarettes, and periodicals for distribution.

27. A joint British and American routeing scheme has been worked out. This scheme will be brought into force gradually as the U.S.N. is able to take over the various responsibilities placed upon them.

28. The Consular Shipping Advisers have been renamed British Routeing Officers and have moved their Offices in or adjacent to those of the U.S. Port Directors, with whom they work in close co-operation.

29. Due to the increase in U-boat activity in coastal waters a system of coastal convoys between Halifax and St. John's, Newfoundland, has been instituted.

30. With the opening of navigation in the St. Lawrence river convoys will also be inaugurated. It is hoped to use new construction coming down from the lakes for part of the needed escort duties.

31. For purposes of Vesca and Route signals only, Honolulu has been transferred from the Wellington Intelligence Area to the Ottawa Intelligence Area. Information of shipping movements affecting the Hawaiian Islands is at present being received in N.S.H.Q. through the Canadian Legation, Washington.

32. N.S.H.Q. continued to receive all Merchant Shipping information affecting the North American area. This information is passed to all other interested Intelligence Centres, Operational Centres, and Ship Managing Authorities as necessary.

33. Local movements in the Hawaiian area are now included in the Vesca system.

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34. The ships' card index (Roneo System) represents more than 20,000 merchant vessels. Each ship's card carries notations of all reported ship's movements, references to all signals received and despatched, as well as pertinent particulars of of intelligence concerning ship, master and crew. This card system is a most useful ready reference in dealing with queries and in reporting and dealing with ships' movements and of ships proceeding for convoy.

35. For the purpose of providing the Navy Department, Washington, with a world shipping plot, complete world Vesca reports, with route signals of all ships proceeding trans-Pacific and moving in the Atlantic west of 026° west, are now received in N.S.H.Q. for transmission to the Office of the Chief of Naval Operations. Vesca reports of movements are checked against ships' cards, summarized and passed by teletype. Route signals are checked, copied and likewise passed by teletype. Vesca reports from N.C.S.O.'s and B.R.O.'s in the Ottawa area are also summarized and passed, together with route signals.

36. Summaries of shipping movements (as required by authorities concerned) are also prepared and passed daily for the information of the Commander-in-Chief, West Indies, the Atlantic and Pacific Coast Commanders, and the Netherlands, Norwegian and Polish shipping authorities.

37. All shipping movements and routes in eastern Pacific, routes trans-Pacific, and movements in the Antipodes of shipping which originally departed from ports on the U.S.A. Pacific Coast are passed daily by signal to the B.R.O., San Francisco, for the information of the United States Naval Operation Base, Twelfth Naval District, San Francisco.

38. Approximately 280 signals are received each day reporting the movements of 800 ships, while signals despatched represent more than 400 ships.

39. The Mercantile Movements Division, with a staff of 75, deals with the mechanics of recording and reporting under the Vesca system, working ten full hours each day, seven days weekly.

40. Close liaison is maintained with the Canadian General Post Office, the Ministry of War Transport's representative in Montreal, and Naval Control Service Officers in Canadian ports for the purpose of providing space in suitable ships for the carrying of mail.

41. Information of ship movements for certain specified ships is passed to B.R.O., New York, and to N.C.S.O., Montreal, for the information of interested operators. Increasing use of this service is being made by shipping companies.

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ROUTEING AND CONVOY SECTION

42. The gradual assumption by the U.S. Navy Department of responsibility for routeing of independently sailed merchant vessels is proceeding. Progress in this respect has been faster on the Pacific than on the Atlantic and Gulf coasts.

43. Due to the increase in enemy submarine activity off the North American west coast it was arranged that the responsibility for the diversion of merchant ships at sea in the Ottawa area should be assumed by Ottawa. The necessary organization was set up and on February 1 N.S.H.Q. commenced its activities as a diverting authority.

44. The following table shows the number of ships in mercantile convoys from the opening of hostilities to date:

Year	Month	Numbers convoyed from Canadian Eastern Ports	Nfld.	Bermuda
1939	September	63		
	October	98		
	November	161		
	December	213		
1940	January	193		
	February	199		
	March	290		
	April	272		156
	May	150		145
	June	222		136
	July	314		118
	August	331		91
	September	411		75
	October	326		50
	November	326		74
	December	142		100
1941	January	285		69
	February	197		39
	March	286		42
	April	340		99
	May	272		16
	June	429	7	--
	July	369	11	--
	August	591	24	--
	September	525	15	--
	October	396	12	--
	November	445	4	--
	December	359	6	--
1942	January	336	8	--
	February	246	5	--
x	March	302	1	--
		9,089	93	1,210

x Subject to slight revision in next quarter's report.

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Deadweight tonnage carried (excluding Newfoundland and Bermuda): 56,560,500.

45. During this quarter the larger T.C. convoys were discontinued in favour of smaller and more frequent convoys known as N.A., which sail approximately every two weeks. They carry Naval, Air Force, Merchant Navy and Army and Civilian personnel, movements of the first three being given priority.

46. The following N.A. Convoys were sailed:-

Troop Convoys During Quarter January 1 to March 31, 1942:

Eastbound:

Convoy	Sailing Date	Ships	Numbers carried	Escort
N.A. 1	Jan. 10	Bergensfjord) Stratheden)	4,285	H.M.S. Rockingham Beverly
			arrived U.K. Jan. 19.	
N.A. 2	Jan. 30	Volendam) Largs Bay)	1,703	H.M.S. Belmont Firedrake
			arrived U.K. Feb. 9.	
	NOTE:	H.M.S. Belmont was torpedoed and sunk on Jan. 31. George Washington was originally intended for this movement and embarked 3,474 personnel, but could not proceed owing to boiler defects.		
N.A. 3	Feb. 11	H.M.S. Alcantara) Dominion Monarch)	1,568	H.M.S. Montgomery O.R.P. Garland
			arrived U.K. Feb. 19.	
N.A. 4	Mar. 1	Orion) Cameronia)	5,600	H.M.S. Rockingham Beverly
			arrived U.K. Mar. 11.	
N.A. 5	Mar. 14	Orbita) Empress of Canada)	5,300	U.S.S. Nicholson Swanson
			arrived U.K. Mar. 22.	
N.A. 6	Mar. 21	Capetown Castle) Aorangi)	3,942	H.M.S. Churchill Chesterfield
			arrived U.K. Mar. 28.	

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47. Halifax to Newfoundland and Return: Between Feb. 5 and 22 Lady Nelson escorted by H.M.C.S. Hamilton made two trips between Halifax and St. John's, Newfoundland. Canadian troops numbering 877 were moved to Newfoundland to relieve 801 returned to Canada.

48. Westbound: C.T. Convoys continued to carry Navy, Army, Air Force, Merchant Navy and Civilian personnel to Canada, U.S. and onward passage to other destinations.

The following were sailed:-

Convoy	Sailing Date	Ships	Numbers carried	Escort
C. T. 8	Dec. 23	Bergensfjord) Moreton Bay)	3,352	H.M.S. Beverly Rockingham
			arrived Halifax Jan. 1.	
C. T. 9	Jan. 7	Volendam) Montcalm)	2,877	H.M.S. Belmont Montgomery
			arrived Halifax Jan. 19.	
C. T.10	Feb. 3	Chateau Thierry) Highland Brigade)	2,074	H.M.S. Beverly Rockingham
			arrived Halifax Feb. 12	
C. T.11	Feb. 25	Orbita) Llanstephan Castle)	3,403	H.M.S. Witch Vanquisher H.M.C.S. Ottawa
			arrived Halifax Mar. 8.	

49. A special convoy consisting of H.M.S. Ranpura and H.M.S. Ausonia escorted by H.M.S. Sherwood and O.R.P. Garland, with approximately 240 personnel sailed from U.K. Jan. 25 and arrived Halifax Feb. 3.

50. H.M.S. Carnarvon Castle sailed from Norfolk, Va., for U.K. on March 27 carrying 250 Canadian Army and 250 Canadian Air Force personnel.

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VI - DOCKYARDS

New Ship Construction.

1. Destroyers:

Under construction	- 4 in England
Ordered	- 2 in Canada
(Approved but not yet ordered	- 2 in Canada).

2. Corvettes:

Accepted	- 57 Flower Class
	- 5 Revised Flower Class
Under construction	- 3 Flower Class
	- 5 Revised Flower Class
Ordered	- 30 Twin-screw River Class
	- 8 Revised Flower Class.

3. Minesweepers:

Accepted	- 28 Steam Bangors
	- 1 Diesel Bangor
Under construction	- 10 Steam Bangors
	- 9 Diesel Bangors
	- 2 Wooden Type
Ordered	- 10 Algerine Type.

4. Fairmiles:

Accepted	- 21
Under construction	- 33.

5. Motor Torpedo Boats:

Contract transferred to B.A.T.M.

6. Smaller Craft:

Fishermen's Reserve Patrol Vessels	- 6 accepted.
Harbour Defence Patrol Craft	-(2 accepted (8 under construction
General Utility Harbour Craft	-(15 accepted (10 under construction

7. Auxiliary Craft:

Wooden Gate Vessels	- 2 accepted
Concrete Gate Vessels	- 2 accepted

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Base Supply Ships - 2 under construction

Steel Ammunition Lighters - 2 accepted.

8. Repairs: H.M.C. Dockyards at Halifax and Esquimalt operated at peak capacity during the period under review (January 1 to March 31, 1942). Repairs as required were carried out to ships of Allied Governments, as well as to H.M.C. and H.M. ships. Repairs were carried out under Naval supervision at various private shipyards on both coasts.

9. Marine Railways: An 80-ton marine railway has been completed in H.M.C. Dockyard, Esquimalt.

Under Construction:

3000-ton marine railway at Halifax, N.S.
3000- " " " " Shelburne, N.S.
3000- " " " " Sydney, N.S.
2000- " " " " Pictou, N.S.
1400- " " " " Lunenburg, N.S.
200- " " " " Gaspe, P.Q.
200- " " " " Sydney, N.S.
200- " " " " Shelburne, N.S.

Ordered:

1400-ton marine railway at Liverpool, N.S.

10. Floating Dry Dock: A 25,000-ton steel floating dock is under construction at Halifax, which it is anticipated will be completed in the near future. The first two sections are complete and have been in use. The third and last section requires completion in certain details only.

WORKS AND BUILDINGS

11. The Works and Buildings Directorate composed of Civil Personnel, and formed in November, 1940, is an Architectural-Engineering organization whose functions are the design and supervision of construction of Works and Buildings of the Naval Service shore establishments in Canada and Newfoundland.

12. The following is a brief summary of the numbers of separate jobs authorized, and under construction or completed, as at the end of March, 1942.

	Authorized Works	In Progress or Completed.
Newfoundland	60	36
Halifax and Vicinity	82	38

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	Authorized Works	In Progress or Completed.
Shelburne	36	21
Sydney	53	23
Gaspe	26	23
Various locations	11	4
Pacific Coast	56	25
	324	170

13. Detailed drawings for all structures are prepared by the Headquarters Staff, as are specifications, and this technical staff consists of 31 architects and 22 engineers. Blue prints and specifications of all structures are furnished to the Department of Munitions and Supply for the obtaining of tenders, also to the local Engineers on both coasts in charge of construction, and the Contractors. The average number of blue prints made and mailed daily is 175.

14. Plans and complete data regarding all lands purchased or leased for Naval purposes are now being compiled by the Lands and Lease Department of the Branch, which also arranges for the necessary surveys, preparation of plans and descriptions and payment of purchase price, and rentals.

15. In Newfoundland there is a staff of 10, including engineers and checkers. On the Canadian Atlantic Coast at the various Naval bases there are 29 engineers, eight architects and 22 employed as clerks, accountants, checkers, etc.. On the Pacific Coast the Works and Buildings staff consists of four engineers, two architects, two clerks of works and one stenographer.

16. The total cost of Works and Buildings completed during January, February, March, 1942, and now under construction may be summarized as follows:-

Completed:

East Coast	$ 1,600,000.00
West Coast	100,000.00
Newfoundland	2,210,000.00
	$ 3,910,000.00

Under construction:

East Coast	Halifax Dockyard	$ 2,150,000.00
	Nelson Barracks	5,160,000.00
	Halifax vicinity	780,000.00
	Shelburne Base	1,680,000.00
	Pictou, Liverpool, Lunenbury Base	640,000.00
	Sydney Base	5,000,000.00
	Gaspe Base	800,000.00
	St. John's, Nfld.	1,200,000.00
	Central Canada	940,000.00
Esquimalt and West Coast generally		1,430,000.00
		$19,780,000.00

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Projects under consideration and study and planning:

D/F Stations
Naval Armament Establishment, Halifax
Auxiliary Vessel Base, Halifax
Inland Magazines
Ships Co. Quarters, Kings College, Halifax
Signal School - Enfield, N.S.
Saint John, N.B., Establishment
Fitting out berth, Saint John, N.B.
Expansion H.M.C. Dockyard, Esquimalt
"Givenchy" Establishment, Esquimalt
Additional Buildings Naden 1, Esquimalt
R.C.N.V.R. Establishments
Botwood Newfoundland Base
W/T Stations.

CONSTRUCTION LIAISON

17. This Branch, functioning since November, 1941, has been instrumental in furthering the development of the various Naval projects as applied to new construction of buildings and facilities.

18. It is difficult to put in report form the detail of the work covered or accomplished. As the greater part of the duties are of a liaison, advisory or co-ordinating nature, no one project or problem is carried to completion.

St. John's, Nfld.

19. Construction of this base has been under way by E.G.M. Cape & Company since last Fall and considerable progress has been made. The co-ordinating of requirements, the development of plans and the "follow-up" required with the contractors have been handled by the Superintendent of the Branch. Liaison with members of the British Admiralty Technical Mission has been maintained. Some of the buildings and works have been or will be shortly occupied and all phases of the operation are under construction.

Botwood, Nfld.

20. Working drawings of the various projects, with the exception of the oil and gasoline installation have been completed or are being completed and the appointment of a contractor will shortly be made.

Halifax, N.S.

21. Certain liaison work has been attempted, mainly in furthering submissions through Base Planning Committee for approval, but due to the large number of individuals interested in this base, and the wide ramifications involved, progress has been slow and confused. The Headquarters' liaison work involved in Halifax and vicinity requires the full time

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of one officer. Representation and recommendation has been made to obtain such an officer and it is expected that after such an appointment is filled better progress will follow.

Nelson Barracks, Halifax, N.S.

22. During the quarter, some liaison work was handled, following on former association with the project. Following on the disclosure of faulty and optimistic estimating the completion of this scheme as a unit in fire proof buildings has been temporarily abandoned and the necessary requirements taken care of in wood construction.

Saint John, N.B.

23. The procurement of the site selected and the development of plans in connection with this base will, it is hoped, be proceeded with in near future.

Signal School, Enfield, N.S.

24. This is a new project. Preliminary plans are at hand, survey of the site is progressing, approval of the project has been given. The size of the development will require the full time of one Liaison Officer to further the development.

Esquimalt, B.C.

25. A plan for the development and expansion of H.M.C. Barracks, has been drawn up and passed to C.N.E.S. for consideration. Discussions have taken place with Messrs. McCarter and Nairn's offices in Vancouver in connection with the plans for the new Cadets' Block, R.C.N. College. Tenders have now been received and construction will be started before April 1st. Considerable time has been spent in liaison work with D.W.B.(N) on outstanding projects for the West Coast. Almost all outstanding projects will be out for tenders by April 1st.

Sydney, Shelburne and Gaspe.

26. Layout of the Sydney Base, taking into consideration the requirements of passive defence, was completed. Plans of the Dockyard buildings, submitted by Halifax, E.W.B., were reviewed and revised to conform more closely with needs and established policy. Auxiliary services, in particular that of fire prevention, were investigated.

27. Anticipated costs of construction at all three bases during the financial year 1942-3 were estimated, and the Sydney Estimates were examined and presented to C.N.E.S. in some detail.

28. Minor problems in relation to Shelburne and Gaspe were handled as they appeared. Ministerial approval was obtained for the railroad spur

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to Shelburne Base jointly with the R.C.A.F.. Gasoline storage was planned for all three bases, and the working drawings were produced by D.W.B.(N). C253116

R.C.N.V.R. Divisions.

29. A general survey of accommodation at all R.C.N.V.R. Divisions was made and a general scheme for improving training facilities was prepared from information supplied by S.C.L. Preliminary estimates of the cost of carrying out the required new construction, alterations and additions were prepared.

30. Plans for standard buildings to be used for all new construction were developed and were approved by the Chief of Naval Personnel.

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1. Naval Stores and Fuel: Contracts for the rental of tanks for oil at Ioco, Burnaby and Prince Rupert, total capacity 165,000 barrels, and provision to keep these tanks and others under construction at the required levels have been made. Barracks, galley and hospital equipment have been arranged for at the following points: St. John's, Nfld.; Gaspe, P.Q.; Halifax, N.S.; and Esquimalt, B.C.

2. Life-saving Equipment: Investigations have been instituted in regard to the use of cellular rubber in life jackets, on which a report will be made later. Contract demands have been raised for 10,000 life lights on buoyant life-saving apparatus and 10,000 individual life lights, also the same number of shrill note whistles. Fire-fighting equipment for St. John's, Nfld., Sydney, Gaspe, Halifax and Esquimalt have been arranged for. Diving gear, binoculars and telescopes have also been arranged for.

3. Advanced Buying Policy: The Dockyards have been instructed to review stocks periodically and to raise contract demands covering anticipated requirements for three, six and twelve months.

4. New Construction Ships: Supply has been arranged for R.C.N. and R.N. new construction ships covering chain cable, anchors, pulling boats and whalers, motor boats, voice-piping gear, echo sounders, sextants, compasses, logs, etc.

5. Special Procurement Section: Contract demands have been raised for 20 miscellaneous specified items of maintenance valued in total at $2,549,432.67.

Victualling Stores.

6. Contract demands have been raised for anticipated requirements of the Naval Service covering uniforms, provisions and mess traps for next fall and winter deliveries. Existing conditions both foreign and domestic have rendered this task difficult.

7. With the co-operation of the Department of Munitions and Supply close check-ups of deliveries from contractors is maintained.

8. Attention is being given to Women's Uniforms of the different corps, also to weather-proof suits with kapok linings and other protective clothing.

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9. Experiments are being made in conjunction with the Medical Director General on concentrated food with high vitamin content, dehydrated vegetables, etc., with a view to conserve space on ships.

Accounts Payable Division

10. Contractors' invoices covered by Local Purchase Orders, local contract demands and requisitions on standing contracts were passed and recommended for payment. Local Treasury Officers at Halifax and Esquimalt now pay for purchases on Contract Demands raised at these points but all other invoices, with the exception of those covered by Acceptance of Tender, Forms M & S 2, paid through the office of the Director of Contracts, are handled through this Division. All invoices, after payment, are recorded at this Division.

11. The system of inspection receipt vouchers was changed January 1, 1942, and though an improvement is noticeable, contractors still protest delay in payments. This Division is now working on a further revision which will be submitted to the Director of Naval Stores in the near future.

12. The Division handles Admiralty claims and passes cash accounts of all R.C.N.V.R. Divisions and ships where they pertain to stores purchased. For the Quarter in review, some 20,000 invoices were passed to Treasury for payment, totalling approximately $5,000,000. Admiralty claims of $500,000 were also handled by this Division.

Financial Control

13. Original Naval Stores estimates of October, 1941, were approximately $47,000,000. Revision showed an additional $13,000,000 was required so that the estimates for 1942-43 will be $60,000,000 approximately. Preparation of the above estimates together with submissions to the War Committee of the Cabinet and Treasury Board for authority to commit in 1941-42 against 1942-43 estimates, together with the checking and coding of all contract demands of which there were approximately 7,000 during the Quarter, involved much detail work by the senior members of the staff.

Stores Examination

14. During the period under review, this Division employed four senior stores examiners whose duties are the examination and checking of stores at Halifax and Esquimalt, all outports, bases and R.C.N.V.R. Divisions. Stores and accounting procedure at Montreal, Quebec, Gaspe, Saint John, N.B., Sydney, Halifax and Esquimalt, were checked during the period.

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Inventories of stores at both Dockyards, as well as outports, bases and R.C.N.V.R. Divisions, are being prepared so that the figures will be available at March 31, 1942, the end of the fiscal year, and examiners are now at both Dockyards for this purpose.

15. The Division also checks all Clothing and Provision accounts of Ships and R.C.N.V.R. Divisions.

Technical Assistants.

16. Due to the scarcity of some raw materials, specifications have had to be revised and the question raised as to the procurement of suitable substitutes and their sources, also their acceptability in lieu of Admiralty patterns submitted. The above included tubes for boilers, fire-bricks and items containing rubber, fibres, metals, fish oil, etc.

17. Attendance and results noted at the tests of the National Research Council of such items as bull rings for towing, chemical plating of eyebolts, battery containers, fire protection shovel scoops, deck clocks, electric whistles, bridle chains, etc., occupied considerable time.

18. Tests were also made of new life-saving apparatus, smoke producing sets of chloro-sulphonic acid gas for the Netherlands Government, anchors of cast steel make in Canada for the first time, boiler and superheater tubes for shipment to South Africa and numerous articles of small gear.

19. The difficulties pertaining to the manufacture in Canada of a new Minesweeping cutter, Pattern 8714, have been overcome and the first of these is now ready for delivery.

20. Electrical research has been conducted in regard to searchlights, signalling projectors, lanterns, batteries, lampholders, etc., Aldis and Admiralty pattern lamps and other electric illuminators.

Storing New Ships

21. Most of the stores for the following ships building on the new program, 1942, 1943 and 1944 have been ordered for both Admiralty and Canadian accounts:

Twin-screw Corvettes
Algerine Minesweepers
Revised Single-screw Corvettes
Western Isles Trawlers
Fairmiles

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These include:

(a) Most articles of major equipment.

(b) Most articles on which priorities are necessary.

(c) Those major articles which are not actually ordered are under consideration and will be ordered in the near future.

22. All that remains to be ordered are small articles on which procurement is comparatively easy and these are now being dealt with.

SUPPLY LIAISON

23. The Supply Liaison Officer assisted the Directors of the R.C.N. in arranging for the procurement and delivery of components through the Department of Munitions and Supply where efforts through the regular channels were not sufficient. This assistance, which covered a large number and variety of items, was given, in particular, to D.N.S., D.W.B., D.N.O., S.B.D., S.A/S., S.T.T.D., D.S.D., Equipment Division and the D.M.

24. Assistance was given to several Directors, the D.N.S. in particular, on questions relating to priorities. The issuance of priority certificates and ratings and the control of materials by the Department of Munitions and Supply are playing a very important part in the delivery of Naval equipment.

25. Assistance was given to officials of the Department of Munitions and Supply where additional information had to be secured from the Naval Service before these officials were able to place Acceptances of Tender for naval equipment.

Equipment Division

26. It was decided by the Executive Committee of the Equipment Division that certain changes should be made in the Equipment Division, particularly in the method of procurement of A/S components. It is believed that a plan has been worked out whereby the purchase of A/S components for the R.C.N. and the B.A.T.M. can be done directly by the Department of Munitions and Supply, thereby saving the duplication in work of routeing all these orders through the Equipment Division. While this plan seems sound in principle, there is no doubt that difficulties in operation will arise from time to time when the new plan is put into effect and it is anticipated that careful supervision will have to be maintained during the next three or four months.

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Joint War Production Committee

27. During February the Supply Liaison Officer was appointed as an observer to the Joint War Production Committee.

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VIII - NAVAL ARMAMENT

1. The supply of ammunition for guns 3" and upwards has shown further improvement. An order for Q.F. 2 pdr. ammunition for use in the guns now being manufactured for corvettes and minesweepers is being placed in the United States in connection with Admiralty Orders.

2. The situation in regard to small arm ammunition requirements is considered satisfactory as demands are being met from arsenals production. The United States supplies Colt .5" ammunition, but the percentages of armour-piercing and tracer types are rather low. Although some progress is being made, the manufacture in Canada of Colt and Vickers .5" ammunition is several months overdue, owing to machinery and tooling problems.

3. A second order for 8,000 depth charges with both Mark VII and Mark IX pistols will shortly be placed and work commenced.

4. The work of modifying some 30 Q.F. 12 pdr. L.A. to H.A. guns has been commenced in the Armament Depot Workshops at Esquimalt.

5. Delivery of Q.F. 12 Pdr. H.A./L.A. guns and mountings from Canadian manufacture for Bangor Minesweepers has commenced and Q.F. 2 Pdr. Mark VIII mountings will be delivered at the rate of about 12 per month for arming corvettes and minesweepers commencing in April. Unfortunately the production of guns for these mountings will not come forward until about August.

6. Delivery of 4 Oerlikon equipments from the U.S.A. for improving the close range A/A armament of River Class Destroyers was promised during March, but have not yet been delivered. It is expected the equipments will arrive in time for installation in H.M.C. destroyers Saguenay and Skeena.

7. Since the last Quarterly report, arrangements have been concluded for the replacement of all older pattern anti-gas respirator containers by a container of the latest mark, of which 10,000 were recently made available. Additional supplies are being obtained with a view to ensuring the fitting of the latest containers to all anti-gas respirators now in service.

8. The armament for Corvettes, Minesweepers, Fairmiles, Patrol and other armed Naval vessels continues to be installed as ships are commissioned. Improvements are added as experience is gained.

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9. Considerable difficulty is being experienced in Halifax in handling large consignments of ammunition and other stores to and from the United Kingdom. This year will probably see even larger deliveries of ammunition to Halifax.

10. Difficulty in providing adequate modern fire control equipment for the Gunnery schools is still being experienced through the shortage in the United Kingdom and Canada. The Admiralty are very firm on the question of placing H.M.C. Gunnery schools in a very low category for delivery of equipment.

11. One Dome teacher has been shipped from the United Kingdom for installation in the Halifax Gunnery School, and this will be of great assistance in A/A training. Further Dome teachers will be delivered at an early date but it now appears that the Dome teacher buildings at Montreal, Sydney and Esquimalt will not be ready for installation of these teachers for some months. The delay in obtaining the necessary land for erection of these buildings, now amounting to eight months, has practically precluded the possibility of giving extended A/A training to D.E.M.S. personnel at these ports during 1942.

12. There are three buildings yet to be completed in the Magazine Area, Halifax. The remainder of the Main Magazine contract has been completed including the new Magazine Wharf. Storage accommodation in the Armament Depot, Halifax, totally inadequate during the last quarter, has not improved, although the temporary Gun Mounting Store has progressed favourably since this project was commenced and should be completed by the end of April. This is, however, a temporary stopgap.

13. Space for the building of further Armament Depot accommodation in the Dockyard, Halifax, is not available and investigation is at present proceeding for the removal of the Armament Depot completely from the Dockyard to the other side of the Harbour. This move is very essential to give scope for the most necessary and long delayed expansion of facilities to take care of the greatly increased work of this establishment.

14. The congestion in storage space in the Magazine Area predicted during the last quarter has already become acute, despite considerable relief afforded by the transfer of a large quantity of bulky explosive stores to the West Coast magazines. This makes the construction of the permanent inland magazines a very urgent requirement. Complete survey of the site tentatively selected is to be made as soon as the snow has cleared.

15. With increased activity on the West Coast the provision of many types of armament has been difficult, but practically all requirements

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have been met. The storage capacity in the Magazine Area on that Coast to provide for ammunition reserves will soon become inadequate and investigation of a site for an inland magazine will be undertaken during the next quarter.

16. Progress in construction of the underground magazines in St. John's, Nfld., appears satisfactory, but the situation as regards Armament and Torpedo Depot facilities has become confused and unsatisfactory. It appears that there is not sufficient room for these in the Dockyard, which will necessitate building on the South Side at the Magazine Site. It is hoped to clear up this situation in the next two weeks.

MERCANTILE DEFENSIVE EQUIPMENT

D.E.M.S. Inspections

17. D.E.M.S. inspections have been carried out in ports throughout Canada as follows:-

Halifax	- 892
Sydney	- 85
Saint John N.B.	- 120
Esquimalt	- 25.

18. Armament has been provided to 33 vessels, of which 15 were completed in Halifax, two in Sydney, four in Saint John, N.B., and 12 in Esquimalt - particulars are as follows:-

NAME OF SHIP	REGISTRY	WHERE ARMED	ARMAMENT
Granville	Norwegian	Esquimalt	4" Gun
Grenanger	"	"	"
Baghdad	"	"	"
Oregon Express	"	"	"
Baalbek	"	"	"
British Columbia Express	"	"	"
Albertolite	Canadian	"	"
Rosebank	"	"	"
Berganger	Norwegian	"	"
Corneville	"	"	"

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NAME OF SHIP	REGISTRY	WHERE ARMED	ARMAMENT
Trondanger	Norwegian	Esquimalt	4" Gun
Fort St. James	British	"	"
Fort Ville Marie	"	Halifax	"
Lieut. St. Loubert Bie	British ex-French	"	"
Montcalm	U.S.S.R.	Halifax	3" Gun
Fort Amherst	British	"	"
Ramo	Norwegian	"	"
Fort Townsend	British	"	"
Aun	Norwegian	"	"
Moyra	Canadian	"	"
Atlanticos	Greek	"	"
John Cabot	British	"	"
Agios Georgios	Greek	"	"
Foundation Franklin	Canadian	"	2 3-Pdr. guns
Foundation Aranmore	Canadian	"	2 6-Pdr. "
Aspasia Nomikos	Greek	"	3" Gun
Carolus	Canadian	"	"
Koll	Norwegian	Sydney	"
Triglav	Yugoslav	"	"
Nandi	Norwegian	Saint John	"
Radbury	British	"	"
Lido	Norwegian	"	"
Elgin	Canadian	"	"

19. Military A.A. Gunners: The supply has been adequate to meet all requirements. Instructions have recently been received from the Admiralty to supply two men for each Lewis or Hotchkiss gun issued.

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20. Anti-aircraft Machine Guns: During the past quarter the supply has been more plentiful with .303 Lewis, Colts and Twin Marlins being available. Fifty Twin .5 Colt equipments were received and issued. A further 26 sets are expected in Halifax shortly and will be reserved for new construction vessels completing in April. Oerlikons have not yet been received for D.E.M.S. purposes, but the supply is expected to commence shortly.

21. Plastic Armour: Arrangements for building both machine gun nests and bridge protection have been completed at all D.E.M.S. ports. It is the policy to replace concrete protection with plastic armour in all cases where time permits.

22. C.A.M. Ships: This service was suspended for about two months but is again in operation.

23. A.A. Training: An officer qualified in the training of merchant seamen has arrived from the United Kingdom. It will be his duty to standardize training at all D.E.M.S. ports in Canada and to assist in arranging for the provision of training facilities.

24. New Construction: Three 10,000-ton merchant ships have been completed and armed to date. During April it is expected to complete four vessels on the West Coast and four in Saint Lawrence ports. The scale of completion will approximate eight per month until September, when a sharp increase is anticipated for the balance of the year.

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THE WHOLE OF THIS SECTION IS TO BE REGARDED AS SECRET

IX - TECHNICAL DEVELOPMENT

ANTI-SUBMARINE

Personnel

1. On March 31 officers serving in Anti-Submarine were:

Headquarters	3
Equipment Division Production	20
Installation and Maintenance	20
A/S School Halifax	10
A/S School Esquimalt	3
Fixed Defences	3
Trained in U.K.	3

2. As of March 20 the situation in respect of ratings was:

	R.C.N.	R.C.N.V.R.	Total
S.D.I.	4	--	4
H.S.D.	58	46	104
S.D.	95	456	551
Electricians and E.A's			34

In addition to the above, four officers and ten E.A.'s are in training.

A/S Vessels

3. As of the end of the quarter A/S fitted vessels were:

	R.C.N.	R.N.	Total
Corvettes	60	8	68
Minesweepers	29	6	35
Fairmiles	13		13
Aux. Cruisers			1
Destroyers (River) British Gear			6
Destroyers (Town) American Gear			7
Armed Yachts			12
Fishermen's Reserve			1
Gate Vessels			4

4. It was decided during the quarter to fit A/S gear in the three Auxiliary Cruisers and in the four "Fundy" Class Minesweepers. As noted above one A.C. is fitted, and one is under way. Provision for the four Minesweepers is still in the planning stage.

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5. Financial Estimate: The financial estimate previously prepared was reviewed and revised as necessary. Provision was made for fitting 18 additional Fairmiles.

Training Plans

6. Considerable study was given to training methods employed in respect of training both S.D. ratings and E.A.'s for A/S. It was concluded that the preliminary training being given at University of Toronto in preparation of ratings for S.D. courses could be improved to make it more practical. A complete new curriculum has been drawn up and future training has been transferred to Westdale Technical School at Hamilton. The first class is under way at Hamilton and the current course at University of Toronto will be the last one there.

7. Due to the current shortage of E.A's for A/S it was decided to institute a training course for them. A class of 60, 30 of which are to be for A/S, has been arranged to start in Hamilton Technical Institute early in April. The curriculum and training procedure required has been prepared and a suitable teaching staff arranged.

Buildings

8. Two extra classrooms have been added to H.M.C. A/S School at Halifax.

9. H.M.C. A/S School at Esquimalt is presently being doubled in size.

10. Training equipment installed and in service in the schools now comprises the following:

Halifax

3 Attack Teachers
1 Mass Procedure Teacher
1 Procedure Teacher
4 Sets Demonstration Apparatus
1 Mobile Training Unit

Esquimalt

2[x] Attack Teachers
1 Mass Procedure Teacher
3 Sets Demonstration Apparatus
x 1 only working as yet.

St. John's, Newfoundland

1 Mobile Training Unit

Arrangements have been made for the supply of one submarine to St. John for A/S training purposes and one to Halifax, replacing H.M.N.S. "015" presently under refit.

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11. Responsibilities: It has been recommended and approved that the A/S installation and maintenance group shall in future be responsible for supervision of installation and for maintenance of S/A gear and for supervision of installation of Sperry Gyro Compass equipment. Echo Sounding Installation and maintenance continues to be an A/S commitment.

Personnel Establishment Plan

12. With alterations in the planned disposal of vessels and increases in the number to be operated, officer and other personnel requirements in the Department have been surveyed. After extensive study a complete Personnel Establishment Plan has been drawn up to represent requirements as of midsummer 1942.

13. Action has been initiated with the Personnel Department to enter additional officers and to provide training for officers now in the Service.

14. The training of E.A's is referred to above under "Training Plans".

15. The A/S Training Scheme (for A/S ratings) referred to in previous reports as having been drawn up for the guidance of the two A/S schools is still in operation.

Fixed Defences

East Coast

16. The A/S loops and loop station at Halifax are in full operation. The building and equipment for the H.D.A. system at Sydney are ready for operation and will be put into service as soon as ice conditions permit the laying of the sea unit.

17. Protection of Botwood harbour has been allowed for. The defence arrangements are to consist of two H.D.A.'s and an eight unit Sono Buoy system. The Army has provided the necessary accommodation both for personnel and control instruments. The H.D.A. gear has been received from Admiralty and is at present in storage at Halifax. The Sono Buoys have not yet been received from the U.S. Naval authorities as final tests are still to be completed.

West Coast

18. Proposals have been forwarded to N.S.H.Q. by C.O.P.C. concerning Fixed Defence equipment for the West Coast. Naval Staff has not yet given a decision regarding these recommendations.

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19. Maintenance Bases: The commissioning of Prince Rupert as a base will require A/S personnel and equipment to service the ships based thereon. The A/S requirements at Argentia, Newfoundland, are also being looked into very closely.

Equipment Division

20. It was decided to reorganize the responsibilities of the Equipment Division so as to relieve the Production Manager and his staff of the financial duties now associated with the production and manufacture of Asdic gear. It has therefore been proposed and agreed that upon completion of the current manufacturing programme ordering shall be done through the Department of Munitions and Supply, who will be responsible for financing and for following up production. This revised method will gradually come into force as the current programme is completed. It is to be noted that difficulty is currently being experienced in producing A/S equipment due to delays on the part of primary suppliers, and Equipment Division is constantly occupied in following up the firms concerned.

R. D. F.

21. A great improvement took place this quarter with respect to the supply of Canadian R.D.F. equipment, production having reached a figure well above our rate of installation. Currently a surplus of 25 complete sets is being carried in stock.

22. Enough time has elapsed since the fitting of the first ships in late summer and early fall of 1941 to be able to determine the weaknesses of the design. No important defects have developed in the actual R.D.F. electrical equipment. A major difficulty has shown up in one part of the rotating mechanism. Action has been taken to eliminate this source of trouble. This action has been divided into two separate efforts: (a) Provision of a unit to replace a small but important part of the rotating mechanism which has been found to fail when subjected to heavy seas and spray. (b) The provision of an improved rotator mechanism which will remove the unit together with the entire rotating mechanism from the reach of anything except light spray, as well as making the whole unit entirely weather-proof.

23. Production of Panoramic receivers for counter R.D.F. service is nearing completion at a factory in Montreal. Installation will take place in the near future.

24. At the end of 1941 15 Corvettes were fitted with Canadian R.D.F. At March 24, 1942, 32 Corvettes were fitted and 13 in progress of fitting. One Town Class Destroyer has been fitted and one Minesweeper. Fitting of all destroyers, corvettes and minesweepers is now limited only by the personnel requirements and harbour facilities.

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25. In order to relieve the pressure on the R.D.F. shipfitting staff at Halifax, fitting of R.D.F. in H.M.C. Ships under construction has now been taken in hand, this work being in progress in Toronto and Midland to be followed by similar operations at all other shipbuilding centres.

26. R.D.F. fitting has proceeded apace at Esquimalt, thus improving the situation on the West Coast. An R.D.F. officer has been appointed to the staff of the Commanding Officer Pacific Coast in order that competent technical advice and supervision may be available.

27. Contacts between the R.D.F. officers of the R.C.N. and the United States Navy have been tightened. Resulting from this liaison we have been able to make arrangements for the supply of a quantity of greatly improved R.D.F. equipment now under production in the United States for the U.S.N. As the United States Navy had not made adequate arrangements for the supply of R.D.F. equipment for its smaller ships, particularly those employed on anti-submarine duties, we have been able to reciprocate the favour by the supply to our ally of 25 standard Corvette equipments.

28. Assistance has also been given to the Royal Netherlands Navy. Eight equipments for motor torpedo boats are nearing completion. The design of this equipment is identical with that which we have adopted for our Fairmile motor launches.

29. Close co-ordination of R.D.F. design and production requirements of the three Canadian Services is maintained through the deliberations of the Interservices R.D.F. Committee, which meets in Ottawa not less than once a month. Further co-ordination of effort is ensured through informal conferences with the opposite numbers of the R.D.F. Branch in the several services. This co-ordination is becoming of particular value now that a common system of R.D.F. identification has been adopted for the U.S.N., the R.N. and R.C.N.

30. An officer of the R.D.F. Branch attends meetings at Washington of the R.D.F. Sub-Committee of the Interservices Communication Board. Through this board and informal conferences, co-ordination of effort of the U.S.N. and the R.C.N. with regard to R.D.F. is being secured.

31. A group consisting of a few specially selected R.C.N. R.D.F. technical officers with an appropriate number of ratings is functioning at the R.D.F. field station of the National Research Council in close co-operation with a scientific group assigned to the Navy by the Council. This combined group works out solutions to problems which occur at sea, and carries out requisite trials and inspections of material in production. In addition, this group

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is currently developing R.D.F. gear for the Service, taking advantage of every known advance, looking towards the installation of equipment in 1943 and 1944.

32. The supply of nitrogen in suitable tanks under pressure for R.D.F. installations has given considerable concern, especially with regard to the adequate supply of spare tanks at remote points. An investigation was made into the provision of a substitute and this has been completed satisfactorily. A substitute using compressed dry air produced by a small self-contained air compressor and dehydrator will be supplied to ships, eliminating the need for nitrogen.

33. This group has made good progress in the development of a device to eliminate radio interference on board ship, the design of R.D.F. beacons, design of counter R.D.F. receivers and is currently engaged in the design of identification R.D.F. equipment which will be required by the end of this year. It is endeavoured to make this equipment suitable for common use by the Army and Navy, thus simplifying the spares arrangements.

S. T. T. D.

Magnetic Minesweeping

34. The first two generators for "LL" sweeps in Bangor Class Minesweepers were inspected and tested at the manufacturer's plant. It has been decided that the first two "LL" installations in Bangor Class Minesweepers will be made in H.M.C.S. Drummondville and H.M.C.S. Red Deer, now in commission, and that the next four will be made in the ships still in the yard of the Toronto Shipbuilding Co. Ltd.

Acoustic Minesweeping

35. The first hammer box for S.A. gear Type "A" has been assembled and first trials made on H.M.C.S. Standard Coaster. These trials showed that the Black & Decker hammer is at least as effective as the Kango hammer, but life tests have not yet been completed.

36. S.A. gear Type "A" is being installed on H.M.C.S. Fundy and H.M.C.S. Gaspe and also on the two 105-ft. wooden minesweepers now under construction.

37. A signal from Admiralty recommends that no immediate plans be made for installing S.A. gear Type "A" on corvettes.

38. Installation of S.A. gear Type "C" has been made in H.M.C.S. Drummondville and H.M.C.S. Red Deer. First trials of S.A. gear Type "C" in H.M.C.S. Drummondville were witnessed 14.2.42. There was a good deal of extraneous noise, but with the help

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of the oscillographs a fair sound analysis was made. The frequency was only recorded by the electrical tachometer. This instrument showed a resonant frequency of 215 but the oscillograph showed the frequency as 233. Other than the frequency, which is doubtful, the sound output was quite satisfactory and the equipment operated without any trouble. Due to service requirements, it has not as yet been possible to check these figures by direct measurements of generator speed.

Metallurgical Laboratory

39. Numerous reports have been received of bolts breaking on "PNM" noisemakers and one bar has broken. This fracture indicates fatigue failure. The broken piece has been sent to the Metallurgical Laboratory and an attempt made to organise a routine for annealing all parts of these sweeps at definite intervals during service life.

40. The Laboratory has given and is continuing to give valuable assistance in connection with diversified problems, not the least of which is the specification of American or Canadian alloy steels to replace British steels for use in Tribal class destroyers.

41. The help of the Laboratory was sought in the matter of the specification of bearing metals and bronze to reduce the use of tin.

42. A problem has been handed to the Laboratory in connection with anti-aircraft kite wire. Canadian mills have not succeeded in producing a wire having the ultimate tensile strength laid down in Admiralty specification.

Chemical Warfare

43. There is a Naval Liaison Officer stationed at the Experimental Field at Suffield, Alberta, and approval has been given for the appointment of an additional officer, so that a beginning has been made in the formation of a Naval group trained in chemical warfare. So far any training in R.C.N. has been almost entirely defensive, but it is being realized more and more that the time has come for vigorous attack.

44. D.W.B. (N) is preparing plans for Anti-Gas schools and decontamination centres for dockyards and bases.

Rubber Conservation

45. Existing stocks of crude rubber in Canada are very small and an effort is being made to conserve supplies as much as possible. Conservation is being achieved partly by reducing the proportion of crude rubber in articles that must be made of rubber and partly by substituting other materials

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for rubber wherever possible. A plant for the manufacture of synthetic rubber substitutes is under construction, but it will be 18 months before it will be in full production. In any case, the plant will not produce the material in anything like the quantity to replace the amount of crude rubber that has been made in the past.

Samples of existing types of sheet rubber and rubber packings were sent to N.S.H.Q. so that physical tests could be made and engineering specifications written.

Tin Conservation

46. Supplies of tin from Malaya have been stopped completely and when existing stocks of tin in Canada become exhausted, there is no replacement in sight. The Metals Controller has suggested that all existing stocks should be taken over by the Government and distributed in accordance with the requirements.

Controlled Mining

47. It has been decided by the Naval Staff that a small permanent controlled minefield will be laid at St. John's, Newfoundland.

SCIENTIFIC RESEARCH & EXPERIMENT DEPARTMENT

Chemistry

48. Experiments are being carried out on various types of cotton line produced by Canadian manufacturers in an endeavor to secure a satisfactory substitute for Italian hemp log lines.

49. Various proprietary compounds are being tested as to suitability as a preservative for manilla and hemp cordage.

50. A method of treating the parts of woollen socks most subject to wear, by means of a plasticized cellulose ether impregnant, has been undergoing test. The results of the preliminary wear test have been inconclusive to date.

51. The non-metallic armour project has produced some interesting information on possible methods of improving the present performance of plastic armour. The best non-metallic armour slabs made in the laboratory to date, have a weight approximately ten per cent greater than equivalent armour plate, and a thickness roughly three times as great. Experiment will continue in an endeavor to reduce these figures.

52. The work on cellular research concerning built-up substitute materials for buoyant substances such as cork, balsa wood, etc., has been centred mainly on methods of construction employing embossed or perforated paper treated with a suitable waterproofing and bonding agent.

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53. An improved model of the Stedman salt-water still is now under construction. It is considered that an improvement in efficiency over that of the original design has been made by the expedient of separating the evaporation and condensation chambers.

54. The problem of preventing adherence of ice to main armament through the use of specially developed greases, has been receiving some consideration. Samples of several possible types which showed up well under laboratory test have been issued to an Eastern base for trials under service conditions. Ice formation on metal surfaces treated with the grease may readily be removed by a light blow from a mallet.

55. Various inhibitors for the prevention of corrosion of Colt machine gun barrels, by action of the cooling water, are being investigated.

Physics

56. A design for a versatile Submarine Attack Teacher has been prepared and submitted to training personnel for approval.

57. All possible methods of detection of small submarine or surface craft approaching harbour defence nets, are being investigated.

58. An experimental model of A/S Recorder, incorporating means for synchronization of paper speed with ship's speed, and other additional features, is under construction. The Recorder will permit ships' course and submarine course to be plotted continuously as a means of improving the accuracy of calculations for final attack.

59. Trials of the General Electric improved Fluxmeter as a substitute indicator for the ballistic galvonometer and associated equipment, for Indicator Loop installations, have been successful. The General Electric instrument has sufficient sensitivity for the purpose, and at the same time is considerably more robust than the ballistic galvanometer set-up.

60. One experimental model of REB, redesigned for construction using components obtainable in the United States and Canada, is now under construction.

61. The Heaviside Layer Station located near Ottawa, has now been in operation for several weeks, and is contributing operational data continuously.

62. The first model of continuous sweep automatic recording Panoramic Receiver has been completed and is undergoing adjustment and calibration, prior to installation for operational trials. The receiver has a range of 1½ to 28 mega-cycles in four overlapping bands, with manual selector switch. A complete installation would comprise four complete receivers.

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63. A laboratory model of a voice modulated Mercury Vapour Arc Signal Lamp is under construction.

64. One high-acceleration testing machine adapted for Canadian manufacture, from Admiralty specifications, is now practically complete. The machine will be installed in the electrical laboratory for routine tests of electrical components proposed for installation in H.M.C. ships.

Miscellaneous Tests

65. (a) Saran tubing (Vinylidene Chloride Polymer).
(b) Automatic life jacket lights.
(c) Life jackets.
(d) Rubberized fabric life saving suits.
(e) Luminous radium paints.
(f) Paint reclaimed from auto body spraying plant.
(g) Rubber antenna insulators.
(h) Cellular and sponge rubber.
(i) Plastic cable gland compounds.
(j) Laminated filters for aircraft spotting spectacles.

BOOM DEFENCE

A/S Boom Installations

Sydney, N.S.

66. Double line boom, 4125 ft. in length, of 3" unit wire, 8' mesh, double line gate. This boom was laid for the second time in June, 1941, and weighed in December, 1941. Trot No. 4 was swamped to test the practicability of swamping all trots and gate vessel moorings in future. The following method was used to swamp trot No. 4:- Swamping wires were shackled to the anchor cables and led up to eye-bolts on cedar floats. The floats used to support the swamping wires are made of cedar logs approximately 25 ft. long. The eye-bolts to which the wires are shackled pass through the logs. Emergency wires are run from the swamping wires through the eyes in the mooring pendant, secured to the bottoms of the logs, and made fast to the eyes in the swamping wires at the opposite ends. These wires are used in case the logs are weakened by ice during the winter and have not the strength to withstand the strain when lifting operations commence in the Spring. Floats are held in position by 1000 lb. Concrete Anchors and mooring pendants placed at each end and made fast to the same Rings as the Swamping Wires.

67. Approval has been received for the following changes to take place this season:

(1) Seaward line of boom to be changed to 3' 8".
(2) Seaward line of gate to be changed to 3' 8".
(3) Second line of gate to be changed to A/T as added protection for the ammunition ship anchorage.

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Gaspe, P.Q.

68. Double line boom, 2925 ft. in length, of 3" unit wire, 8' mesh, double line gate. This boom was laid for the first time in August 1941, and weighed in December, 1941. The gate vessel's moorings were swamped partly as an experiment to determine the practicability of swamping all moorings in Gaspe in future, and partly due to a breakdown in the new derricks which prohibited any further lifting operations. The following system was used for swamping:- A 3" F.S.W. was shackled to the bridles on the green gate vessel's moorings and then led to the red gate vessel's moorings. The wire was under run from the moorings of the red vessel to the seaward side of the Sandy Beach Lighthouse, passed once around, and there made fast.

Halifax, N.S.

69. Double line boom, 4335 ft. in length, of 3" wire, 8' mesh, with a single line gate of 4" wire. The boom is in position the year round. Approval has been granted to carry out the following work:

(1) First line of present boom to be altered to small mesh net carried to shore.
(2) Anti-boat curtain to be placed on first line net and crossed to shore.
(3) Submerged net across gate,
(4) Close ship protection, spar type.
(5) Single line gate can be reinforced with two additional rows of wire.

70. An experimental anti-boat curtain has been made and will be placed when brackets to fit on barrels are delivered.

Shelburne, N.S.

71. Double line boom, 4275 ft. in length, of 3" wire, 8' mesh, with double line gate. This boom was laid in September, 1941, but is now being moved to a new and more suitable location south of Sand Point. The work of moving the net to the new location is being carried out by the Boom Defence Section and not by contract with a private company. It is estimated that this plan will save the Department between $40,000.00 and $50,000.00. Approval to alter the first line to small mesh and the installation of an anti-boat curtain carried to shore has been received and work will be carried out during March.

Esquimalt, B.C.

72. Single line boom, 1725 ft. in length, of 4" wire throughout, 8' mesh and single line gate of 4" wire. This boom is in position the year round. Approval has been received to carry out

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the following work:

(1) A/T baffles across drydock gate.
(2) Close ship protection, spar type.
(3) Install small mesh net as first line carried to shore, thereby making the boom a bouble line boom with a single line gate. Gate will be reinforced with additional rows of wire.
(4) Anti-boat curtain to be placed on first line net and carried to shore.

Prince Rupert, B.C.

73. Single line boom 2035 ft. in length, of 3" wire, 8' mesh, and a single line gate of 4" wire. This boom is in position the year round.

74. Approval has been received to carry out the following work:

(1) Small mesh net to be installed as additional line of A/S boom. This net will form the first line of the boom.

(2) Curtain net to be added to boom and extended to shore.
(3) Submerged net across gate.
(4) Ends of nets to be filled as required. This will be decided locally.
(5) Close ship protection, spar type.
(6) Asdics to be fitted to gate vessels.

Zanardi Bridge

75. The plan for hanging a small mesh net from the Zanardi Railroad Bridge has been approved.

Metlakatla Passage

76. Approval has been recieved for the following:

(1) That the passage be permanently closed.
(2) That cribs or pilings be added to each end of the log boom and extended to shore.
(3) That a small mesh net be hung under or beside the boom.
(4) That the Army be requested to maintain machine gun posts adjacent to the boom.

Experimental Allowance

77. As the curtain net is a new design, experimental work is being carried out on it. Experiments are also required on various other new designs. For this reason an experimental fund has been requested to enable the purchase of small quantities of material to be used in ascertaining the best type of equipment to give a maximum of protection with a minimum of cost.

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A/T Boom Installations

Sydney, N.S.

78. Double line boom, 3000 ft. long, 500 ft. to harbour side and parallel to the A/S boom and located on each side of the A/S boom gate. This boom was laid for the first time in June, 1941, and weighed in December, 1941.

Esquimalt, B.C.

79. Double line boom laid in two baffles, total length 523 ft. This boom is in position the year round.

St. John's, Nfld.

80. One single line baffle, 389 ft. in length and two double line baffles, total length 583 ft. This boom was laid in August, 1941.

Saint John, N.B.

81. The A/B boom at Saint John, N.B., has been cancelled and the equipment is being sent to other bases. The Department of Transport is moving the baulks to Yarmouth, N.S., for trans-shipment in Naval barges to the Boom Defence base at Halifax.

82. Approval has been received to carry out the installation of A/T baffles across the drydock gate.

Wood Piling Obstruction

Halifax, N.S.

83. A pile maze is in place in Eastern Passage and between Lawlor's Island and McNab's Island as an A/S and A/B obstruction.

Prince Rupert, B.C.

84. An obstruction has been placed across Metlakatla Passage blocking the passage to all boats.

Boom Defence Buildings

85. There has been no appreciable change in the buildings or ground work in any of the Boom Defence bases since the annual report was made.

Derrick Scows

86. Four derrick scows are under construction for the Boom Defence Section. Two are being built by the Canadian Dredge & Dock Company, Kingston, Ontario, for completion in May, 1942. General description of the derricks is as follows:
Scows, steel, 120 ft. long 42 ft. wide, boom 85 ft. long, capable of lifting 25 tons, steam powered.

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87. One derrick scow of wood construction is being built on the West Coast by the McKenzie Barge & Derrick Company Limited, Vancouver, B.C. Delivery of this scow is April, 1942. Description of this scow is as follows:

Wood, 96 ft. long, 40 ft. wide, boom capable of handling 25 tons.

88. Tenders for a similar derrick scow have been called.

89. One steel scow is to be used at Gaspe and one at Halifax. The scows being built in Vancouver are to be used at Prince Rupert and Esquimalt.

Gate Vessels

90. The two new concrete gate vessels are to be tried out in Shelburne. These vessels were built as an experiment to ascertain the practicability of this method of construction replacing trawlers as gate vessels. H.M.C.S. Loos and H.M.C.S. St. Eloi, replaced by the concrete gate vessels are to act as gate vessels at Sydney during the season of 1942.

91. H.M.C.S. Arras is being converted into a spare gate vessel, and in case of an emergency she will perform the duties of an examination vessel, when not in use as a gate vessel.

Conference

92. A conference of Boom Defence representatives from the East and West Coasts was held in Ottawa from February 2 to February 7. The conference was in every way a success. It gave all members of the Boom Defence Section an opportunity to learn what the various ports were confronted with and afforded a rapid exchange of ideas.

93. The following points were discussed and recommended at the conference:

(1) Machine guns, Mills bombs, and 5 lb. bombs should be placed on gate vessels and boom patrol vessels.

(2) An attempt is being made to reduce the number of parts of equipment for the various types of nets and to use as many standard parts of Canadian and United States make as possible.

(3) A number of 4' 8" spherical floats are being ordered and these will be issued to the ports for installation on gate net. If found satisfactory they may eventually replace all other types of barrels. They were

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first used in England three years ago and have been used exclusively there for the past year.

(4) It is recommended that younger men can be replaced by older men on gate vessels.

(5) Divers should be used where possible to check condition and position of nets under the surface.

(6) Suitable armed patrol vessels should be kept on continuous patrol, one outside and one inside the nets. This is necessary on account of the new curtain net preventing a guard vessel crossing the nets. Where a gate for small craft is open space in the net near the shore, a guard vessel must be moored at this opening and if possible a curtain net pulled across the opening at night.

(7) The apron net is to be used for a gate for smaller craft where possible. If this is not possible a small open passage near the shore well-covered by guns and lights is to be allowed.

(8) Asdics to be fitted to all gate vessels and also placed one to two miles to seaward of the boom.

94. Approval has been granted for the following vessels to be constructed:

Four gate vessels and three workboats.

CONTRACT BUILT SHIPS

95. The closing of the St. Lawrence ports has necessarily slowed down the inspections of contract built ships during the past quarter. Opportunity has therefore been taken to reorganize the department, and set up an organization more in keeping with the amount of work entailed.

96. On the opening of navigation last year, the Inspection Branch was set up at a moment's notice and it was therefore impossible for the Inspecting Officers to have complete cognizance of all specifications etc. With this in mind the inspecting branches have now been arranged into two organizations - one in Toronto, and the other in Montreal. Each inspecting group will consist of Upper Deck Electrical Gunnery, and Shipwright personnel. The Engine-Room personnel will be arranged by the Director of Shipbuilding, as formerly. Each group has been provided with an office, and it is the intention that all Resident Naval Overseers or Contractors can apply to the office in their area for advice before final trials are contemplated.

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97. The rescinding of the Rush-Bagot Treaty for the period of the war has also necessitated a setting-up of gun trial organizations at Toronto, in order that all ships sailing down the St. Lawrence may be in all respects ready for action and may carry out useful work in escorting ships down the St. Lawrence. The organization has also been set up for the completion of W/T, R.D.F., and Visual Signalling at Montreal.

Trials

98. The following trials have been successfully carried out during the quarter:

Acceptances

Corvettes:

H.M.C.S. Regina	21.1.42
H.M.C.S. New Westminster	30.1.42
H.M.C.S. Timmins	10.2.42

Minesweepers:

H.M.C.S. Kelowna	6.2.42
H.M.S. Canso	6.3.42
H.M.S. Bayfield	26.2.42

Fairmiles:

Q-065	23.3.42
Q-066	6.3.42
Q-068	7.3.42
Q-070	14.3.42

Endurance & Progressive Trials

Corvettes:

H.M.C.S. Vancouver	11.3.42

Minesweepers:

H.M.S. Bayfield	6.2.42
H.M.S. Canso	20.2.42
H.M.S. Caraquet	19.3.42

Full Power Trials

Corvettes:

H.M.C.S. Timmins	27.1.42
H.M.C.S. Vancouver	12.3.42

Minesweepers:

H.M.C.S. Kelowna	25.1.42
H.M.S. Bayfield	7.2.42
H.M.S. Canso	21.2.42
H.M.S. Fort York	27.2.42
H.M.C.S. Caraquet	20.3.42

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Launchings

Minesweepers:

H.M.C.S. Sarnia	22.1.42
H.M.C.S. Stratford	14.2.42
H.M.C.S. Westmount	14.3.42

DEGAUSSING

Work at D.G. Ports

99. The following work has been carried out at the various D.G. ports during the past quarter:

Permanent installations merchant vessels	23
Semi-permanent installations merchant vessels	20
Repairs to merchant vessels	117
Repairs to H.M. ships and H.M.C. ships	19
Compass corrector coil installations	31

R.C.N. Vessels (in commission)

100. Most of the work in this regard consists of minor repairs to existing coils.

101. H.M.C.S. Prince Robert was fitted with a modernized D.G. installation conforming with range recommendations received from the D.G. Range Officer at Hong Kong. It was hoped to renew the installation with a low voltage system, but time would not permit the delay in obtaining this material.

102. There is considerable controversy regarding the location of D.G. coils in corvettes and steps are being taken to establish the correct values and routes of these coils. It is hoped to have a corvette placed at the disposal of the National Research Council staff, Halifax, from April 15 for at least ten days, for D.G. experimental purposes.

Canadian Merchant Vessels (in commission)

103. The total cost of degaussing these vessels is being absorbed by the Department of Transport and funds for this purpose are being placed at the disposal of Naval Service to be administered by us. It has been estimated that total expenditures up to March 31, 1943, will be $500,000.00.

104. Twenty B.C. coastal vessels are being degaussed at present, using multicore tough rubber sheathed cable.

105. Naval Stores have been requested to supply ten steam-driven dynamos to be allocated as necessary to any vessels requiring additional power for degaussing purposes. Expenditures for the months April, May and June have been estimated at $100,000.00 per month.

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British and Allied Merchant Vessels (in commission)

106. Our policy in this regard is dictated entirely by information received from Admiralty and depends on the type of equipment supplied from New York by Rear Admiral F.R. Barry. To date equipment has been supplied fairly rapidly and in quite large quantities but Admiral Barry, on his recent visit to Ottawa, indicated that, owing to the rubber shortage, supplies will be less in the future. Equipment supplied has consisted of cable, switchboards, generators, and steel casing.

107. Cable which formerly was single core tough rubber sheathed will now be multicore tough rubber sheathed and eventually will be multicore lead sheathed. This change in cable will necessitate a change in policy which will now entail the fitting of a resistance controlled circuit. These resistors are not available for shipment at the present time and we will have to supply our initial requirements from Canadian manufacturers.

108. Admiral Barry cannot supply steel wire armoured lead sheathed cable for use on tankers.

109. In the past turbo-drive generators have been fitted on merchant ships with insufficient power for degaussing, since they were readily available. Instructions from Admiralty now prohibit the use of this type of generator which will mean a great deal of difficulty in obtaining additional power supplies for merchant vessels. Arrangements have been made and approval is being granted for the Northern Electric Company Limited, Montreal, to stock $20,000.00 worth of degaussing equipment for the coming season. They have requested also and have been granted the privilege of being placed under the Emergency Ship Repair Agreement so that they will have no difficulty in obtaining priority for degaussing supplies.

110. Since the present stocks of D.G. cable are very low and the probability of receiving additional quantities is remote, a memorandum to all degaussing ports has been issued instructing them to conserve their remaining cable stocks as far as possible.

R.C.N. (new construction)

111. Preliminary specifications for the degaussing of H.M.C. tankers have been issued and detailed specifications will be issued in the near future.

112. Corvettes, Steam Minesweepers and Diesel Minesweepers now building are progressing favourably as regards D.G., most of the necessary equipment having been received.

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113. Some difficulty resulted with the "F" and "Q" coils being manufactured by Boston Insulated Wire and Cable Company for minesweepers, but this trouble was due to the fact that this company was not prepared to manufacture the special type cable required. Care will be taken in the future that orders for similar cable are not placed by the Department of Munitions and Supply with this firm.

114. It has been decided to forego the fitting of permanent internal degaussing on the 105-ft. wooden minesweepers until such time as they are ranged or tested magnetically. The peculiar result obtained with these vessels necessitates the fitting of a "tailor-made" D.G. coil.

115. Degaussing installation on the base supply vessels at Sorel is well in hand and work is progressing favourably.

116. For future R.C.N. vessels, namely Algerine Minesweepers, Twin Screw and Revised Corvettes, an attempt is being made to standardize the D.G. equipment so that it will be interchangeable to a large extent on all three classes of vessels.

Canadian Merchant Vessels (new construction)

117. The degaussing equipment for these vessels is being supplied by the Northern Electric Company of Montreal who are the prime contractors. Inspection of the equipment is being carried out by the Inspection Board of the United Kingdom and Canada. Preliminary specifications were issued along the same lines as the specifications for those vessels building to British account, However, owing to the acute shortage of rubber, manufacture of equipment to the above specifications has been stopped after completion of the 25th set and specifications are in the course of preparation, using a low voltage degaussing system which will eliminate the use of rubber entirely. With this system it is estimated that we will save between 200,000 and 300,000 pounds of rubber.

118. Steps are being taken to have the various shipyards notified in advance of the date on which equipment will be shipped. This will eliminate any confusion at the shipyard as to what the equipment is and to what vessel it is allocated.

British Merchant Vessels (new construction)

119. Specifications for these vessels were not received from Admiralty and an installation based on Canadian specifications was installed. A comparison by means of ranging in Halifax indicates that the Canadian specifications provided a few more ampere-turns than required and the British specifications, as fitted in the U.S.A., gave somewhat fewer

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ampere-turns than required. In addition some slight modifications were carried out on the D.G. switchboard.

General

120. Negotiations are under way to obtain approximately 14,000 feet of multicore tough rubber sheathed cable salvaged from two vessels at Quebec and Saint John, N.B. This cable, if obtained, will be forwarded to Montreal for purposes of test and inspection.

121. A sample of rubber scrap from D.G. cable has been forwarded to the Dominion Rubber Company Limited, Montreal, for test purposes but to date no results of these tests are available. Due to the acute shortage of rubber and the value of reclaimed rubber, it is felt that the construction of a machine for stripping rubber from salvaged D.G. cable is feasible. This question is being investigated.

122. Negotiations have been opened with Mr. Gogge, Bureau of Ships, Navy Department, Washington, regarding a new type of cable using asphaltic compounds in lieu of rubber for insulating purposes. No information has been received at N.S.H.Q. in this regard.

123. Naval Stores have been requested to order 1,000 "M" Coil Setting Indicators for issue to all merchant vessels.

Compass Corrector Equipment

R.C.N.

124. Compass corrector coils and resistors for all new construction Naval vessels accepted to date have been fitted or shipped to Halifax.

125. Compass corrector coil connections as specified by Admiralty are being modified to give true compass correction regardless of change in the value of the ballast resistor. Connections at present necessitate compass adjustment being carried out whenever the ballast resistor is moved to compensate for temperature changes or for any other reason.

126. Naval Stores have been requested to supply the necessary compass corrector equipment for New Construction Algerines and Twin Screw Corvettes.

127. The possibility of keeping in stock a certain number of compass corrector coils as spares at the various ports for replacement for repair purposes is under consideration.

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Canadian Merchant Vessels

128. Coils for these vessels are being manufactured in Canada along the lines of those being manufactured in the States. Certain modifications are being carried out on Canadian equipment, namely, that the resistances and fuses for all coils and lights are being incorporated into one container. In addition, the heeling error coils are being modified to give added strength at the connection point by the addition of a small brass ferrule. Fifty sets of this equipment have been ordered for B.C. coastal vessels and 124 sets for new construction merchant ships. Three sets of the latter have been shipped and all remaining sets are being forwarded to Ontario Hughes-Owens Company, Limited, for fitting on the binnacles there and not in the various shipyards, as in the past. This will eliminate the fitting of these by men unfamiliar with compasses and reduce the possibility of loss and damage.

British Merchant Vessels

129. Compass corrector coils for the above vessels are being supplied from New York by Commander Bishop of the Admiralty Compass Department there. To date 135 sets have been forwarded to Montreal and 60 sets to Esquimalt. Additional orders have been placed for 250 sets of single "M" coil type and 30 sets of 5 coil type. This equipment has been ordered for the express purpose of supplying our requirements in this respect for the year 1942.

Ranges

Halifax

130. The Halifax Range has been operating successfully during the past quarter and is averaging three rangings per day.

131. It has been submitted and approved to establish a joint D.G. acoustic range in Halifax just off MacNab Island. The estimated cost of establishing this range is $8,000.00 and advantage is being taken of existing buildings and facilities formerly used by the Army on this island.

Sydney

132. The Sydney Range has been functioning successfully and is averaging about three ships per week. This range had the opportunity recently of determining the effect of a magnetic steel cargo on the signature of a merchant ship. These tests were carried out successfully and much valuable information obtained.

Vancouver

133. There was considerable delay in commencing operations at this range and for this reason

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Dr. Johnstone, of the National Research Council Staff in Halifax, recently spent some time at the range, and at present it is operating successfully. The jetty for this range has not yet been constructed but plans and specifications are complete and work is proceeding.

General

134. An attempt has been made to find a source of supply for a Canadian photographic paper which would be suitable for use at the ranges. A very good substitute, produced by Canadian Kodak, was obtained, but it has been decided to continue using photographic paper manufactured in the United Kingdom and supplied through a Canadian agent. In this regard all future supplies of this paper will be purchased through Headquarters and not by local purchase at the various D.G. Ranges.

135. The question of testing and giving recommendations to new construction naval vessels building on the Lakes and St. Lawrence before reaching Sydney or Halifax is under consideration at the present time. This question is being taken up with the National Research Council staff in Halifax and it is felt that the best solution would be one or two lines of magnetic recording instruments placed off a wharf in Quebec.

Deperming

136. The Mobile Deperming Unit in Halifax has been functioning successfully during the past quarter and has depermed a total of 29 vessels.

137. The question of expanding the deperming work in Canada is under consideration with the possibility of establishing a Fixed Deperming Unit in Halifax, and Mobile Deparming Units at Sydney and Vancouver. The Sydney and Vancouver Units would work in conjunction with the D.G. Range there and the Fixed Unit in Halifax would be used mainly for the deperming of small Naval vessels in the neighbourhood of 32' beam.

General

138. Degaussing policy generally is being modified and changed with a view to conserving rubber supplies. The change made in the degaussing of merchant ships of new construction results in a great saving and, furthermore, specifications regarding the use of rubber on all degaussing cables have been relaxed to provide a 35% rubber compound instead of the 50% previously specified and also allowing the use of reclaimed rubber to the extent of 10%. While it is difficult to estimate the amount of rubber saved in this manner, it will be considerable. The United States Navy is interested

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in this question and information as to what steps we are taking to reduce rubber consumption have been passed on to the U.S. Legation for their information.

139. Degaussing policy with reference to Naval vessels has had to be modified to combat a new type of mine firing unit introduced by the enemy. This is an extremely sensitive unit and modifies degaussing to the extent that all vessels should be equipped with "A" coils to reduce athwartships magnetism. All future new construction Naval vessels are being fitted with these coils and studies are being made to establish the best location for all coils.

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X - PUBLIC RELATIONS

Naval Information

1. During the past quarter Naval Information has undergone expansion. A radio and a photo publicity division have been established and the writing staff augmented.

Writer Division

2. Articles on Winter convoy received distribution in the daily and weekly press. MacLean's Magazine published a special Navy issue, writers of this division contributing some of the articles and supplying the material for others. "The Royal Canadian Navy", a MacMillan Company publication, was prepared in this division. Lecture notes were prepared for the Canadian Council of Education for Citizenship whose lecturers in co-operation with the National Film Board will present to the general public and students films and discussions of the Navy across Canada. Special articles have been prepared for various newspapers and magazines and press releases made on naval actions, promotions, awards, etc.

Photo Publicity Division

3. The use of naval photos by the general press has been stimulated. Three full pages of naval photos have received national and wide U.S. distribution. Articles and press releases have been illustrated whenever the subjects permitted. Arrangements were entered into with the Department of Public Information for the national distribution of four naval pictures or "mats" per week.

Radio Division

4. A series of 30-minute dramatic radio features under the general title, "The Navy's Here!" has been planned and written. These features, produced in co-operation with the C.B.C. and under naval supervision, have been specifically designed to bring different aspects of the Navy to the notice of the general public. Four of a total of six projected broadcasts have been given over the C.B.C. national network.

5. The radio division has also undertaken various speaking engagements dealing generally with the Battle of the Atlantic.

6. Information on a wide variety of subjects has been given the public. Facilities have been arranged for newspaper and magazine feature

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writers, news camera men and broadcasters.

7. Plans have been made for press liaison officers to serve each station. P.L.O.'s are at Halifax and others will follow to St. John's, Esquimalt, and London, Eng. These officers, in addition to their duties as P.L.O.'s, will prepare articles of public interest for general and special distribution.

Photographic Section

8. The Photographic Section, having undergone considerable re-organization and expansion during the past quarter, is now more closely linked with the older branches of the service than was visualized in the past.

9. Verifying and dial recording cameras are being obtained from Admiralty for use in gunnery training and recording. As this equipment becomes available and photographic ratings acquire skill in its use, these ratings will be drafted to Auxiliary cruisers and destroyers for photographic duties. In line with this and to bring photographic ratings in closer touch with Naval routine, Photographic Sections at the various bases are being brought under direct supervision of the Gunnery Branch.

10. With the addition of two additional Photographic Officers (recently authorized), one officer will be constantly available at each coast and at Newfoundland to assist the Gunnery Branch in training and with technical advice in addition to their own specialized work. Two officers will also be available for assignment duties away from bases.

11. At N.S.H.Q., equipment has been installed and production started on the reproduction of microgram film airmailed from Admiralty. These films are ½ plate negatives of tracings and drawings for shipbuilding, engineering, ordnance, etc., and in most cases require to be reproduced in their full scale of 30" x 40" or larger, either on transparent paper or sensitized tracing linen before they can be used for turning out blue-prints.

12. To release photographic ratings at N.S.H.Q. for more important duties, Civil personnel (girls) are being trained for all processing work. They have already taken over production of Personnel Identification cards and microgram film projection. It is intended that this change-over will include all work with the exception of outside photography, the copying of charts, etc. There are 11 girls at present employed in this work.

13. Copies of all Admiralty training film were received during the past quarter and are now being reproduced in 16 mm. size for distribution as required. The Motion Picture Library at N.S.H.Q. has been in constant use.

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Minister	2	Prime Minister	2
D.M.	1	S.O.I. (N.)	1
C.N.S.	1	S.O.C.S.	1
V.C.N.S.	1	U.S. Naval Attache, Ottawa.	3
D.N.I.	1		
C.N.P.	1	H.C. for Canada, London.	2
E. in C.	1	C.C.C.S.	2
D.N.O.	1	C.G.S.	2
D. of P.	1	C.A.S.	2
D.O.D.	1	C.O.A.C.	2
D.S.D.	1	C.O.P.C.	2
R.C.S.	1	C.O. Aux. Vessels, Esquimalt.	1
D.S.B.	1	C. Naden	1
C.N.E.C.	1	C. Stadacona	1
C.N.E.S.	1	Capt. i/c Halifax	1
S.N.P.A.	1	N. Supt, Halifax	1
D.N.S.	1	N.O. i/c, Sydney	1
F.I.S.	1	N.O. i/c, Saint John	1
M.M.S.	1	N.O. i/c, Gaspe	1
N, Inf.	1	N.O. i/c, Quebec	1
Sec. Naval Board	1	N.O. i/c, Montreal	1
D/Sec. Civil	1	F.O.N.F,, St. John's, Newfoundland.	3
N.D.A.	1	N.O. i/c, Vancouver	1
D.W.B. (N)	1	N.O. i/c, Prince Rupert	1
S.A/S.	1	D.N.I. for distribution to:	
S.B.D.	1		
Can. Naval Attache Washington	4	C-in-C, A. & W.I.	2
Secretary of State for External Affairs	1	Admiralty (D.N.I.)	4
Sec. Cabinet War Committee	1	N.O. i/c, Shelburne	1

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Coll - WW II - naval defence

1000-5-25.

ROYAL CANADIAN NAVY

C253153

SECRET

R. C. N.

M O N T H L Y R E V I E W.

(Short Title: R.C.N.M.R.)

No. 1.

January 1942.

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Attention is called to the penalties attaching to any infringement of the Official Secrets Act, Chapter 49 of the Statutes of Canada, 1939.

-vVv-

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Coll - WWII - naval defence

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ROYAL CANADIAN NAVY

C253153

SECRET

R. C. N.

MONTHLY REVIEW.

(Short Title: R.C.N.M.R.)

No. 1.

January 1942.

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C253154

R. C. N.

MONTHLY REVIEW

(R.C.N.M.R.)

This Review is for the information of all Officers in H.M.C. Navy.

Commanding Officers may retain one copy for reference purposes. It must be kept in a secure place.

Officers are invited to forward to the Naval Secretary, through their Commanding Officers, Naval information or articles of general interest suitable for inclusion in R.C.N.M.R.

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R. C. N. M. R.

January 1942.

Editorial Note.

Publication of the "Weekly Summary for Senior Officers", which had been in existence since March 1940, has now ceased. It is thought probable that it will not be missed.

The need for a reliable and reasonably interesting source of information regarding the progress of the R.C.N. in its unexampled and rapid growth has always been realised. This need the W.S.S.O. failed to fill, mainly because abnormal and continuous pressure of work has prevented it from being given the thought and attention which it deserved. Its obvious shortcomings have, however, tended if anything to accentuate the need for a readable and useful report, and it is this need which R.C.N.M.R. hopes to fulfil.

Every endeavour will be made to this end at N.S.H.Q., which is naturally in the best position to summarise the main lines of progress and policy. The value of the Review, however, will be greatly enhanced if officers, afloat and ashore, will co-operate by forwarding items of interest, naval information, or short articles of general interest, for inclusion in the Review. Indeed, its ultimate success will be largely dependent upon the full co-operation of all concerned.

Should our endeavours prove successful, tentative arrangements have already been made for the printing of the Review each month and the possible inclusion of photographs.

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Renewal of enemy submarine warfare in the West Atlantic, expected for some days after reports had indicated westward movements by numerous U-boats, was signalised at 0002Z on January 12th, when the British vessel "Cyclops" was torpedoed about 180 miles south of Halifax. Between the opening of this new phase in the Battle of the Atlantic and the end of January, nine. Allied ships were sunk off the coasts of Canada and Newfoundland and seven attacked. Aircraft and A/S vessels have carried out a number of attacks, and reports indicate that at least three of these may have achieved some measure of success. (Details under "Operations").

Unusually severe weather has been encountered in the North Atlantic during the month and winds of hurricane force experienced by some convoys. Several convoys became scattered and a number of escort vessels suffered heavy weather damage.

On the Pacific coast patrols have been maintained by H.M.C. Auxiliary Cruisers "Prince Robert" and "Prince David" and all available corvettes, minesweepers and Fisherman's Reserve vessels. No A/S contacts were made during the month. H.M.S. "Warspite", which recently completed a refit at Bremerton Navy yards, carried out working-up exercises off Nanoose Bay, Vancouver Island. H.M.C. corvettes "Edmunston" and "Dawson" provided A/S escort for "Warspite".

Rounding up of Japanese fishing vessels on the west coast proceeded satisfactorily. Latest available figures showed there were 942 at Annacis Island and 169 at Prince Rupert. Craft too small to be sent in convoy to these points were immobolised. A signal expressing appreciation of the "excellent manner" in which the round-up was carried out was made to C.O.P.C. by C.N.S. on January 28th.

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During the visit of Mr. Winston Churchill to Washington and Ottawa, the C.N.S., with the Chief of Army General Staff and Chief of Air Staff, held consultations with the U.K. and U.S. Chiefs of Staffs.

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A.R.P. and Port Defences have been under review. At N.S.H.Q. a report was received from an officer of the Boom Defence Section who recently visited the U.K. to inspect harbour defences in use by the Admiralty. A committee has been appointed to consider the question of additional defence against attacks by small submarines, aerial torpedoes, etc. In connection with A.R.P. it was decided that the Director Technical Division should act as co-ordinator of measures taken by the R.C.N.

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To act as an advisory body to the Hon. Angus L. MacDonald, Minister for Naval Services, a Naval Board has been created. The Board consists of five naval and one civil members. (An article describing N.S.H.Q. reorganization appears in "Special Contributions" section.)

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The spread of war to the Pacific has caused shortages in available supplies of rubber and tin. Naval authorities have been instructed to do everything possible to conserve existing stocks. Production of synthetic rubber in U.S.A. is not expected to take effect until the end of 1943. Investigations are being conducted into the possibility of using substitutes for both tin and rubber for various Naval purposes.

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It has been decided to organize a Women's Royal Canadian Naval Service. Commands have been asked to report their expected requirements in order that arrangements may be made for organization, training and accommodation. The Admiralty is unable to loan W.R.N.S. officers to assist in the organization, as requested by N.S.H.Q., but has promised to supply all possible information and advice.

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The follo ing information is extracted from monthly reports to N.S.H.Q. from ports. Ports for which the December reports were not to hand at time of writing are not included.

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St.John, N.B.

The question of merchant ship crews became acute during December, trouble being almost entirely among British crews. In one case it was necessary to place six naval ratings on board for passage to Halifax. The opinion has been expressed by masters of several merchant ships that men they now receive from manning pools in the United Kingdom are often those who enter the Merchant Service to avoid being called up for the Army.

Quebec, P.Q.

Concerning the closing of the St.Lawrence for the winter, the N.C.S.O.'s report for December stated ice conditions were better in 1941 than in 1940. The necessity of using ice-breakers for convoy did not arise until December 19th, by which time most of the merchant tonnage remaining at Quebec had cleared.

Examination service was closed for season on December 13th.

St. John's, Newfoundland

The entry of United States and Japan into the war has had no particular marked effect on the operations of the N.E.F., although, of course, it has led to greatly increased U.S. military activity on shore. The U.S. escorting vessels of Task Force 4 are operating normally.

During December no new corvettes joined the N.E.F., but four ex-Sydney Force were to join early in January, bringing the number of corvettes up to 60 (including the three Free French corvettes.)

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you very much for all you have done and are doing for our ships and sailors". This signal was greatly appreciated, because the efficiency and morale of the Free French ships is held in great respect, and special efforts have been made to provide comforts and entertainment for the crews. Admiral Muselier, having visited Ottawa, sailed from Halifax in "Mimosa" on December 22nd, with "Alysse," "Aconit" and "Surcouf" in company, bound presumably for St.John's. But on the morning of the 24th. December the Admiral landed at St.Pierre to rally the inhabitants to Free France.

On December 17th. it became known that the Government of Newfoundland intended to impose a 14-day blackout commencing January 25th., and steps were taken immediately to prepare blackout facilities for Naval units and establishments.

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OPERATIONS

During the past month U-boat activities have extended further westward and are now prevalent along the Atlantic sea board from Cape Hatteras North. The first sinking in this area in January was the British Steamship "Cyclops", which was sunk 170 miles south of Halifax on January 12th. Since that date some 25 ships, with a total tonnage of 160,500, have been sunk in the coastal area.

Practically all available A/S forces are engaged in convoy duties in the North Atlantic and, therefore, extremely meagre A/S striking forces have been available in Canadian coastal areas. Corvettes and A/S fitted minesweepers from local forces have been used for Canadian coastal convoys.

In American coastal areas the situation is worse, as there are practically no suitable A/S vessels available for coastal convoys or A/S striking forces. The U.S.N. intend to use submarines in A/S operations off the Atlantic Coast during February. The only promising attack by a surface vessel was carried out by U.S. Coast Guard cutter "Campbell" on January 22nd.

U.S. and Canadian air patrols have been carried out as weather permitted. One promising attack was made by an R.C.A.F. Catalina aircraft on an enemy submarine at the entrance to St. John's, Newfoundland, on January 21st. A large quantity of oil was observed after this attack.

Another attack was made by U.S. aircraft on a U-boat in position 45° 30' N., 52° 20' W., on January 29th. Definite damage to periscope and conning tower was observed.

Aircraft have been of the greatest assistance in reporting the position of damaged ships and in assisting in rescue of survivors.

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During the month weather conditions in the North Atlantic have been extremely severe. As a result weather damage to escort vessels has been unusually extensive. At present, of the 12 long legged destroyers employed with the Newfoundland Escort Force, only two are in actual operation.

It is hoped that the recommendations for a more southerly route made by representatives of R.N., R.C.N., and U.S.N., who met at Washington to discuss North Atlantic convoys, will be put into effect shortly.

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Operational patrols have been carried out on the west coast of British Columbia and Canadian west coast islands by two auxiliary cruisers, three corvettes, five Bangor class minesweepers and all available Fishermen's Reserve vessels.

On January 28th a Japanese submarine was definitely identified by U.S. Forces in Umnak Passage (Aleutian Islands) steering E.S.E.

All Japanese Fishing Boats on the west coast have now been immobilized. At present there are 942 at Annacis Island, 169 at Prince Rupert, and seven on the West Coast of Vancouver Island. Six of these vessels have been requisitioned for the Naval Service and are now in commission as Fishermen's Reserve Patrol vessels. It is intended to requisition an additional 14 in the near future.

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The battleship "Warspite" which was refitting at Bremerton Navy Yard has completed working up practices on the west coast and has sailed for Balboa.

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The following numbers of ships were in commission in the Royal Canadian Navy on January 31st, 1942; Three auxiliary cruisers; 13 destroyers; 66 corvettes; 27 Bangor class minesweepers; four Fairmile motor launches.

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PERSONNEL

The R.C.N. entered 1942 with a mobilized strength of 3,389 officers and 24,633 ratings, a total of 28,022. This represents an increase of 244 officers and 951 ratings, or a total of 1,195 for the final quarter of 1941. Increase during 1941 was 1,701 officers and 11,449 ratings, a total of 13,150.

In addition there were 150 officers and 1,500 ratings on Divisional strength.

Distribution of Naval personnel between ships and shore establishments on December 31st was as follows:

	Officers	Ratings	Total
Afloat	34.5%	39.98%	39.2%
Ashore	65.5%	60.02%	60.8%

About one third of the personnel ashore are new entries undergoing preliminary training or ratings undergoing non-substantive courses.

The active service strength of the R.C.N. and reserve forces as on January 29th. was:

	Officers	Ratings	Total
R.C.N.	375	3463	3,838
R.C.N.R.	704	3,821	4,525
R.C.N.R. (F.R.)	53	226	279
R.C.N.V.R.	2172	15,796	17,968
R.C.N.V.R. DIV.	152	1823	1,975
	3456	25129	28,585

(Total on December 31st, 1941, was 27,614. Increase during January: 971).

Recruiting activities from Dec. 31st, 1941, to January 29th:

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		Officers	Ratings	Total
R.C.N.	-	8	5	13
R.C.N.R.	-	29	132	161
R.C.N.V.R.	-	117	822	939
Total	-	154	959	1113

Deductions from strength due to casualties and discharged totalled 142.

Complement Borne at R.C.N.V.R. Divisions, on January 29th, not on Active Service:

Officers	Ratings	Total
199	1158	1357

Total casualties to date:		Officers	Ratings	Total
1. Killed on Active Service	-	37	356	393
2. Other Deaths	-	5	45	50
Total	-	42	401	443
3. Wounded or Injured	-	2	65	67
4. Prisoners of War	-	1	1	2

Following are details of casualties during the month:

J.George Edmond Blanchet, Stoker 1, V3526, died of natural causes. William Charles Ansley, Ord. Smn., V16254, died of extensive burns, January 5th. Lieut. H.G. Ellis, R.C.N.V.R., died of fractured skull, January 12th. James Austin Weatherbie, Stoker 1, A1590, died January 20th. Simon J. Thibodeau, Ord. Smn., V2555, drowned January 22nd, while serving in H.M.C.S. "Andre Dupre".

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PROMOTIONS, APPOINTMENTS AND AWARDS

The following were included in promotions made January 1st.:- to be Captain, Commander (Acting Captain) Godfrey M. Hibbard, R.C.N; to be Paymaster Captain, Paymaster Commander G.A. Youle, R.C.N. (Temp); to be Captain, Commander E.R. Brock, R.C.N.V.R; to be Acting Surgeon-Captain, Surgeon-Commander A. McCallum, R.C.N.V.R.

In the King's New Year's Honour List the Distinguished Service Cross was awarded to Robert C. MacMillan, R.C.N.V.R., "for outstanding zeal, patience and cheerfulness". Sub-Lieut. D. Armstrong, R.C.N.V.R., was among those "mentioned in despatches".

Midshipman Donald Mackenzie Waters has also been mentioned in despatches, it was announced on January 8th. This award was for conduct during the Battle of Crete.

Another award, made known on January 21st, was the testimonial on parchment of the Royal Humane Society to Lieut. L.S. Cunningham, R.C.N.V.R., for an act of gallantry performed on July 19, 1941, in rescuing Edward Dainton, Leading Stoker, R.N.

Mr. R.C. Stevenson, of Montreal, has been appointed co-ordinator of Sea Cadet activities. The function of this appointment will be to help to increase the membership of the Sea Cadet Corps in Canada through co-operation with the Navy League of Canada and other committees who are responsible for the operation of the present corps, and to consider, with those interested, the possibility of the formation of a new corps.

Commander Edson Sherwood, R.C.N. has relinquished his appointment as aide-de-camp to the Governor-General and is now serving temporarily in the office of the Director Operations Divisions, N.S.H.Q.

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PARLIAMENTARY SUMMARY

Wednesday, January 21: The House met for prorogation of the second session of the Nineteenth Parliament. The main feature of this sitting was the statement to the House of Col. the Hon. J.L. Ralston, Minister of National Defence, on the Canadian expedition to Hong Kong. The Minister touched at some length on matters of transportation and equipment as they related to the Navy.

Opening his address with an account of arrangements and consultations with the War Office, the Minister proceeded to give an account of the Naval phase. The Minister informed the House as follows:-

A troopship was provided by the Admiralty and a naval escort was to be available at Vancouver for the transportation of the Canadian Units to Hong Kong. The available dates were October 20-31. The sailing date was planned for October 27. Fourteen days were then left for completion of plans in urgency and secrecy. Matters concerning provision of equipment and stores to the required scale were discussed with the War Office. The question of complete mechanical transport was discussed and a War Office signal of October 11 resulted in decision that such should be the case.

Coming to the question of mechanical transport, the Minister told the House that this amounted to 212

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vehicles including universal carriers which could not be accommodated on the troopship. It was necessary to secure a freighter and this was done through the British Ministry of Transport. The freighter reached Vancouver October 28 and sailed from there November 4 with the mechanical transport aboard. The speed of the freighter was 8½ knots against the 17 knots of the troopship. The freighter reached the Philippines on December 12. At the latter port, she remained under United States direction.

Accommodation of a part of the mechanical transport on the troopship was considered and it was believed that 14 vehicles might have been so accommodated. This information was the result of calculation of space requirements for equipment aboard the troopship. The small number of vehicles failed to reach Vancouver in time for the troopship. Brigadier Lawson expressed disappointment that at least a portion was not aboard. Whether or not they would have been of real help the Minister was unable to say.

The troopship sailed as per schedule on October 27, carrying 1,985 officers and men in addition to equipment of rifles, Bren guns, Thompson sub-machine guns and 2" and 3" mortars. The ship reached Hong Kong November 16.

Col. Ralston referred to events of December including losses of Prince of Wales and Repulse and the resultant change in strategic position in the entire Far East.

Passing reference to Admiralty news of the failure of the counter attack from Stanley was made by the Minister.

J.H. Blackmore (Lethbridge) asked why the troopship was not held back until equipment was ready to leave.

Col. Ralston replied that the original arrangement with the Admiralty had to stand as

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another opportunity would be too late. Such a delayed convoy, he said, would have been in the China Sea at the time of the Japanese attack.

Thursday, January 22: The third session was opened.

Hon. R.B. Hanson, Opposition Leader, called for an investigation into the Hong Kong affair. He was critical of the manner of despatch and embarkation and referred to the disappointment of Brigadier Lawson.

Friday, January 23: Ross MacDonald (Brantford City), seconding the address in reply to the speech from the throne, gave figures on enlistment and personnel of the services. He also referred to the growth of the Navy in ships and personnel since commencement of hostilities and spoke of the Navy's part in convoy duty as well as its victories and losses. Mr. MacDonald referred to shipyard activity, stressing the necessity for more and more ships. He also mentioned the production of Naval guns. Concluding his references to the Royal Canadian Navy, he said: "It is obvious that unless the Atlantic passage is kept open Canada will not be in a position to bring her armies and air force to grips with the enemy."

Monday, January 26: The Prime Minister and the Leader of the Opposition spoke at length on conscription and plebescite issues. The former referred to the Navy -- the production of ships and the dependence in modern war of armies and navies on air support. The Prime Minister also referred to the work of the Navy in territorial defence and Atlantic patrol, convoy duty etc. He here stressed need for the greatest Canadian Naval strength in the North Atlantic. Later the Prime Minister gave an account of the growth of the Navy since the outbreak of war. He referred to the long list of young men waiting to join the service. Further reference was made to the shipbuilding programme, Naval craft and the training of men required to man the ships.

In the Senate Senator Donald Maclennan of Inverness, Nova Scotia, referred to Naval personnel and growth of the Navy since September, 1939.

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Senator Dandurand referred to enlistments in the services, and gave figures on ships and personnel estimating that in March, 1943, the Navy would have a personnel of about 40,000. Senator Dandurand also referred to the part played by the Royal Canadian Navy in convoy duty. Concluding his reference to the Navy, he repeated the words of the Prime Minister in the House of Commons that no limitation on men and ships would be placed, except that the number of available ships must necessarily place a limit on the number of men who could be enlisted.

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NEW CONSTRUCTION

Under Constructor Captain A.N. Harrison, R.C.N. (Temp.) a Directorate of Naval Construction has been established at N.S.H.Q. The Director of Naval Construction's responsibilities include all questions regarding the stability, seaworthiness and strength of R.C.N. ships; construction of new ships; preparation of full specifications; amount and protection; damage control problems.

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The Department of Munitions and Supply announced on January 8th the award of a contract worth about $13,000,000. to the Toronto Shipbuilding Co., Ltd., for construction of 15 revised-type minesweepers. The contract was described as one of the biggest in the current shipbuilding programme. The announcement said that under the new plan the Toronto Company will work entirely on minesweeper contruction.

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It has been decided to build a marine railway at Liverpool, N.S., of 1,400 tons capacity and capable of taking ships up to and including Flower Class corvettes. Estimated cost is $225,000.

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H.M.C. Corvette "Sackville" was commissioned on December 30th. H.M.C. Corvette "Regina" carried out full power and acceptance trials at Halifax on January 8th. "Fort William", minesweeper, was launched on December 30th. Fairmile "Q-065" carried out acceptance trials on January 7th.

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Plans are being made for the conducting of trials in the coming season. Due to the freeze-up few trials have been held during January.

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Following are details of new construction:

Keels laid

No keels were laid during January.

Launchings:

Sarnia, CN 173, steam-driven minesweeper building at Toronto Shipbuilding Co., Ltd. Toronto, Ontario, launched January 21.

Milltown, CN 178, steam-driven minesweeper, building at Port Arthur Shipbuilding Co., Ltd., Port Arthur, Ontario, launched January 22.

Completions

New Westminster, CN 124, corvette (Flower class), building at Victoria Machinery Depot Co., Ltd., Victoria, B.C., accepted January 31, commissioned the same day.

Regina, CN 268, revised corvette, building at Marine Industries, Ltd., Sorel, P.Q., accepted January 21.

CN 253, 46'-0" harbour utility craft, building by W. Pinaud, Baddeck, N.S., accepted January 5.

CN 254, 255, 256, 257, 46'-0" harbour utility craft, building by H. Spears, Sheet Harbour, N.S., all accepted January 5.

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TECHNICAL DEVELOPMENT

Communications

The R.C.N. W/T station in Newfoundland is now in operation. On January 29th this station took over base W/T duties from H.M.S. "Greenwich".

A/S

Two M/S and three Fairmiles have been fitted with A/S gear during the month.

Instruments have been installed, buildings completed, and the Sydney H.D.A. Station will go into operation when the port opens and the H.D.A. unit and tail cables are laid. Sonic Buoy equipment for Botwood is being assembled at Halifax and held in readiness for shipment and installation as soon as weather permits.

The training of A/S personnel is under review, with object of stressing practical rather than theoretical matters.

R.D.F.

The Interservices R.D.F. Committee met to examine the three Services' commitments with respect to coast defence. Particular study was given to whether Coastal R.D.F. should be a matter for joint Service action, or for separate Services. It was decided that no one C.D. Station could be used by more than one Service.

At the National Research Council the R.C.N. group is completing installation of the Type 271X Admiralty Model R.D.F.

Total number of ships fitted with R.D.F. is now 25.

D.G.

Approval has been granted for the establishment of a D.G. acoustic range in Halifax, estimated expenditure to be $8,000.

Information received from N.O.I.C.'s Montreal and Saint John indicates that some 14,000 feet of multicore D.G. cable has been salvaged from two merchant

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vessels. This is in the hands of the salvors and will be inspected. If still in fair condition, this cable will be purchased for use on Canadian registered vessels.

It is intended to simplify the compass corrector equipment on future new construction merchant vessels building to Canadian account. Resistances, fuses and pilot lights will be incorporated into one container.

Research

The Optical Laboratory has completed the fitting of one pair of Bausch & Lomb 7 x 50 binoculars with Polaroid Type "H" filters in lens hood mounts. Fitted binoculars are to be tested under Service conditions for improvement over unfitted binoculars in aircraft spotting.

A two-coil magnetometer in a waterproof case has been sent to Halifax Dockyard for use in locating a torpedo lost in Bedford Basin. Halifax staff of S.R.E.D. will supervise search operations.

The help of the Metallurgical Laboratory was sought in the specification of bearing metals and bronzes to reduce the use of tin. Efforts are also being made to use materials other than rubber for a number of purposes where rubber has been used in recent orders.

Boom Defence

Construction of log baulks for the A/B boom at Metlakatla Passage, Prince Rupert, is proceeding, three baulks having been completed.

At Halifax the obstructions in Eastern Passage are under review, and in the Eastern End a new piling obstruction has been built.

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MISCELLANEOUS ITEMS

Commenting on restrictions on Naval news now in force in the United States, Gene Lindberg, "Denver Post" columnist, wrote:

> The boy stood on the (censored) deck
> Whence all but he (deleted)
> (This message gives out shipping news
> And cannot be completed.)

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Personnel from the battleship "Bismark" and U-boats were among German prisoners arriving in Northern Ontario camps from Britain during the first week in January.

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Some 12,000 leather jerkins have been made and shipped to men on minesweepers by the Imperial Order of Daughters of the Empire in Canada.

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The Honourable Mr. C.D. Howe, Minister of Munitions and Supply, on 5th. January urged engineers serving in lake trade to volunteer for work as engine fitters or lathe hands on ship repair work in Halifax and Saint John during the winter months. He said many lake engineers already had volunteered.

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A Marine Engineering Instruction School for merchant seamen will be established in a Government owned building near the Marine Depot in Prescott as soon as existing accommodations are altered and repaired. Lieut. Cdr. J.L. Dunn, R.C.N.V.R., will be loaned for service in charge of the school.

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A drill hall at the R.C.N. Signal School, St. Hyacinthe, was destroyed by fire January 9. Damage caused is estimated at approximately $25,000.

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Surgeon Lieut-Cdr. C.H.Best, R.C.N.V.R., co-discoverer of insulin and Director of the Banting-Best Medical Research Department at Toronto University, who returned from England this month, has stressed the great need in the U.K. for Canadian powdered blood for possible transfusions.

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The Hon. Angus L. MacDonald, Minister of Naval Services, attended the formal opening January 9th. of the Allied Merchant Seamen's Club, at Halifax. His address was broadcast over the National Network of the C.B.C.

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Officers of H.M.C.S. "Red Deer" and "Burlington", the minesweepers which rescued survivors from S.S. "Cyclops", torpedoed on January 11th, were entertained at a private luncheon at the Allied Merchant Seamen's Club, Halifax, on January 16th. Hosts were the captain of the "Cyclops" and the surviving officers.

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An R.C.N.V.R. recruiting party from Ottawa visited Sudbury, Sault Ste Marie, North Bay and Kirkland Lake during January. Men with skill in trades and prospective sick bay attendents were especially required.

Sub-Lieut Marcel Jette, R.C.N.V.R., has been appointed recruiting officer for H.M.C.S. "Cartier".

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After a conference with fishing interests, an area bounded by 43 degrees 05' North 43 degrees 25' North 61 degrees 5' West and 62 degrees 13' West has been designated as winter fishing area. Requests were made that patrol craft should be on duty in the area. This will be arranged when possible.

. . . . . .

Drill in three ranks was adopted by the R.C.N. during the month. Three-rank drill is already in force in the R.N. and other services.

. . . . . .

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The Honourable Angus L. Macdonald, has been re-elected Grand Noble Chief of the Scottish Clans of Nova Scotia for 1942.

. . . . . .

Lieut. Edward O'Neill, R.C.N.V.R., serving in H.M.S. Bonaventure, was among the survivors when the anti-aircraft cruiser was sunk by torpedo in the Mediterranean.

. . . . . .

Sub-Lieut. William Derry, R.C.N.V.R., who was serving in H.M.S. Galatea, recently lost in the Mediterranean, has been reported "safe and well".

. . . . . .

A group of 62 British officers and men who arrived at Chunking Dec. 25th from Hong Kong included two Canadians, Sub-Lieut. Arthur Gee, of Toronto, R.N. or R.N.R., and Allan Marchant, of Victoria, in the Merchant Service.

. . . . . .

The following signal, received at N.S.H.Q., is worthy of record:

> "Two submarines attacked by bombers off Point ------ producing three whales one dead. Five other submarines reported same general vicinity today."

-vVv-

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SPECIAL CONTRIBUTIONS

A MESSAGE FROM THE HON. ANGUS L. MACDONALD, MINISTER FOR NAVAL SERVICES, TO OFFICERS AND MEN OF THE R.C.N.

--.--

I am pleased, indeed, to contribute to the first issue of the Royal Canadian Navy Monthly Review. The publication will supply a long felt need, and I hope, will contribute materially to the reinforcing of the already closely knit fabric of fellowship in service which has become a byword in the Royal Canadian Navy.

The Service has had a miraculously fast and effective expansion in men, in ships, and in all those auxiliary services which are so essential to its function. Its continued growth is a postulate which the war conditions impose.

It seems superfluous to say that naval development, and naval operations depend upon the personnel of the Service. But there is nothing that is more fundamental. It was the spirit of the men who sailed with Drake in the improvised navy of the time that carried his flag to victory against the sea power of Spain. Nelson's immortal signal--simple, direct--was an inspiration to the co-operative spirit of his men, to whom he was wont to refer as the "Band of Brothers". Trafalgar became a milestone of history through the operation of this spirit- a spirit which again became manifest in the Blitz period of 1941 among the people of England.

Today, in the permanent Trafalgar of this war, the battle of the Atlantic for the life line of freedom, that same spirit is necessary. It is to be found in an ever increasing degree within all ranks, and between the ranks of the Royal Canadian Navy at sea. It is found too among those men who go not to sea, but whose all-important task it is to organize armaments and munitions and supplies and services and to direct and safeguard naval operations.

The tradition is clear. You are the spiritual decendants of Drake and Hawkins, Howard and Grenville, and Rodney and Nelson, and over you that ghostly company can watch with approval.

The job you are doing is a good one. Already it has earned awards of the Order of the British Empire, of the Distinguished Service Cross, of the Distinguished Service Medal, and a goodly share of despatch mentions.

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Already the names of Fraser and Largaree, Skeena and Restigouche are enshrined in a great and growing tradition. Fogarty Fegan carried Royal Canadian Navy men with him in his Balaclava charge of the Atlantic. And others there are, countless others, whose names remain unmarked, but who are, in fact, fellows in the highest order of Empire.

While I speak of the spirit of the Navy as it exists, may I bespeak this spirit for the Navy of the future. The service is only as good as the co-operation, the esprit de corps, among the men of all its ranks. Pride in its traditions, in the uniform which is its symbol, in the country which gave it birth--these things are the birthright of the Canadian sailor of the present, the legacy of the sailor to come. The Minister, the Chief of the Naval Staff, and every one of you are dedicated to the entrenchment of this tradition, and the advancement of the senior, but silent service.

-vVv-

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CREATION OF A NAVAL BOARD

---.---

"The creation of a Naval Board to act as an advisory body to the Honorable Angus L. MacDonald, Minister for Naval Services, was authorized recently by the Governor-General in Council. The formation of this body parallels similar action taken by the Canadian Army and the Royal Canadian Air Force some time ago, by which the direction of these branches of the fighting Services was placed in the care of the Army Council and Air Council respectively and is the natural corollary to the tremendous growth of the Canadian Navy during the past two years.

"The Naval Board comprises five naval, and one civil members, the functions represented being Staff, Personnel, Supply, Engineering & Construction, and Financial & Civil.

"The titles and the first members are:

Chief of the Naval Staff (First Naval Member)	Vice-Admiral P.W. Nelles, R.C.N.
Vice-Chief of the Naval Staff (Second Naval Member)	Commodore H.E. Reid, R.C.N.
Chief of Naval Personnel (Third Naval Member)	Captain H.T.W. Grant, R.C.N.
Chief of Naval Equipment & Supply (Fourth Naval Member)	Captain G.M. Hibbard, R.C.N.
Chief of Naval Engineering & Construction (Fifth Naval Member)	Engineer Captain G.L. Stephens, R.C.N.
Financial & Civil Member (The Acting Deputy Minister for Naval Services)	Mr. W.G. Mills.

"The Secretary of the Naval Board will be Paymaster Commander R.A. Pennington, R.C.N.V.R."

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The above brief announcement which appeared in the press, is factual.

The story behind it is a very natural and simple one - the N.S.H.Q. baby grew up. Its growth, however, was so rapid, that it developed bulges in the wrong places; its digestive organs were being called upon to assimilate more than they could comfortably handle; and, it must be confessed, that on occasion, its right hand kneweth not what its left hand dideth. A mild operation was decided upon to regulate its growth.

Hitherto the only Naval contact with the Minister has been the Chief of the Naval Staff, who, to an ever increasing extent, has been carrying a load which, under the then existing organisation, could not be eased. Similarly, the Naval Secretariat has been packing a burden which was fast becoming intolerable.

Accordingly, the Admiralty and the Royal Australian Navy systems were studied, and the features considered to be most suitable to our requirements were adopted from each.

The Naval Board is a formal body, and will deal with matters of major policy only. It will supersede the Naval Council. The members of the Naval Board will have direct access to the Minister on questions within their own Departments which do not require consideration by the Naval Board as a whole.

The composition of the Naval Board is devised so that there is represented thereon every activity and function for which N.S.H.Q. is responsible, whether naval or civil.

In accordance with Admiralty practice, the Naval Staff (represented on the Board by C.N.S. and V.C.N.S.) is the power behind the throne. The Naval Staff comprises, besides C.N.S. and V.C.N.S., the Directors of the following Divisions: Intelligence, Plans, Trade, Operations and Signals. It will be the primary duty of the Naval Staff to consider matters of naval policy in detail, which have either been originated by it or referred to it by the Naval Board, and to submit proposals to the Naval Board in their completed form.

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The family trees of the Chief of Naval Personnel, Chief of Equipment and Supply, and Chief of Naval Engineering and Construction have grown, partly naturally, and partly by grafting on to them growths which struggled in a lone existence. The grafting has in some instances been painful, but all is now peaceful, at least superficially. Fertilized by a new and keen (if somewhat inexperienced)Secretariat it is confidently expected that they will grow steadily and symmetrically.

In the next issue it is proposed to describe the workings of the Secretariat.

-vVv-

BOOM DEFENCE FACES NEW BLITZ METHODS

Until last Spring the Allied boom defences were designed to withstand the attacks of large submarines, torpedoes and M.T.B.'s. Since then the Italians have produced the human torpedo and the one man submarine, used with a certain amount of success at Gibraltar, Malta and Suda Bay, and the Japanese have come forward with a 50 ft. edition of the human torpedo and are making extensive use of airborne torpedoes.

These new forms of attack demanded new methods of defence. To obtain these an officer of the Boom Defence Section was sent to the United Kingdom, and there given access to all new details and designs. He also visited the ports most active in carrying out experiments and routine work, including Dover, Portsmouth, Plymouth, Rosyth and Greenock. As the Boom Defence Department, Admiralty, has jurisdiction over approximately 125 ports and a personnel of about 700 Officers and 8000 Ratings, much valuable information was obtainable.

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To appreciate what the new defences are required to withstand, a description of the new attacking craft is necessary. The human torpedo is 22 ft. long and 3 ft. in diameter. An officer sits astride the bow working the controls, with a rating sitting astern, both in Davis escape apparatus. This craft can dive to about 60 ft. and go under, through or over the ordinary A/S net. After attaching the torpedo to a ship's side, the crew swim away and a time fuse does the rest. When used in the Mediterranean, these craft were launched from M.T.L.'s. It is possible to transport human torpedoes in a large submarine, a development which is now considered highly probable.

The Japanese midget submarine (50 ft. long, 5 ft. diameter), three of which entered Pearl Harbour while the gate was open, carries a crew of two within the craft. The armament consists of two torpedo tubes and one 300 lb. bomb. The submarine is carried in and launched from a parent ship and has a range up to 200 miles.

The one man boat (17 ft. 6 inches long, 4 ft. 11 inches beam) has a top speed of 31 knots and an endurance of four to five hours. The propeller can be raised to permit jumping of defences. After aiming the craft at the objective, the crew of one man drops off the stern on to a form of raft. A 600 lb. explosive charge is carried in the bow. Like the human torpedo, it is possible to carry these craft in large submarines, which means they might be used against Canadian ports. At Suda Bay six one man boats entered through a gap in the boom at sunrise and did considerable damage.

To protect our ports from attack by such craft, a new small mesh first line net has been designed to replace the standard A/S net. As this net only reaches to within five feet of the surface, a curtain net starts four feet above the water and hangs down to overlap the main net. This curtain net is to prevent a human torpedo or one man boat from manoeuvring over the main net. Should a

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human torpedo be observed near the defences, a 5-lb. bomb about the size of a soupcan will kill a man under water up to 150 ft. and knock him out up to 500 ft.

These two new nets are not intended to stop a large submarine but act as an alarm, while the second line, heavy large mesh net, will bring the submarine to a complete stop. To prevent a submarine following a ship in through the gate when the channel is deep enough, a new submerged net has been designed. All nets are designed and constructed to allow a give of approximately 600 ft. on being attacked. This prevents the boom and trots from being torn to pieces.

To know when and where a boom is under attack, various forms of signal apparatus are being tried out to replace the explosion and flare type now in use. Experiments involving the invisible ray, sound, electrical currents, compressed air, etc., may lead to something practical and foolproof.

New forms of net cutting apparatus fitted to submarines require watching. Saw cutters, mechanical cutters, explosive cutters, fuse cutters using current from the batteries, and various others have so far not proven successful and have not been extensively used, with the exception of the old time saw cutter.

At likely invasion spots on the English Coast the Boom Defence Department has as a side line the maintenance and control of all shore scaffolding defences. These are series of pipes clamped together about ten feet high, continuing for miles in single or double lines, in the water or ashore, mined and piped for oil or not as the location demands. They are designed to withstand attack by tank landing craft, tanks, boats or anything that might come along. Tests show they will stop all of these and more. As yet this type of Defence has not been used in Canada.

To combat the airborne torpedo A/T baffles are placed across suitable anchorages and drydock gates as a protection against these projectiles and drifting mines. Close ship protection, composed of

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A/T baffles, is placed around ships of importance while at anchor. New types of nets for ships under way are now undergoing tests.

The Canadian Boom Defence Section has been fortunate to date in losing only one gate vessel, sunk by a visiting capital ship. In the United Kingdom many gate vessels have been marked by machine gun-fire and the nets damaged by drifting mines. Both in Canada and in the United Kingdom new ideas and improvements in design are continually tested, so as to provide maximum security for the ships behind the booms.

-vVv-

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date.

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

C253184

To: PRIME MINISTER
MINISTER
MR. HEENEY
MR. ROBERTSON

From:
CNS CANADA

BRITISH SHIP "CYCLOPS" REPORTED TORPEDOED 0002Z/12 180 MILES SOUTH OF HALIFAX.

("CYCLOPS" 9,000 TONS - EN ROUTE CANAL ZONE TO HALIFAX.)

12.1.42.

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S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

C253185

To: THE PRIME MINISTER
MINISTER OF NAT. DEFENCE (NAVAL)
MR. ROBERTSON
MR. HEENEY
C.A.S.
C.G.S.

From: C.N.S.

"MJOANES" ON ARRIVAL SYDNEY 16TH JANUARY REPORTED PICKING UP SURVIVORS S.S. "FRISCO" TORPEDOED 60 MILES SOUTH WEST FROM ST. PIERRE AT 2200Z/12 JANUARY. THIS SHIP SAILED SAVANNAH 6TH JANUARY FOR ARGENTIA (DUE 12TH JANUARY)

16/1/42.

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Epreuve illisible

WR/N/AR

S. 1320H
5 Mil.-6-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

C253186

To: THE PRIME MINISTER
MINISTER OF NAT. DEFENCE (NAVY)
MR. ROBERTSON
MR. HEENEY
C.G.S.
C.A.S.

From: C.N.S.

S.S. "TOORAK (8000 TONS) TORPEDOED 10 MILES FROM ST. JOHN'S NFLD, APPROXIMATELY 8 A.M. OTTAWA TIME 16TH JANUARY. THIS SHIP WAS ENROUTE U.K. TO HALIFAX. SHIPS DETAILED TO SEARCH AND TWO AIRCRAFT TAKING OFF IMMEDIATELY.

16/1/42.

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MOST SECRET

S. 1320H
5 Mil.-5-40 (4975)
N.S. 815-9-1320H

NAVAL MESSAGE

C253187

To: PRIME MINISTER
MINISTER
MR. ROBERTSON
MR. HEENEY

From:

C.N.S. CANADA.

"NORTH GASPE" (888 TONS) TORPEDOED OFF CAPE RACE 0200Z/22.

"WILLIAM HANSEN" (1345 TONS) TORPEDOED 50 MILES S.E. ST.JOHNS A.M./22.

"ALEXANDER HOEGH" (8248 TONS) TORPEDOED 150 MILES SOUTH OF CAPE SABLE NOON 21st.

22.1.42.

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Cole - W.D.C. - Naval Defence

1942
FEB. 17. TO FEB. 23.

NORTH ATLANTIC

LAT. 29°N. TO LAT. 64°30'N.

Published under the orders of
The Honourable The Minister of Mines and Resources of Canada

This chart is on the Mercator Projection

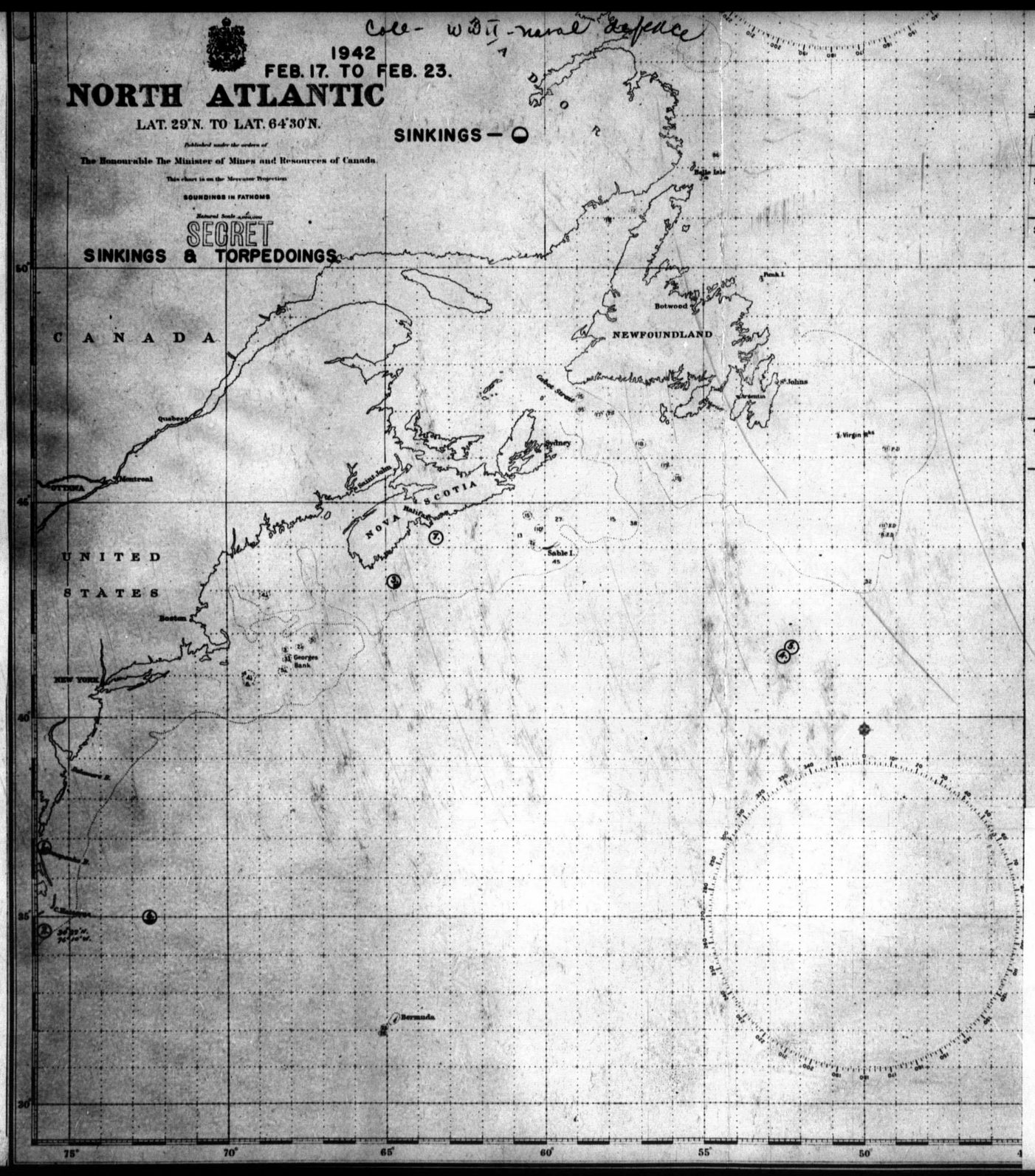
SOUNDINGS IN FATHOMS

Natural Scale at Equator

SECRET

SINKINGS & TORPEDOINGS

SINKINGS — ⊖



TORPEDOING & SINKINGS
(in area covered by chart)
For week ending Feb. 23rd, 1942

C253188

No.	Name	Time of attack	Position	Remarks	Signal T.O.O.
1.	"E.H. BLUM"	01322/16	36° 45' N. 75° 45' W.	Sank - believed mined	2233Q/18
2.	"OKLAHOMA"	0651Z/18	34° 37' N. 76° 10' W.	Torpedo crossed bow	-/18
3.	"EMPIRE SEAL"	2138Z/19	43° 14' N. 64° 45' W.	Torpedoed - Crew picked up, probably sunk	-/19 1453Z/21
4.	"EDDA"	0900/21	41° 29' N. 52° 30' W.	Torpedoed - Arrived Halifax	1218Z/21 1349Z/23
5.	"SULIMA"	1210Z/21	41° 48' N. 52° 16' W.	Attacked by U.Boat but Torpedo missed	1305Z/21 -/21
6.	"BLINK"	2050/11	35° 00' N. 72° 27' W.	Sunk by U. Boat	1500Z/21
7.	"KARS"	2009Z/22	44° 15' N. 63° 25' W.	Torpedoed - abandoned burning - 1 survivor	-/22 1383Z/23

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Secy

N/AR

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE C253189

To: THE PRIME MINISTER
MINISTER OF NAT. DEFENCE (NAVAL)
MR. HEENEY
MR. ROBERTSON
CHIEF OF GENERAL STAFF
CHIEF OF THE AIR STAFF

From: CHIEF OF THE NAVAL STAFF

I M M E D I A T E

INTERCEPTED 2132 GMT S S S S 43 DEGREES, 14' N 64 DEGREES 45' W "EMPIRE SEAL" TORPEDOED DE VCS.

/19.

NOTE: POSITION APPROXIMATELY 35 MILES SOUTH EAST CAPE SABLE (N.S.)

19.2.42

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Coll - WWII - Naval defence

C253190

NS. 1000-5-25.

Secret.

ROYAL CANADIAN NAVY

R. C. N.

M O N T H L Y R E V I E W

(Short Title: R.C.N.M.R.)

No. 4.

April 1942.

ATTENTION IS CALLED TO THE PENALTIES ATTACHING TO ANY INFRINGEMENT OF THE OFFICIAL SECRETS ACT, CHAPTER 49 OF THE STATUTES OF CANADA, 1939.

THIS PUBLICATION MUST BE KEPT

LOCKED UP WHEN NOT IN USE

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C253191

R. C. N.

MONTHLY REVIEW

(R.C.N.M.R.)

This Review is for the information of all officers in H.M.C. Navy.

ALL COPIES ARE TO BE DESTROYED BY FIRE on receipt of the next edition - except that the actual addressee shown in the Distribution List may retain one copy for reference which must be kept in a secure place.

Officers are invited to forward to the Deputy Secretary (Naval Staff) through their Commanding Officers, Naval information or articles of general interest suitable for inclusion in R.C.N.M.R.

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REVIEW OF THE MONTH

U-boat attacks continue to be concentrated in the Cape Hatteras area. Attacks in Canadian waters have been few, and those in the Caribbean confined to the eastern area.

Since the beginning of the month forty ships (of which fourteen were tankers) with total tonnage of 230,000 have been sunk in the Western Atlantic as against fifty ships with a total tonnage of 320,000 for March. Only 35% of the sinkings in April were tankers, against about 50% in March.

x x x x x

Six Canadian naval officers have been reported as survivors from the sinking of the cruiser, H.M.S. "DORSETSHIRE", in the Indian Ocean. These were Lieut. J.L. Percy, R.C.N.V.R., Lieut. R.F. Wilson, R.C.N.V.R., Sub-Lieut. S.W. Breckon, R.C.-N.V.R., and Midshipmen T.W. Wall, N. Cogdon, and W.H. Howe.

The three Midshipmen are reported to have transferred to the "DORSETSHIRE" only recently, from another cruiser that had been in action in the Singapore area.

x x x x x

One Canadian naval officer was listed as killed, and two others as "missing", following the recent raid on the Nazi submarine and naval base at St. Nazaire.

Lieut. G.M. Baker, R.C.N.V.R., is reported killed, and those missing are Lieut. D.L. Davies, R.C.N.V.R., and Surgeon Lieut. W.J. Winthrope, R.C.-N.V.R.

x x x x x

A public subscription campaign to raise $45,000 was announced by the Navy League of Canada, Montreal Division, to begin April 27th. The funds are intended for the erection of a new drill hall which will enable the corps to increase its strength from 250 to 500.

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"Since the outbreak of war", said Mr. Ewing, president of the Division, "nearly 200 of our members have joined the fighting forces, many of them obtaining commissions soon after enlistment".

x x x x x

A gift of 40 mantel-size radios, complete with spare sets of tubes, has been received at Halifax from the Dalhousie Association of New York and the Maple Leaf Fund of that city for use in naval hospitals.

They will be apportioned between Halifax, Sydney, Esquimalt, and St. John's, Nfld.

x x x x x

On 3rd April "F" block in Nelson Barracks was completely destroyed by fire. Fortunately no lives were lost. One rating suffered serious burns and three others were slightly injured.

x x x x x

The Governor-General and Princess Alice visited Victoria, B.C., from April 10th to April 16th.

The First Sea Lord, Admiral of the Fleet, Sir Dudley Pound, paid a brief visit to N.S.H.Q. He was accompanied by the Chief of the British Admiralty Delegation, Admiral Sir Charles Little, and Captain W.W. Davis, R.N.

x x x x x

On 10th April, S.S. "TRONGATE", loaded with toluol and small arms ammunition, caught fire in Halifax harbour. Possible repetition of the city's previous experience in the last war was avoided by scuttling the ship with gunfire.

x x x x x

A noteworthy piece of salvage work was carried out by H.M.C.S. "MAYFLOWER". On March 25 the tanker "IMPERIAL TRANSPORT" was torpedoed 500 miles east of Cape Race. With the assistance of some key members of the tanker's crew, personnel from the "MAYFLOWER" boarded the abandoned vessel, raised steam, and brought her in to St. John's, Nfld., under

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her own power.

x x x x x

Owing to the possibility that U-boats are using Sable Island as a landfall, a Walrus amphibian from H.M.S. "SAKER" will be stationed at the island for patrol duty.

x x x x x

An instance has been reported of a submarine being painted and disguised as a lightship.

x x x x x

With the commissioning of H.M.C.S. "DUNDAS" on April 2nd, the 1940-41 corvette construction program was completed. "DUNDAS" is the last of the original group building in British Columbia: its addition to C.O.P.C.'s forces raises the number of corvettes therein to seven.

x x x x x

The Department of Munitions and Supply announced on April 16th that eleven Canadian ordnance plants had made their first shipments since the beginning of the year.

"Among more recent units going into production are a new type of four-inch naval gun, a 12-pounder naval gun, naval mountings .....

"Work is progressing on .....other items including naval Vickers machine guns, naval pompoms, another type of four-inch naval gun....."

x x x x x

More than $500 net profit was cleared for the Ottawa Women's Naval Auxiliary by the "Navy Blue Revue", a stage production arranged and acted entirely by the Ship's Company of H.M.C.S. "BYTOWN". Music was provided by a section of the band from H.M.C.S. "STADACONA".

x x x x x

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The following condensed comments are from the Inspector of Booms, West Coast, following a visit to Bremerton Naval Base:

"An enormous increase in war activity since December visit .....in the Navy yard all air raid shelters completed and a system of underground smoke apparatus for emitting a blanket or screen over the whole yard .....approximately 25 barrage balloons were counted in the air from scows and shore winches .....a dry dock empty in December had now four destroyer hulls more than half completed."

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Extracted from a report from Naval Stores:

"Owing to the unstable conditions, the specification for cordage (to date) has not been amended. The situation is changing rapidly and the manufacturers are producing the best they can with the fibres available. Fibre stock on hand is sufficient for almost 12 months, consisting of manila, java sisal, Indian jute, Chilean hemp, and Mexican sisal; a shipment of African sisal is expected in the near future.

"Although the tensile strength of those latter fibres is much lower than manila or Italian hemp, nevertheless they can be used as a stop gap until hemp and flax can be grown in Canada in sufficient quantities to meet requirements. A trial order for cotton rope has been placed. This will be used as a substitute for manila for hammock lanyards, clews, and lashing.

"Owing to the shortage of tin, Admiralty gun metal (88 copper, 10 tin, 2 zinc) has now been replaced by 88 copper, 5 tin, 2 zinc, 5 nickel. The castings of this composition are satisfactory although extra care is necessary when mixing, and when moulding long branch pipes additional gates are used.

"Silicon bronze (which excluded tin) has not yet been successful in light castings; other tin free bronzes are being tested."

-vVv-

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Since the beginning of the Western Atlantic U-boat campaign, attacks have been almost wholly directed against unescorted vessels. Hence, very few contacts between enemy submarines and our warships have occurred. A few attacks on Asdic contacts have been reported during the month, but without reliable indications of success.

In view of the possibility of submarines operating in the Gulf of St. Lawrence during the summer, arrangements have been made to carry out gun and depth charge trials near Toronto for H.M. and H.M.C. Ships completing in the Great Lakes and below Quebec for all ships completing in the River St. Lawrence. W/T and R.D.F. installations will be completed at Montreal and Quebec. A/S trials will be carried out in the river below Quebec and all ships will embark their complete outfits of ammunition before leaving Quebec. All new construction ships, both R.N. and R.C.N., will be used as escorts for merchant shipping from Quebec to Sydney.

Twenty A/S Trawlers lent by the Admiralty are now in operation on the Atlantic Coast of the United States. Two are based at New York, ten at Norfolk, eight at Charleston. Two have been delayed en route and two have been lost, one by stress of weather and one by collision.

The major effort against the enemy U-boat offensive is centred on organising a system of coastal convoys on the Eastern Seaboard. Plans are now in hand to escort ONS convoys to vicinity of Halifax where vessels for Canadian ports will be detached and the remainder will continue under Western Local Escort to the Cape Cod Canal. Escorts will refuel at Boston and will then escort east bound shipping from Boston to Halifax. Ships for Sydney and the St. Lawrence will break off from ON and ONS convoys and will be escorted to Sydney by two or three corvettes of the Mid-Ocean Escort Group. In the event that no corvettes have sufficient fuel for this purpose, shipping for the Gulf will break off at Halifax.

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Patrol of the West Coast by all available warships was maintained throughout April without major incident. Search was made by Naval craft for suspected submarines reported by aircraft on April 12th and 16th, but without result. No other evidence of enemy activity on the West Coast was detected.

H.M.C. Auxiliary Cruiser "PRINCE HENRY" which has been under operational control of the United States Navy in the Caribbean during the winter is now en route Esquimalt where she will undergo annual refit on arrival about May 7th. She will then be placed under operational control of C.O.P.C.

Auxiliary Cruiser "PRINCE DAVID" has been undergoing refit since the 12th.

Auxiliary Cruiser "PRINCE ROBERT" has been employed on West Coast patrol.

x x x x x

The Armed Yacht "VISON" which was under the operational control of C.in C., A.& W.I. during the winter arriyed in Halifax on the 13th and is now undergoing refit in Lunenburg.

The Armed Yacht "ELK", which was diverted en route for escort duty to Norfolk, has been delayed in that port by defects and is not expected to arrive in Halifax until about the second week in May. Both will be employed on escort work in the Gulf of St. Lawrence.

Of the sixteen A/S M/S Isles Class Trawlers building in Canada for the R.N., the first eight to complete have been offered by the Admiralty to the R.C.N. for patrol duties on the Atlantic Coast. This offer has been accepted by the R.C.N.

H.M. Trawler "ST. CATHAN", one of the twenty-four British Trawlers lent to the U.S. Navy for coastal patrol duties, was sunk in position 33° 10' N, 78° 17' W on April 12th in collision with the Dutch S.S. "HEBE".

H.M. Destroyers "CHURCHILL", CHESTERFIELD" and "RIPLEY" were found to lack sufficient endurance for escort of troop convoys. They have therefore been

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allocated to Mid-ocean escort groups, releasing three U.S. Destroyers, which will be allocated to the escort of troop convoys. Escort of troop convoys thus becomes an entirely U.S. Naval commitment.

With the opening of navigation in the Great Lakes and St. Lawrence River new construction ships which have been building during the winter months are being commissioned. Two corvettes, H.M.C.S. "WOODSTOCK" (at Collingwood) and "BRANTFORD" (at Midland) have been accepted and six Fairmile motor launches, laid up for the winter in the Great Lakes, have been recommissioned.

H.M. Corvettes "LA MALBAIE" at Quebec and "MONCTON" at Saint John, N.B., have been commissioned.

Two Fairmiles Q.056 and Q.057, which were sheathed against ice at Halifax, have now arrived at St. John's, Nfld., and are allocated to the Newfoundland Force.

x x x x x

H.M. Submarine P.512 completed engine repairs in Halifax on the 28th and is employed in A/S training under C.O.A.C. P.514 is expected to complete on May 11th (ex trials) and has been allocated to St. John's. (Both craft are ex-U.S.N.)

H.N.M. Submarine O.15 and H.M. Submarine L.27 are refitting in Philadelphia and will complete in May and July respectively.

A small group of R.N. A/S training and maintenance personnel has been established at Argentia to look after British and Canadian vessels of the Mid-ocean escort using the port.

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PERSONNEL

The active service strength of the R.C.N. and reserve forces as on April 23rd was:

	Officers	Ratings	TOTAL
R.C.N.	425	3,454	3,879
R.C.N.R.	746	3,919	4,665
R.C.N.R. (F.R.)	76	338	414
R.C.N.V.R.	2,408	17,812	20,220
R.C.N.V.R. Div.	184	3,650	3,834
TOTAL	3,839	29,173	33,012

(Total on March 26th was 30,643. Increase during April: 2,369.)

Recruiting activities from March 26th to April 23rd:

	Officers	Ratings	TOTAL
R.C.N.	11	0	11
R.C.N.R.	15	98	113
R.C.N.V.R.	95	2,318	2,413
TOTAL	121	2,416	2,537

Deductions from strength due to casualties and discharges totalled 168.

Complement borne at R.C.N.V.R. Divisions at April 23rd, not on active service:

Officers	Ratings	TOTAL
190	1,066	1,256

Total casualties to date:

	Officers	Ratings	TOTAL
Killed on Active Service	49	424	473
Other deaths	6	50	56
TOTAL	55	474	529
Wounded or Injured	2	66	68
Prisoners of War	1	1	2

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Following are details of casualties announced during the month: Lieut. John D. Clouston, R.C.N.V.R., killed March 14th, H.M.S. "Loosestrife"; George F. Carter, A.B., V18016, accidentally killed; Edward J. Sauve, A.B., V6361, accidentally wounded; Lieut. G.M. Baker, R.C.N.V.R., killed March 28th; Lieut. D.L. Davies, R.C.N.V.R., missing on Active Service March 28th; Surgeon Lieut. W.J. Winthrope, R.C.N.V.R., missing on Active Service March 28th; St. Clair Levy, A.B., R.C.N.R., A4991, died April 20th; Harold L. Bullock, Ldg. Sig., V2314, missing, believed drowned April 20th; Marcel Brais, A.B., V4281, missing on Active Service. C253200

.....

Present plans for the Women's Royal Canadian Naval Service during the first year of operations envisage 150 officers and 2,700 ratings.

Barracks accommodation will probably be constructed at Ottawa, Esquimalt, Halifax, Sydney, St. John's, Nfld., and Enfield.

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"For good service in actions against aircraft and enemy supply ships" Lieutenant Douglas B. Symons, R.C.N.V.R., has been Mentioned in Despatches, it was announced March 23rd last.

.....

Lieutenant (E) J.W.M. Barber-Starkey, R.C.N., has been awarded the Newman Memorial Prize by the Admiralty.

This prize of books and scientific instruments goes to the officer who takes first place at the examination in practical engineering following completion of his original specialists' course.

.....

Commander H.N. Lay, R.C.N., Director of Operations Division at N.S.H.Q., has been appointed Acting Captain.

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NEW CONSTRUCTION

Orders have been placed for eight more single-screw revised corvettes to be built for delivery before the close of navigation in 1943. A further eight have also been ordered, the latest of which should be completed before the end of November, 1943.

x x x x x

A site has been purchased at Saint John, N.B., for the erection thereon of an A/A Teacher.

x x x x x

It is now estimated that expenditures to expand the Sydney Base will amount to $7,356,210, an increase of almost four millions over earlier figures.

x x x x x

The Naval Staff has approved the construction of eight 105' wooden "LL" minesweepers, two each for Prince Rupert, Vancouver and Esquimalt, and two stand-by.

x x x x x

The new Navy Building on Cartier Square in Ottawa is now about 15% completed, and will not be ready for occupancy until September 1st 1942.

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An A.R.P. Officer has been attached to the Branch, his programme has been approved by Staff, and certain special equipment has been forwarded to Esquimalt.

The Steam-turbo generators for Bangor Class Minesweepers have been tested and passed for service.

Officers of the Branch have visited Shipyards recently to observe and supervise the installation of S.A. and L.L. Gear in Minesweepers.

A/S

The closing of the month saw seven more ships fitted with A/S gear and 35 additional ratings trained.

After investigation, it was decided to extend the probationary S.D.'s course at Westdale to eight weeks. Consideration is being given to utilizing the additional training facilities there, which would allow for a possible doubling of the number of classes.

D.G.

After a visit to Washington, the Degaussing Officer reported that the experimental D.G. work being done there is very good but rather complicated; additional drawings and information have been forwarded to enable O.S. authorities to complete the construction of a model Corvette as a further aid in their experiments.

D.G. Range will be established near Quebec City, but a good deal of difficulty is still being experienced in building of the D.G. Range Jetty at Vancouver.

R.D.F.

The work of fitting R.D.F. gear in Corvettes has proceeded satisfactorily throughout the month, with further reports confirming the fact that the

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improved set is superior to the original. With the exception of one vessel, all Town Class Destroyers have now been fitted with either British or Canadian R.D.F.

Liaison with the Bell Telephone and Western Electric continues, and it is hoped that arrangements will be made to deliver one set to Canada to every four to the United States.

The Development Group of the National Research Council have been experimenting on improvements for various types of R.D.F. equipment.

Boom Defence

With the closing of the Winter Season, crews have been employed at all bases in reconditioning equipment, and carrying out maintenance and constructive work.

Experiments were carried out at Halifax with a new Curtain Net designed to operate against small surface craft, and at Esquimalt further tests have been made with Torpedoes fired at Anti-Torpedo Nets.

As the United States Representatives on the West Coast are offering higher wages than those set by the Canadian Department of Labour, it has become extremely difficult to obtain civilian labour, and therefore, it has been recommended that Civil Personnel be replaced by Naval Personnel at all Boom Defence Bases on the Pacific Coast.

Research

A survey indicates that communication over distances of ten miles will be possible with the Voice Modulated Signal Lamp during clear weather conditions.

The Diffusion Lighting Units on the C.D. equipment at Duncan's Cove have been installed.

Additional experiments and tests were carried out along the following lines:

(1) Various systems of sea-water purification.

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(2) The most suitable coating for optical lenses for use in binoculars.
(3) The use of synthetic Cordage in anchoring kites.
(4) The possibilities of various resinal substitutes for rubber in Naval Life Jackets.

Contracts

The launching, trials and commissioning of Corvettes, Minesweepers and Fairmiles is proceeding according to schedule.

Three Fairmiles, which had been laid up for the Winter at Toronto, have been re-commissioned.

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MISCELLANEOUS

"Serve God daily, love one another, preserve your victuals, beware of fire, and keepe good companie."--(Part of John Hawkins' instructions to his ships, 1564).

.....

The following is from "Time" Magazine:

WARRIORS. In Coffeyville, Kans., an Osage Indian introduced his family to a visitor. "I am Brave Eagle," he announced. "This is my son, Fighting Bird-- and this is my grandson, Four-Motored Bomber."

.....

Reported in the press: Ottawa, April 14th--Something new in "naval auxiliary" forces was seen here today as milk and bread wagon drivers cruised along their routes picking up used magazines for the R.C.N.

.....

The recent change in terminology from Victualling Assistant to Supply Assistant stills forever the timeworn cry in the mess decks of "V.A.". It should also reduce the confusion caused by Writers who, in making out subsistence claims for Convoy Commodores, use V.A. as an abbreviation for Vice Admiral.

.....

The Minister for National Defence, speaking in the House of Commons, gave the recruiting figures for the first three months of the current year:

	Navy	Army	Air Force
January	1,200	11,713	5,774
February	1,347	8,152	3,104
March	2,175	8,821	4,153

"That is something over 42,000 for the first three months, and there are also the 7,060 enlisted in the Army this month up to the 18th."

.....

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Intercept from Tokyo to Bangkok, received in Ottawa: "Eye cannot help having compassion on Chinese people who at this dawning of Greater East Asia are unnecessarily distressed by following blindly those against Japan."

C253207

.....

Noted in the press: Washington, April 16-- A measure opening the ranks of the U.S. Navy to women - first step toward enlistment of 150,000 "Sailorettes" to relieve men for sea-going service - was passed today by the House of Representatives.

.....

"What the country needs is annihilation of the enemy. Only numbers can annihilate."
Lord Nelson.

.....

According to the Post Office, Ottawa, only five mail boats were sunk during 1941, and 129 got through safely. Roughly 400,000 bags of mail, or about 24½ million pounds, were delivered to the men overseas during 1941. Some 23,000 bags have been lost since the war began.

.....

Extracted from the General Intelligence Summary, from New Zealand, of 2nd March 1942: "Formalities Waived. A certain R.A.N.V.R. Lieutenant, according to Press reports, was full of apologies when he was unable to 'pipe the side' to a Commodore rescued by a corvette after a U-boat attack on a convoy. Drenched, but apparently immaculately clad, the Commodore came up the side. The Lieutenant, saluting, expressed regret that the visitor could not be piped over the side, "That's all right," replied the Commodore, stepping on deck -- to reveal that he wore no trousers."

.....

Beginning with this issue of the R.C.N.M.R., there will be appended each month an up-to-date map of one of the Canadian Naval Bases. This month there is a map of the Gaspe Base.

-vVv-

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(Naval Service Headquarters does not necessarily agree with opinions expressed in this section of R.C.N.M.R.)

LOSS OF R.M.S. "LADY HAWKINS".

The following digest has been prepared from a report to the Flag Officer, Trinidad, by an Engineer Lieutenant, R.N., who was a passenger in the "Lady Hawkins" at the time of the loss.

"The 'Lady Hawkins' sailed at about 1530 from Boston on 16th January, 1942, passing through Cape Cod Canal at night. She cleared the Statue of Liberty at 1300 on the 17th and proceeded down the coast.

"On 18th January the ship was steaming S.S.W. in sight of and parallel to the coast about 10 to 20 miles out. A patrol of aeroplanes was seen in the forenoon and an airship flew over at 1400. At 1500 the ship changed course to about E.S.E., presumably off Cape Hatteras, setting a course for Bermuda.

"This had been the first day of comparatively warm weather and we were able to sit on deck after dinner at night in comparative comfort; it had been freezing up to that day. The speed was about 14 to 16 knots, having been slightly reduced so as to arrive after dawn on Tuesday, January 20th.

"At about 0200 on Monday morning, 19th January, I heard a slight noise, just enough to wake me. It sounded higher pitched than a near miss from bomb or shell and deeper pitched than a depth charge. It might be compared with a large sized cymbal.

"I must have gone to sleep again because the second louder (but not frightening) noise occurred apparently two seconds later, whereas other survivors tell me that they had time to dress before the lights went out with the second explosion.

"The first torpedo struck No. 2 hold or under the foremast, and the second struck amidships some 30 seconds later. The ship immediately took a 10° list to port. All the lights were now extinguished; there was no secondary lighting.

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" I had everything ready for such an emergency (as I thought) - a torch in my dressing gown which I forgot, one in my jacket which I could not find, and two more packed with other useful things in my attache case, which likewise I could not find. I found great difficulty in waking myself and thinking clearly, being in a very deep sleep presumably due to the unaccustomed heat of the cabin after the first warm day.

"I seemed to grope around the cabin - then it occurred to me that I had estimated the ship would sink in 15 minutes with one torpedo and she had taken two.

"I found what I thought was the door, but it turned out to be the w.c.

"Once on deck I went to my boat station, where I found hardly any people and no signs of activity. I saw the submarine, fully surfaced, with two lamps (about 10 inch) sweeping the ship. It was a calm night and the moon had set. As I had only silk pyjamas and a wrist watch I knew my only hope was to get a boat.

"I found No. 2 life-boat swung out. We had to lower the boat and swim to it.

"The ship continued to heel. When she had reached about 60° heel and about 10° by the head she dived with a swishing noise at about three to five knots constant speed. This was from 15 to 25 minutes after the ship had been hit.

"Our boat was about 40 yards off: we felt no suction.

"No. 4 boat had been broken by the explosion: No. 6 boat fell to pieces as it was swung out. A calcium flare lit as the ship dived revealing two boats from the starboard side apparently all right." (Ed. Note - These boats were not seen again.)

"All the wireless sets had been put out of action, so we should have to sail to safety. Everybody was wet and cold. About 30% had inadequate clothing. The barman had brought off three bottles of rum, two of which he lost and the third he handed round.

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C253210

"As soon as it was light we set sail. The rudder was missing, so a steering oar was rigged. We numbered 78, the boat being designed for 63. The first day we made 2 to 3 knots on the starboard tack steering West. The tops of the waves were just breaking, and every time we got off our course we took in a splash of about four buckets full. I don't think the lee gunwhale dipped: we were cold with repeated drenching and bailing was difficult.

"Then we ran South under jib only. About 1500 on 21st January the wind abated and we set the mainsail on the port tack making a course about West again. At midnight we were taken aback, and reset the sail again on the starboard tack - thereby gaining the right of way over all other traffic!

"We headed South rather than North to get better weather though it meant a longer course. We were not unduly worried about provisions provided we kept in the trade winds: only half the biscuits and water were used after 4½ days.

"By Thursday, January 22nd, conditions were improving. For the first time we really dried out. Most of the people without shoes had developed swollen feet. There were five deaths.

"At 2300 23rd January, we sighted a passenger ship at about 3 miles distance. We lit a red flare, and shone a torch on the sail. This ship, the S.S. "Coam ", altered course towards us, and we climbed up a boat ladder to a door in the side of her hull."

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THE SINKING OF THE "BISMARCK" THROUGH GERMAN EYES

C253211

The following account, reprinted from the New Zealand General Intelligence Summary, is compiled from the stories of survivors from the German battleship "Bismarck", and in so far as it refers to technical details, cannot be taken as in any way authoritative.

Admiral Lutjens and his staff embarked in the "Bismarck" at 1700 on the 18th May, 1941, and the battleship sailed at 0200 on 19th May proceeding from Kiel Bay in company with "Prinz Eugen", two destroyers, the "Friedrich Eckholdt" and "Hans Lody" and two boom defence vessels. The squadron was off Bergen at 2242 on 20th May, where British reconnaissance aircraft were sighted.

At 1030/23 the passage through the Denmark Strait was begun. On the evening of this day H.M. Ships "Norfolk" and "Suffolk" sighted the enemy and shadowed them during the night in spite of the visibility at times being only one mile. At 1928 on 23rd May the "Bismarck" fired three salvos at one of the cruisers which turned away. One of the diaries expressed relief that the enemy had been evaded. At 0415/24 the "Prinz Eugen" reported that smoke had been sighted to port. Thus opened the action with the "Hood".

According to the "Bismarck" prisoners, the "Hood" opened fire first. Her salvo was over. The second salvo was short and the third hit. Prisoners state that three shells in all struck the "Bismarck". One passed through the bows without exploding, but caused the entry of a considerable volume of water into compartments Nos. 20, 21 and possibly 22. This was successfully isolated by closing watertight doors and hatches. According to prisoners this hit reduced the "Bismarck's" speed to 28 knots. It also created a potential fuel shortage as the forward fuel tanks could no longer be used.

A second shell struck the "Bismarck" on the port beam, below water, against the armoured plating protecting compartment 14. The armoured plating was not penetrated, but was sprung, and water entered. This leak was checked by the pumps, but work in the compartment was abandoned owing to escaping steam. The same shell caused damage in the electrical turbo-generator room. Some prisoners believed that this shell was fired by H.M.S. "Prince of Wales". The third shell passed over

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the deck without exploding, but it wrecked two pinnaces. Five men were slightly injured by these shells. A C253212
Gunnery Officer described the gunnery of the "Hood" as exceptionally good. The same officer stated that action was joined at 0442 and that the "Hood" blew up at 0458.

On 25th May at 0015 naval torpedo-carrying aircraft from H.M.S. "Victorious" made an attack, and the "Bismarck" according to prisoners, was hit by one or two torpedoes which struck the side but did not penetrate. One of these torpedoes widened the hole made against the side of compartment 14 by a shell during the action with "Hood". As the torpedo struck, a column of water was flung up as high as the masthead. There was one casualty - a Petty Officer who was flung against a bulkhead and suffered a fractured skull. Prisoners state that a tremendous "Flak" barrage was put up, guns being fired until red hot. According to one man, up to 50,000 rounds of light and heavy "Flak" were expended.

According to prisoners the "Prinz Eugen" had parted company soon after the engagement with the "Hood" and had proceeded away to refuel.

Gloom on Board.

According to prisoners the "Bismarck's" course was now being directed from land by Admiral Carls. Information of powerful British naval concentrations, which he must have received from land, appears, at this time, to have convinced Admiral Lutjens of the hopelessness of his position, for, at 1150, he called the crew together, and, addressing them, stated that while it had been possible to direct the "Prinz Eugen" to safety, "Bismarck" had not been able to shake off her pursuers. The British would be able to concentrate their fleet and force them to do battle. It was hoped that help in the form of U-boat and seaplanes would be forthcoming, but it was feared that the best that could be expected was that the "Bismarck" would take one or two of her opponents to the bottom with her.

It was therefore up to the crew to remember their oath to be true to the death to the Fuhrer. The effect of this speech on the crew was one of utmost depression. There also appears to have been some friction between the Admiral's Staff and the "Bismarck's" officers, and, in addition, according to one prisoner, confusion was increased by incorrect information from land, based on false reports provided by German Air Force reconnaissance aircraft, which resulted in the "Bismarck" losing half a day on her course. The opinion of one prisoner

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was that this lost half-day made all the difference between disaster and safety.

Nevertheless, as the day wore on the hopes of the crew revived. According to the diary of one prisoner, the "Bismarck" reached the declared area of German submarines at 1850 of this day, and he added that "there is little chance of meeting with British main forces, but it is probable that German U-boats will be encountered." The "Bismarck" was now heading for Cape Finnisterre, hoping to creep along the French Atlantic coast to a safe harbour. Throughout this day which brought no contact with heavy British forces, and no intensive air attack until night-fall, the hopes of the "Bismarck's" crew were high.

The arrival of a large flight of German bombers, and a swarm of U-boats was expected hourly. Prisoners complained bitterly after their capture that no support at all was vouchsafed to them, and that they had been completely let down by both the German Air and U-boat arms. One prisoner also made a statement suggesting that information was signalled to the "Bismarck" that destroyers, which it was intended to send to their relief from Brest, could not put out owing to heavy seas. This prisoner added the comment that it was obvious that the heavy seas had not deterred British destroyers.

The Steering-gear Damaged.

The next attack on the "Bismarck" came between 2055 and 2155 when an attack was by 15 Swordfish torpedo aircraft flown from H.M.S."Ark Royal", under cover of the darkness which the "Bismarck" crew falsely believed was to be their shield. In this attack one torpedo hit amidships on the port side, one on the starboard quarter, and possibly a third on the port quarter. The torpedo which struck to port amidships, according to prisoners, exploded without doing damage, against compartments Nos. 7 and 8, but that on the starboard quarter wrecked the steering gear, jammed the rudders at 15° and filled compartment No. 2 with water. This completely disabled the "Bismarck" which began to turn slowly in circles.

Frantic efforts were now made to repair the damage. According to one account it was announced that the man who succeeded in this task would be given the Knight's insignia of the Iron Cross. The ship was stopped and a diver was lowered over the stern who managed to clear one rudder, but this still did not enable the ship to

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be steered. There now appears to have been a flare-up among the officers and, according to one prisoner, Admiral Lutjens, when asked for further instructions shouted passionately, "Do what you like, I have finished with it."

In the midst of this uproar, at 2350, a wireless signal arrived from Hitler reading: "All our thoughts are with our victorious comrades." Between 0120 and 0150, 27th May, another attack was made on the "Bismarck" by H.M. Destroyers, and at least two hits were obtained with torpedoes. These hits do not, however, appear to have materially added to the damage already done. At this time the "Bismarck" was trying to proceed slowly forward, steering with her engines.

More False Hopes.

By now the crew had become thoroughly alarmed, and at 0145 a signal, according to a diary, was passed from the Commander-in-Chief to the Captain: "Please inform the crew that early in the morning 81 Junkers 87 aircraft will join us, in addition to two tugs and one tanker. The U-boats have received orders to close with the "Bismarck". K.I. has already arrived." This signal may have been given without justification in order to bolster morale, as no help came. Two salvoes were fired at an unknown ship at 0230. At 0307 one prisoner wrote in his diary: "Everyone is now eagerly awaiting the aircraft promised by the Fuhrer."

It was not until shortly before 0900 that the British battleships engaged with their heavy armament. The "Rodney" opened fire on "Bismarck" at 0847, "King George V" at 0848½. The "Bismarck" opened fire on "Rodney" at 0850, her first salvo being 1,000 yards short. The next salvo straddled, one round being only 20 yards short. At 0851, the "Rodney" straddled the "Bismarck". At 0858 the enemy was firing steadily at "Rodney" with main and secondary armament. The Gunnery Officer already quoted, when interrogated, ventured the opinion that the "Bismarck" could still have held her own against the "Rodney" and "King George" had not a shell from, he believed, H.M.S. "Dorsetshire", hit the main control position. This blew out the "Bismarck's" brains.

The main armament was then put into local control and the officer moved to "B" turret which was ordered to engage the "Dorsetshire". Only one salvo was fired. The gun's crew had become thoroughly demoralized and mutinied and left the turret saying: "We are not going to stay here for target-practice." The Officer also left

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the turret. Similar scenes were taking place all over the ship, for at this time the "Bismarck" was taking terrific punishment. According to one prisoner one officer drew his revolver and shot down some of the crew when they refused to obey him.

Turret after turret was silenced, and communications were wrecked. Shell after shell hit the upper deck which was speedily reduced to a mass of twisted steel. Fires had broken out amidships and aft. Sheets of flame were pouring out of the funnel and the ship's four aircraft were also burning. One shot snapped the mainmast which spun down over the quarter deck creating fresh carnage. Slowly the ship began to heel to port, water began to pour below through ventilators on the port side, and also rendered two port secondary armament turrets useless. Below on the Battery Deck, ratings fought to escape with others who jammed the companionways, afraid to run the gauntlet of the fires which were sweeping the decks above. The order to "Abandon Ship" never reached many parts of the vessel. Groups of men acted independently for themselves, but many such groups were blown to pieces before they could leave the ship.

By 0930 the "Bismarck" had been completely silenced. By 0940, the "Rodney" was closing and the range was down to 4,000 yards. "Rodney's" 16-inch shells had caused indescribable devastation. One hit had blown the back of the "Bismarck's" "B" turret into the water. One straddle made four huge holes in her side. The top of her bridge structure had been blown away. "Rodney" had also scored one direct hit with a torpedo. The ship was an inferno.

The Gunnery Officer has stated that he saw H.M.S. "Dorsetshire" firing and had been under the impression that her 8-inch shells would be ineffective until they began to hit the "Bismarck". This caused damage considerably greater than had been expected. H.M.S. "Dorsetshire" was now ordered in to sink the "Bismarck" by torpedoes. There is no definite evidence from the German side as regards the actual manner of sinking, but there is some reason to believe from prisoners' statements that the inevitable end of the "Bismarck" was hastened by the explosion of some of the special fixed scuttling-charges by members of the crew.

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Details are also lacking as to the fate which overcame Admiral Lutjens and Kapitan sur Zee Lindemann C253216 One prisoner states that as the ship went down he saw the two officers standing side by side at the bow of the vessel waving farewell to those of the crew who were already in the water.

As regards the final phase of the destruction of the "Bismarck" a conversation between two prisoners is worthy of notice. One remarked that a number of members of Germany's Propaganda Kompanie was on board who filmed the scene during the last battle. His companion said: "If that film was ever shown in Germany there would be no more volunteers for the German Navy."

-vVv-

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S.N.P.A.	1	Chief Engineer		Destroyers.	
C.O.P.C.	4	Halifax	1	One each to C.O.'s	
Insp. of Naval		Captain-in-Charge,		Corvettes.	
Ordnance,		Halifax	4	One each to	
Esquimalt	1	Officers' Training		Minesweepers.	
Chief Engineer,		Establishment,			
Esquimalt	1	Halifax	1	Liaison Officer,	
C.O. "Royal		Captain "D",		13th U.S. Naval	
Roads"	2	Halifax	2	District.	1
Naval Superinten-		Naval Officer-in-			
dent, Esquimalt	1	Charge,			
C.O. Auxiliary		Sydney	2		
Vessels, Esqui-					
malt	1				

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OFFICE OF THE PRIME MINISTER

N/A R

MEMORANDUM

C253218

May 12, 1942
9.55 a.m.

FOR THE PRIME MINISTER:

Admiral Nelles called me this morning to report that the first sinking in the St. Lawrence had taken place, survivors having arrived last evening. He tells me that the sinking was west of Gaspe.

A.D.P.H.

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Report received that a motor life boat towing a life raft sighted off Fame Point in Gulf of St. Lawrence. Probably means a submarine operating in Gulf.

E.D.A.

N/AR
C253219

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C253220

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To:

THE PRIME MINISTER
MR. HEENEY
MR. ROBERTSON

From:

SEC. CHIEFS OF STAFF COMMITTEE

SUMMARY 7TH JUNE

SOURCE J.S.M. WASHINGTON 2211Z/6.. ALEUTIAN IS.

JAPANESE FORCE OF 1 SMALL CARRIER, 3 CRUISERS AND 2 DESTROYERS ATTACKED BY ARMY BOMBERS. CARRIER BELIEVED DAMAGED WHILE 'PLANES WERE IN THE AIR.

MIDWAY IS.

5TH JUNE. 8 ROUNDS FIRED AT MIDWAY IS. BELIEVED TO BE FROM SUBMARINE.

JAPANESE BATTLESHIPS 125 MILES WEST OF MIDWAY IS. ATTACKED BY ALL AVAILABLE B 17'S AND DIVE BOMBERS. 1 DIRECT HIT AND 1 NEAR MISS OBSERVED ALL JAPANESE FORCE OBSERVED RETIRING TO WESTWARD AT 12 KNOTS.

SUMMARY OF ENEMY CASUALTIES IS RESULT OF 2 DAYS' ACTION, MINIMUM OF 3, PROBABLY 4 BATTLESHIPS DAMAGED, 2 AIRCRAFT CARRIERS SUNK, REMAINING 2 SERIOUSLY DAMAGED, 2 CRUISERS AND 2 TRANSPORTS

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N.S. 815-9-1320H

NAVAL MESSAGE

To: From:

DAMAGED. AIRCRAFT LOSSES ON BOTH SIDES APPEAR TO HAVE BEEN HEAVY.

OTTAWA 1120/7/6/42.

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(C O P Y)
MOST SECRET

C253222

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To: N.S.H.Q. OTTAWA

From: C O P C

June 20/42

MY 0839/20.

REPORTED FIFTY SURVIVORS TAKEN ABOARD H.M.C. CORVETTE ALL WELL AND UNINJURED H.M.C.S. "QUESNEL" "EDMUNDSTON" AND "VANCOUVER" FURNISHING A/S ESCORT TO "FORT CAMOSUN" IN NO IMMEDIATE DANGER SINKING. REPORTED FROM U S COAST GUARD SHIP IN TOW CORVETTE BUT TWO U S CIVIL ONE U S NAVAL TUG ARE PROCEEDING TO ASSISTANCE IF NOT ALREADY THREE.

"QUESNEL" INSTRUCTED PLACE NAVAL PARTY ABOARD BEFORE ACCEPTING U S TOWS TO PREVENT SALVAGE CLAIMS INSTRUCTIONS GIVEN TO ATTEMPT TOW VESSEL ESQUIMALT. GOVERNMENT DRYDOCK HERE AND N.O.I.C. MONTREAL INFORMED. INCIDENT MAY HAVE BEEN DUE SABOTAGE RATHER THAN TORPEDO.

2201Z/20

Copy to the Prime Minister,
The Minister of National Defence (Naval)
The Chief of the General Staff
The Chief of the Air Staff
A.D.P. Heeney, Esq. N.A. Robertson, Esq.

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(C O P Y)
MOST SECRET

NAVAL MESSAGE

C253223

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

To: N.S.H.Q. OTTAWA

June 20/42

From: C.O.P.C.

FOLLOWING INTERCEPTED VIA PACHENA FROM GORDON HEAD.

"FORT CAMOSUN" TORPEDOED 47° 14' NORTH 125° 20' WEST.

US INFORMED SENDING C@ VESSEL FROM GRAYS HARBOUR AND

PATROL VESSEL FROM NEAH BAY. RCN HAS DISPATCHED HMCS

"EDMUNDSTON" FROM SHERINGHAM POINT PATROL NSHQ AND LOCAL

AUTHORITIES INFORMED. REPORT ORGININATED APPROXIMATELY

0500Z/20.

08392/20

NOTE: Position approximately 120 miles S.S.W. of Victoria, B.C.
British registry 7100 tons - Wartime Merchant Shipping, Ltd.

Copy to the Prime Minister ✓
The Minister (Naval)
The Chief of the General Staff
The Chief of the Air Staff
A.D.P. Heeney, Esq.
N.A. Robertson, Esq.

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N/AR

253224

(C O P Y)

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To: N.S.H.Q.

June 19/42

From: C.O.P.C.

FOLLOWING FROM COASTGUARD SEATTLE BEINGS
GENERAL W. C. GORGAS U.S. ARMY TRANSPORT BEING
SHELLED BY SUBMARINE ON SURFACE 1000 GMT 19TH
POSITION 56° 17' NORTH 146° 56' WEST ENDS

1108Z/19

Note: Position Gulf of Alaska - 600 Miles W.N.W. from Prince Rupert

Copies to the Prime Minister ✓
The Minister
N.A. Robertson, Esq.
A.D.P. Heeney, Esq.
Chief of the General Staff
Chief of the Air Staff

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(C O P Y)

C253223

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

June 11/42

To: N.S.H.Q. OTTAWA
(R) G O C IN C
A O C W A C

From: C.O.P.C.

FOLLOWING RECEIVED FROM COM 13TH ND
SEATTLE BEGINS INFORMATION GIVIN ON SINKING OF "COAST
TRADER" WAS RELAYED BY TELEPHONE CONVERSATION FROM
NEAR BAY BASED ON EARLY AND HURRIED INTERVIEW OF
SURVIVORS. LATER THOROUGH INVESTIGATION REVEALS
NO ONE ACTUALLY SAW SUBMARINE OR TORPEDO AND NATURE
OF EXPLOSION INDICATES AN INTERNAL EXPLOSION.
POSSIBILITY OF FLOATING MINE SLIGHT. 2359/10 ENDS

18392/11

Copy to The Prime Minister ✓
The Minister
C.G.S.
C.A.S.
Mr. Heeney
Mr. Robertson

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S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE C253226

To: The Prime Minister
The Minister
C.G.S.
C.A.S.
Mr. Heeney
Mr. Robertson

From: N.S.H.Q.

COMMANDANT THIRTEENTH N D REPORTS US S.S. "COAST TRADER" (3286 tons) SUNK BY TORPEDO IN POSITION 125° 40' WEST 48° 15' NORTH AT 1410 SUNDAY SEVENTH JUNE / LAST KNOWN POSITION OF SURVIVORS 125° 50' WEST 48° 44' NORTH FLOATING ON TWO RAFTS. HAVE DISPATCHED H.M.C.S. "SANS PEUR" AND H.M.C.S. "EDMUNSTON" TO PICK UP SURVIVORS. U.S. NAVY HAS DISPATCHED MOTOR LIFE BOAT FROM NEAH BAY AND IS SENDING DESTROYER TO SAME. / LIFE BOATS FROM "UCLUELIT" AND "CLAYOQUOT" PROCEEDING. CAPTAIN AND THIRTY SURVIVORS ALREADY REPORTED LANDED AT NEAH BAY / ONE DEAD. / AIR SEARCH WILL BE CARRIED OUT AS SOON AS VISIBILITY PERMITS. NOTE: 100 miles S. by W. of Victoria. 0728Z/9

S.S. "COAST TRADER" TORPEDOED IN POSITION 125° 40' WEST 48° 15' NORTH AT 1410 ON SUNDAY 7TH JUNE.

0705Z/9

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S. 1320 R.
250,000-2-42 (3629)
N.S. 815-9-1320-R.

MOST SECRET
NAVAL MESSAGE PINK

C253227

TO: M.S.H.Q. OTTAWA

FROM: C. C. P. C.

IMPORTANT

Copy to: The Prime Minister
The Minister
C.G.S.
C.A.S.
Mr. Heeney
Mr. Robertson
CNS
DCNS
DNI
SCI
DOD
D OF P
DSD

AIDAC

MOST SECRET.

IT IS UNDERSTOOD BY COMMANDANT U.S. 13TH NAVAL DISTRICT, SEATTLE, WASHINGTON THAT AMONG OTHER CASUALTIES SUSTAINED BY JAPANESE AT MIDWAY IS. ARE 3 AIRCRAFT CARRIERS SUNK AND 4TH BELIEVED SUNK, 1 BATTLESHIP AND PROBABLY 1 CRUISER ABANDONED. AM INFORMED THAT U.S. NAVY HAS SENT STRONG FORCES NORTHWARD TO ATTEMPT TO CUT OFF JAPANESE ALEUTIAN FORCES.

22574/8

PRELIM COPY TO DIO DOO

L/T CYPHER TOR 0202Z/9/6/42 R.P. 4759

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MOST SECRET

C253228

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

To: N.S.H.Q. OTTAWA

From: C O P C

FOLLOWING RECEIVED VIA U.S. ARMY LIAISON OFFICER BEGINS AT 2105 GMT NIAC Y LOCATED TWO (ENEMY) DESTROYERS THREE HEAVY CRUISERS AND ONE CARRIER WITH FEW PLANES ON DECK ON BEARING 215 TRUE 165 MILES FROM DUTCH HARBOUR. ENDS.

0217Z/5

Copy to the Prime Minister, ✓
the Minister,
N.A. Robertson, Esq.,
A.D.P. Heeney, Esq.,
C.G.S.
C.A.S.

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6

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE C253229

To: NS HQ OTTAWA...976

From: COPC.

"IMPORTANT"

13th NAVAL DISTRICT REPORTS AERIAL ATTACK
DUTCH HARBOUR RENEWED A.M. 5th JUNE.

1646Z/5.

SECRET. COPIES TO - PRIME MINISTER ✓
C.G.S.
C.A.S.
MR. HEENEY
MR. ROBERTSON

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DEPARTMENT OF
PENSIONS AND NATIONAL HEALTH C253230

MINISTER'S OFFICE

MEMORANDUM:

W.D. received via
H.D.C. from Ogdensburg
at Ottawa
June 11-42
4 P.M.

Mr King.

News through Navy is to the
effect that the Japs
are attacking Dutch Harbor
Alaska. with 4 bombers
and 14 fighters

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NAVAL MESSAGE

C253231

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

To: N.S.H.Q. OTTAWA

From: C.O.P.C.

AIDAC

LATEST INFORMATION FROM 13TH NAVAL DISTRICT RE JAPANESE RAID ON DUTCH HARBOUR 3RD JUNE CASUALTIES SLIGHT PROBABLY TOTAL OF 40 KILLED AND WOUNDED 1 U.S. 1 JAPANESE PLANE SHOT DOWN 2ND RAID APPARENTLY ENTIRELY DEVOTED TO PHOTOGRAPHING ONE HOSTILE CARRIER DEFINITELY SIGHTED NORTH OF UNALASKA ANOTHER REPORT OF HOSTILE CARRIER SIGHTED APPROXIMATE POSITION 053° 11' N. 167° 10' W. UNCONFIRMED.

R D F REPORT OF ENEMY UNIT APPROXIMATE POSITION 100 MILES RADIUS FROM POSITION 049° 30' N 161° W LATER IDENTIFIED AS SHORE STATION. COASTAL BROADCASTING STATION AND NAVIGATIONAL AID BLACK OUT ON BRITISH COLUMBIA COAST NIGHT 3RD/4TH JUNE IN CONFORMING WITH U.S. PROCEDURE.

1957Z/4

Copy to the Prime Minister ✓ The Minister,
N.A. Robertson, A.D.P. Heeney
C.G.S. C.A.S.

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June 4

(C O P Y)

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE

C253232

To: C IN C EASTERN FLEET
N.S.H.Q. OTTAWA

From: C IN C PAC FLEET

JAPANESE PLANES REPORTED OVER DUTCH HARBOUR AT 1555Z/3RD. ENEMY CARRIER AT 2100Z at 053° 07' N 167° 10' W. A FORCE OF 11 VESSELS SIGHTED 700 MILES ON BEARING 261 FROM MIDWAY IS. COURSE WAS 90 AT 19 KNOTS.....

EXTRACT FROM 0231Z/4

Copy to the Prime Minister ✓
N.A. Robertson, Esq.
A.D.P. Heeney, Esq.
C.G.S.
C.A.S.

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(C O P Y)

NAVAL MESSAGE

C253233

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

To: N.S.H.Q. OTTAWA
(R) G.O.C. IN C.A.O.C. WAC

From: COPC

MY 1647Z/2 and 1632Z/3.

RAID NOW APPEARS OVER. ONLY MINOR DAMAGE TO WAREHOUSES COMMUNICATIONS INTACT. PBY PATROLS STILL OPERATING AND HAVE ESTABLISHED CONTACT WITH JAPANESE A/C CARRIER 110 MILES SW OF DUTCH HARBOUR. RAID APPEARS TO HAVE BEEN LARGELY RECONNAISSANCE

2352Z/3

Copy to the Prime Minister ✔
Mr. Heeney
Mr. Robertson

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N.S. 815-9-1320H

NAVAL MESSAGE C253234

To: N.S.H.Q. 947

From: C.O.P.C.

~~IMMEDIATE~~
AIDAC

CNS
DCNS
DNI
SOI
DOD
D OF P
DSD

MY 1632Z/3 INFORMATION RECEIVED ATTACKING FORCE IS 4 BOMBERS 14 FIGHTERS.

1647Z/3

98 W CYPHER TOR 1717Z/3/6/42 M.L. 2210

Copy to:
Prime Minister ✓
Chief of General Staff
Chief of Air Staff
Mr. Robertson
Mr. Heeney

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S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE C253235

To: N.S.H.Q. 946

From: C.O.P.C.

IMMEDIATE
AIDAC

CNS
DCNS
DNI
SOI
DOD
D OF P
DSD

RECEIVED FROM 13TH NAVAL DISTRICT AIR ATTACK BEING CARRIED OUT ON DUTCH HARBOUR NOW. REQUEST C G S AND C A S BE INFORMED.

1632Z/3

105 W CYPHER TOR 1808Z/3/6/42 M.L. 2236

Copy to:
Prime Minister
Chief of General Staff
Chief of Air Staff
Mr. Robertson
Mr. Heeney

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(COPY)

NAVAL MESSAGE

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

To: N.S.H.Q. OTTAWA

From: C253236
C.O.P.C.

FOLLOWING IS REPETITION OF MY 1848Z/2 BEGINS MY 23452/30

COMMANDANT THIRTEENTH ND INFORMS ME COMMUNICATIONS WITH ATKA ISLAND HAVE BEEN RE-ESTABLISHED.

00162/3

(RE: JAPANESE TASK FORCE SAILING 28TH MAY)

INFORMATION RECEIVED FROM THIRTEENTH N D THAT U S PATROL AIRCRAFT HAVE CONTACTED TWO SCOUTING JAPANESE PLANES INDICATING PRESENCE OF ATTACKING FORCE ABOUT 500 MILES TO WESTWARD OF MIDWAY. STATUS OF CONCENTRATION OF U S FORCES IN ALASKAN WATERS VIDE MY 2345Z 30 NOT YET ASCERTAINED

21552/2

Copy to The Chief of the Air Staff
The Chief of the General Staff
The Prime Minister ✓
N. A. Robertson, Esq.
A.D.P. Heeney, Esq.

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(C O P Y)

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N.S. 815-9-1320H

C253237

To: ADMIRALTY
COMINCH
N.S.H.Q.

From: C.O.A.C. HALIFAX

S/S "SONIA" TORPEDOED 15 MILES WEST SEAL ISLAND, N.S.

P M MAY 30. 19 SURVIVORS LANDED BARRINGTON PASSAGE.

2215Z/1

NOTE: "SONIA" RENAMED "LIVERPOOL PACKET" - CANADIAN SHIP SEAL ISLAND WESTERN END OF NOVA SCOTIA

COPY TO The Prime Minister
N.A. Robertson, Esq.,
A.D.P. Heeney, Esq.,
Shipping Board
Dept. of Transport
N.O. i-c Montreal.

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S. 1320 R
250,000-2-42
N.S. 815-9

MOST SECRET
NAVAL MESSAGE

May 31

C253238

TO: N.S.H.Q. OTTAWA 913

IMPORTANT

AIDAC

SECRET

FROM: C.O.P.

CNS
DCNS
DNI
SOI
DOD
D OF P
DSD

FOLLOWING RECEIVED VIA U.S. ARMY LIAISON OFFICER PARAPHRASED.

OBJECTIVE OF STRIKING FORCE JAPANESE TO SEIZE AND SECURE ADVANCE TO AIR AND NAVAL OPERATING BASE AND TO OCCUPY KISKA AND POSSIBLY ATTU OR OTHER SUITABLE POINTS. FORCE COMPOSITION ESTIMATED 1 KUMA CLASS LIGHT CRUISER, 1 ABUKUMA CLASS LIGHT CRUISER, 1 CONVERTED CARRIER, 1 CARRIER RYUJO CLASS, 2 HEAVY CRUISERS MAYA CLASS, 1 HEAVY CRUISER TONE CLASS, 8 SHIGURE CLASS DESTROYER, 4 HIBIKI CLASS DESTROYER, 1 SEAPLANE TENDER OF CHITOSE CLASS 3 CONVERTED TENDERS, 8 SUBMARINES, CARGO SHIPS, FLEET TRAIN. FORCE TO BE BASED IN KURILE IS AT AT PARAMUSHIRO OR HOROMUSHIRO. HEAVY BOMBERS ALSO ATTACHED FOR RECONNAISSANCE AND SUPPORT.

Copies to Prime Minister
A.D.P.Heeney 0624
Chief of General Staff
Chief of Air Staff

PIELIN DIO DOO

L/T CYPHER TOR 1240Z/31/5/42 VIP 502

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May 3

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NAVAL MESSAGE

C253239

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

To: N.S.H.Q. OTTAWA 911

(R) GENERAL OFFICER COMMANDING IN CHIEF

AIR OFFICER COMMANDING WESTERN AIR COMMAND

From: C.O.P.C.

"IMPORTANT - AIDAC"

CNS
DCNS
DNI
SOI
DOD
D OF P
DSD

INFORMATION RECEIVED FROM 13TH NAVAL DISTRICT THAT JAPANESE TASK FORCE CONSISTING OF 8 HEAVY CRUISERS WITH DESTROYER ESCORT ACCOMPANIED BY 2 CONVERTED AIRCRAFT CARRIERS AND SUPPLY TRAIN SAILED 28TH MAY OBJECTIVE BELIEVED TO BE ALASKA AND/ OR MIDWAY IS. U. S. FORCE NOT YET CONCENTRATED VIDE MY 2304/23 TO N.S.H.Q. ONLY. U. S. CRUISER "NASHVILLE" HAS ARRIVED ALASKA WATERS AND HOISTED FLAG OF REAR ADMIRAL THEOBALD WHO ARRIVED IN DESTROYER. IT IS UNDERSTOOD THAT ALASKA MAY BE PLACED UNDER A MILITARY GOVERNOR. AT LEAST 6 U. S. SUBMARINES ARE EN ROUTE TO ALASKA WATERS OR PRESENT AT THIS TIME. GENERAL BUCKNER HAS REQUESTED R C A F SEND 1 BOMBER SQUADRON AND 1 FIGHTER SQUADRON IMMEDIATELY TO YAKUTAT, AND ADDITIONS TO FIGHTER SQUADRON TO BE BASED

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C253240

NAVAL MESSAGE

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

To:

From:

2.

WHITE HORSE TO REINFORCE AS REQUIRED IF SITUATION DETERIORATES. NO WORD HAS BEEN RECEIVED FROM U. S. STATION AT ATKA FOR 48 HOURS AND ANXIETY IS EXPRESSED REGARDING POSSIBILITY THIS STATION MAY ALREADY HAVE BEEN CAPTURED.

2345Z/30

L/T CYPHER TOR 0927Z/31/5/42 GMP 5010

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May 23

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

NAVAL MESSAGE C253241

To: N.S.H.Q. OTTAWA

From: C.O.P.C.

Copy to The Prime Minister
The Minister
N. A. Roberts, Esq.,
A.D. P. Heeney, Esq.

MESSAGE TO U.S.A. LIAISON OFFICER HEADQUARTERS PACIFIC COMMAND PASSED TO C.O.P.C. INDICATES U.S. INTELLIGENCE BELIEVE OFFENSIVE AGAINST MIDWAY IS. HAWAII IS. AND ALEUTIANS PROBABLY DURING PERIOD 20TH MAY TO 10TH JUNE AND POSSIBLY ATTEMPTING TO OCCUPY DUTCH HARBOUR. COMMANDANT U.S. 13TH NAVAL DISTRICT SEATTLE WASHINGTON INFORMS ME UNITED STATES CONCENTRATING 2 8 INCH GUN AND 3 6 INCH GUN CRUISERS 4 MODERN DESTROYERS AND 8 OLD AND TOTAL OF 8 SUBMARINES ALASKA AREA CONCENTRATION EFFECTIVE BY 5TH JUNE. PROBABLY BASED ON CHESTER BAY OR KODIAK IS. UNITED STATES SHIPPING ORDERED OUT ALASKA AREA BY 30TH MAY. POSSIBLE ATTACK PRINCE RUPERT VISUALISIVE. U.S. CONCENTRATED TOTAL OF 130 EFFECTIVE AIRCRAFT OF VARIOUS TYPES OTTER POINT FIELD, UNMAK ISLAND AND ELMENDORF FIELD. U.S. SENDING IN ADDITION MINIMUM OF 6 AND POSSIBLY 12 LONG RANGES AIR PATROL CRAFT EQUIPPED WITH R.D.F. NAVAL FORCE COMMANDED BY REAR ADMIRAL THEOBALD AND UNIFIED COMMAND AIR FORCE UNDER COMMANDER BUTLER. 2304Z/23

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Call – WWII – naval defence

Copy No. 66

MOST SECRET

C253242
N.S. 1000-5-8

SUMMARY OF NAVAL WAR EFFORT.

APRIL 1ST TO JUNE 30TH, 1942

NOTE: This summary is a continuation of that from January 1st to March 31st, 1942.

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THIS SUMMARY IS TO BE KEPT LOCKED UP WHEN NOT IN USE, AND WHEN DESTROYED IS TO BE DESTROYED BY FIRE.

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C253243

I - NAVAL SERVICE HEADQUARTERS

1. The decentralization of N.S.H.Q. administration with central control exercised by the Naval Board, has proved to be gratifyingly successful.

Since the last issue, sundry changes in the organization have been made, notably the creation of separate Divisions of the Naval Staff for Intelligence and Trade (hitherto operated as one division), the transfer to the Directorate of Signals of all R.D.F. matters, and to the Deputy Minister's Branch of Works and Buildings. The organization is flexible and capable of adjustment.

2. Space requirements, pending the completion of the Cartier Square building, continue to be a major problem. This has been met by acquiring suitable space wherever it is available, with the result that N.S.H.Q. is now divided amongst no less than fifteen different locations in Ottawa.

From latest reports, it appears that the new N.S.H.Q. building will be complete and ready for occupation sometime in September.

3. The Naval Secretariat, under the direction of the Secretary of the Naval Board, is the co-ordinating medium of all N.S.H.Q. activities. After five months' experience, it is now able to keep all phases of N.S.H.Q. activities under constant review. The Secretariat system of administration has led to a considerable speedup of the transmission of correspondence, both internally at N.S.H.Q. and between N.S.H.Q. and Commands.

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II - PERSONNEL

C253244

General Review

1. There has been no radical change in policy regarding entry, training or advancement of personnel during the quarter under review, but crowded conditions at both coasts have necessitated decentralization of training and led to the decision to remove H.M.C.S."CORNWALLIS" -- training centre, from the Halifax area.

Promotions

2. A reduction in the period of eight years normally served by R.C.N.Lieutenants before promotion to Acting higher rank has been allowed in certain appointments, and Officers of the Reserve Forces have, in exceptional cases, been confirmed as Lieutenant-Commander under the normal period of eight years regardless of appointment.

3. The number of candidates appearing before Selection Boards as candidates for commissions from the Lower Deck continues to increase. 69 commissions were granted during the last quarter from this source. A further 22 ratings were promoted to Warrant Rank.

Strength

4. New commitments will require that the strength of the Navy be considerably increased over 42,814 originally authorized for March 1943, and to this end the rate of intake of both Officers and men has been drastically increased.

Numbers on Active Service at this date are:

Officers	4,207
Ratings	32,808
Total	37,015

5. Approximately two-fifths of the aforementioned personnel are now serving afloat. It is to be regretted that the growth of the shore population is rapidly gaining on that afloat and more ratings are continually asked for by shore establishments.

W.R.C.N.S.

6 The past quarter witnessed the inauguration of the Women's Royal Canadian Naval Service. A Superintendent, Chief Officer and Second Officer, having rank equivalent to Captain, Commander and Lieutenant respectively, have been lent from the W.R.N.S. for this purpose. Replacement of men by personnel of the W.R.C.N.S. will be inconsiderable until the end of the coming quarter, when accommodation may be expected to be available.

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Training Officers

7. The usual Long Courses in Gunnery, Torpedo, Navigation, Anti-Submarine and Signals are being continued in the various Technical Schools, but a shortage of Specialist Officers is still being felt.

8 As H.M.C.S. ROYAL ROADS will be training Cadets, R.C.N., from October 1942, onwards, the present course of 68 Probationary Sub-Lieutenants and 42 Probationary Sub-Lieutenants (E) R.C.N.V.R., will be the last R.C.N.V.R. New Entry classes accommodated at Esquimalt.

9. In order to keep up to strength, H.M.C.S. KINGS is undertaking the training of 64 Probationary Sub-Lieutenants, R.C.N.V.R. each month, an additional building to house 100 Officers being projected.

10. 30 R.D.F. Officers completed a course at the University of Toronto on 26th June. The majority of these are being sent to the United Kingdom for service with the Royal Navy.

Ratings

11. A new development is the construction of a training establishment capable of training 10,000 men annually at Clementsport, near Digby, N.S.

12. Work has already been started at the site and it is hoped to move the Gunnery School and New Entries from Halifax in early October. This will relieve the overcrowded conditions in Halifax to a considerable extent.

13. It is intended to move the A/S School, Torpedo School and M.T.E. at a later date, as the building program progresses.

14. To supplement training at purely Naval Establishments, the facilities offered by the War Emergency Training Plan are being utilized to a large extent.

At Hamilton

15. 15 A/S ratings are drafted to Hamiltom every two weeks for an electrical course of eight weeks at Westdale Technical School.

16. Journeymen Electricians entered as Electricians will provide 30 E.A.'s and 30 A/S Artificers after a 32-week course at Hamilton Technical Institute which ends in December, 1942.

At Galt, Ont.

17. A class of 104 out of an original lot of 130 successfully completed an intensive eight months' course in fitting, turning and marine engineering on May 1st and have been replaced by a second course of 150 selected youths. This is a pre-enlistment course.

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At Calgary,Alta. C253246

18. A similar course to that carried out at Galt is being taken by 200 youths.

At Edmonton, Alta.

19. Sixty ex Galt Artificer Apprentices and 40 E.R.A.'s 4th or 5th Class are under-going training in electricity at the University of Alberta. Their course of 14 weeks' duration will fit most of them for transfer to Electrical Artificers.

At Windsor,Ont.

20. At the Windsor-Walkerville Vocational Institute there is a course underway consisting of 100 Active Service Stoker ratings who have served from 1½ years' to 2½ years' apprenticeship as mechanics before entering the Naval Service. These will be removed from the course as they become proficient tradesmen.

At Toronto, Ont.

21. A class of 400 Stokers 2nd Class is being held in H.M.C.S.YORK owing to the lack of accommodation in the Naval Training Establishments on the coasts. Pending draft they are being put through a War Emergency Training Course which will fit them for transfer to the rating Stoker (M).

General

22. Guns Crews selected from H.M.C.S.STAR for 4" Q.F.Mark XVI Twin on Mark XIX Mounting successfully carried out firing trials, including rapid series. These ratings had only been in the Service for 3 days and were trained in 2 days, which shows what can be done, if training is tackled in the right spirit. These guns were the first to be completed in Canada and are of the latest design of their type.

23.

A Bomb Disposal School will be in operation at Halifax in August and may possibly train not only Naval Officers and ratings, but also those from the Army and the R.C.A.F.

24.

H.M.C.S.ST.HYACINTHE will remain at St. Hyacinthe and is to be expanded to train up to 2,000.Plans for extra accommodation and instructional buildings are being made.

Manning

25 During the second quarter the following vessels were manned, and the necessary expansion in Shore Staff to provide for their maintenance was allocated:

Five Single Screw Corvettes.
Seven Bangor Class Minesweepers (Steam)
Six Bangor Class Minesweepers (Diesel).
Four 105' Wooden Minesweepers.
Fifteen Fairmile Motor Launches.
One Base Supply Ship

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Md

26. In addition, R.C.N. Crews were provided for six 105' Wooden Minesweepers manned for the R.N.; advance parties were sent to the United Kingdom for the two Tribal Class Destroyers shortly to be commissioned; and the seventh unit, together with approximately fifty Engine Room ratings, was sent for training to H.M.S. QUEBEC and for subsequent duty with Combined Operational Forces.

27. It has been necessary for all ships and establishments to accept unavoidable shortages in complement arising from the increase in numbers required to meet shore commitments. The greatly increased rate of recruiting should overcome this difficulty.

28. Preparations have been completed during the quarter for the installation of a Depot System for the R.C.N. As from 1st July, H.M.C.S.STADACONA will take over depot duties for the Canadian Naval Service and will be responsible for all drafting, advancement and transfer of ratings. Sub Depots have been established in NADEN and AVALON and it is contemplated that another will be established in NIOBE.

Casualties

29. During the second quarter of 1942 eight Officers and eight ratings lost their lives or were listed as missing while on Active Servie. A further two Officers and nine ratings died from other causes.

30. Following are the Officers mentioned above:

Lieutenant Graham MacNaughton BAKER, R.C.N.V.R.
Killed on Active Service, the 28th March, 1942, while serving with the force that attacked St.Nazaire, France.

Surgeon Lieutenant William James WINTHROPE, R.C.N.V.R.
Missing, presumed dead, whilst serving with the force which attacked St.Nazaire, France, on the 28th March, 1942.

Lieutenant Ralph Crossley RIPLEY, Jr., R.C.N.V.R.
Missing on Active Service in operations in Malaya and the Netherlands, East Indies.

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Sub-Lieutenant Alan Rudolf JOHNSON, R.C.N.V.R.
Killed on Active Service 22nd May, 1942, in a flying accident near Porton Railway Station, Wiltshire, England.

Lieutenant Frederick George Bradbury WHITEHEAD, R.C.N.V.R.
Lost at Sea the 23rd May, 1942.

Lieutenant Commander Fraser Jellett KELLY, R.C.N.V.R.
Died 13th June, 1942, of heart failure.

Lieutenant John Molson WALKLEY, R.C.N.V.R.
Killed on Active Service on 16th June, 1942, whilst assisting in the attempted salvage of a merchant ship.

James Albert Daniel ANTHONY, Skipper, R.C.N.R.
Died 17th June, 1942, of complications following herniotomy.

Lieutenant Lionel Pierce DOUGLAS, R.C.N.V.R.
Missing, presumed killed on 20th June, 1942.

Lieutenant Rodney James BROWNE, R.C.N.V.R.
Died of wounds 16th June, 1942.

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Auxiliary Cruisers

1. H.M.C.S. "PRINCE HENRY" is expected to complete refit about the middle of July.

2. H.M.C.S. "PRINCE DAVID" and "PRINCE ROBERT" have been used in patrolling the west coast of British Columbia and Queen Charlotte Islands.

Destroyers

3. All available destroyers have been employed in convoy escort duties either with the Mid-Ocean Escort Force or with the Western Local Escort Force. Seventeen R.N. Destroyers are lent to R.C.N., four for Mid-Ocean and thirteen for Western Local Escort Force.

4. The disposition of the Destroyers in commission is given on the attached appendix.

Corvettes

5. Eighty Flower Class Corvettes of 1940-41 programme have been launched to date, and of these three have been lost by enemy action.

6. Five R.N. Corvettes and one Free French Corvette are now allocated to F.O.N.F. for Mid-Ocean group.

7. The disposition of the Corvettes in commission is given on the attached appendix.

A/S Fitted Minesweepers

8. Forty-six Bangor Class Minesweepers, out of a total of forty-eight ordered, have been launched to date. Of these thirty-two are in commission and are being used in local escort groups. In addition, six Bangors built on the West Coast for the R.N., have been lent to the R.C.N. and are under the orders of the Commanding Officer Pacific Coast. They are manned with R.C.N. crews with the exception of engine room personnel.

9. The disposition of minesweepers in commission is given on the attached appendix.

Fairmiles

10. Thirty-six Fairmiles are now in full commission, six on the West Coast and thirty on the East. Of the latter, twenty-one are either working up or are en route Halifax from builders' yards.

11. The disposition of these Fairmiles is given on the attached appendix.

U-Boat Activities

12. The current U-boat campaign has shown no signs of slackening since the enemy assumed his policy of attacking shipping in shore along the Atlantic Seaboard early in the year. The tonnage of shipping lost has been very great. The majority of attacks have been against unescorted vessels, particularly those in the Caribbean, and Gulf of Mexico areas. There have been relatively few losses in Canadian waters since the inception of Coastal convoys.

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Sinkings

13. Shipping lost due to enemy action in the Atlantic and Caribbean, west of 40° West, during the June Quarter is estimated as follows:

Month	Tankers	Cargo	Total	Tonnage
April	24	38	62	325,400
May	28	81	109	536,600
June	17	58	75	364,200
Total June quarter	69	177	246	1,226,200
Total March quarter	80	109	189	1,093,900

Corresponding total figures for March Quarter show that while a greater number of tankers were sunk in the first three months of the year, the total tonnage lost in June Quarter was 10% higher than in the preceeding quarter.

Attacks on Convoys

14. O.N.92

During the night of 12th May, O.N.92, escorted by two U.S. Destroyers, four Corvettes and a rescue ship was attacked by two or more submarines. Five ships were sunk as a result of this attack. The next night two more ships were sunk. The escort vessels made counter attacks and picked up many survivors. H.M.C.S. "KAMSACK" joined the convoy from O.N.93 and a Western Local Escort Group was sent from St. John's to reinforce the escort.

15. Q.S.S.1

H.M.C.S. "UNGAVA" reported that this convoy was attacked at 0405Z/ on May 13th by torpedoes in position 044° 32' N. 063° 05' W. A counter attack was made with unknown results. There were no casualties.

16. B.X. 23A

On June 9th, at 1109Z, Convoy B.X. 23A was attacked and the Norwegian "KRONSPRINSEN" torpedoed. Tugs were able to bring her to Pubnico Harbour for unloading. A search of the Area was made by H.M.S. "WANDERER" and H.M.S. "SUMMERSIDE" but with no definite results.

17. O.N.100

At 0945Z/9 June F.N.F.L. "MIMOSA", and one of the escort of O.N.100, was sunk in 052° 30' N. 31° 15' W. The next day two ships "RAMSAY" and "EMPIRE CLOUGH" were torpedoed. H.M.C.S. "CHAMBLY", "ORILLIA" and "PRIMROSE" were despatched to reinforce the escort group. The "MIMOSA" is the second corvette lost by the Free French Naval Forces, the "ALYSSE" having been sunk by torpedo on Feb. 9th, 1942.

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18. X.B.25

At 2241Z/15 June convoy X.B.25 was attacked in position 042°N 070° W (off Cape Cod) and two ships "PORT NICHOLSON" (Br.) and "CHEROKEE" (U.S.) were sunk. It was at first hoped the "PORT NICHOLSON" could be salvaged but the vessel later sank at 1040Z/16 June.

19. O.N.102

At 0154Z/21 June O.N.102 was attacked by two submarines and one ship, the "CANTAL", was sunk. Both submarines were sighted on the surface and driven down.

Attacks on Shipping

20. During the past quarter the majority of Ships lost due to enemy action has been amongst unescorted vessels, particularly in the Caribbean and Gulf of Mexico. The inauguration of the coastal convoys system along the Atlantic coast has resulted in a decided drop in losses in Canadian waters. All efforts are being made to obtain as many anti-submarine escort vessels as possible to provide adequate escort to vessels sailing in the Caribbean and Gulf of Mexico.

Convoys in the Gulf of St. Lawrence

21. The opening phase of the attack in the Gulf occurred when coast watchers reported a submarine moving westward in the vicinity of Cape Ray at 0900Z/10 May. This was further substantiated by aircraft who carried out an attack on what was presumed to be a submarine in position about 65 miles south of Anticosti Island on the same day.

22. At 0355Z/12 May S.S. "NICOYA" was torpedoed 50 miles west of Anticosti Island and the Dutch vessel "LETO" was also torpedoed in the same area at 0640Z/12 May. H.M.C.S. "MEDICINE HAT" was despatched to the scene from Sydney and carried out an A/S search without results.

23. With the attack in the Gulf, all unescorted shipping in the St. Lawrence was stopped and convoys commenced from Quebec to Sydney in accordance with plan G/L 2.

24. A force of five Bangor Class Minesweepers was withdrawn from the Western Local Escort Force and placed under the orders of N.O.I.C. Gaspe. This Gulf Escort Force will be augmented by the addition of armed yachts and Fairmiles as soon as they are available.

25. Although some reports have been made on suspected U-Boats in the Gulf, no further attacks or sinkings have occurred since the commencement of convoys.

26. Coastal Convoys are designated as follows:

QS--SQ Quebec-Sydney and reverse.
CL--LC St.John's, Nfld.-Sydney and reverse.
SB--BS Sydney-Cornerbrook and reverse.
HJ--JH Halifax-St.John's, Nfld. and reverse.
BX--XB Boston-Halifax and reverse.
JN--NJ St.John's, Nfld.-East Coast Nfld. and Labrador and reverse.
SG--GS Sydney to Greenland and reverse (escorted by U.S.C.G. Cutters)

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Air Patrol From Sable Island

27. Since May 3rd when it was suspected that U-Boats were using Sable Island as a land fall, a Walrus Aircraft has been carrying out patrol in this area. Since the inception of this patrol there has been an absence of U-Boat reports in this area and it has been decided therefore to retain this aircraft at Sable Island and to continue the patrol.

Tanker Convoys

28. Due to the serious loss of tankers in the Caribbean and on the Atlantic Coast of America, the oil situation at Halifax and St. John's Nfld. reached very serious proportions early in May. As result on May 20th tanker convoys were commenced from Halifax, sailing every 14 days with approximately 6 tankers under the escort of 2 corvettes. These convoys (Halifax to Trinidad and return) were designated H.T. and T.H.

Revision of Atlantic Escorts

29. Resulting from a conference held in Washington early in June and attended by D.N.I., D.O.D. for Naval Service Headquarters and Chief of Staff to F.O.N.F., it has been decided to reduce the mid-ocean escorts to six ships, thus releasing eight R.C.N. Corvettes.

The ships have been allocated to the Halifax Force and will be used for direct tanker convoys for ships of ten knots and over, between Curacao, Aruba and Halifax. These convoys will run every ten days, and will be known as AH, and HA convoys, replacing TH and HT convoys.

Caribbean Convoys

30. Commencing July 1st convoys will be run every three days between Trinidad and Aruba and reverse. These convoys will be known as TAW - WAT and will be escorted by miscellaneous U.S. Forces assisted by B.5 Group.

Northern Convoys

31. Two Corvettes have been allocated to escort shipping from the St. Lawrence to Hamilton Inlet. The first convoy sailed Gaspe on June 12th via Belle Isle Strait. A third Corvette will be allotted as soon as available from new construction. It is anticipated that a number of U.S. ships will also be included in these convoys. These will be taking supplies to new air bases in Baffin Land and Greenland.

Miscellaneous

32. Of the sixteen A/S, M/S Isles Class Trawlers building in Canada for the R.N., the first eight to be completed have been offered by the Admiralty to the R.C.N. for patrol duties on the Atlantic Coasts. This offer has been accepted by the R.C.N.

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33. H.M. destroyers "CHURCHILL", "CHESTERFIELD" and "RIPLEY" were found to lack sufficient endurance for escort of troop convoys. They have therefore been allocated to the Mid-Ocean escort groups, releasing three U.S. Destroyers which will be allocated to the escort of troop convoys, Escort of troop convoys thus becomes an entirely U.S. Naval commitment.

34. On 6th May BARM Washington reported H.M. Trawler "SENATEUR DUHAMEL" sunk in collision with the U.S. Destroyer "SEMMES" off Wilmington. All of the crew were saved.

35. H.M. Trawler "BEDFORDSHIRE" (on loan from R.N. to U.S.N.) was last heard from 2011Z11 May when she was patrolling off Cape Lookout, North Carolina. Search by surface and aircraft was fruitless, but on May 15th, the body of one of her officers was washed ashore. It is presumed that the ship was lost by enemy action. This was the fourth of the twenty-four R.N. A/S Trawlers lent to the U.S.N. to be lost.

Attacks in Pacific

36. On June 19th U.S. Army Transport "GENERAL GORGAS" was shelled by a submarine 200 miles, southwest of Kodiak. She was able to make Seattle under her own power.

37. On June 20th the S.S. "FORT CAMOSUN" was torpedoed in 047° N. 125° W. 60 miles off the coast of Washington. H.M.C.S. "EDMUNDSTON", "VANCOUVER" and "QUESNEL" were directed to the scene of the attack and carried out A/S Sweeps and depth charge attacks which proved negative.

The "FORT CAMOSUN" was successfully towed to Near Bay and subsequently to Esquimalt where she was docked.

38. Point Estevan Lighthouse on Vancouver Island was shelled by one or more submarines on June 20th.

39. On June 21st, Fort Stevens, Ore. was shelled by an enemy unit, probably a U-Boat but no damage was reported.

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C253254

DISPOSITION OF R.N.& ALLIED SHIPS
As of 30th June,1942.

	DESTROYERS	CORVETTES	MINESWEEPERS
	ATLANTIC COAST COMMAND		
WESTERN LOCAL ESCORT	14		
		NEWFOUNDLAND COMMAND	
MID-OCEAN ESCORT	3	6	
		PACIFIC COMMAND	
			6
TOTALS	17	6	6

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DISPOSITION OF H.M.C.SHIPS AS OF 30TH JUNE, 1942.

C253255

	AUXILIARY CRUISERS	DESTROYERS: RIVERS	DESTROYERS: TOWNS	CORVETTES: FLOWERS	MINESWEEPERS: BANGORS	MINESWEEPERS: MODIFIED BASSETTS	MINESWEEPERS: MISCELLANEOUS	FAIRMILE MOTOR LAUNCHES	ARMED YACHTS
ATLANTIC COAST COMMAND									
WESTERN LOCAL ESCORT FORCE			5	27					
GULF ESCORT FORCE					5				
HALIFAX FORCE				14#	4				
HALIFAX LOCAL DEFENCE FORCE				1@	1@ 4	4	2x 2xx		2
SYDNEY FORCE					3		1x 2xx	6	3
SHELBURNE FORCE					1		1x		
ST.JOHN,N.B.FORCE									2
GASPE FORCE								3	1
QUEBEC FORCE									
NEWFOUNDLAND COMMAND									
MID-OCEAN ESCORT FORCE GROUPS C1 to C4 and A3		6	2	24					
NEWFOUNDLAND FORCE					5				
ST.JOHN'S LOCAL DEFENCE FORCE									
PACIFIC COAST COMMAND	3			7	7			6	1@ 2
UNDER TRAINING									
IN UNITED KINGDOM				1					
IN CANADA				3	2			21	
TOTALS	3	6	7	77	32	4	8	36	11

Abbreviations: x - Coil Skid
xx - Magnetic Minesweepers
@ - For A/S Training
# - 12 for HA - AH Convoys
2 for Goose Bay Convoys

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IV - PORT DEFENCES

(Information under this head is to be found in Chapter IX -- "Technical Development", and particularly under the section headed "Boom Defences".)

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THE WHOLE OF THIS SECTION IS TO BE REGARDED AS SECRET

V - INTELLIGENCE AND TRADE DIVISIONS

A - INTELLIGENCE SECTIONS

Foreign Intelligence

1. During the period under review, continued enemy activity in North American coastal waters, in the Caribbean and also in the Gulf of St. Lawrence, has resulted in a steady flow of W/T intercepts and bearings from enemy units. The Canadian H/F D/F stations on the Eastern Coast and in Central Canada have maintained close co-operation with the Admiralty and U.S. Navy stations. The passing of bearings by land line between N.S.H.Q., OPNAV and C. in C.A. & W.I. in P/L has considerably speeded up the promulgation of fixes. Unit identities are being exchanged with the U.S. Authorities as an aid in U-boat tracking, as originated at N.S.H.Q., and a daily N.S.H.Q. submarine estimate is promulgated to operational centres.

2. On the West Coast, the Canadian organization works closely with the 13th Naval District, exchanging bearings and other information. All bearings from Australasian stations are being received at Esquimalt and passed to the American Authorities and a similar exchange from the 14th Naval District is anticipated, to include those from the Alaskan and Mid-Pacific stations. Results are received at N.S.H.Q. in summary form from C.O.P.C.

The Canadian stations in operation during this period consisted of:

(a) Hartlen Point, N.S.
(b) Harbour Grace, Nfld.
(c) Botwood, Nfld.
(d) Pennfield Ridge, N.B. (closed mid-June)
(e) Cap d'Espoir, P.Q.
(f) Montreal, P.Q.
(g) Ottawa, Ont.
(h) Rivers, Man.
(i) Portage la Prairie, Man.
(j) Esquimalt, B.C.
(k) Ucluelet, B.C. (closed temporarily in May)
(l) Coal Harbour, B.C. (" " " ")

3. Four Canadian stations are employed in full-time coverage of enemy and potential enemy W/T traffic:

(a) Ottawa, Ont.
(b) Strathburn, Ont.
(c) Winnipeg, Man.
(d) Vancouver, B.C.

4. Among the projects being undertaken are the following:

(a) The H/F D/F station at Cap d'Espoir, P.Q., formerly belonging to the R.C.A.F. has been taken over by R.C.N. and is being enlarged to cover all German U-boat frequencies.

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(b) A new H/F D/F and "Y" station is contemplated in the vicinity of Fredericton, N.B.

(c) Complete plans for an M/F D/F organization on the East Coast are being put into effect.

(d) An H/F D/F station at London, Ont., is to be erected for use experimentally by National Research Council and the combined services in testing new equipment, and for operational use for Naval Service as well.

(e) It is expected that a station will be erected at Churchill, Man., in the near future.

5. A complete watch is being maintained on all frequencies used by U-boats operating in the Atlantic, and any changes from usual procedure are reported. Seasonal and operational alterations in German frequency schedules have been noted during the period of this report. The study of German procedure, operating signals, and serial numbers is being continued by the W/T Intelligence officers, and all results obtained are promulgated. The discrimination of traffic from four German commercial stations intercepted by a Canadian monitoring station is being carried out, and all diplomatic material is forwarded to Admiralty by cable or safe hand.

6. Increased activity by Italian submarines in the Western Atlantic, particularly in the Caribbean and Brazilian areas, has been accompanied by a rise in the level of W/T transmission by both control and the units. Sufficient material has now been gathered for an extensive analysis of Italian procedure, which is being carried on. Italian diplomatic channels to South America (Argentina and Chile) have been kept open, and heavy traffic in code has passed through these during the past months.

7. The occupation of Diego Suarez and the agreement between Admiral Robert at Fort-de-France and the U.S. Government have naturally caused a falling-off in the interest of traffic to and from Madagascar and the French West Indies. On the other hand, a number of new channels have been developed by Vichy, notably in North West Africa. The volume of code and cypher traffic, both Naval and diplomatic has not appreciably diminished and regularly yields material for analysis and the promulgation of results.

8. In May, a mission from Admiralty, headed by Captain Sandwith, R.N., visited Canada and accompanied by officers of the three Canadian Services, went to the United States to hold a conference on W/T Intelligence with a view to closer co-operation and reduction of duplication. This conference of radio intelligence officers and technicians has resulted in a closer co-operation of the three countries in matters relating to the interception and the study of enemy tele-communications.

9. The continued research into new devices for solving problems of W/T Intelligence has produced several new pieces of equipment, which show possibilities of considerable promise in the operational field.

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10. The results of the Naval W/T Intelligence technical research are being placed at the disposal of the other services, and as well Admiralty and U.S.N. are being kept advised of the progress made in Canada.

11. The Naval W/T Intelligence is co-operating with the Intelligence Division of the other services in a co-operative effort to standardize methods and equipment and to assure that each service will be fully informed of the plans and operations of other W/T Intelligence units.

Far Eastern Intelligence

12. As the result of the visit of the Admiralty Mission to N.S.H.Q., the following changes were instituted in the West Coast organization:

(a) The Gordon Head Monitoring station to concentrate purely on Japanese Naval traffic.

(b) All Japanese Naval traffic intercepted at Gordon Head is passed by teletype to the U.S. Naval Authorities.

It will be seen from the new arrangements that possible duplication of work has been reduced to the minimum and also a wider coverage is afforded. The amount of traffic handled in the above network, as estimated in the West Coast, is 25,000 Kana signs for a 24-hour period. As the efficiency of the organization is increased, it is highly probable that the amount of traffic will be increased.

13. Japanese traffic, both in plain language and code, is intercepted at the monitoring station at Point Grey. The volume of this material has not decreased from the previously reported figure of 1029 intercepts from January 1st to March 12th, 1942. Since the bulk of the above material deals mainly with non-Naval matters, arrangements were made to have it passed to the General Intelligence Section. These intercepts are also being examined by the Far Eastern Intelligence Section of F.I.S. for shipping and Naval information and passed to the departments concerned. Japanese Government traffic between Tokyo and Hanoi, Bangkok, Saigon and South America is being cabled to Admiralty.

14. The two plotting boards of the Pacific area are being continued, and close co-operation is maintained with the various departments concerned. Daily intelligence signals concerning the Pacific war zone are the source of the plotting material; the dispositions of enemy units are carefully noted for possible future action.

15. The co-operation among the three services in the field of Far East Intelligence, reported as initiated in the previous quarter, was continued throughout the current period. As a result of this, material of considerable intelligence value has been collected and passed on for operational use.

16. The translation of material from representative Chinese language newspapers published in Canada was continued, and the information derived therefrom promulgated to the combined staffs. The fact that the cablegrams of these newspapers are censored at the source, Chung King, and are from semi-official agencies, explains the reliability and significance of the material thus obtained.

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General Intelligence

17. The work of the General Intelligence Section has increased in scope, its more extensive duties being reflected in the appointment of three new officers, either already on duty or about to take up their duties. One of these is the new Security Intelligence Officer for St. John's, Newfoundland, which brings to ten the number of officer personnel engaged in this work. The other two officers are engaged within the Headquarters' section.

18. The new central censorship committee embracing all the services and civilian censorship has been established under Col. O.M. Biggar and the General Intelligence Section represents the Naval Service on it. The other security activities are concerned with the customary routine of checking and examination, security regulations and procedure in H.M.C. Ships and Establishments.

19. The Branch devoted to the collection of Naval Intelligence regarding enemy and neutral navies and merchant marines continues its work with the Joint Intelligence Committee and has been increased by one officer because of the volume of material that it now handles.

20. Close liaison is maintained with the Naval and security authorities in the United Kingdom and United States, and in Canada with the R.C.M.P. and the appropriate authorities in the other services.

21. The Prisoner of War Section is no longer part of the General Intelligence Section and now operates as an independent section within N.I.D. under Lieutenant W. S. Samuel.

22. The Memorandum for the Minister and North America Station Intelligence Report continue to be prepared. Newspaper and magazine reports regarding naval operations within the North America Station are now made available to the Foreign Intelligence Section.

Prisoners of War Section

23. This section was separated from the General Intelligence Section on May 27th and established under Lt. Samuel, R.N.V.R. to deal with all matters pertaining to enemy prisoners of war in Canada, including the Censorship of their mails.

24. During the quarter under review some 54,000 letters were examined from which 1800 submissions were made to the Admiralty.

25. From the letters scrutinized some 400 officers were identified, many for the first time. Of these over 200 were in the U-Boat service. The war cruises of some 45 U-Boats were recorded, with dates of sailings and berthings.

26. Toward the end of June instructions were received from Admiralty to interrogate an Oberleutnant zur See and an Obermaschinist both in P/W camps in this country, on the use of R.D.F. in the U Waffe. They were brought to Ottawa and interrogated over a period of several days. Most of the information required by the Admiralty was obtained.

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27. Other minor interrogations were made at the request of the other services.

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28. The work of the Section has been most satisfactory during the short period of its separate existence.

29. One officer in the P/W Section of the O.N.I. Washington, accompanied by an Admiralty P/W liaison officer, spent a short time in Ottawa looking into this Section.

30. One of the Sections Officers, through the co-operation of the U.S. O.N.I., was able to attend a course of lectures in Washington on interrogation given to train U.S. N.I. officers in this subject.

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General

1. The work of the Trade Division continues to be heavy during this quarter.

2. The sailing of S.C. Convoys from Sydney was resumed on May the 28th with S.C. 85. The heavy work of sailing both HX and SC convoys during the winter was again capably handled by Halifax.

3. The ship repair situation during the last quarter continued to reflect the aggressive policy of the M OF W.T. and of the controller of ship repairs.

4. Mr. D.B. Carswell, Director of Ship Repairs, was appointed, on the 1st of May, Director of Ship Repairs and Salvage. This extension of his powers fills a long felt and often expressed want.

5. The most comprehensive of the Trade memoranda issued by this Division is the Ottawa summary of Routeing Instructions (O.R.S.). This publication is now in its sixth edition and is being continuously amended. It has since its birth been the 'Bible' of the B.R.O.'s. Recently C in C, A. & W.I. commenced to make reference to O.R.S. in signals of a purely administrative nature within his own area. A signal was received from the Admiralty in the following sense.

"Request two additional complete sets of O.R.S. This excellent publication is of great assistance to the Trade Division."

The provisions of Busra are slowly being brought into force and the Vesca System superseded by the Merco.

As the U.S. Navy Department have indicated they have no interest in the Merchant Shipping side of the Reporting Systems the M.M.S. will continue to play its important part in the Trade division. All the information required by the Minister of War Transport, the Bacon Board, the Agents etc., will continue to be passed by M.M.S.

Moreover in order to provide essential advance information to Canadian Convoy assembly ports it is necessary for the majority of our original reporting system to be continued as heretofore.

6. After some months of heavy merchant ship losses off the East Coast the Oil Controller and Director of Trade Division devised a system of Halifax Trinidad and Trinidad Halifax tanker convoys. Arrangements for escorts were made through the Operations Division. These convoys have been functioning smoothly for some weeks.

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7. The Gulf and River convoys, long planned, were brought into effect immediately on receipt of evidence of enemy activity in the River.

8. These convoys resulted in slowing down river traffic materially. Certain vessels in most essential trades were at the express request of the Minister concerned, allowed to proceed independently, subject to immediate re-inclusion in convoy if the situation deteriorates.

9. After a long delay an Order-in-Council was passed setting up Manning Pools for alien merchant seamen. It is anticipated that these pools will assist materially in the maintenance of discipline and morale among these men and ease the problems of the Naval Control Service in getting Allied Ships to sea.

10. A long step forward was taken when an ad hoc committee on Merchant Seamen was given Official Status by an Order-in-Council setting up the Inter-department Committee on matters relating to Merchant Seamen. All government departments concerned with any aspect of the problems arising from the impact of the war on Merchant Seamen are represented. This Committee will increase and render more effective the already close cooperation between the various interested departments.

11. A Diversion Room was established on 1st February in connection with the diversion of Merchant Ships at sea in the Ottawa area. With the introduction of Busra on 1st July, this section will continue to function for the diversion of shipping in Canadian Coastal waters, east coast.

12. It is difficult to make a report on the work of the Diversion Room covering only the last quarter. During the period Feb 1st to June 10th, 706 ships were considered for Diversion, of these 54 were attacked and/or sunk. Of the 54, 21 were sunk by unreported submarines. Out of the 706 ships dealt with only 33 were unsuccessful - 4.6%.

MERCANTILE MOVEMENTS SECTION

13. The passing of world-wide Vesca reports and routes of trans-Pacific Shipping and of ships in the Atlantic west of 026° West to the Navy Department, Washington, by the Mercantile Movements Section was continued. This enabled the Navy Department to develop an organization for the institution of a world shipping plot which was essential to the U.S. control of routeing of shipping in the U.S. strategic areas to come into effect on the 1st July, 1942, by joint British and American agreement.

14. The Navy Department will continue to be provided with Vesca reports and routes of shipping by this Section until such time as Washington is satisfied that they are receiving and are able to deal with signal communications direct from the British world-wide intelligence centres.

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15. The British system of inter-station Vescas and route signals is to continue and N.S.H.Q. will be responsible for the distribution of information affecting the North American area to all other interested Intelligence Centres, Operational Centres and Ship Managing Authorities.

16. With the development of Atlantic Coastal convoys, it has been necessary to maintain a coastal convoy plot for the purpose of keeping a check on ships moving to convoy assembly.

17. Summaries of shipping movements (as required by authorities concerned) are also prepared and passed daily for the information of the Commander-in-Chief, West Indies, the Pacific Coast Commander, and the Allied shipping authorities.

18. All shipping movements and routes in eastern Pacific, routes trans-Pacific, and movements in the Antipodes of shipping which originally departed from ports on the U.S.A. Pacific Coast are passed daily by signal to the B.R.O., San Francisco, for the information of the United States Naval Operation Base, Twelfth Naval District, San Francisco.

19. The ships' card index (Roneo System) now represents more than 20,000 merchant vessels. Each ship's card carries notations of all reported ships' movements, references to all signals received and despatched, as well as pertinent particulars of intelligence concerning ship, master and crew. This card system is a most useful ready reference in dealing with queries and in reporting and dealing with ships' movements and of ships proceeding for convoy.

20. Approximately 280 signals are received each day reporting the movements of 800 ships, while signals despatched represent more than 400 ships.

21. The Mercantile Movements Section, with a staff of 85, deals with the mechanics of recording and reporting under the Vesca system, working fourteen full hours each day, seven days weekly.

22. Close liaison is maintained with the Canadian General Post Office, the Ministry of War Transport's representative in Montreal, and Naval Control Service Officers in Canadian ports for the purpose of providing space in suitable ships for the carrying of mail.

23. Information regarding ship movements for certain specified ships is passed to B.R.O., New York, and to N.C.S.O., Montreal for the information of interested operators. Increasing use of this service is being made by shipping companies.

ROUTEING CONVOY SECTION

24. Responsibility for the routeing of independently sailed merchant vessels on both coasts was assumed by the U.S. Navy Department (Convoy and Routeing Section of C in C.U.S. Fleet's Staff) on 1st June.

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25. On 1st July the above will also assume responsibility for the diversion of Merchant Shipping, Within the coastal zones of Canada and Newfoundland, however, N.S.H.Q. Will continue responsible.

26. As a measure of protection against enemy submarine activity on the East Coast of Canada, the East Gulf Coast of the United States, and the Caribbean area generally, a system of coastal convoys has been, and continues to be developed by the R.C.N. and U.S.N.. Within measurable time, this system will extend from Surinam, Dutch Guiana to Hamilton Inlet, Labrador. A system of direct convoys for Canadian tankers and others, between Caribbean oil ports and Halifax, has also been instituted.

27. The following table shows the number of ships in mercantile convoys from the opening of hostilities to date:

Year	Month	Numbers convoyed from Canadian Eastern Ports	Nfld.	Bermuda
1939	September	63		
	October	98		
	November	161		
	December	213		
1940	January	193		
	February	199		
	March	290		
	April	272		156
	May	150		145
	June	222		136
	July	314		118
	August	331		91
	September	411		75
	October	326		50
	November	326		74
	December	142		100
1941	January	285		69
	February	197		39
	March	286		0
	April	340		42
	May	272		99
	June	429	7	16
	July	369	11	--
	August	591	24	--
	September	525	15	--
	October	396	12	--
	November	445	4	--
	December	359	6	--
1942	January	336	8	--
	February	246	5	--
	March	291	4	--
		9,078	96	1,210

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x Subject to slight revision in next quarter's report.

	April	328	9	
	May	282	10	
x	June	281	18	
		9,969	133	1,210

Deadweight Tonnage carried (excluding Nfld. & Bermuda) 62,226,000.

Troop Convoys

28. During the quarter the smaller N.A. Convoys were continued.

The following were sailed:-

Eastbound

Convoy	Sailing Date	Ships	Numbers Carried	Escort
N.A.7	April 10	"Warwick Castle"	3335	USS "LIVERMORE"
		"BANFORA"		"KEARNEY"
		Arrived U.K. April 18th		
N.A.8	May 3	"BATORY"	10,132	H.M.S."AVENGER"
		"LETITIA"		USS "NEW YORK"
		"ANDES"		"SWANSON"
		"ORGADES"		"NICHOLSON"
				"BROOKLYN"
				"LANSDALE"
				"EBERLE"
				"H.P.JONES"
				"GIDISON"
				"ROWAN"
				"C.H.HUGHES"
				"RHIND"
				"ERICSON"
				"MAIRANT"
				"TRIPPE"
				"INGRAHAM"
		Joined A.T. 15 which sailed New York, April 30th. Arrived U.K. May 11th.		
N.A.9	May 18	"BANFORA"	1821	U.S.S."BUCK"
				"BRISTOL"
		Arrived U.K., May 27th.		
N.A.10	June 3	"BATORY"	5489	U.S.S."NEW YORK"
		"DUCHESS OF YORK"		"NIBLACK
				"BENSON"
				"GLEAVES"
				"MAYO"
		Joined A.T. 16 which sailed New York, May 31. Arrived U.K. June 10th, 1942.		"LIVERMORE" "KEARNEY"

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N.A. 11	June 16	"LETITIA" "EMPRESS OF JAPAN" "RANPURA" "BITER"	6676	U.S.S.	"ROE" "EBERLE" "ERICSON"

Arrived U.K. June 23rd, 1942.

29. Troop Convoys during Quarter, April 1st to June 30th, 1942.

Westbound

Convoy	Sailing Date	Ships	Numbers Carried	Escort	
C.T.12	March 27th	"BANFORA" "RANGITIKI"	4334	U.S.S.	"NICHOLSON" "SWANSON"
		Arrived Halifax, April 6th.			
C.T.14	April 8	"BATORY" "LETITIA"	4188	O.R.P. H.M.S.	"PRIORUN" "CHURCHILL"
		Arrived Halifax, April 16th.			
C.T.15	May 1	"BANFORA" "MURRAY"	2632	U.S.S.	"COLE" "BERNADOU" "MCCORMICK"
		Arrived Halifax, May 9th.			
C.T.16	May 18	"BATORY" "SEATRAIN TEXAS"	2355	U.S.S.	"NICHOLSON" "SWANSON"
		Arrived Halifax, May 25th.			
C.T.17	June 3	"LETITIA"	2351	U.S.S. U.S.S.	"BUCK" "BRISTOL"
		Arrived Halifax, June 10th.			
C.T.18	June 16	"MUNARGO" "BARRY" "SIBONEY"	2507	U.S.S.	"NEW YORK" "BENSON" "NIBLACK" "GLEAVES" "MAYO" "KEARNEY" "LIVERMORE"
		Arrived New York, June 27th.			

Quebec to Hamilton Inlet and Return

30. "LADY RODNEY" was allocated to move troops from Canada to Goose Bay, Labrador. On June 17th she sailed Halifax for Goose Bay, escorted by H.M.S. "VERITY" as far as St. John's and thence escorted by H.M.C.S. "SHAWINIGAN" and H.M.C.S. "TRAIL". On this trip approximately 500 troops were carried. It is proposed that the "LADY RODNEY" will make another three trips to Goose Bay sailing from Quebec and carrying approximately 500 troops on each trip.

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VI - DOCKYARDS

New Ship Construction

1. Destroyers:

Under construction - 4 in England
- 4 in Canada

The keels of two of the latter were laid at Halifax with due ceremony on May 20th, 1942.

A number of civilian technicians have been loaned by the Admiralty to assist in the construction of Destroyers in Canada.

2. Corvettes:

Accepted	-	60 Flower Class
	-	10 Revised Flower Class
Under Construction	-	30 Twin-screw River Class
	-	16 Revised Flower Class

3. Minesweepers:

Accepted	-	28 Steam Bangors
	-	4 Diesel Bangors
Under Construction	-	10 Steam Bangors
	-	6 Diesel Bangors
	-	10 105' Wooden Type
	-	10 Algerine Type

4. Fairmiles:

Accepted	-	36
Under Construction	-	18

5. Harbour Defence Patrol Craft:

Accepted	-	7
Under construction	-	3

6. Fleet Auxiliaries:

Undergoing trials	-	1 Base Supply Ship
Under Construction	-	1 " " "
	-	2 Self-propelled Auxiliary Tankers

7. Boom Attendant Vessels:

Under construction	-	1 - 40' Diesel Tug
		2 - 48' Gate Attendant Vessels
		5 - 46' Work and Duty Boats

8. Boom Maintenance Vessels:

Under construction	-	2 Derrick Scows
	-	1 Wooden Scow, 90' x 30'
On Order	-	1 Derrick Scow

9. Tugs:

Under construction	-	3 - 80' Tugs
	-	3 - 40' Tugs

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10. Harbour Craft:

Accepted - 21-46' Harbour Craft

Under construction - 16-46' Harbour Craft
3 Diesel driven Water Barges
2 " " Ammunition Lighters
3 " " Stores Lighters

11. Repairs:

H.M.C. Dockyards at Halifax and Esquimalt operated at peak capacity during the period under review.

Following an exhaustive nation-wide employment campaign, H.M.C. Dockyard, Halifax, was placed on a 24-hour, 7-day week basis on 14th June.

In addition to carrying out repairs to H.M.C. and H.M. ships, repairs to ships of Allied Governments were undertaken as required.

Repairs were carried out under Naval Supervision in accordance with the terms of the Emergency Repair Agreement at 62 private shipyards on both Coasts and on the St. Lawrence River.

12. Marine Railways:

Under Construction:

3000-ton	marine	railway	at Halifax, N.S.
3000-ton	"	"	" Shelburne, N.S.
3000-ton	"	"	" Sydney, N.S.
2000-ton	"	"	" Pictou, N.S.
1400-ton	"	"	" Lunenburg, N.S.
1400-ton	"	"	" Liverpool, N.S.
200-ton	"	"	" Gaspe, P.Q.
200-ton	"	"	" Sydney, N.S.
200-ton	"	"	" Shelburne, N.S.

13. Floating Dry Dock:

The 25,000-ton steel floating dock at Halifax has been accepted and is now in full operation.

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WORKS AND BUILDINGS

14. The Directorate of Works and Buildings, composed of civilian personnel was formed in November, 1940. It is an architectural-engineering organization whose function is to design and supervise construction of Works and Buildings for the Naval Service shore establishments in Canada and Newfoundland.

15. Detailed drawings and specifications for all structures are prepared by the Headquarters Staff composed of 70 employees, of which 20 are architects and 19 are engineers.

16. Blueprints and specifications are furnished to the Department of Munitions and Supply for obtaining tenders, also to the District Engineers in charge of construction, and to the contractors engaged on the work. The average monthly production of blueprints made and mailed from the office of the Director is 5213.

17. Plans and complete data regarding all lands purchased or leased for Naval purposes are compiled by the Lands and Leases section of the Directorate. Arrangements for necessary surveys, preparation of plans and descriptions and payment of purchase price or rentals are made.

18. In Newfoundland there is a staff of 4 engineers in charge of construction work in that section. On the Atlantic Coast, 5 architects and 17 engineers are employed on supervision work with 52 other employees whose duties are the inspection and checking of materials, timekeeping and general office work.

19. In the central portion of the country, a new section of the Works and Buildings has been formed to supervise works and buildings being constructed for the Service. At present 4 engineers are employed in this office. On the Pacific Coast the staff consists of 10 employees, of which 1 is an architect and 4 are engineers.

20. The total cost of Works & Buildings completed during April, May and June, 1942, and now under construction may be summarized as follows:-

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Completed		
East Coast		$3,400,000.00
West Coast		237,000.00
Central Region		180,000.00
Newfoundland		1,310,000.00
		5,127,000.00
Under Construction		
East Coast	Halifax Dockyard	$3,450,000.00
	Halifax Nelson Brks.	2,670,000.00
	Halifax Vicinity	1,320,000.00
	Shelburne Base	690,000.00
Pictou, Liverpool,	Lunenburg Base	490,000.00
	Sydney Base	4,450,000.00
	Gaspe Base	60,000.00
	Newfoundland	1,550,000.00
	Central Canada	875,000.00
Esquimalt & West Coast generally		1,500,000.00
		$17,055,000.00

Under consideration and study and planning:

D/F Stations.
Naval Armament Establishment, Halifax.
Auxiliary Vessel Base, Halifax.
Inland Magazines.
Signal School, Enfield, N.S.

Saint John, N.B. Establishment.
Fitting-out Berth, Saint John, N.B.
Expansion, H.M.C. Dockyard, Esquimalt.
Additional Buildings, NADEN I - Esquimalt.
R.C.N.V.R. Establishments.
Botwood, Newfoundland Base..
W/T Stations.
Naval Training Centre, Deep Brook, N.S.

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CONSTRUCTION LIAISON

21. During the quarter, the re-organization of D.W.B. (N) and attendant adjustment with new members of that organization have resulted in a further delineation of the functions of this Branch.

22. The Directorate of Works and Buildings, under the administrative control of the Deputy Minister, has assumed the additional responsibility of meeting Naval construction requirements as stated by the Projects Committee.

23. The Construction Liaison Branch, therefore, is now an advisory group to C.N.E.S. The Branch also assists in bringing the Naval Service requirements to the D.M. (N)'s attention through Projects Committee.

24. On March 18th the Halifax-Esquimalt Planning Committee and the Base Planning Committee were dissolved and replaced by the Projects Committee, which has held eight meetings during the quarter. The minutes of the Committees list a portion of the work handled by the Branch.

25. The submissions dealt with during the quarter are as follows:-

Base	Projects Committee	Halifax Esquimalt Committee	Base Planning
East Coast			
Halifax	27	6	-
Sydney	8	-	2
Shelburne	6	-	2
Gaspe	5	-	1
Enfield	2	-	-
St.John N.B.	2	-	1
St.Hyacinthe	1	-	1
	51	6	7
West Coast			
Esquimalt	29	5	-
Prince Rupert	4	-	-
Vancouver	2	-	-
	35	5	
Newfoundland			
St.John's	3		
Botwood	1		
	4		
Central			
Ottawa	2		
Montreal	3		
R.C.N.V.R.	2		
Quebec	2		
Toronto	1		
	10		
Miscellaneous	8		
	8		
	108	11	7
			Total 126

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26. The personnel of the Branch is:- at present -

6 Officers attached S.C.L.
1 Officer (D.S.D.affiliate)
1 Officer (P.A.D. & A.R.P.)
2 Stenographers.

27. A recent addition to the Branch has been an officer handling matters relating to Air Raid Shelter, Air Raid Precautions and Passive Air Defence in general.

28. A full report on Air Raid Shelter requirements at all Bases has been prepared. Reports covering Air Raid Precaution equipment and the fundamental training of Rescue Squads are under way.

29. Brief remarks on the status of development at each base are added -

Halifax. Construction is under way on numerous projects. The rest are in stages of planning. By the summer of 1943 most of the comtemplated developments will be available for Naval use.

Sydney. Construction is proceeding at a steady pace. The base will be completed for the summer season of 1943.

Gaspe. Construction is nearing completion: certain buildings and facilities were turned over to Naval Service May 1st, 1942.

Shelburne Construction has proceeded steadily and the Base should be completed this Fall.

Enfield The Signal School is not to be built here. The question of security storage is still pending.

St.John, N.B.

It has been difficult to establish a basis of development here. The first difficulties were obtaining a site, at present they are the scale of operation.

St.Hyacinthe

The signal school is to remain here for the duration. Additional construction is in hand to enlarge the facilities.

Esquimalt. Numerous new buildings are under construction at the Dockyard, Barracks and Royal Roads.

Prince Rupert

Some new construction and renovation are under way here.

Newfoundland

St.John's - The general construction of the Base is nearing completion, and should be totally available by October 1942 - One year from commencement of construction.

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Central — Botwood - Construction not begun.
Construction and improvement of R.C.N.V.R. Divisions in general have lagged behind due to events beyond the control of Naval Service.

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General

1. During the period under review, monthly reports have been submitted by the following Divisions:

1. New Construction Stores.
2. Technical Assistants.
3. Naval Stores.
4. Victualling Stores.
5. Financial Control and Stores Examination.
6. Shipping Room.

A synopsis of these is now submitted.

New Construction Stores

2. April — Stored
6 Fairmiles
1 Corvette
3 Minesweepers
4 M.T.B's

Forms No. S.1099 to replace F.A.21 in Permanent Stores Ledgers have been prepared for distribution to all corvettes and storekeepers concerned.

3. May — Stores - R.C.N. Vessels

1 Corvette
4 Revised Single Screw Corvettes
2 Minesweepers, Bangor Class, diesel.
16 Fairmiles.

Stored - R.N. Vessels

3 Minesweepers, Bangor Class, steam.
3 Minesweepers, 105', Motor.

Preliminary arrangements have been made for the storing of Western Isles Trawlers for the R.N.

4. June — Stored

5 Fairmiles - Q.063, Q.067, Q.078, Q.079, Q.092.
2 Minesweepers - H.M.S."Qualicum", H.M.C.S. "Lachine".
2 Corvettes - H.M.C.S. "Ville de Quebec", H.M.C.S. "Kitchener".
Other Craft - 2 in number - H.M.C.S. "Glenglova", H.M.S. "Aimwell".

5. In addition to the above, orders were placed by this Section for the supply of Dockyard Stores to the Naval Storekeeper, Montreal, for issue to the balance of vessels building in the old programs and seventeen ships completing in 1942 on the new programs. Preliminary arrangements were made for the storing of the first H.M.C.S. "Preserver" and for the first five 105' Minesweepers R.N. completing in Nova Scotia.

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Technical Assistants

6.(April) Work was done on Life Floats and Life Jackets. Inspection of Cordage, Fire Hose, Superheater Tubes, Boiler Tubes, Anchors, Chains & Slide Forgings.

7.(May) Examination and tests were made of water and food containers for Life Floats. Interviews were held regarding "LL" Sweeps, Towing and Paravane Gear Winch, Lugless Shackles, tap filament lamps and heather type signalling lamps. Revision was made of specifications for lubricating oil. Inspections were made of buffer springs, life saving and fire fighting equipment, steel wire rope, cordage and depth charges.

8.(June) Numerous interviews concerning, and examination of a variety of, propositions relative to the Navy were made, such as a new spot-solder, a substitute for tin in making fuses, a new type of rubber lined cotton hose and many others.

9. Steps were taken to equip a plant to produce lugless shackles and kindred items.

10. In conjunction with the Medical Research Council an emergency water and food container was developed as was also a satisfactory food formula. Specifications have been drawn up and production is imminent.

11. Inspections were carried out at various plants of rigging blocks, slips, shackles, forgings, smoke floats, hand winches, igniters and many other items.

Naval Stores

12. In the month of April annual contracts for fuel, oils, gasoline, coal, etc., for the East and West Coasts were prepared, and in addition large quantities of consumable stores were obtained for Admiralty. The total value of contract demands for stores for April was $12,615,619.00.

13. Galley equipment for Shelburne and Sydney bases was arranged for and action taken to procure office furniture and equipment for new Sydney Dockyard buildings.

14. Recovery of vanadium, from petroleum ash from all H.M.C. Ships, through the Department of Mines and Resources, has been initiated.

15. Contract demands for May totalled $2,372,064.00. A review was made of boats at all R.C.N.V.R. Divisions for pulling and sailing exercises. Arrangements were made for the distribution of miscellaneous stores to outports and bases and action taken pertaining to ruby lights, echo sounders and signal projectors.

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16. The loading of a large supply ship with stores valued at $1,250,000.00 in less than a week elicited favourable comments from the ship's officers as to the quality of the goods and methods of packing.

17. During June the work of storing ships took precedence and contract demands amounting to $1,290,950.00 were raised. Bulk consumable stores, new construction, are being laid in at Montreal and the storing and equipping of Gaspe Naval Base was completed. Full sets of engine parts and spares were provided for two Base Supply Ships. Initial work was commenced for the procurement of type 761 Echo Sounders, Signal Projectors (to be made in Canada), Emergency Rations, Ruby Lamps and Signal Flags, (cotton, where wool not available).

18. All establishments were notified of the importance of conservation and salvage, particularly in regard to rubber and the use of fuel oil for heating and cooking.

19. The response to the radio appeal for binoculars for the Navy has been most gratifying.

Victualling Stores

20. The work of this Division during April pertained largely to reviewing demands raised in accordance with the Advance Buying Policy laid down during January and February with deliveries effective from May to October.

21. In May and June the design of uniforms for W.R.C.N.S., was under consideration. Members of the Naval Board attended two dress rehearsals before all details of uniform were finalized.

22. Considerable attention was also devoted to Sea Cadet's uniforms.

Financial Control & Stores Examination

23. An innovation during this quarter is an arrangement to permit Local Treasury Officers to pay more of the local accounts. This will become effective as soon as there is sufficient staff available in the Local Treasury at the Dockyards to handle these invoices.

24. The volume of invoices passing through the Branch continues to show an increase.

25. The new coding system inaugurated in April has met with general approbation and thus far has proven satisfactory.

26. This Division, like others, has been affected by the establishment of the W.R.C.N.S., in working on commitment authority for their supply of clothing.

27. Routine examination of stores and checking of procedure have been made at Halifax, St. John, N.B., Sydney, Gaspe, Quebec, Montreal and Esquimalt, and arrangements made for the installation of the Bin Card system at all Outports.

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28. Authorizations for purchasing by local Contract Demands and by Local Purchase Order are at present under revision.

Shipping Room

Boxes and Parcels	In	998
Boxes and Parcels	Out	542

Duplication Machines.

Stencils run off	4,600
Copies	1,075,000
Diagraph	1,875

File and Mail Room

	In	Out
Files	11,400	10,954
Mail	7,506	7,016
Misc.	18,240	6,705

Signals 500
Trips in 900

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29. The Supply Liaison Officer assisted the Directors of the Royal Canadian Navy in arranging for the procurement of equipment through the Department of Munitions and Supply. This assistance included advice in connection with the preparation of demands, efforts to expedite the placing of orders and to hasten the delivery of materials.

30. Assistance was given, on many occasions, to Directors, on questions relating to priorities and the delivery of materials and components.

31. Assistance was also given to officials of the Department of Munitions and Supply, who required additional information from the Naval Service, with regard to demands for equipment which could not be purchased without further information.

32. On March 17th, the Department of Munitions and Supply asked if the services of the Supply Liaison Officer could be loaned to that Department while Mr. F.M. Ross, Director General, Naval Armament and Equipment Branch, was absent due to illness. This was agreed to by the Naval Service on the understanding that the Supply Liaison Officer would be able to continue to perform his duties in addition to those in Mr. Ross's office. Mr. Ross returned to his office early in May.

Equipment Division

33. The new method of procurement of A/S components, which had been considered during the early part of the year, was approved and put into operation.

34. The success of this plan depended to a great extent on the co-operation between the Technical Officers of the Equipment Division, the B.A.T.M. and the officials of the Department of Munitions and Supply, and the care taken during the early stages. For this reason a constant supervision was necessary and many interviews took place to deal with the numerous minor difficulties which arose. These included the transfer of the records of tools in the hands of manufacturers of A/S components from the Equipment Division records to those of the Central Inventory Records Division, of the Department of Munitions and Supply; the preparation of a form of technical statement which would take the place of the requisitions used by the Equipment Division under the old method of procurement and which would give complete ordering information to the Department of Munitions and Supply; the preparation of repair agreements and the transfer of the oscillator assembly plant to the Department of Mines and Resources.

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35. The new method of procurement of A/S components appears to be operating satisfactorily. The Department of Munitions and Supply has not as yet taken over the work of following up deliveries but it is understood that arrangements are being made to do this and a complete follow-up section for A/S components should be in operation at the Department of Munitions and Supply in a short time.

36. The Department of Mines and Resources has for some time been producing quartz discs for the Naval Service and it was considered advisable to have this work include the assembly of oscillators, which at present is carried on at the Equipment Division. Negotiations have been carried on for some time but up to the present moment the consolidation of these activities under the direction of the Department of Mines and Resources has not been completed due to the inability of the Technical Officers to obtain a suitable building. It is not considered advisable to consolidate these activities until a building is secured which will house the present operations and at the same time provide for expansion to take care of increasing production,

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VIII - NAVAL ARMAMENT

1. Production of Naval Guns and Mountings has reached the stage where definite deliveries are being made. In the 4 inch Calbire field Mk. XIX Twin Mountings have been completed and firing trials carried out. These were witnessed by the D.N.O. and Officers of the British Admiralty Technical Mission. Two units on order for the R.C.N. for training purposes will be delivered shortly.

2. Progress is being made in establishing plant equipment for the production of the 4 inch Mk. XIX gun on the Mk. XXII HA/LA mounting and orders have been placed for necessary guns and mountings to arm corvettes to be built.

3. Gun mountings 4 inch Mk. III will soon reach delivery stage and arrangements have been made for sufficient Q.F. 4 inch Mk. Vc guns to complete 6 units which will be available for Auxiliary Cruisers to replace the existing 3" H.A. armament. Further orders have been placed for guns 4" Mk. Vc from the U.K. for Mk. III mountings made in Canada for arming Algerine Minesweepers.

4. Q.F. 12 Pdr. guns and HA/LA mountings of Canadian manufacture are now being delivered for arming Bangor Class Minesweepers; and further orders have been placed for this calibre gun for Fleet Auxiliaries, other Naval Vessels and defensively equipped merchant ships of Canadian Ownership.

5. It is under consideration to place further orders for 12 pdr. guns with a view to being prepared to arm a much larger proportion of Canadian armed merchant ships. To this end, tentative arrangements have been made for manufacture of some 200 units.

6. Delivery is now in progress on 2 pdr. single gun mountings but the supply of Canadian made 2 pounder guns is still some months away. Efforts to obtain a small number of 2 pdr. Mk. VIII guns from the United Kingdom to complete single gun units have proven fruitless due to a definite shortage there, but 8 guns arranged for mounting in two multiple mountings made in Canada and delivered here were supplied. Thus two complete quadruple equipments are ready for training purposes.

7. Oerlikon machine guns are now in regular supply from United States manufacture. They are supplied to British Admiralty orders and are for the most part mounted in merchant ships at Halifax and other D.E.M.S. arming ports. From these supplies are drawn certain allotments for the R.C.N. as arranged with the Admiralty. These are being used to replace or augment anti-aircraft machine guns in Destroyers, Corvettes and Auxiliary Cruisers.

8. Production of Oerlikon mountings is commencing in Canada. The first mountings will be of the present simplified type manufactured in the U.S.A. with a changeover to be made in a few months to embody various improvements under development in the U.S.A. About 400 units will be required for the R.C.N.

9. Orders have been placed for the manufacture of .5 twin Vickers machine gun for Bangor Class Minesweepers. Here again the production of twin mountings is greatly ahead of the gun but arrangements have been made for 65 units to be completed by obtaining

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the requisite guns from the United Kingdom and of these 31 pairs have been received and are in course of distribution for arming ships as required.

10. Holman projectors for Fairmiles and auxiliary patrol vessels are now in supply. First deliveries of twelve have been received at Halifax.

11. Arrangements are in hand to obtain further supplies of rifles and related field equipment, particularly for Shore Establishments, and all aspects of land service requirements for shore establishment Naval Force are being summarized. Particulars of the total requirements of Rifles, Machine Guns, Sten Guns, Bren Guns and field equipment have been passed to the Director General of Naval Armament in the Department of Munitions and Supply with a view to determining the most satisfactory source of supply.

12. For the equipment of workers and civil staff of the Dockyard a supply of civil type gas masks has been obtained. Further supplies are on order. These masks are obtained from the United States.

13. Depth charge throwers ("Y" guns) for Fairmiles have been ordered from production in the U.S.A. and it is anticipated that delivery of the first lots will be made within two weeks. These "Y" guns will be fully equipped with carriers and impulse cartridges.

14. A contract has been let for the manufacture of 490 Depth Charge Throwers to be made in Canada. These throwers will include certain improvements but do not depart from the original design. They will be supplied to Corvettes and Minesweepers under construction.

15. A steady flow of Depth Charges from the filling plant has now been established and will be maintained in sufficient quantities to meet the needs of the Service. All Depth Charges and related equipment are Canadian made except detonators and these will be in supply shortly from manufacture in Canada. The situation has now reached the point where supplies required for both R.C.N. and R.N. are being met from this source.

16. The Mk. VIII pistol for shallow water charges is being made and will be available in about two weeks. Arrangements are in hand to obtain other types of depth charges and other underwater explosive charges to meet the requirements of harbour defences.

17. There has been a marked improvement in supply of certain types of ammunition from overseas, and stock conditions are correspondingly better. Some types, however, particularly Star Shells and charges, still present difficulty.

18. Projectors and illuminating rockets are on order and some deliveries have been made. These equipments are for ocean escorts and will be immediately available.

19. The filling of Q.F. 2 Pdr. High Explosive ammunition will commence at the filling plants in the middle of July. Already large quantities of components have been accumulated from American production for the Admiralty: these are to be filled in Canada with cordite specially obtained from the United Kingdom.

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20. Considerable progress has been made in the manufacture of Q.F. 3-inch H.E. ammunition of which there are 6000 rounds ordered. The cordite is being obtained from the United Kingdom, and filling will commence some time in August.

21. Preparatory work is proceeding with a view to the manufacture of 4-inch ammunition for the Mk.XIX gun with which Corvettes now under construction will be armed. British orders for this type of ammunition will enable the requirements of the R.C.N. to be filled without difficulty on account of low quantities, but will probably be confined to High Explosive at the start.

22. The outfits of 4-inch ammunition for 4" Mk.Vc guns for Auxiliary Cruisers have been ordered from the United Kingdom to ensure supply to be on hand with the guns from the same source.

23. Supply of small arms ammunition, with the exception of .5" Vickers is now met entirely on this continent; requisitions have been placed to ensure that adequate stocks will be maintained. The procedure whereby the requirements of the R.C.N. are allocated jointly with those of the Army and R.C.A.F., is beginning to operate smoothly. It is anticipated that difficulty in maintaining adequate stocks will be reduced.

24. With a view to the improvement of Fire Control installations on River Class Destroyers, and the replacement of wornout instruments, orders have been placed for instruments of various types necessary. Orders have also been placed for Fire Control equipments for Auxiliary Cruisers, Bangor and Algerine Minesweepers. Many of the requisite electrical instruments are being made in Canada, and redesign of various fittings for ships, explosive and non-explosive stores and laying out machinery for Armament Depots and Training Establishments has progressed satisfactorily.

25. The work of outfitting ships has produced new and modified designs of ready-use and magazine stowage for various types of ammunition and stowages for small arms. Drawings and designs for the manufacture in Canada of Depth Charges and Depth Charge Equipment, Gun Sights, Gun Mountings and Shields, Ammunition Boxes and Demolition and Pyrotechnic Stores have also been produced as necessary.

26. As Training Establishments throughout Canada have increased in size and number, it has become necessary to increase the number and variety of training devices for use in the various establishments. While most of the equipment is designed by Admiralty, the necessary modifications and changes for adapting it to Canadian manufacturing methods and facilities have entailed continuous consultation with Canadian manufacturers producing this equipment.

27. Shortage of materials has made it necessary to salvage everything that can possibly be used. materials which are entirely unserviceable are turned over to the Dockyard Officers for disposal.

28. A brief on Salvage arrangements was presented on Thursday the 25th June by the A/D.N.S. before the Parliamentary Committee on War Expenditure. The D.N.O. was represented at this meeting by the Naval Armament Supply Officer.

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29. The provision of armament stores at Quebec and Toronto for Corvettes, Minesweepers, Fairmiles and other Naval Vessels constructed on the Great Lakes and St. Lawrence River is working smoothly. These facilities have been extended to embrace a number of vessels being delivered to British orders from this same area.

30. The various projects in hand for the improvement of handling, storage and repair of ordnance, torpedoes, and ammunition at Sydney, Gaspe, Prince Rupert, St. John's, Newfoundland and Inland Magazines have made some progress. Preliminary work on the New Permanent Naval Armament Depot, Dartmouth, has at last reached the stage where the contractor can commence work.

31. The magazines at Halifax are again becoming congested, and it will be necessary to press forward arrangements for further accommodation. The manufacture of ammunition on this continent has made it possible to obtain standing reserves against expenditure in the Service afloat: storage space must be provided for these reserves.

32. The congestion in the Halifax Magazines was considerably relieved by the making of large shipments to Esquimalt. These shipments have increased the reserves on the West Coast and have made possible more advantageous use of storage capacity on both coasts. The preliminary investigation of a suitable inland site for magazines on the West Coast has been commenced. Various possible sites are being selected from survey maps of British Columbia with a view to looking over the ground during this summer.

MERCANTILE DEFENSIVE EQUIPMENT

D.E.M.S. Inspections

33. D.E.M.S. Inspections have been carried out in ports throughout Canada as follows:-

Halifax	997
Sydney	113
St.John	130
Montreal	95
Quebec	19
Esquimalt	51

34. Armament has been provided to 39 vessels of which 9 were completed in Halifax, 2 in Sydney, 2 in Montreal, 5 in Quebec, 21 in Esquimalt, - particulars are as follows:-

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Name of Ship	Registry	Where Armed	Armament
WATUKA	Canadian	Sydney	3" Gun
WATERTON	British	Halifax	"
CONNECTOR	Canadian	"	"
GYDA	British	"	"
SILVER SWORD	U.S.A.	"	3" Gun to replace defective 4"
ERICUS	Canadian	"	3"
KINGSLEY	Canadian	Esquimalt	4" Gun
FORT CHURCHILL	British	"	"
FORT QU'APPELLE	British	"	"
MAGISTER	British	"	"
MOLDANGER	Norwegian	"	"
FORT NIPIGON	British	"	"
FORT GEORGE	British	"	"
FORT FRASER	British	"	"
FORT GOOD HOPE	British	"	"
FORT McLAUGHLIN	British	Esquimalt	4" Gun
FORT ALEXANDRIA	British	"	"
FORT CAMOSUN	British	"	"
FORT AGUSTUS	British	"	"
FORT CHILCOTIN	British	"	"
FORT ELLICE	British	"	"
KLARA ZETKIN	U.S.S.R.	"	"
NORVINN	Panamanian	Halifax	4" Gun (supplied from USA)
LORD STRATHCONA	Canadian	"	4" Gun
EL OCEANO	Panamanian	"	4" Gun (to replace defective 4" Gun)
FORT TADOUSSAC	British	Quebec	4" Gun
FORT CHAMBLY	British	"	"

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Name of Ship	Registry	Where Armed	Armament
FORT LA MAUNE	British	Quebec	4" Gun
N.B. McLEAN	Canadian	"	"
FORT LOUISBURG	British	Montreal	"
FORT ABITIBI	British	"	"
ROSECASTLE	Canadian	Sydney	4" Gun
ESTEVAN	Canadian	Esquimalt	6 Pdr. Gun
SOUTHHOLM	Canadian	Esquimalt	3" 23 Cal.Gun
CAMOSUN	Canadian	Esquimalt	12 Pdr. L.A.Gun
GRIFFCO	Canadian	"	12 Pdr. L.A.Gun
W.J. STEWART	Canadian	"	3" 23 Cal. Gun
SARPEDON	British	Halifax	12 Pdr. H.A.Gun
TRAVERSE	Canadian	Quebec	6 Pdr. Gun

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35. Low Angle Guns

The stocks of American 4" Q.F. and 3" Q.F. guns are now exhausted. 12 pounder HA/LA guns are now being received from Canadian production and are being mounted on new construction vessels in the low angle position.

36. Anti-Aircraft Machine Guns

Light machine guns .303 are still plentiful. Oerlikon guns (20 m.m.) are now arriving in quantities, and to date approximately 100 have been received.

37. 2" U.P. Weapons

Both pillar box mountings and gymbal mountings have recently been received.

The pillar box mounting will be mounted in the high angle gun position and gymbal mountings amidships both port and starboard.

38. New Construction

The arming of new construction vessels is proceeding satisfactorily.

39. Merchant Navy A.A. Training

Considerable progress has been made in this direction. The following is a brief summary of the situation at each port:

Halifax: Dome teacher in operation and A/A training vessel, approximately 500 officers and men being qualified and re-qualified each month.

Montreal: Site for Dome building selected and building expected to commence immediately. In the meantime a lecture room and rifle range have been acquired, and two day courses are now under way consisting of lectures, motion picture instruction and stripping guns on the first day and actual firing on the second day.

Vancouver: Original arrangements have been interfered with due to the necessity of vacating D.E.M.S. premises in favour of the army. Efforts are being made to find suitable substitute buildings.

Sydney: It is hoped to commence classes at the end of July, the principal delay here being the range. Owing to the soft nature of the ground, difficulty has been experienced in construction of the butts.

40. The R.C.A.F. have been very co-operative in supplying aircraft for demonstrating aerial attacks and for towing sleeve targets.

41. Degaussing

1343 inspections were carried out in all ports.

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IX - TECHNICAL DEVELOPMENT

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Personnel

1. On 1st April, the Superintendent A/S was appointed Director Anti-Submarine and was made a member of Naval Staff.

2. On 30th June, 1942, officers serving in the Anti-Submarine Directorate are as follows:-

Headquarters	3
Equipment Division	
Production	24
Installation and Maintenance	23
A/S School Halifax	12
A/S School Esquimalt	3
Fixed Defences	2
Training at sea	6
Training in schools	9
Total	82

3. As of 26th June, the situation in respect of ratings was;-

	R.C.N.	R.C.N.V.R.	Total
S.D.I	4		4
H.S.D.	68	64	132
S.D.	102	517	619
A/S A's		42	42
E.A.'s etc.		3	3
		Total	800

In addition to the above, six A/A/S.A's are in training in the A/S School Halifax, twenty-five prospective E.A.'s to be transferred to A/S.A's are in training in Calgary and thirty prospective A/S.A's are in training in Hamilton.

4. On 18th April, N.M.O.1986 was issued instituting the rating of Anti-Submarine Artificer. Virtually all ratings serving in Anti-Submarine as Electrical Artificers were transferred to the new rating. This non-substantive rating was instituted to satisfy the requirements of the R.C.N. for artisan ratings to do the work done in the R.N. by S.D.I. ratings, only a few of whom are available in the R.C.N. A/S.A. qualifications are intended to be very similar to those of E.A.'s, except that 'turning' is not required and familiarity with A.C. and high frequency current is required, as well as some ability in radio circuits.

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5. As of the end of the quarter A/S fitted vessels were:

	R.C.N.	R.N.	Total
Corvettes	68	8	76
Minesweepers	41	6	47
Fairmiles	34		34
Auxiliary Cruisers	3		3
Destroyers (River)	6		6
Destroyers (Town)	7		7
Armed Yachts	12		12
Fishermen's Reserve	1		1
Gate Vessels	6		6
			192

Buildings

6. The A/S School at Esquimalt has been more than doubled in size by an addition completed during the quarter.

The A/S School at Halifax has been somewhat relieved by the removal of base maintenance personnel and equipment to other quarters.

Training Equipment

7. Training equipment installed and working now includes the following:

	Halifax	Esquimalt	St.John's, Nfld.
Attack Teachers	3	2	
Mass Procedure Teachers	2	1	
Procedure Teacher	1	-	
Demonstration Apparatus	123A,128, 134A, MS XIIC	123A,128, 134A, MS XIIC	
Mobile Training Unit	1		1

It should be noted that there is a substantial amount of equipment on order for the new school at Digby and for St.John's. Also there is gear on hand not yet installed.

Arrangements were made to supply submarines for training purposes to both Halifax and St.John's. Due to breakdowns, the use of these has been much delayed. The submarine assigned to Saint John has not yet arrived.

Travelling

8. During the quarter D.A/S visited Halifax.

Lieut.McIntosh visited Westdale at Hamilton twice, Toronto twice and Quebec once.

Lieut. Law visited Saint John, N.B. and Halifax.

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Fixed Defences

2. An Officer competent to supervise cable laying and the placing of H.D.A.'s has been selected. This Officer has studied the Halifax and Sydney installations and is now surveying the work to be dome at Botwood.

Naval Staff has approved the placing of various fixed defences on the West Coast. Survey and selection of sites and appropriate gear is proceeding.

Visits to N.S.H.Q.

10.

During the quarter, visits to N.S.H.Q. were made by Capt.Creasey, R.N., Director of A/S Warfare; Lieutenant-Commander Forge, Base Maintenance Officer Argentia; Lieut. Clairmonte, Maintenance Officer Maritimes; Lieut.Adams, Installation and Maintenance Officer West Coast; and Lieut. Thompson, Installation Officer, Eastern Pool.

Personnel Establishment Plan

11. During the quarter, studies of the number of personnel required to care for various commitments have continued and the final summary is under preparation.

Training of A/S.Ratings.

12. Much time and attention has been given to attempting to secure an adequate output of trained A/S ratings. Due to drafting difficulties a very inadequate output has been realized by the two A/S Schools during April, May and June to date, with the result that the current shortage of trained ratings is approximately 260. Westdale preliminary training classes are similarly not yet filled to capacity. It has been agreed in principle by D/C.N.P. that if adequate numbers cannot be returned from sea for training, new entry seamen ratings will be furnished in lieu.

Projects

13. Projects currently under way in the Directorate include the following:

(a) Second set of A/S gear for A/S training vessel "SANS PEUR".
(b) A/S gear for "Bassett" Class Minesweepers.
(c) Protection for A/S domes against logs, etc.
(d) Fixed Defences Botwood
Vancouver
St.Juan de Fuca
Prince Rupert
Esquimalt
(e) Fitting of Hedgehogs to R.C.N. ships.
(f) Research Projects
McGregor Recorder
New oscillator element
Double oscillator
Short range unit
F.Q. device
New loop amplifer
Improvement in watertight joints for oscillaters.

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A/S Material

14. Naval Staff has approved of the fitting of the following asdic equipment in new construction vessels and arrangements are now being made to supply the necessary components.

30 Twin Screw Corvettes -	Type 144 for use with Hedgehog armament.
10 Algerine M/S	Same as above
16 Single Screw Corvettes -	Type 127C - later to be modified to 145 when components are available. To be used with Hedgehog armament.
18 Fairmiles	Type 134A

A study was made of requirements for the next twenty-four months of A/S spare gear for fourteen bases, the three main dockyards and for two base supply ships. As a result, Naval Staff was asked to approve of the expenditure of $930,000.00 worth of equipment. Approval was given and orders are now being placed with the Department of Munitions and Supply.

Naval Staff has also approved of the alteration of the Type 123A sets now in the P.V. corvettes to Type 123D when the bridges are modified and the forecastles extended. For this purpose seventy-five sets of conversion equipment have been ordered.

Shipfitting - A/S Equipment

15. Most of the shipfitting is at present concentrated in the East, and staff have been transferred from the West to follow this work.

16. The first 128C (electrical drive) sets were fitted in the "Prince Robert" and "Prine Henry". The "Prince"David" is now being fitted. These sets have proved to be satisfactory.

17. The number of ships handled in this quarter is as follows:

	R.N.	R.C.N.	Complete
Corvettes, A/S 123A & Echo Sounders	-	11	10
Minesweepers, A/S 128 & Echo Sounders & Gyro	-	19	18
Armed Merchant Cruisers A/S 128C	-	3	2
Trans.Ship A/S 128C	-	1	-
Fairmiles 134A	4	27	26
Western Isle Trawlers 123A	8	-	-

18. To handle this work a staff of nine officers and ten E.A.'s is employed in the work of instructing, adjusting and inspecting.

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A/AM

19. During this last month the additional work of sea trials on all the boats coming down the river has been done by the officer in charge of shipfitting at Quebec, due to sickness of the A/S Trials Officer.

20. At a conference held in mid-June between Base Maintenance Officers from Esquimalt and Halifax, maintenance procedure was standardized and numerous difficulties were ironed out.

Maintenance (A/S & E/S)

21. Maintenance work has recently been given to this Division. It is at present being handled as a sub-section of the shipfitting section.

22. It is intended to obtain an officer as soon as possible who will devote all his time to this work.

Production

23. The recent changes made in connection with the ordering of material are proving most satisfactory. Work starts with receipt of the covering F.E. or C.D., and ordering information is compiled by the Engineering Staff and passed directly to the Department of Munitions and Supply instead of through A/D.N.S., Deputy Minister, etc.

24. The net result of this rearrangement has been a definite saving of time, and orders can now be placed within a period of 15 days (including 10 days tendering) as compared with 37 days. Requirements for R.N. through B.A.T.M. are taken care of along similar lines, a copy of our Technical Memorandum having been forwarded to Section 9, B.A.T.M. for their concurrence.

25. Procurement of material, to permit speedy manufacture, is becoming more difficult, but by judicious contacts and persuasion, and with the assistance of the Department of Munitions and Supply, it has been possible in a great many cases to keep contractors from falling behind on their delivery promises.

26. Quality of workmanship is on the whole quite good - in many cases better than wartime production requires, but it is the policy of the Division to maintain as high a level of quality and finish as is commensurate with proper functioning of equipment.

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27. Due to a dearth of manufactures familiar with fabrication of equipment of an instrument nature, it has been, from time to time, necessary to follow a policy of education along these lines. The Officers of the Division, in parallel with B.A.T.M., have, for the most part, been eminently successful in instructing in this matter. There have been cases, however, in which firms cannot be made to appreciate the necessity of adequate inspection in their own organization, and this tends to impose additional burdens on the Inspection Staff of the Division; but under existing conditions, it is not always possible to change sources without severe delay; such burdens must be shouldered, and very close watch kept on all equipment offered for acceptance by such firms.

Oscillator Production

28. Oscillator production has proceeded satisfactorily on the whole, limited by the rate of supply of cut quartz from the Department of Mines and Resources, and difficulties with the 134A oscillators.

29. The Department of Mines & Resources is slowly increasing their output now that an adequate supply of raw quartz has been received, but cannot increase much above present figure until they move to new quarters. While our present source of quartz crystals seems to be assured, the situation with regard to this material is becoming more difficult as time goes on, and it will be necessary to keep an adequate reserve on hand, and forecast requirements well in advance.

30. Considerable trouble has been experienced with the beam oscillator (134A) used on Fairmiles. The manufacturing technique has been closely scrutinized. It was found that the method recommended by the R.N. was not adequate, some units having failed, possibly because of rough handling during transportation. In order to overcome this, modified connectors have been designed, additional sealing compound has been added, and a hydraulic testing pressure chamber capable of withstanding 60 lbs. has been made. It is expected that the above will overcome this trouble on all new assemblies.

31. Some progress is recorded with the transfer of Oscillator Assembly to the Department of Mines & Resources. No suitable building has been found in Ottawa, but a large fireproof building has been found in Renfrew. This problem has been referred to the Department of Mines for a report.

Other Work

32. Financial approval has recently been obtained for Bomb Disposal equipment, and orders have been placed with selected manufacturers. While the quantities of components are very small, it is hoped that the Army and possibly the Air Force may place their orders on these sources and so reduce the tooling charges.

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Development

33. An officer has been assigned to development work. A definite program has been laid down for the National Research(in A/S) and the following are in hand:

1. Combined Recorder & Bearing Plotter.
2. Rochelle Salt Oscillator.
3. Double Lobe Oscillator.
4. Short Range Detector.
5. F.Q. Device.
6. Amplifier for Indicator Loops.
7. Protection for Domes.

34. Permission has been granted to send the above officer to the United States experimental bases to obtain information as to their latest sets, especially the new combined U.S. - U.K. set and the small boat set (similar to 134A).

Financial Review

35. Information for the month of June not being available at this date, a report is submitted for the period ending May 31, 1942.

(a) Value of orders placed for A/S equipment from the beginning of operations in October 29, 1940 to May 31, 1942, is $9,084,191.95.

(b) Value of deliveries by contractors against these orders for this period amount to approximately $6,112,000.

(c) Value of issues at cost by the Equipment Division to its customers for this period is approximately:

B.A.T.M.	$3,123,000
R.C.N.	2,075,000
Other	95,000
	$5,293,000.

S. T. T. D.

Magnetic Minesweeping

36. The first two engine generator sets for the 105 ft. wooden minesweepers at Chantier Maritime have been delivered. Installation work is in hand under the supervision of Mr. T.W. Mouat of the National Research Council.

37. A decision has been reached to construct eight 105 ft. wooden minesweepers on West Coast. It is intended that they be equipped with "LL" gear from Admiralty orders now being supplied from the United States.

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38. The last items of equipment for the installation of "LL" sweep gear in the Bangor class minesweepers have been shipped.

39. The installation of "LL" gear in the ships in the Toronto Shipyards is making satisfactory progress.

40. Arrangements have been made to start the installation of "LL" sweep gear in H.M.C.S. "Gananoque" and according to present reports, this is progressing favourably.

41. Upon Staff's decision, arrangements have been made to transfer complete sets of buoyant cable tails to Toronto, so that the four Bangor class minesweepers completing there, will be able to sail in condition to sweep in the Gulf if necessary.

Acoustic Minesweeping

42. Life tests are now being made on the Black and Decker hammer but no report has been received to date.

43. When Lieut. Commander D.D. Mathews, R.N.V.R. from Washington was at N.S.H.Q., he expressed the opinion that it would be advantageous to have the development work on the Spring Hammer done here in accordance with the drawings which have already been received from Admiralty. It is proposed to accept this recommendation and to start work on a Spring Hammer. Inquiries have been sent out for suitable motors to operate these Hammers.

44. The installation of S.A. gear, type "C" on H.M.C.S. "Gananoque" is proceeding satisfactorily.

45. Three sets of S.A. type "C" gear have been received from Admiralty, two of which were returned to B.A.T.M., to replace two sets previously borrowed by R.C.N. The remaining set will be installed in H.M.C.S. "Port Hope" now outfitting at Toronto Shipyards. In addition to the sets listed above, parts of eight more sets have been received. These are now being examined to determine how many complete sets are available. (June 29, 1942).

Passive Air Defence

46. The Passive Air Defence Organization has been approved and put into action.

47. The complete report covering Air Raid Shelter Protection for all Coastal Establishments has been approved in principle.

48. Sub. Lieut. E.P. Elliott has been appointed Naval Liaison Officer on the Inter-Service Camouflage Committee, and research work is continuing in this direction.

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49. The Inter-Service Committee (having contact also with Civilian Authorities) is also in process of formation to form a policy and carry out research work with regard to black-out and electric lighting systems in coastal areas.

Bomb Disposal

50. A general comprehensive scheme for the setting up of bomb disposal centres throughout Canada has been studied, and arrangements are being made for the provision of men and equipment at approved centres.

Rubber Conservation

51. Considerable work has been done with the rubber technicians of the National Research Council and arrangements made for additional physical tests. Completely revised specifications for sheet rubber jointings will be issued shortly. The revised specifications will reduce the number of qualities and will effect a considerable saving in crude rubber in all but one quality.

Mine Disposal

52. Arrangements are in hand for the supply and manufacture of all special equipment needed. Mate G.H. Rundle left Ottawa for Halifax, May 18 to take up his appointment.

Metallurgical Laboratory.

53. A meeting was held at the Metallurgical Laboratory to discuss a request made for a considerable enlargement of the Metallurgical Laboratory Buildings to cope with the work being done for all branches of the Armed Forces. The members of the services present unanimously agreed that the increased space is imperative.

54. The amount of work done by the Laboratories for R.C.N. is steadily increasing.

Chemical Warfare

55. Lieut. W. F. Gray left for U.K. in May to make contact with C.W. groups there and study plans and methods. He returned to N.S.H.Q. on June 29th, 1942. The preparation of his reports will take some days.

56. Preliminary studies, chiefly meteorological, have been made, for screening the port of Halifax with smoke. A complete scheme is now in course of preparation. The Naval representative has attended all the meetings of the Chemical Warfare Interservice Board which have been held during the Quarter.

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SCIENTIFIC RESEARCH AND EQUIPMENT DEPARTMENT

C253296

MOST SECRET

Indicator Loops

57. (a) The General Electric Photoelectric Fluxmeter has been tested against the standard Admralty equipment, and found to be more robust and to have greater sensitivity.

(b) Especially designed amplifier and chopper circuit are under construction for trials in the near future. This method is much lower in cost than the General Electric Fluxmeter or the Admiralty equipment, and provides sensitivity in excess of the useable requirements.

Short Range Asdic

58. The group at Toronto University are constructing miniature magnetostriction oscillators and associated equipment. This gear when completed will be installed in the gate vessels at Esquimalt for service trials.

Rochelle Salt Crystal

59. This is under investigation as a substitute for the quartz now used in asdic oscillator construction. One oscillator assembly has been made up using Rochelle Salt, and will be tested on completion of arrangements to secure a suitable barge.

Magnetic Submarine Detector

60. One complete set of gear is under construction in the laboratory. Upon completion, installation will be made in H.M.C.S. "KAMLOOPS" for service trials.

Non-Metallic Armour

61. Armour has now been produced having the same weight and resistance to armour-piercing .303 ammunition as that of steel armour plate. The physical properties of the non-metallic armour are at present under investigation. Some work is also under way to produce a non-metallic armour as a substitute for 10 lb. steel armour plate for use where incomplete protection must be accepted.

Proximity Fuse

62. The work on this project is in the hands of the University of Toronto group, working in collaboration with the National Defence Research Council. At present, only fifty percent of the present design fuse operates satisfactorily. Work is continuing with increased staff in an endeavor to improve the performance.

Panoramic Receiver

63. One receiver has been completed, covering a range from 1½ to 28 megacycles in four steps. An automatic recorder utilizing teledeltos paper is used to record all signals above a level of two microvolts. An unique method of suppression of background noise has been developed, and found satisfactory. Trials are at present under way.

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Voice Modulated Signal Lamp

MOST SECRET

64. This project is being carried out in collaboration with the Army Signals Laboratory. The purpose of the research is to develop a lamp utilizing a Vapour Tube energized by a power amplifier, voice modulated. Preliminary experiments indicate that the method shows considerable promise.

Acoustic Research on Ship's Noises

"

65. The work along these lines is being carried out on behalf of the Admiralty and will cover the complete range of frequencies from low, up to several megacycles.

A/S Split-Beam Oscillator

"

66. One stock quartz oscillator has been modified in the Laboratory for test to determine whether or not the split-beam magnetostriction method developed by the National Defence Research Council, may be applied to quartz oscillators.

C.R.D/F.

"

67. In collaboration with the N.R.C., the Sparton Company has undertaken the redesign and construction of a number of C.R.D/F units based on the original N.R.C. design. The Army and R.C.A.F. are collaborating in this work.

Cable Ammeter

SECRET

68. This gear has been developed for use as a degaussing cable shorted turn detector. One model, following the original National Research Council design, was constructed by Sangumo and given performance test. It was found that the instrument was too heavy and bulky for acceptance as a routine test instrument. In collaboration with the General Electric Company, an improved design was prepared, which may be described as a D.C. equivalent of the Rogowski coil. The first model produced by General Electric had a satisfactory sensitivity, but was not sufficiently robust for practical purposes. A new design is in preparation to overcome this defect.

Cellular Buoyant Materials

"

69. Efforts are being concentrated on two distinct methods for the preparation of small closed-cell buoyant materials:

(a) By the chemical blowing of tars, thermoplastic and thermosetting resins. Various means of supplying the necessary blowing heat are:

1. External heat.
2. Induction furnace methods with the inclusion of metallic particles in the mix.
3. Dielectric loss method.

(b) Embossing thermoplastics or paper in a suitable manner to provide closed cells when individual sheets of paper are stacked.

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Teledeltos Paper

70. This paper, prepared and used by the Western Union in the United States for facsimile purposes, is being tried out for suitability as a substitute for the existing A/S Recorder paper.

Fresh Water from Salt Water

71. (a) An improved model of the Stedman Salt Water Evaporator for the utilization of body heat, has been completed and is undergoing test in the laboratory.

" (b) A salt water evaporator utilizing the relative humidity of the atmosphere and operating under reduced pressure, has been designed and one experimental model constructed. Tests will be carried out to determine the capacity of the evaporator under varying atmospheric conditions.

Torpedo Attack Teacher

" 72. A design has been prepared in collaboration with the staff of the Torpedo School at Halifax. At present this project is still in the drafting-room stage.

Fluoride Treatment of Glass Surfaces

73. Six pair of binoculars have been forwarded to Duplate Limited for the treatment of all optical surfaces with magnesium fluoride and cryolite. The binoculars will be issued to ships for service trials.

Combustible Gas Detector

74. A sample apparatus has been built in the laboratory for use at shore establishments to check the accuracy of explosimeters supplied to Fairmiles.

Shock Testing Machine

75. One High Acceleration Shock Testing Machine has been constructed, and is now installed in the Electrical Laboratory for the routine testing of electric equipment for H.M.C. ships. The design follows the Admiralty pattern closely, although numerous alterations were made to conform to Canadian practice.

Vibration Testing Machine

76. One machine following Admiralty pattern with modifications as in the case of the Shock Testing Machine, is under construction and will be installed in the Electrical Laboratory.

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Asdic Dome Protector Skeg

SECRET

77. A design is in preparation for a steel, dome protective skeg for fitting to ships of the Fairmile class.

D/G Range, Vancouver

78. Range completed, and now in operation.

"

Tracer Trainer

79. One model, following the design of the British Air Ministry, is under construction,

" for the training of merchant seamen.

Miscellaneous Tests

80. (a) Metallurgy

1. Examination of trepanned samples of furnace steel from defective corvette boilers, to determine the advisability of replacement.
2. Distiller tube packing.
3. Condenser tube failure.
4. Condenser header corrosion.
5. Protective greases for machine spare stores.

(b) Rubber Laboratory

1. Cellular rubber and kapok substitutes for life-jacket fillers.

(c) 1. Oil slick samples.
2. Combustible gas indicators.
3. Plastic tubing substitute for metal piping.

(d) Fuel Laboratory

1. Clarified oil samples.

(e) Textiles

1. Projectile bag.
2. Salt water detergent.
3. Log line substitutes.

H A L I F A X B R A N C H

D/G Range, Bedford Basin

MOST SECRET

81. Coils realigned on deep range by transit survey and divers. During May, 1942, there were 103 ships ranged.

D/G Range, Hugonins

82. The laying of twelve coils completed. First preliminary records of ships taken 28th May, 1942.

D/G Range, Sydney

83. Position of coils checked and depth of coils redetermined by coil skid.

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D/G Range, Quebec

84. Location of site for range and shore installation decided upon.

Acoustic Research

85. (a) Medium frequency microphone laid off Hugonins Range for testing noisemakers. Part of shore installation is completed.

MOST SECRET

(b) High frequency equipment undergoing redesign by the Ottawa staff.

(c) Experiments are under way on a springless type of noisemaker in an endeavor to prolong the life of this type.

Guard and Mine Loops

86. Experiments carried out to decrease the effects of magnetic perturbations by the use of compensating loops on land. Connection of the guard loop halves have been changed from parallel to
" series opposition, resulting in an increase of sensitivity. Recommendations have been made that two guard loops with low resistance to ground be relaid. All mine loops are arranged so that perturbations due to industrials are phased properly to enable recognition of a signature. All loops' sensitivity increased so that small ships such as fishing schooners may now be identified.

D/G Coil Design

87. (a) New design M Coil for corvette worked out. Compensates for all but I.L.M. and I.A.M. Recommended fitting of F_i, Q_i and A Coils.

SECRET

(b) Specification for M, F, Q, and A Coils worked out for Bangor Class Minesweepers and 190' corvettes.

Fall of Shot Spotting Camera

" 88. Being designed. This work is approximately half completed.

Gunnery Slide Rule

89. Designed and one model made up for trials
" in H.M.C.S. "KAMLOOPS".

BOOM DEFENCE

A/S Boom Installations

Halifax, N.S.

90. (A) A/S Double Line Boom, 4335 ft. in length, of 3" circumference Wire Rope mesh, with a single line gate of 4" circumference Wire Rope, running from Mauger's Beach Light in a direction approximately W.S.W.

(B) A pile maze is in place in Eastern Passage and between Lawlor's Island and McNab's Island as an A/S - A/B obstruction.

These Booms are in position all the year round.

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Sydney, N.S.

91. (A) A/S Double Line Boom, 4125 ft. in length, of 3" circumference Wire Rope mesh, with the seaward gate of 3" circumference Wire Rope, 8 ft. mesh and the harbourward gate of 16" grommets standard A/T nets. This Boom runs from Stubbert Point in a direction approximately S.E.

(B) A/T Double Line Boom, 3000 ft. in length, 500 ft. to harbourward and parallel to the A/S Boom, one section each side of the A/S Gate.

These Booms were re-laid in May and June, 1942.

Gaspe, P.Q.

92. A/S Double Line Boom, 2925 ft. in length, of 3" circumference Wire Rope mesh, with a Double Line Gate, running from Sandy Beach Light in a direction approximately due N.

This Boom was re-laid in May, 1942.

Shelburne, N.S.

93. A/S Double Line Boom, 4275 ft. in length, of 3" circumference Wire Rope mesh, with a double line gate, running from a point a little to seaward of Fort Point in a direction approximately N.E.

This Boom was laid in its new position in April, 1942, and will remain in place all the year round.

Saint John, N.B.

94. No installation exists at this Port at present.

St.John's, Nfld.

95. A/T - One Single Line Baffle, 390 ft. in length and two Double Line Baffles, of total length 580 ft.

These Baffles are in position all the year round.

Esquimalt, B.C.

96. (A) A/S - Single Line Boom, 1725 ft. in length, of 4" circumference Wire Rope mesh, reinforced horizontally with additional 4" circumference Wire Rope. This Boom runs from Fisgard Island in a direction approximately due East.

(B) A/T - Two in number Double Line Baffles, total length 525 ft.

(C) A/S and A/B Nets hung from tripods to close space between Fisgard Island and mainland.

(D) A/T Baffle of 16" grommets across Drydock Gate.

These Nets are in position all the year round

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Prince Rupert, B.C.

97. (A) A/S - Single Line Boom, 2035 ft. in length, of 3" circumference Wire Rope mesh, with a Single Line Gate of 4" circumference Wire Rope, running from Charles Point in a direction approximately due E.

(B) A/B - A/T Boom at Metlakatla Passage completely closing this channel.

These Booms are in position all the year round.

New Installations

98. Experiments have been carried out at Halifax on a Curtain Net hung from supports erected on the barrels supporting the Seaward Line of the A/S Boom. These experiments have been successful and Curtain Nets as protection against "Human Torpedo" and "One Man Boat" will now be placed from shore to shore on the Seaward Line of the A/S Booms at Halifax, Shelburne, Esquimalt and Prince Rupert.

On receipt of materials the Seaward Lines at these Ports will be changed to 1 1/2" circumference Wire Rope, 3' - 6" mesh, for protection against Midget Submarines and "Human" Torpedoes.

Preparations are being made for laying two A/T Baffles, each about 1350 ft. long, at Bay Bulls, Nfld. This work is expected to begin about August 1st.

An A/T Gate is in course of construction at St. John's, Nfld. This Gate is to be raised and lowered by means of a Catenary Wire stretched from Chain Rock Light to Anchor Point and operated by a Winch erected on the South shore of the Narrows.

A/T Baffles of 12" grommets as protection against aerial torpedo attack will be installed at Saint John, N.B. and Esquimalt, B.C. on receipt of materials.

Boom Defence Vessels

99. 1. Concrete Gate Vessels are now in use at Shelburne, N.S. Reports indicate that these vessels, as at present designed, are suitable only in sheltered waters.

2. Lack of a Derrick Scow at Halifax hampers operations. New Derrick Scow (B.D. 2) is now in use at Prince Rupert. New Derrick Scows for Gaspe and Halifax are still under construction, delivery being very indefinite.

Boom Defence Buildings

Halifax, N.S.

100. Construction of Launching Ramp and new Section of Wharf is proceeding satisfactorily.

Sydney, N.S.

101. New Paint Shop is completed and work on the Slab and Launching Ramp, which was delayed by Boom Laying Operations, is now under way.

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Shelburne, N.S.

102. Construction of new Launching Ramp will proceed when dredging is complete.

Esquimalt, B.C.

103. New Depot is now in use, although the work is not yet completed.

General

104. 1. In April, the Boom Defence Design Officer acted as Observer for the Superintendent of Boom Defence at the A.N.D. Trials held at New London, Conn.

2. In June, the Inspector of Booms, East Coast, and the Boom Defence Design Officer visited the Naval Net Depot, Newport (Melville) Rhode Island, to examine the new Vertical Gate Net and other items of interest concerning Boom Defence.

3. Experiments have been carried out at Naval Service Headquarters on aneletrically operated signal system to be incorporated in the Seaward lines of the new small-mesh nets. These experiments have shown the feasibility of the system. It will now be incorporated in all the new 1 1/2" Rope Unit, 3'-6" mesh nets.

4. Placing of orders and delivery of new materials have been improved by action taken with the Department of Munitions and Supply.

5. Considerable difficulty is being experienced in some Ports in laying and servicing nets by reason of the use of Boom Defence Craft and Equipment by Naval Officers-in-Charge. Unless the Craft and Equipment remain continuously in the hands of the Boom Defence Officers, prompt laying and efficient servicing of nets cannot be carried out.

R.D.F.

105. Fitting of R.D.F. in Canadian Escort ships has progressed very satisfactorily during the past quarter. Early delays caused through production problems have been largely overcome, with the result that the only limiting factors in fitting have been availability of ships for fitting and Dockyard facilities.

106. The National Research Council has recently completed sea trials of a new Canadian R.D.F. set (similar to Admiralty type 271) which has been under development for some time. These trials indicate that this Canadian type set has at least equivalent performance to similar Admiralty and American equipments. Production will be initiated as soon as the necessary engineering drawings, etc. have been completed, and actual fitting should commence towards the end of the year.

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107. To meet the increased requirements of ships fitting, maintenance and training of personnel in Canada, 15 additional R.D.F. officers are being recalled from the Royal Navy. The majority of these officers have seen more than two years of service with the Royal Navy in the several theaters of war.

CONTRACT BUILT SHIPS

108. Early in April the Inspecting Staffs in the Great Lakes and St. Lawrence Areas were organized and appointed. Each Staff consisted of a U Deck Officer, Gunnery Officer, Shipwright and Electrical Officer. This staff was augmented on trials by an engineer officer from D.S.B.'s staff.

109. Trials consisting of preliminary inspections, steaming trials and acceptance have been completed on the following ships:

GREAT LAKES AREA:

CORVETTES:	H.M.C.S.	"WOODSTOCK"
	H.M.C.S.	"BRANTFORD"
	H.M.C.S.	"PORT ARTHUR"
FAIRMILES:	H.M.C.S.	"Q-065"
	H.M.C.S.	"Q-059"
	H.M.C.S.	"Q-074"
	H.M.C.S.	"Q-075"
	H.M.C.S.	"Q-076"
	H.M.C.S.	"Q-077"
	H.M.C.S.	"Q-078"
	H.M.C.S.	"Q-079"
	H.M.C.S.	"Q-080"
	H.M.C.S.	"Q-081"
	H.M.C.S.	"Q-082"
	H.M.C.S.	"Q-085"

ST. LAWRENCE AREA:

CORVETTES:	H.M.C.S.	"MONCTON"
	H.M.C.S.	"LA MALBAIE"
	H.M.C.S.	"VILLE DE QUEBEC"
	H.M.C.S.	"KITCHENER"
MINESWEEPERS :	H.M.C.S.	"GRANBY"
	H.M.C.S.	"NORANDA"
	H.M.C.S.	"LACHINE"
FAIRMILES :	H.M.C.S.	"Q-083"
	H.M.C.S.	"Q-084"

110. Preliminary inspection only have been carried out on:

H.M.C.S. "PRESERVER"
H.M.C.S. "LLEWELLYN"
H.M.C.S. "LLOYD GEORGE"

Final trials of H.M.C.S. "GRANDMERE" and H.M.C.S. "VEGREVILLE", sent to Halifax last year incomplete, were also carried out in May of this year.

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111. The West Coast reports the following completions:

Corvettes: H.M.C.S. "DUNDAS"

Fairmiles: H.M.C.S. "Q-070"
H.M.C.S. "Q-071"

112. "Q-066", "Q-067", "Q-068" and "Q-069" completed in March, but not included in last quarterly report.

113. The cancellation, for war time only, of the Rush Bagot Treaty, has made it possible to carry out gun trials on the Great Lakes. All ships accepted on the Great Lakes have had Gun Trials carried out at Toronto, while those ships completed on the St. Lawrence have carried out gun trials on the St. Lawrence opposite Tadoussac.

114. It was also decided that W/T and R.D.F. for new construction should be installed at one place rather than at individual yards. An organization for this purpose was set up in Montreal.

115. It is to be noted that the second quarter of 1942 sees the completion of 70 corvettes and 36 Fairmiles for the R.C.N. on the original contract.

116. R.C.N. Gun Trial Staff is also carrying out Gun Trials of R.N. ships building on the Great Lakes. H.M.S "QUALICUM" and H.M.S. "SHIPPIGAN" have completed their Gun Trials.

Degaussing

117. (A) Work carried out at D.G. Ports

The following work has been carried out at the various D.G. ports during the past quarter:

Permanent installations Merchant Vessels	34
Semi-permanent installations Merchant Vessels	17
Repairs to Merchant Vessels	120
Repairs to H.M. and H.M.C. Ships	12
Compass corrector coil installations	66

(B) R.C.N. Vessels (in commission)

Degaussing work on R.C.N. Vessels has consisted mainly of minor repairs.

H.M.C.S. "PRINCE HENRY" has been fitted with an internal coil of modern design.

No model results are yet available from Washington but full scale tests have been carried out in Halifax on four Corvettes and the best position for the D.G. coils has finally been established.

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111. The West Coast reports the following completions:

Corvettes: H.M.C.S. "DUNDAS"

Fairmiles: H.M.C.S. "Q-070"
H.M.C.S. "Q-071"

112. "Q-066", "Q-067", "Q-068" and "Q-069" completed in March, but not included in last quarterly report.

113. The cancellation, for war time only, of the Rush Bagot Treaty, has made it possible to carry out gun trials on the Great Lakes. All ships accepted on the Great Lakes have had Gun Trials carried out at Toronto, while those ships completed on the St. Lawrence have carried out gun trials on the St. Lawrence opposite Tadoussac.

114. It was also decided that W/T and R.D.F. for new construction should be installed at one place rather than at individual yards. An organization for this purpose was set up in Montreal.

115. It is to be noted that the second quarter of 1942 sees the completion of 70 corvettes and 36 Fairmiles for the R.C.N. on the original contract.

116. R.C.N. Gun Trial Staff is also carrying out Gun Trials of R.N. ships building on the Great Lakes. H.M.S "QUALICUM" and H.M.S. "SHIPPIGAN" have completed their Gun Trials.

Degaussing

117. (A) Work carried out at D.G. Ports

The following work has been carried out at the various D.G. ports during the past quarter:

Permanent installations Merchant Vessels	34
Semi-permanent installations Merchant Vessels	17
Repairs to Merchant Vessels	120
Repairs to H.M. and H.M.C. Ships	12
Compass corrector coil installations	66

(B) R.C.N. Vessels (in commission)

Degaussing work on R.C.N. Vessels has consisted mainly of minor repairs.

H.M.C.S. "PRINCE HENRY" has been fitted with an internal coil of modern design.

No model results are yet available from Washington but full scale tests have been carried out in Halifax on four Corvettes and the best position for the D.G. coils has finally been established.

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(C) Canadian Merchant Vessels (in commission)

Stocks of equipment for the degaussing of the above vessels are being built up at the various D.G. ports and ships are being taken in hand as they become available. It is estimated that total expenditures in this regard will be $200,000.00 for the next Quarter.

(D) British and Allied Merchant Vessels (in commission)

Shipment of equipment being forwarded by Rear Admiral Barry for these vessels is slowing up, but we have considerable stocks of most of the items required. The two items of which we are short are cable and resistor units. Northern Electric Company Limited of Montreal have been authorized to keep in stock $20,000.00 worth of this equipment and it is hoped to extend this arrangement to degaussing contractors at other ports in Canada.

It is estimated that total expenditure for the year 1942 will be $1,200,000.00

(E) R.C.N. (new construction)

Under the New Construction Programme the degaussing on the following vessels is being arranged for:

10 Algerine Class Minesweepers.
16 Revised Single Screw Corvettes.
30 Twin Screw Corvettes.
8 105' Wooden Minesweepers.
2 Tribal Class Destroyers.

Specifications are being drawn up, manufacturing details settled and equipment being ordered for the above classes.

It is intended to purchase complete sets of degaussing equipment for replacement purposes for all classes of New Construction up to a certain percentage of the total number of vessels per class.

(F) Canadian Merchant Vessels (new construction)

This programme is progressing favourably with the exception of the supply of low voltage motor generator sets. This equipment was ordered originally from the United States and the order did not carry sufficient priority for necessary delivery. This situation is being met by obtaining a few sets from a Canadian manufacturer.

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(G) General

A definite policy has been decided upon for the degaussing of all H.M.C. Ships. This policy lays down the type of installation for all classes of vessels and will allow for a considerable amount of standardization of equipment and instructions. The Torpedo School, Halifax, has assumed the responsibility of drawing up and issuing a Hand-book of Degaussing for H.M.C. Ships.

C253307

The use of solderless connectors for degaussing is being made general for Naval as well as Merchant Vessels degaussed in Canada.

The Naval Staff has decided that degaussing on H.M.C. Ships is to be considered a permanent part of the ship's defensive armament.

Compass Corrector Equipment

118. (A) R.C.N.

Necessary coils and resistances for New Construction Algerines and Twin Screw Corvettes have been ordered, and on all future New Construction this equipment is being changed to Shipyard Supply.

A small stock of necessary items is being built up at the various ports for replacement purposes.

(B) Canadian Merchant Vessels

The first order of 50 sets for use on Canadian Merchant Vessels in commission has been completed. Delivery of 124 sets for New Construction has commenced and is continuing at the rate of 20 sets per week. A second order of 50 sets for ships in commission has been placed; deliveries are expected to commence shortly.

(C) British Merchant Vessels

Shipments from New York of this equipment have been dropping off lately but latest information received indicates that 30 sets of "5 coil" equipment are ready for shipment and 250 sets of single "M" coil equipment will be ready for shipment shortly. In addition 30 sets of "C" compass corrector coils and resistors have been requested with no promised delivery as yet.

(D) General

Some delay was caused in the manufacture of the 124 sets for New Construction; after production had started it was found that the majority of the Merchant Vessels were using an Admiralty type binnacle. This necessitated a change in the coil design and containing case which held up manufacturing for a short time.

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Ranges

119. (A) Halifax

Halifax Basin Range has been operating successfully during the past Quarter, ranging approximately 400 ships.

The combined D.G. - Acoustic Channel Range off McNab's Island has been in operation for about one month and is obtaining a magnetic signature on the majority of ships entering or leaving Port. If anything unusual is found from this single run the ship is given a complete ranging on the Basin Range.

(B) Sydney

The Range at Sydney is in operation after being closed down for the winter months. To date rangings have been very few but it is expected that the number of ships ranged will increase steadily during the summer months.

(C) Vancouver

This Range is operating successfully, ranging a considerable number of ships but to date very few range records have been received at Naval Service Headquarters. This is due in part to the fact that arrangements for equipment for reproduction and distribution have not been completed.

(D) Quebec

The establishment of a D.G. Range off the Ile d'Orleans is progressing favourably and it is expected that the Range will be ready for operation in about two or three weeks time.

The major function of this Range will be the ranging of and the issuing of recommendations to New Construction Vessels, Naval and Merchant.

(E) General

It has been found that a photographic paper supplied by Canadian Kodak is not suitable for D.G Range work and therefore supplies of this material will have to be obtained from the United Kingdom.

Discussions are under way at the present time regarding the advisability and possibility of establishing a D.G. Range at Esquimalt for use of Minesweepers and small Naval Vessels.

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Torpedo School, Halifax, is taking the responsibility for the drawing up and issuing of a Memorandum laying down ranging instructions for H.M.C. Ships, for use at Canadian, American, and British Ranges.

Owing to the increase in the number of Canadian Ranges it has been considered desirable to issue a Weekly Canadian Range Report. This will summarize rangings during the previous period and will be distributed to all Canadian Ranges and British and American authorities for information. This Report is to be the responsibility of Torpedo School, Halifax, working with the National Research Council.

Deperming

120. (A) Halifax

The Mobile Deperming Unit in Halifax has been functioning successfully during the past Quarter and during this period has depermed a total of 25 ships. Annual refit was carried out the latter part of May.

(B) General

It has been approved to establish a similar Deperming Unit at Vancouver at an estimated cost of $100,000.00 Negotiations in this respect are under way at the present time. The National Research Council will be looking after the greater part of the design work and supply of equipment for this project.

In the rare case of a neutral vessel employed in Empire Trade being depermed in a Canadian Port, the cost of this operation will be borne by the Agent or Owner of the vessel. This will amount to £40 at the current rate of exchange.

General

121. The new degaussing organization (copy attached) has been approved by Naval Staff.

A meeting was held in Halifax the latter part of June between the D.G. Staff, Ottawa, Torpedo School, Halifax, and the National Research Council, when a complete policy regarding degaussing of H.M.C. Ships was drawn up.

At the present time there are 25 officers engaged in D.G. work, 6 undergoing courses in Halifax, and it is anticipated that 4 additional officers will be required during the next six months to meet the needs of the Deperming Unit, Vancouver, and the Esquimalt Range.

Valuable assistance on design work has been given the Degaussing Staff by members of the National Research Council, Halifax, and Lieut. Bethune, Supply Liaison Officer, has helped greatly in expediting orders and contracts.

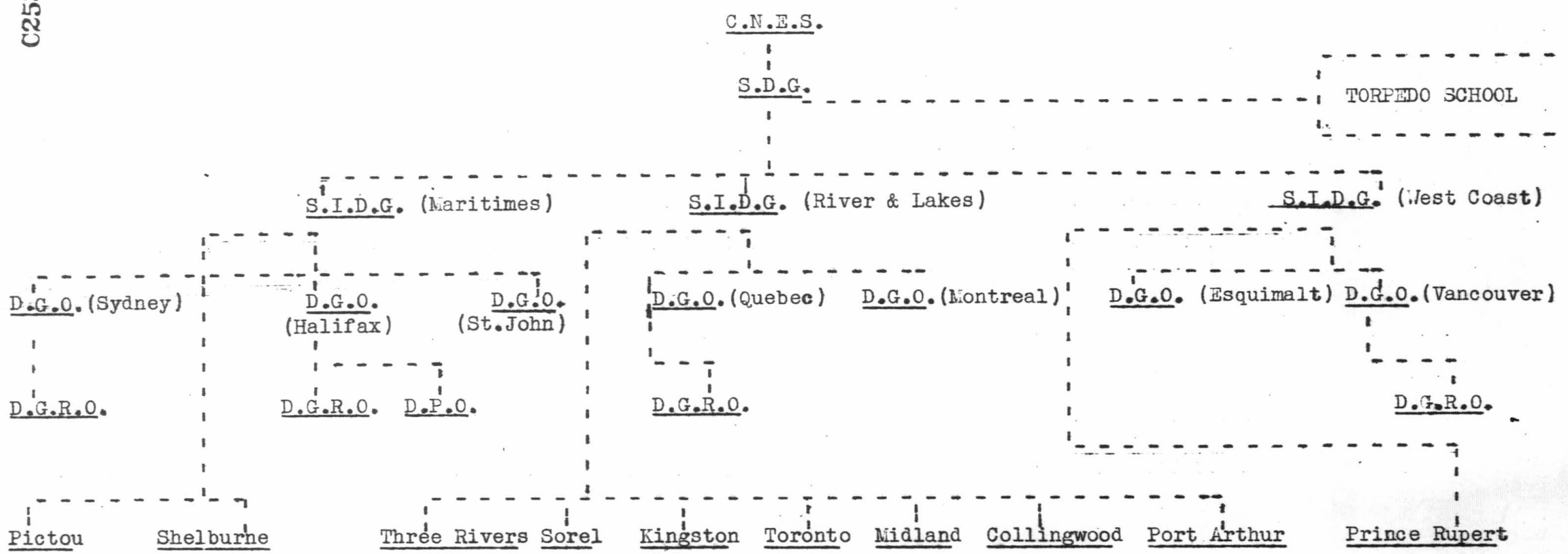
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DEGAUSSING ORGANIZATION

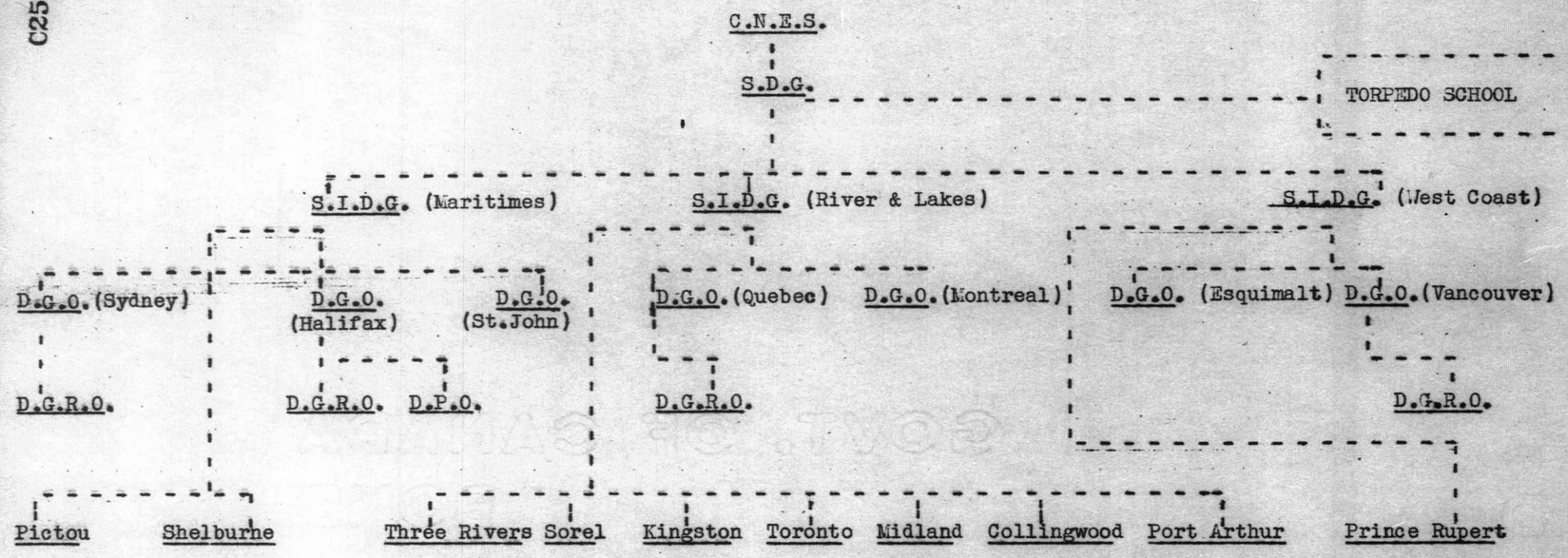


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DEGAUSSING ORGANIZATION



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Naval Information

1. The campaign continues on broad lines to bring to the country news of the Navy and its problems. To obtain authentic material, officers of the Section have travelled widely during the past quarter covering the Western Atlantic area and the United Kingdom contingent particularly. For the first time Press Officers have been stationed in Britain, Newfoundland and Esquimalt. Halifax area continues to be covered by two members of the Section.

2. The volume of written material continues to grow and appears in magazines and newspapers where hitherto little interest in the Navy has been shown.

3. In this connection stories and photographs from those at sea continue to be in demand. In some cases very satisfactory payment has been obtained for these contributors.

4. Preliminary tours of inspection have been made by two motion picture parties. The first were representatives of the government motion picture bureau, preparatory to filming a full length documentary on the Royal Canadian Navy afloat and ashore in August. The second represented Hollywood and their interest in what they saw will result in a feature production "Corvettes in Action", with actual filming to begin in July.

Radio Division

5. This section has been instrumental in negotiating arrangements between the CBC and the Department of Transport for a 14-week series of twenty-five minute variety programmes to be broadcast from the Sailors' Institute in Montreal commencing July 10th. This broadcast will be presented in the interests of the Merchant Navy. It is hoped that it may have a helpful morale-building factor and thus be of assistance to the Navy Control Service.

Photographic Section

Still Picture Division

6. In line with policies mentioned in last quarter's report, progress has been maintained in linking this Section with the older branches of the Service. There has been a large increase in the number of Secret books and documents reproduced photographically (as distinct from photostat). In addition, lantern slides and photo copy work has been produced for use in Ship and Aircraft Recognition training and for the Medical Branch. Microgram-to-blueprint production continues for Shipbuilding and Engineering. The Section is co-operating with D.W. & B. in production of building progress albums for the information of the Naval Board and for record.

Motion Picture Division

7. With the appointment of a fully-qualified Warrant O. (S.B.) for motion picture duties, it has been possible to add fresh impetus to the visual training program.

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A library of 35 and 16 mm. film has been established in Halifax and is being established at Esquimalt to distribute training film to the various establishments in Eastern and Western Canada and to the R.C.N.V.R. Divisions.

Circulation of instructional film has been re-organized and speeded up and the potentialities of this medium greatly expanded.

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15	D.T.N.A.		
16	P.D.G.	62	Rear Admiral Brodeur
17	D.A/S.	63	R.C.S.
18	D.N.O.	64	M.M.S.
19	I.C.B.	65	S.O.C.S.
20	D.N.S.	66	Prime Minister
21	S.L.O.	67	Sec. Cabinet War Committee
22	D.N.C.	68	Secretary of State for External Affairs
23	D.S.B.	69	Dep. Sec. (Staff)
24	Dep.Sec.(Civil)	70	Dep. Sec. (Pers.)
25) 26)	C.O.A.C.	71	Dep. Sec. (Sup.)
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30) 31)	C.O.P.C.	73) 74)	S.B.N.O.W.A.T.(through D.N.I.)
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39	C.G.S.	85	"
40	C.A.S.	86	"
41	N.O.I.C. Halifax	87	"
42	N.O.I.C. Sydney	88	"
43	N.O.I.C. Saint John,N.B.	89	"
44	N.O.I.C. Gaspe	90	"
45	N.O.I.C. Quebec		

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~~NAVAL MESSAGE~~

C253314

To: THE PRIME MINISTER ✓
THE MINISTER (NAVAL)
A.D.P. HEENEY, ESQ.,
N.A. ROBERTSON, ESQ.

From: N.S.H.Q.

SUMMARY OF N.O.I.C. SHELBURNE'S 0405Z/27 JULY.

THE NOVA SCOTIAN FISHING SCHOONER "LUCILLE" WAS SHELLED BY SUBMARINE AND PROBABLY SUNK IN POSITION 42-44N 65-38W 0700Z/27 JULY. FOUR OF CREW WERE WOUNDED BUT ALL LANDED SAFE IN DORIES AT SHELBURNE.

ON LANDING CREW REPORTED THAT NO WARNING WAS GIVEN BEFORE ATTACK AND THAT THE ENEMY SAID "BAD LUCK BOYS WE CANNOT HELP IT" BEFORE CONTINUING TO SHELL THE ABANDONED SHIP.

NOTE: - Position is approx. 55 miles due south of Cape Sable.

OTTAWA, July 27th, 1942.

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N/AR WWII Naval Defence

2nd

C253315

NAR/SR
7.8.42

re WWII-Naval Defence

MEMORANDUM FOR THE PRIME MINISTER

Mr. Power spoke to me this morning about the question of giving publicity to submarine sinkings which had been raised in yesterday's War Committee. He had been going into the matter with the Acting Chief of the Naval Staff, and was himself satisfied that the military reasons for withholding information about such sinkings were strong. He did not think present policy could very well be modified by a simple exchange of signals between Naval Services and the Admiralty, but was prepared to take it up himself with the Air Force and the Admiralty when he was in London, where he expected to be the latter part of next week. Mr. Power said the reports received of offensive action against submarines had been very satisfactory in the last fortnight. The R.C.N. claimed three certain sinkings during the period, and thought that our Air Force had also got three submarines. A party of prisoners, rescued from one of the destroyed submarines, is arriving in port today or tomorrow.

N.A. ROBERTSON

12-9-42

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FROM THE PRIME MINISTER

TO Mr. Gibson C253316

After perusing this statement, Mr. King said something about a similar statement being prepared re the St. Lawrence.

15/8/42

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Mrs Gibson

Wd. you plse. prepare for me from the various statements rec'd from Naval Headquarters etc. a statement which will show on one page the squadron, number & nature of losses.

W L M K

Aug. 15/42

P.K.

Mr. Gibson

This is the message 'phoned to you on Saturday P.M.

P.K.

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SECRET J/R/JG C253318 NAR/SR 30.10.42

MEMORANDUM FOR THE PRIME MINISTER

Our Japanese intelligence group in the Examination Unit, who are working on Japanese commercial and diplomatic cyphers, report that a trade agreement has recently been concluded between Germany and Japan, under which Japan promises between 250,000 tons and 300,000 tons of rubber to Germany. The rubber is to be carried on German blockade runners, running on a shuttle service between Bangkok and ports on the west coast of France. On the return journey, the vessels will carry precision machinery purchased in Germany by the Japanese technical mission there.

It is obviously important that everything possible should be done to stop this blockade running for, if the programme is carried out, it would mean that Germany's rubber needs for some time to come would be adequately met.

You may have noticed press reports that an American submarine operating in the Sunda Straits (between Sumatra and Java) recently torpedoed a German merchant vessel, presumably one of these boats carrying rubber from the East Indies.

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OFFICE OF THE PRIME MINISTER

MEMORANDUM

C253319

Ville de Quebec — German U-boat — Jan. 18/43

Port Arthur — Italian "

HMCS Regina — U-boat

Chambly — "

Shediac — "

[H.M.C.S. "Georgian" (Minesweeper) — " — St. Lawrence Sept 21/42]

Oakville — " in Caribbean Aug 28/42

{St. Croix, Wetaskiwin, Skeena} — 2 German U-boats — ? request no publicity — July 21/31/42

? Sackville — U-Boat — Aug 3

St. Croix — " — July 24

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C253320

SUMMARY OF NAVAL WAR EFFORT

OCTOBER 1ST TO DECEMBER 31ST, 1942

NOTE: This summary is a continuation of that from July 1st to September 30th, 1942.

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I - NAVAL SERVICE HEADQUARTERS

1. The move to the new Navy Building was completed in early December, and with the exception of Works & Buildings, Naval Distributing Authority and one or two small Directorates, all N.S.H.Q. business is carried on under one roof.

2. Since the last quarterly report, the only major changes in N.S.H.Q. Organization are the creation of the Directorate of Organization reporting to V.C.N.S., and the appointment of a Director of Victualling.

A resident Deputy Judge Advocate General (Navy) has been appointed.

The Directorate of Naval Information has been reorganized and placed directly under the Minister.

The Photographic Section has been raised to the status of a Directorate.

A Naval Deputy Secretary has been appointed in charge of Central Registry and a N.S.H.Q. Fleet Mail Office has been established.

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II - PERSONNEL

1. The number of Officers and men in the Naval Service passed 50,000 during the last quarter of 1942, but shortages in all Branches remained acute and it is not expected that the manning of new construction in the Spring of 1943 can be met without the most efficient allocation of existing personnel.

2. However, every effort is being made to remove the chief obstacles in this connection, lack of training facilities. Construction at Deep Brook is being pushed as fast as possible. Artificer and Engineroom training has been carried on in the M.T.E.'s at Halifax and Esquimalt, at Galt, Windsor, Calgary, Edmonton, Hamilton, Toronto and at Brooklyn, New York.

3. Thirty-six Officers completed long courses in Gunnery, Anti-Submarine and Navigation at Halifax. Twenty-one Officers underwent long courses in the United Kingdom.

4. Eighty-five Officers and men of the three Services were trained in the Bomb Disposal School at Chiliwack, B.C., and it is believed that all requirements will be met by the end of April, 1943.

5. The Royal Canadian Naval School of Music was transferred to H.M.C.S. "YORK" and the training of Bandsmen will now be carried out in that Establishment.

6. The number of ratings recommended for promotion remained very satisfactory. The record of ratings promoted has been so good that arrangments have been completed whereby all new entry Executive Officers will be required to serve a probationary period in the Lower Deck before promotion.

7. The Royal Canadian Naval College was opened on the 21st October, 1942, with the Minister and Chief of the Naval Staff attending.

Forty-seven thousand new type Identity Cards have now been issued and very substantial aid can now be given to the Mounted Police in the apprehension of deserters. In addition to routine work the Personnel Identification Bureau has been able to render valuable assistance in such diverse affairs as identifying missing husbands and locating prisoners of war from photographs and descriptions.

8. Auxiliary Services (N) has been detached from the Army Directorate of Auxiliary Services and brought under Personnel as the Directorate of Special Services. This Directorate will deal with matters connected with entertainment and welfare of members of the Services, supervision of various welfare organizations, co-operation with the Canadian Legion Educational Society, various library services, etc.

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9. The Naval Chaplain Service has been extensively reorganized and Staff Chaplains (P) and (R.C.) attached to Personnel Branch as advisors on Religious matters.

10. The W.R.C.N.S. Service has now been firmly established and by the end of the quarter a limited number of W.R.C.N.S. could be provided for all Establishments able to provide accommodation. Shortage of adequate accommodation is gradually being overcome, and it is hoped that by Spring sufficient personnel will be available to remedy to some extent the dislocation caused by the manning of new construction.

11. There is no truth to the rumour that a W.R.C.N.S. Officer has obtained her Watchkeeping Certificate.

12. In order to cope more adequately with the detail of recruiting, the R.C.N.V.R. Divisions were placed under a separate Command situated in Toronto on 1st December, 1942. The Directorate of Reserve Divisions was abolished as of that date and control of recruiting placed in the hands of the Director of Manning and Naval Assistant.

13. Recruiting for the "Shore Branch" was commenced during the quarter, the new rating of "Radio Artificer" instituted and extensive revisions carried out in existing training schedules.

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1. During the quarter under review, the Operations Division has been expanded and re-organized. The attached chart shows the present organization.

2. The following Officers have joined the Division:-

A/Commander P.M. Bliss, R.N. - Staff Officer (Anti-submarine)

Lieutenant H.H.W. Shoup, R.C.N.V.R. - Staff Officer (Ships)

Lieutenant W.S. Wright, R.C.N.V.R. - Staff Officer (Ships)

Lieutenant R.H. Barbour, R.C.N.V.R. - Ops./Signal Officer

Lieutenant S.B. Thomas, R.C.N.V.R. - Staff Officer (Minesweeping)

Lieutenant (SB) J.E.MacNelly, R.C.N.V.R. - Staff Officer (Statistics)

Sub-Lieut. (SB) G. Gathercole, R.C.N.V.R. - Ops./Information Officer

Pay. Sub-Lieut. J.R. Ferguson, R.C.N.V.R. - A/Secretary/D.O.D.

3. A/Lieutenant-Commander T.W. Thompson, R.C.N.V.R. has also been appointed and on joining will become Staff Officer (Gunnery). It is also hoped that a Staff Officer (Torpedo) will be appointed shortly.

4. These appointments of specialist officers to the staff of D.O.D. have implemented a Naval Staff decision in June, 1942, that specialist officers should be appointed to the staff of D.O.D. until the R.C.N. is able to staff proper specialist directorates at N.S.H.Q. The addition of these Officers should be a great help to D.O.D. and the Naval Staff as a whole.

5. The move to the new Navy Building presented an opportunity for establishing a modern Operational Plotting Room. The experience of the U.S. Navy, and the R.C.A.F. were closely studied, and it was decided to establish magnetic plots.

6. In addition, improved methods of communication are now available in the form of a direct telephone and a direct teletype line from the Operations Plotting Room at N.S.H.Q. to C.O.A.C.'s Operations Room in Halifax.

7. An Operations Information Room has also been established in which Staff Officer (Ships), Operations Signal Officer, Staff Officer (Information) and Staff Officer (Statistics) co-operate to provide the latest possible operational information for the plotting room and for other departments at N.S.H.Q.

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8. The recent appointment of Lieutenant-Commander J.S. Stead, R.C.N., as Staff Officer (Air) has been of great assistance in the strengthening of the co-operation between N.S.H.Q. and Air Force Headquarters. In addition, a series of conferences has taken place during the last 3 months between Officers from the two Headquarters, and as a result, it has been recognized that the Northwestern Atlantic is an active war zone of great strategic importance, and that A/S Warfare in this area is a joint commitment of the R.C.N. and the R.C.A.F.

9. Offensive A/S Warfare has been accelerated by the use by the R.C.A.F. of N.S.H.Q.'s U-Boat Tracking Room. Very much more adequate communication facilities have been established between the U-Boat Tracking Room and the Operations Rooms of C.O.A.C. and Eastern Air Command. This has resulted in a large number of attacks by R.C.A.F. Aircraft on U-Boats and the employment of R.C.A.F. Aircraft in offensive sweeps instead of purely convoy escort.

Western Support Force

10. In line with this new policy, Killer Groups of Destroyers have been instituted to assist convoys which are being heavily attacked. For this purpose, 12 Destroyers of the W.L.E.F. (10 R.N. and 2 R.C.N.) have been transferred to form a Western Support Force. The W.S.F. will be based at St. John's and be under the operational control of F.O.N.F. and C.T.F. 24.

Air Escort

11. On October 28th regular air outer anti-submarine patrols for convoys were discontinued and air sweeps instituted instead. Sweeps are concentrated at dusk and dawn taking in an area about 100 miles wide. Regular air convoy escorts are given convoys in the River, Gulf of St. Lawrence, Bay of Fundy and Cabot Straits. Convoy escort is given when convoys are known to be shadowed by U-Boats or when requested by the R.C.N.

U-BOAT ACTIVITIES

Gulf of St. Lawrence

12. Three ships were sunk in the Gulf of St. Lawrence and Cabot Straits in October. There has been no sinkings in this area since then though a number of U-Boat sightings were reported in November. Nine counter-attacks were carried out by HMC Ships in October and November in the River and Gulf without any concrete results.

Canada - U/K Sea Lanes

13. Eleven Convoys were attacked in the North Atlantic during the period Oct. 1st to Dec. 31st and 54 merchant ships were sunk. Two escort vessels were also torpedoed and sunk. These were HNMS "MONTBRETIA" (Norwegian Corvette) in October and HMS "FIREDRAKE" (R.N. Destroyer) in December. No R.C.N. escort vessels were lost.

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U.S. Atlantic Coast

14. No merchant ships were sunk by U-Boats on the United States Atlantic Coast during the period under review.

Trinidad and Caribbean

15. During October 3 Convoys were attacked in the area of Trinidad and 9 merchant ships were sunk. During the month of December the attacks on merchant vessels in the Caribbean-Trinidad area appeared to be decreasing, while they are increasing in Mid-Ocean between 10° North and 10° South and South America and Africa.

Tonnage Lost West of 26° West and North of the Equator

16. During the period October 1st to December 1st a total of 736,300 tons of shipping was sunk by U-Boats as against 869,900 tons for the period July 3rd to Oct. 1st. The sinkings during December are the lowest for the year 1942 being 128,400 tons. Of the 131 Merchant Vessels sunk in this area 63 were in Convoy and 68 were independent.

Ships

17. All available ships in the three R.C.N. commands continued to carry out A/S, escort and patrol duties throughout the quarter. It is estimated that 75% of all ships operated by the R.C.N. were in service during the quarter. This figure never fell below 70% and at times reached as high as 79%.

18. The following table shows the number of H.M.C. Ships in commission on December 31st, 1942.

Auxiliary Cruisers	3
Destroyers	13
Corvettes	76
Minesweepers	62
Fairmile Motor Launches	51
Base Supply Ships	2
Patrol Craft and Auxiliary Vessels	320
	527

19. The following table shows the number of new ships which were commissioned during the period Oct. 1st to December 31st by class --

Tribal Class Destroyers	1
Bangor M/S Steam	3
Diesel	2
Fairmile M.L.	15
Base Supply Ship	1

Auxiliary Cruisers

20. H.M.C.S. "PRINCE ROBERT", "PRINCE HENRY", and "PRINCE DAVID" returned to Esquimalt on November 3rd from duties in the Aleutian Islands. Since then they have been employed on West Coast patrol duties. H.M.C.S. "PRINCE ROBERT" is being taken in hand early in January for re-arming with 10 - 4" HA/LA Guns.

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Destroyers

21. All R.C.N. Destroyers have been employed in convoy duty in the Mid-Ocean and Western Local Escort Forces. H.M.C.S. "SAGUENAY" while escorting S.S. "LADY RODNEY" on November 15th was rammed by S.S. "AZRO" in position 12 miles south of Cape Race, Nfld. "SAGUENAYS" stern was cut off, but she was towed to St. John's, Nfld. She was then towed to St. John, N.B., for repairs which are expected to take 6 to 7 months.

Corvettes

22. Six Corvettes are still on loan to C.E.S.F. for convoy duties between New York and the Caribbean. The 17 corvettes loaned to the R.N. in October took part in the North African Campaign and are being employed on escort duty from the U/K to Gibraltar, or inside the Mediterranean. The remaining corvettes are divided between the Mid-Ocean and Western Local Forces for convoy duties, only 2 remaining on the Pacific Coast.

Bangor A/S Minesweepers

23. The Bangor Minesweepers have been employed on Local escort duties and in the Western and Gulf Escort Forces. Of these minesweepers, 12 are being fitted with L L (magnetic mine) sweeping gear.

24. Due to winter icing conditions it has been found desirable to reduce the top weight on the Bangor Minesweepers. As these ships are not being employed as minesweepers, it has been decided to remove the minesweeping winches to accomplish this.

25. H.M.C.S. "QUINTE" (Bangor M/S Steam) ran aground on Horsehead Shoals St. Peters Bay C.B. during a storm in late November. She was refloated and beached near the canal in St. Peters Bay where due to extensive underwater damage she settled on the bottom. As salvage operations were beyond the limits of N.O.I/C Sydney's equipment, C.O.A.C. arranged with Foundation Maritime to undertake the salvage and delivery of "QUINTE" to Halifax. Salvage operations are progressing favourably.

Fairmiles

26. Six Fairmiles stationed at Esquimalt have carried out A/S Patrol of the Straits of Juan de Fuca.

27. The 72nd and 73rd Flotillas of Fairmiles and H.M.C.S. "PROVIDER" have been placed under the orders of C.E.S.F. for service in the Caribbean. There are six Fairmiles in each Flotilla. Nine sailed in December and three will follow early in January.

28. Two Fairmiles were damaged by grounding and three by collision during the quarter. Those in collision were not extensively damaged. "Q.083" ran aground off Gaspe on October 23rd in thick weather but was refloated the next day. "Q.082" was blown ashore on Bell Point, P.E.I. in a heavy storm on Nov. 29th. HMCS "MILLTOWN" was despatched to her assistance and succeeded in refloating "Q.082" on Dec. 11th. Both "Q.083" and "Q.082" are now under repair the former at Weymouth and the latter at Pictou.

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General

Change in Convey Policy

29. Early in November the sailing dates of the H.F. (Halifax - Bay of Fundy Ports) Convoy was changed from every 7 days to every 4 days and H.M. (Halifax - Sydney) Convoys from twice in 7 days to every 4 days. These changes were made to meet the new 8 day cycle of North Atlantic Convoys.

Wabana Anchorage

30. Due to the number of sinkings which have occurred at Wabana and the importance of keeping this port safe for the ore ships which supply the Sydney smelter, it has been decided that not more than 2 ships at a time shall be at Wabana, any further ships waiting at St. John's. Anti-torpedo nets have been laid to protect the ships alongside the loading wharves in Wabana from seaward and further nets will be laid in the spring.

Louisburg

31. It has been decided to use Louisburg as a temporary winter terminus of SPAB and Wabana convoys while Sydney is ice bound. The protection of the port is being undertaken by the Navy and Army in conjunction and Anti-torpedo nets are to be laid.

Ice in St. Lawrence

32. Due to ice conditions all patrols and examination services in the Gulf and River St. Lawrence were discontinued during the first week of December. Regular convoys from Quebec to Sydney are being discontinued early in January, but efforts will be made to sail any vessels ready at Quebec to Sydney in a special ice convoy.

Pacific

Examination Service

33. An examination service has been established on the Skeena River. The examination line runs from Haysport to Raspberry Island thence to Village Island. This covers the upper reaches of both the Skeena and Hacshall Rivers at this point.

Merchant Ships Sunk

34. Two ships were sunk and one unsuccessfully attacked by U-Boats off the coast of Oregon early in October.

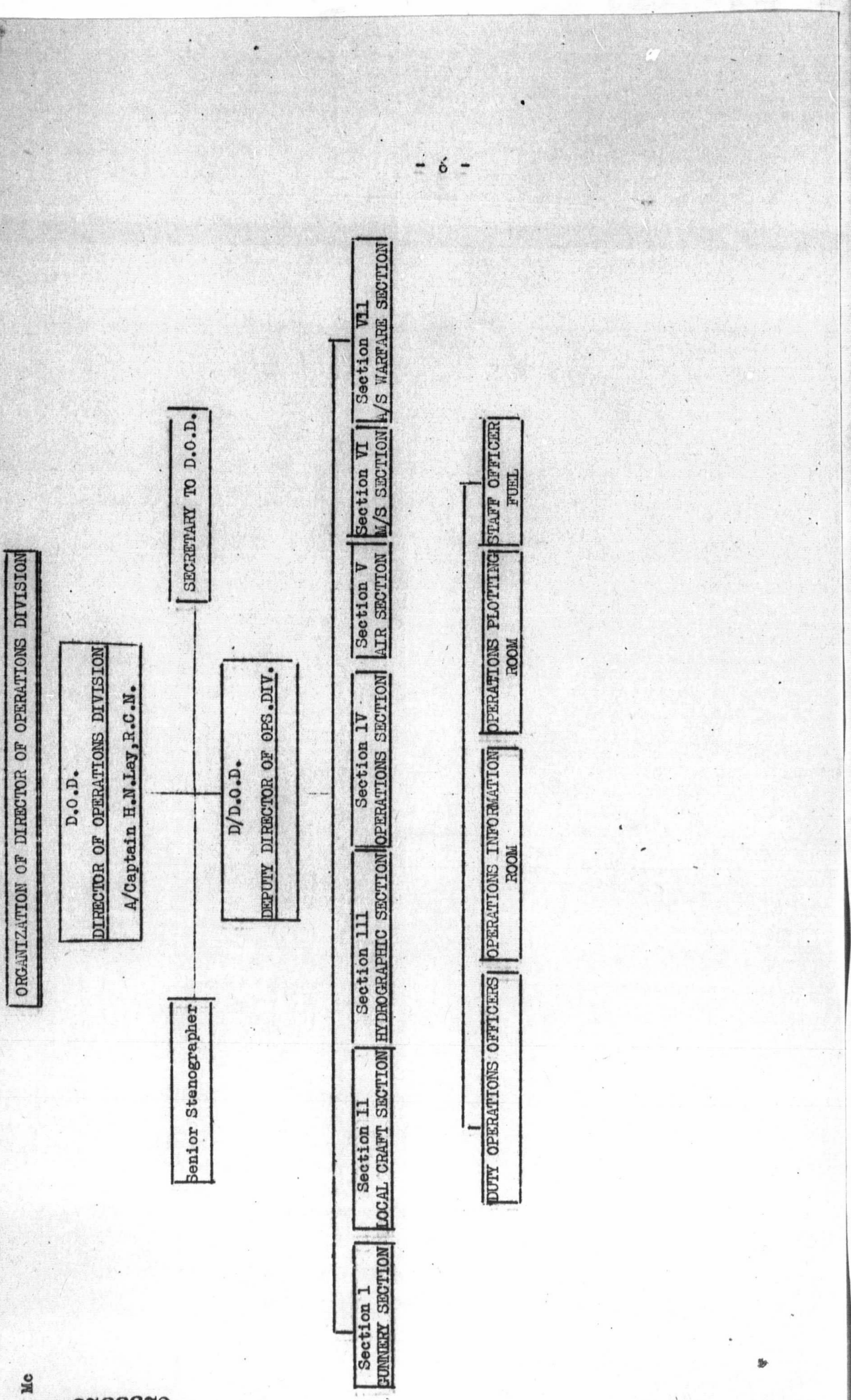
Attacks on U-Boats

35. An American aircraft attacked a U-Boat off Oregon early in October and an R.C.A.F. plane from Prince Rupert attacked a U-Boat which crash dived in Hecate Straits on the 27th October. Both attacks were unsuccessful. This is the only enemy activity reported on the Pacific Coast during the period October 1st to December 31st.

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IV - PORT DEFENCES

(Information under this head is to be found in Chapter X -- "Technical Development" and particularly under the section headed "Boom Defences".)

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V - NAVAL INTELLIGENCE DIVISION

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The Division continues to work through the sections described in the previous report. The following information emphasizes especially any changes in functions:

1. N.I.D.(1) - Security

This Section is concerned primarily with counter-espionage and sabotage, subversive organizations and individuals, insofar as the Naval Service is affected. It is also concerned with the maintenance of proper liaison with police authorities and security agencies in Canada, U.S.A. and the Empire.

2. N.I.D.(2) - Enemy Shipping and Geographical

The regular reports produced by the Section include:
N.E.T. (Notes on Enemy Tactics) which appears bi-monthly, D.E.W. (Disposition of Enemy - German, Italian and Vichy - Warships), which appears fortnightly; D.J.W. (Disposition of Japanese Warships), which appears weekly; and Submarines Probably Sunk to Date which appears monthly and brings the Admiralty Monthly A/S Report (which is always received about two months in arrears) up to date as far as the record of probable sinkings is concerned. The Section supplies the Naval member for C.J.I.C.

3. N.I.D.(3) - Prisoners of War

A handbook on "The Treatment on H.M.C. Ships of Enemy Naval Prisoners" was produced jointly by the section and by N.I.D.2. A small poster ("What Every Canadian Sailor Ought to Know"), was also produced for distribution to the R.C.N. drawing attention to the pitfalls prepared by German interrogators for captured Canadian naval prisoners-of-war.

Three persons, including one U.S.N. Intelligence officer, were given training in P/W censorship duties.

D.N.I. and N.I.D.(3) act as naval representatives on the Censorship Advisory Committee on Censorable Communications of Military Interest, established in December, to facilitate the collection of naval intelligence from Postal Censorship.

4. N.I.D.(4) - Reports

The Royal Canadian Naval Monthly Review formerly compiled and edited by the Plans Division is now the responsibility of this section. The Plans Division has taken over the preparation of the Memorandum for the Minister, previously done by N.I.D.(4). N.I.D.(4) continues the production of the North American Station Intelligence Report and the scrutiny and minuting of incoming intelligence reports.

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5. N.I.D.(5) - Security Censorship

Of 25 officers and 100 other ranks of W.R.C.N.S. allowed by establishment to man censorship stations, 19 W.R.C.N.S. officers have been trained and are actively censoring Naval Service mail. The first station, as distinct from former ad hoc censoring, was opened in Halifax in October, 1942, and now handles a volume of approximately 50,000 letters a week. The station at St. John's, Nfld., is to be opened this month (January, 1943). A new procedure for ship-censored mail has been inaugurated which greatly diminishes the possibility of successfully evading Censorship regulations. Liaison is maintained with the Army and Air Force Censorship Authorities, the Directorate of Censorship of the Department of National War Services and U.K. Censorship representatives in Washington.

Periodic Intelligence Reports are now being made by N.I.D.(5).

6. The Naval Information branch which formerly was responsible to D.N.I. is now a separate directorate responsible to the Naval Minister.

7. The Naval Distributing Authority, Naval Historian, Naval Librarian and Photographic Library continue to discharge their duties under this directorate. A W.R.C.N.S. officer now supervises the Photographic Library.

MOST SECRET

Deputy Director Signal Division (Y)

8. The duties of D.D.S.D.(Y), which has charge, under the Directorate of Signals Division at N.S.H.Q., of the study and analysis of enemy and potential enemy telecommunications, may be summed up as follows:-

(a) The location, by means of HF D/F plotting, of enemy units breaking W/T silence.

(b) The extraction, by special study, of specific information from enemy signals intercepted by stations in Canada, the British Empire and the United States.

Results of both processes of study are promulgated regularly to such authorities as Admiralty, OPNAV, SBNOWAT, C. in C., S.A.S. and R.A.N.A.F.

9. The collaboration of the section with these authorities has been considerably facilitated by improvements in communications which have very greatly reduced time lag in the passing of information. In addition direct striking power has been provided by close liaison with Naval Commands and the R.C.A.F. The use of information forwarded by this section as soon as obtained has provided a notable example of close co-ordination of the Naval and Air Arms in the area North of 40°N and West of 40° W.

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10. Plans are on foot to bring the efficiency of the section to the maximum level by placing additional sub-sections on a 24-hour basis.

11. The Canadian D/F Stations at present operating are:

(a) Hartlen Point
(b) Harbour Grace
(c) Cap d'Espoir
(d) Montreal, Que.
(e) Ottawa, Ont.
(f) Rivers, Man.
(g) Portage la Prairie, Man.
(h) Esquimalt, B.C.

12. It is expected the following stations will be in operation as given:

(a) Albro Lake, N.S. (MF D/F control) - in January
(b) Gloucester, Ont. - in February
(c) London, Ont. - Partial coverage in January
(d) Coverdale, N.B. - Summer, 1943.

13. In addition, there are still maintained three non-naval stations, which contribute valuable material on special assignments.

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VI - TRADE DIVISION

1. The new Ocean Convoy arrangements with New York as the main assembly port continued to function efficiently. Bad weather, however, caused a delay in sailing SC 113, and due to heavy weather in the North Atlantic, outward bound convoys have been arriving late, consequently missing the appropriate coastal convoys.

2. The cycle for trans-ocean and American coastal convoys was opened out to 8 days during October as it was anticipated that a 7 day cycle could not be maintained during the winter months.

3. Possibly due to the delays in arrivals and departures of convoys due to bad weather, and the resulting additional strain on repair, bunkering and berthing facilities, the port of New York appeared to be somewhat overtaxed at certain periods. The advent of better weather conditions may relieve the situation.

4. There appears to be a possibility that to avoid congestion in New York more use may be made of Norfolk for the despatch of certain overseas convoys and there is also a question as to whether the assembly of SC convoys at Halifax might not be re-instituted with advantage in view of the large proportion of slow ships which come from ports North of New York.

5. Since the St. Lawrence was closed to Overseas Shipping, considerable convoy and independent sailings have been made to carry on trade between St. Lawrence and Newfoundland ports, and to clear the river of shipping before Winter. Several sinkings occurred during the quarter including the ferry "CARIBOU" in Cabot Strait. The last ship sunk in the river was the "CAROLUS" on 8th October.

The freeze-up occurred about mid December and 2 Merchant Ships were forced to remain in harbours, but there is still some hope that they may be sailed later with the aid of an ice breaker.

6. A Naval Boarding service was inaugurated in St. John's Newfoundland in November, and this important function of Naval Control Service was also started in Canadian Pacific Coast Ports.

7. Repairs in Halifax have not dropped off to any extent since it has become a Sub Assembly Port. Many ships sailing from New York in convoy are forced into Halifax for repairs caused by heavy weather, collisions, etc., and the repair facilities are being well utilized.

8. The need for convoying of ships to and from Saint John, N.B. makes it essential that Saint John should be equipped to handle a large number of ship movements on one tide, to avoid the danger of ships lying at the outer anchorage.

The possibility of increasing the harbour accommodation by the laying of mooring buoys is, therefore being actively explored.

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9. The trend of enemy attacks on shipping has been favorable as far as the Western Atlantic is concerned. The quarter showed marked decreases in losses. Practically all attacks were directed at North Atlantic convoys beyond the range of effective air coverage, and at independent ships eastwards from Trinidad. Losses for November were heavier, in spite of the preoccupation of the enemy with our operations in North Africa.

10. Advantage was taken of the enemy's concentration on Ocean Convoys to sail tankers independently between New York and Gulf ports if a 48 hour delay would result by waiting for the next convoy. Tankers which did proceed in convoy to Key West were dispersed as soon as possible off that port for independent voyage to the Gulf loading ports.

11. SC 107 was heavily attacked by U-Boats and fifteen ships were lost. Seven ships from HX 212 were sunk, and five from ON 144. At the time of writing ON(S) 154 was being severely attacked by submarines and 10 ships had already been sunk.

12. U-Boat attacks again took place in Wabana anchorage on November 2nd when two ships were sunk. This attack was made in spite of the patrols which had been instituted as a result of the earlier attacks.

13. Submarine attacks in the near future may be expected to follow their recent pattern of continued stubborn action against major supply routes to the U.K. and Africa, careful probing to discover weak places in our growing system of convoys and air coverage, and long distance raids on independent shipping wherever it is to be found.

14. The work of recording Merchant Casualties has developed during the course of the past year from a simple recording of merchant shipping losses as they occurred to a more comprehensive and analytic study of enemy attacks on allied shipping. In 1943 the more profitable activities will be developed still further, the Weekly "Merchant Shipping Casualties" report having already been enlarged to give wider and more detailed information.

Merchant Ship Reporting

15. The U.S. Reporting organization has recently been slightly modified and all Merco Reports of Ships Movements from U.S. ports are now passed to central clearing stations in New York and San Francisco whence they are relayed to the various authorities concerned.

16. This system appears to be working smoothly and without undue delay, but has not affected the work of the B.R.L.O.'s who still have to supplement these reports by Special Signals reporting coastwise movements, the Mercos for which are not normally repeated to N.S.H.Q.

17. Florida and Gulf Ports also have to keep S.O.(I), Jamaica informed of all shipping movements since Mercos are not repeated to this centre.

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18. It is anticipated that, on the closing down of Jamaica as a ship reporting centre at the end of January, there will be a diminution in the number of reports required by Jamaica from B.R.L.O.'s but S.O.(I) Jamaica will still require to be kept informed of the movements of small schooners for purely intelligence purposes.

19. N.S.H.Q. will, on the closing of S.O.(I) Jamaica, take over the reporting of all Shipping Movements over 1000 tons in the Jamaica Intelligence Area. This entails passing Vesca's and route signals to contiguous areas, warning approaching warships of merchantmen likely to be encountered, and keeping a complete plot of all merchant ships in that area.

20. The issue of C.B.'s and S.P.'s to Masters of British ships continues to be the responsibility of B.R.L.O.'s and no further instructions have been received to transfer these duties to U.S.R.O.'s.

21. The operation of the full Vesca and Merco systems for the Ottawa Intelligence Area (ports of Canada and the United States) continues and, in addition, records are maintained of merchant ship movements in the West Indies, the Caribbean and Panama Canal.

22. The movement of all shipping from North American ports into other Shipping Intelligence areas continues to be signalled to areas concerned and sailings from other areas to the North American area are likewise signalled to N.S.H.Q. This information of ships' movements is distributed to all Intelligence Centres, Operational Centres and to ship managing authorities.

23. Summaries of shipping movements continue to be passed daily for the information of Naval Centres and Allied Shipping Authorities.

24. The Atlantic Convoy and coastal convoy schedule plot has been still further developed providing a ready reference to the past, present and future disposition of convoys, enabling an estimate to be made of the expected times of arrivals of ships at loading ports and at ports of convoy assembly.

25. A Statistics Section is now fully functioning and prepares reports, for the purpose of research and study, of merchant ship movements in the Western Atlantic, by volume, ship's tonnage and cargo, thus enabling definite recommendations to be made for the better arrangement and development of coastal convoys.

26. Close liaison continues to be maintained with the Canadian General Post Office and the Ministry of War Transport representative in Montreal for the purpose of providing space in suitable ships for the carrying of mail.

Merchant Ship Plotting

27. N.S.H.Q. is still responsible for informing H.M.C. and H.M. Ships of merchant ships they are likely to meet on passage. This is regarded by the Admiralty as a most important service which should avoid the possibility of a warship being bluffed by a raider masquerading as an allied or neutral merchant ship.

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The ability to provide this essential information involves the continual plotting of all merchant ship movements within our area of responsibility. This has been carried on since the commencement of the war and continues to work smoothly.

28. The following table shows the number of ships in mercantile convoys from the opening of hostilities to date:

Date	From Canadian Ports	Nfld.	Bermuda	U.S.Ports
1939-41	8205	79	1210	
1942				
January	336	8		
February	246	5		
March	291	4		
April	328	9		
May	282	10		
June	281	18		
July	282	17		
August	397	10		
September	230	5		127
October	94	7		201
November	76	5		186
December	72x	15x		242x
	11,120	192	1210	756

xSubject to slight revision in next quarter's report.

Deadweight Tonnage carried (excluding Nfld., Bermuda, and U.S. Ports) - 65,317,000.

29. CANADIAN TROOP MOVEMENTS DURING QUARTER 1st OCTOBER TO 31st DECEMBER, 1942.

EASTBOUND	SHIP	SAILED	ARRIVED	NUMBERS CARRIED
A.T. 25	"QUEEN ELIZABETH"	New York 5th Oct.	10th Oct.	
A.T. 26	"MARIPOSA"	New York 20th Oct.	28th Oct.	
	There was no A.T. 27			
A.T. 28	"QUEEN ELIZABETH"	Halifax 30th Oct.	4th Nov.	11163
H.X. 215	"MATAROA"	New York 11th Nov.	25th Nov.	100
A.T. 29	"QUEEN ELIZABETH"	New York 24th Nov.	29th Nov.	2499
A.T. 30	"QUEEN MARY"	New York 8th Dec.	13th Dec.	6
A.T. 31	"QUEEN ELIZABETH"	Halifax 13th Dec.	17th Dec.	10801
H.X. 219	"WESTERNLAND"	New York 13th Dec.	27th Dec.	258
A.T. 32	"ANDES"	Halifax 30th Dec.	Due 6th Jan.	4016

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WESTBOUND

	"TJITJALENGKA" (Hosp. Ship)	3rd Oct.	Halifax 12th Oct.	427
T.A. 24	"QUEEN MARY"	8th Oct.	New York 14th Oct.	2346
T.A. 25	"QUEEN ELIZABETH"	17th Oct.	Halifax 22nd Oct.	635

There was no T.A. 26 or T.A. 27

T.A. 28	"QUEEN ELIZABETH"	8th Nov.	New York 13th Nov.	2776
T.A. 29	"QUEEN ELIZABETH"	5th Dec.	Halifax 11th Dec.	1899
T.A. 31A	"ANDES"	19th Dec.	Halifax 25th Dec.	2170
T.A. 31	"QUEEN ELIZABETH"	21st Dec.	New York 26th Dec.	187

TO BERMUDA

	"CUBA"	Charleston 8th Nov.	11th Nov.	176
	"EL MUNDO"	Hampton Rds. 14th Nov.	17th Nov.	9

"LADY RODNEY" has carried Service Personnel to and from Halifax and St. John's, N.F., as follows:

Sailed St.John's	Arrived Halifax	Sailed Halifax	Arrived St.John's
3rd October	5th October	10th December	13th October
17th October	20th October	26th October	28th October
4th November	6th November	13th November	15th November
20th November	23rd November	29th November	4th December
8th December	10th December	15th December	21st December
24th December	26th December	31st December	3rd January

Since N.A. Convoys were discontinued in September, the movement of Canadian troops and Air Force overseas has been greatly handicapped. During the past three months there have been only three large movements from Halifax two in "QUEEN ELIZABETH" and one in "ANDES". Small parties are embarked at New York in ships proceeding in trade convoys but this is not sufficient to take care of the number of Canadian troops ready to proceed overseas. It is estimated that the Canadian Army and Air Force could use one "QUEEN" carrying 10,500 and one ship like "ANDES" carrying 4,000 each month for the next four months.

The present method of allocating space for Canadian personnel in ships sailing from New York has proved unsatisfactory to the Canadian Army and efforts are now being made to remedy this situation.

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CANADIAN TANKER MOVEMENTS

30. Trade Division keeps in touch with the Canadian Oil Controller and his Representatives and closely watches the movements of tankers assigned to the Canadian Service. In this the assistance of the N.C.S.O.'s as well as the B.R.L.O.'s administered by N.S.H.Q. is of considerable value. The following list shows the tankers operating and their discharges of oil into Canada during the quarter under review.

BARRELS DISCHARGED FROM OCTOBER 1st, TO DECEMBER 31st, 1942

H A L I F A X

Tanker	Capacity	No. of Voyages	Total Barrels Discharged
"CITIES SERVICE FUEL"	61,400	2	122,800
"REGINOLITE"	84,500	1	84,500
"VANCOLITE"	108,000	2	216,000
"CLIO"	84,600	1	84,600
"LIEBRE"	75,800	1	75,800
"J.H. SENIOR"	110,000	1	110,000
"W.W. MILLS"	73,000	1	73,000
"GULFTIDE"	82,700	1	82,700
"WALLACE E. PRATT"	82,300	2	164,600
"SUNOIL"	97,800	2	195,800
"PERMIAN"	86,300	2	172,600
"CITIES SERVICE OHIO"	74,300	1	74,300
"TRONTOLITE"	74,000	1	74,000
"STANVAC MANILA"	109,500	2	219,000
"R.G. STEWART"	96,500	1	96,500
"ESSO BALTIMORE"	89,100	2	178,200
"FRED W. WELLER"	104,300	2	208,600
"SOCONY VACUUM"	96,900	2	193,800
"POINT PELEE PARK"	53,400	2	106,800
(19)	TOTAL	29	2,533,600

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BARRELS DISCHARGED FROM OCTOBER 1st, to DECEMBER 31st, 1942

PORTLAND

Tanker	Capacity	No. of Voyages	Total Barrels Discharged
"ALAR"	105,000	3	315,000
"POLYCASTLE"	95,000	2	190,000
"BRITANSEA"	89,200	3	267,600
"BRITAMER"	109,000	2	218,000
"FENJA"	92,000	3	276,000
"L.L. ABSHIRE"	69,500	2	139,000
"CLIO"	84,600	1	84,600
"LIEBRE"	75,800	1	75,800
"J.H. SENIOR"	110,000	1	110,000
"SALVATOR"	94,900	1	94,900
"PHOEBUS"	89,000	1	89,000
"GULFTIDE"	82,700	1	82,700
"TIDEPENN"	105,000	2	210,000
"CITIES SERVICE OHIO"	74,300	1	74,300
"GARGOYLE"	67,600	3	202,800
"BALBUTTE"	89,200	2	178,400
"PAN FLORIDA"	91,000	3	273,000
"WILLIAM BOYCE THOMPSON"	76,800	2	153,600
"R.G. STEWART"	96,500	1	96,500
(19)	TOTAL	35	3,131,200

SUMMARY

	No. of Tankers	No. of Voyages	Total Barrels Discharged
Halifax	19	29	2,533,600
Portland	19	35	3,131,200
TOTALS	38	64	5,664,800

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NAVAL
VII - ENGINEERING & CONSTRUCTION

NEW SHIP CONSTRUCTION

1. Destroyers:

Accepted during quarter	- 1 in U.K.
Under Construction	- 3 in U.K. - 4 in Canada.

2. Corvettes:

Previously accepted	- ~~69~~ 60 Flower Class - 10 Revised Flower Class.
Under Construction	- 37 Frigates - 38 Flower Class.
Additional Orders Placed	- 35 Frigates.

3. Minesweepers:

Previously accepted	- 33 Steam Bangors - 7 Diesel Bangors - 2 - 105' Wooden Type.
Accepted during quarter	- 5 Steam Bangors - 3 Diesel Bangors.
Under Construction	- 16 Algerine type 8 105' Wooden type.
Additional Orders Placed	- 12 Algerine type.

4. Fairmiles:

Previously accepted	- 36
Accepted during quarter	- 15
Under Construction	- 3
Additional Orders Placed	- 8

5. Harbour Defence Patrol Craft:

Previously accepted	- 8
Accepted during quarter	- 2

6. Fleet Auxiliaries:

Previously accepted	- 1 Base Supply Ship
Accepted during quarter	- 1 Base Supply Ship
Under Construction	- 2 Self-propelled Auxiliary Tankers.

7. Boom Attendant Vessels:

Previously accepted	- 1 - 40' Diesel Tug
Under Construction	- 2 - 48' Gate Attendant Vessels - 5 - 46' Work and Duty Boats.

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8. Boom Maintenance Vessels:

Accepted during quarter - 2 Steel 25-ton Derrick Scows.

Under Construction - 1 Wooden 25-ton Derrick Scow
- 1 Wooden Scow 90' x 30'

Additional Orders Placed - 3 Steel 25-ton Derrick Scows.

9. Tugs:

Previously accepted - 1 - 80' Diesel Tug, 400 H.P.
- 3 - 40' Diesel Tugs

Under Construction - 5 - 80' Diesel Tugs, 400 H.P.

Additional Orders Placed - 5 - 100' Diesel Tugs, 1000 H.P.
- 2 - 80' Standard Diesel Tugs.

10. Harbour Craft:

Previously accepted - 23 - 46' Harbour Craft.

Accepted during quarter - 1 - 46' Harbour Craft
- 2 Diesel Driven Water Barges.

Under Construction - 19 - 46' Harbour Craft
- 1 - Diesel Driven Water Barge.
- 2 - Diesel Driven Ammunition Lighters.
- 3 - Diesel Driven Stores Lighters.

11. Repairs

H.M.C. Dockyards at Halifax and Esquimalt continued to operate at peak capacity during the period under review, the former on a 3-shift, 7 days-per-week basis.

In addition to carrying out repairs to H.M.C. and H.M. ships, repairs to ships of Allied Governments were undertaken as required.

Repairs were carried out under Naval supervision in accordance with the terms of the Emergency Repair Agreement at 67 private shipyards on both coasts and on the St. Lawrence River.

12. Marine Railways:

Completed - 2000-ton Marine Railway at Pictou, N.S.
- 200-ton Marine Railway at Gaspe, P.Q.
- 200-ton Marine Railway at Shelburne, N.S.

In Operation - 3000-ton Marine Railway at Sydney, N.S.

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12. Marine Railways: (Cont'd)

Under Construction: - 3000-ton Marine Railway at Halifax, N.S.
- 3000-ton Marine Railway at Shelburne, N.S.
- 1400-ton Marine Railway at Lunenburg, N.S.
- 1400-ton Marine Railway at Liverpool, N.S.
- 200-ton Marine Railway at Sydney, N.S.

13. Floating Dry Dock:

The 25,000-ton steel floating dry dock at Halifax, N.S. continued in full operation.

WORKS AND BUILDING

14. The Directorate of Works and Buildings, composed of civilian personnel, is an architectural-engineering organization whose function is designing supervision and administration of Works and Buildings construction of the Naval Service shore establishments in Canada and Newfoundland.

15. Plans and complete data regarding all lands purchased or leased for Naval Purposes are compiled by the Lands and Leases section of the Directorate. Arrangements for necessary surveys, preparation of plans and descriptions and payment of purchase price or rentals are made.

16. Districts have been established across Canada as hereunder. Number of Engineers and Architects employed, specified.

(1) Head Office -- Staff of 95 of whom 24 are arch. and 23 engs.

(2) Newfoundland-- Staff of 13 including 5 engineers.

(3) Atlantic Coast including Deep Brook -- Staff of 87, including 24 engineers and 11 arch.

(4) Central -- Staff of 13, including 12 engineers.

(5) Pacific Coast -- Staff of 24 including 2 architects and 10 engineers.

17. The total cost of Works and Buildings completed during October, November & December, 1942, and now under construction may be summarized as follows:

Completed	
East Coast	$ 3,750,000.00
West Coast	275,000.00
Central Region	700,000.00
Newfoundland	925,000.00
	$ 5,650,000.00

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Under Construction

East Coast -	Halifax Dockyard	3,000,000.00
	Halifax Nelson Barracks	2,325,000.00
	Halifax Vicinity	3,200,000.00
	Shelburne Base	1,225,000.00
	Pictou, Liverpool, Lunenburg	275,000.00
	Sydney	1,280,000.00
	Gaspe	80,000.00
	Deep Brook Barracks	7,060,000.00
Newfoundland		2,750,000.00
Central Canada		1,700,000.00
Esquimalt & West Coast generally		2,660,000.00
		$ 25,555,000.00

Under consideration, study and planning:-

D/F Stations
Naval Armament Establishment, Halifax
Auxiliary Vessel Base
Inland Magazines
Saint John, N.B. Establishment
Expansion RMC Dockyard, Esquimalt
Additional Buildings Naden 1 - Esquimalt
R.C.N.V.R. Establishments
Botwood, Newfoundland Base
W/T Stations

BUILDING CONSTRUCTION CORPS

18. The formation of a Naval Building Construction Corps to expedite construction of shore bases and establishments was first considered in early September, reported on by Committee on the 18th, and received approval of Naval Board on the 21st.

19. A Director, under the Chief of Naval Equipment and Supply, was appointed on October 1st to administer the Corps under N.S.H.Q. direction.

20. Recruiting of personnel was undertaken immediately. The first work assigned to the Corps was the Prince Rupert development on October 8th. Pending the arrival of special personnel, existing Naval personnel were used between October 15th and November 25th. On the latter date it was found expedient to appoint a civilian contractor for the Prince Rupert development.

21. The personnel of the Corps has been drafted to H.M.C.S. "NADEN" at Esquimalt where the organization, assembly and tooling of the construction units is proceeding.

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Directorate of Organization

1. During the Quarter under review, the Directorate of Organization was formed to become, under the Vice Chief of Naval Staff, responsible, in brief, for directing the assembly of information necessary for consideration of projects, establishing all complements and reviewing the organization of the Service.

2. A uniform procedure has been established for dealing with all projects for works and buildings and shore facilities, and action taken has been contained in the weekly "Summary of Projects Considered by Directorate of Organization".

3. A comprehensive study has been made of existing and proposed facilities at St. John's, Newfoundland, in relation to established shore complements and the anticipated disposition of ships, as an initial step in the review of all Naval shore facilities.

4. During the period the organizations of the Naval Service Motor Transport and of Stationery and Printing Supply have been examined and certain changes have been proposed.

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VIII - SUPPLY

TECHNICAL ASSISTANTS

1. During the current quarter this section has dealt with many interesting problems, the more important of these being:- waterproof life saving suits, emergency rations, torpedo charging pipes, life saving rafts and floats, smoke floats, depth charges together with experimental efforts to improve various standard items of equipment, in many cases with satisfactory results.

NEW CONSTRUCTION SHIPS

2. During October and November the following new ships were commissioned:

Four Minesweepers
Five Western Isles Trawlers
Fifteen Fairmiles
One Base Supply Ship
Two Water Barges.

3. In December arrangements were completed for the storing of the remaining ships which are proceeding from the St. Lawrence River before the freeze-up.

4. Arrangements are being investigated for the setting up of Naval Store Bases at Quebec, Montreal and Toronto to store new ships to be commissioned in these areas.

VICTUALLING STORES

5. The outstanding activities of this Section during this quarter have had to do largely with designing, ordering and obtaining delivery of uniforms and equipment for the W.R.C.N.S.

6. The provision of First-Aid Equipment in the Emergency Kits for life boats and life rafts has received, as it should, very special attention and it is felt that real progress has been made.

7. Quantities of uniforms, clothing and mess traps have been established in the Naval Stores at Toronto.

FINANCIAL CONTROL AND STORES EXAMINATION

8. There continues to be a steady increase in the volume of invoices being received in this Section.

9. The 1943-44 estimates were eventually disposed of and submitted on schedule. They involved a tremendous amount of work including many nights, cheerfully contributed by the staff which is deserving of special commendation.

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10. The unfortunate sinking of the "Caribou" resulted in the loss to this directorate of two valuable employees, Mr. Cawley and Mr. Hathway, whose work in the installation of the bin and panel card system at various bases will serve as a lasting memorial.

11. During December bin cards were installed at St.John's, Newfoundland, and a complete inventory taken.

NAVAL STORES

12. The value of Naval Stores requisitioned on the Department of Munitions and Supply for this quarter was $5,034,666., being $1,489,356. less than for the previous quarter.

13. Prospective laundries at Deep Brook, Sydney and St.John's, Newfoundland, office equipment, etc., for buildings at Point Edward and galley equipment for the projects at Prince Rupert, Esquimalt and Dow's Lake have kept the staff busy.

14. Furniture and other stores have been requisitioned for many other bases, establishments and ships and it is considered that this section continues to uphold its previous standard of efficient service.

SUPPLY LAISON

15. The Supply Liaison Officer gave assistance to the Directors of the R.C.N. where difficulties arose in the procurement of material and equipment through the Department of Munitions and Supply. This assistance was given to C.N.E.S., C.N.E.C., D.N.S, S.B.D., and the D.M. (N) in particular.

16. The situation in regard to supply of materials and equipment has now reached a stage where Canadian facilities are almost fully engaged and additional raw materials and labour are difficult to obtain. It is imperative that the Department of Munitions and Supply should know of Naval Service requirements well in advance and on a long term basis. Without this knowledge the Department of Munitions and Supply will be unable to arrange priorities and obtain delivery. This applies more particularly to materials and equipment coming from the United States but affects all items as nearly every component used by the Naval Service has some part or some material in it that is supplied from sources in the U.S.A.

17. The Munitions Requirements Committee (Canada) on which the C.N.E.S. is the Naval Representative, has been formed under the Chairmanship of Mr. W.D. Low of the Department of Munitions and Supply, for the purpose of receiving and consolidating statements of requirements from the Services. The work of this Committee is considered to be of great value to the Naval Service and it is essential that the Naval Service should give the Committee the fullest support. The Supply Liaison Officer is to act as liaison officer between the Naval Service and the Secretary of the Committee and his services are available to all Directors of the R.C.N. should they require assistance in this connection.

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18. The Supply Liaison Officer made a visit to Vancouver and Victoria in the early part of October and while there discussed Munitions and Supply problems with the various officers concerned.

19. The officials of the Department of Munitions and Supply are giving the Naval Service complete co-operation. Difficulties arise from time to time and are usually caused by a lack of understanding of the responsibilities of the two Departments. It is suggested, therefore, that Officers and Officials of the Naval Service whose duties bring them in contact with the Department of Munitions and Supply should familiarize themselves with the regulations of that Department.

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IX - NAVAL ARMAMENT

1. Q.F. 4 inch Mark XVI guns on Twin Mountings Mk.XIX for re-arming the Auxiliary Cruiser "PRINCE ROBERT" have been delivered from Canadian manufacture. Others for training are in course of delivery.

2. The first deliveries of 4 inch Mark XIX guns of single mountings Mk.XXIII are now being made and four of the first delivery have been allotted for Gunnery School on the East and West Coasts.

3. Delivery on an order placed for 200 Q.F. 12 Pounder guns on High/Low Angle Mountings has commenced. These are now being supplied to Merchant Ships as necessary.

4. The regular supply of Q.F. 2 Pdr. on single mountings continues and the arming of Corvettes and Bangor Minesweepers with these weapons is proceeding.

5. The Mounting of Oerlikon guns is proceeding and the supply is being maintained. Orders for further requirements will be placed shortly with contractors together with requirements for guns on power worked twin mountings. These latter will be mounted on Frigates, Algerine Minesweepers, Destroyers and some Single Screw Corvettes for which Q.F. 2 Pounders are not being supplied.

6. Sten Sub-machine guns, Bren guns and Rifles No. 4 are now in supply and a regular flow of small quantities of these weapons is assured. Establishment of Naval requirements in conjunction with the Army and Air Force has been satisfactorily dealt with by the Inter Service Priority Committee and the allotments arranged will meet the needs of the Service.

7. An order has been placed for Depth Charge Thrower Mk.IV, carrier retaining type, which is the approved type for Frigates and Algerine Minesweepers. The production of these is proceeding satisfactorily and supply will be forthcoming to conform to the requirements of the building programme.

8. Some difficulties have been encountered in the use of "Y" guns in Fairmiles due to the propellant charge. Adjustment in the filling of cartridges will, it is expected, improve this situation. This matter is receiving immediate consideration and the Admiralty have been communicated with in this connection with a view to development of a cordite charge instead of the present powder filling.

9. Arrangements have been completed for Naval Depth Charge manufacture and supply in this country to be distributed through Naval Service Headquarters to meet both Imperial and Canadian requirements which includes the maintenance of established reserves on the North American continent.

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10. Consignments of ammunition continue to be received at Halifax from the United Kingdom. Most of these consist of ammunition for R.N. Ships under construction and repair on this side of the Atlantic. Except for certain classes not in manufacture in Canada, the bulk of Royal Canadian Naval needs will be met from Canadian production.

11. Further orders have been placed for 4 inch Mk.XIX gun ammunition and Q.F. 12 pounder from production in Canada. The manufacture of semi-armour piercing and star shell has not been developed sufficiently to cover Naval requirement due to the relatively small requirements of these particular types.

12. In the explosive field the development of Flashless Cordite has proceeded but a complete range of sizes is not yet available. Due to this factor, R.C.N. orders for the propellant have not been filled. The production of "Torpex" is well under weigh and the filling of Hedgehog ammunition will commence as empty components are produced.

13. Orders have been placed for Oerlikon ammunition to be manufactured in Canada, The types will be limited to Incendiary and Incendiary Tracer in the first instance inasmuch as the main requirements are confined to these two types. Production is expected to commence early in the new year.

14. Arrangements for the provision of Fire Control for the Auxiliary Cruiser "PRINCE ROBERT" are now complete and most of the necessary material and instruments are ready for installation.

15. Air Lookout Sights are now in supply. The contract for the manufacture of these will shortly be completed.

16. A further order for 60 Hedgehogs has been placed and these will be delivered from the United Kingdom for mounting in Corvettes. Some mountings have been received but production and delivery of Director equipment for these mountings has again been delayed in the U.K.

17. Production of Hedgehog ammunition has not yet commenced in Canada but the development is well in hand and deliveries may be expected in about three months. In the meantime requirements are being met from United Kingdom production.

18. Investigation by Department of Munitions and Supply of production facilities for a Tachymetric sight for Close Range Anti-Aircraft guns in Canada is in hand. The Admiralty are ordering some thousands of these and R.C.N. requirements are being investigated with a view to placing an order.

19. Shortage of suitably trained personnel is still being experienced in the Naval Armament Depots and the congestion in shops and storehouses makes it difficult to maintain extra staff in the larger Depots for training additional personnel required for 1943. Endeavours are being made to improve this situation in conjunction with S.C.P.(N) and the Naval Personnel Branches

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20. Armament Depot facilities continue to lag far behind requirements, due to original delays experienced in obtaining authority for building. Delays are now being experienced in obtaining building material. Requirements for storage of ammunition and armament stores are daily increasing. These now exceed the available storage and Manufacturers and Department of Munitions and Supply are pressing for the Naval Service to take delivery of items which, if accepted now, will have to be stored in the open until required, to the detriment of the stores in question. This will necessitate increased labour and overhaul facilities.

Defensively Equipped Merchant Ships

21. D.E.M.S. inspections have been carried out in ports throughout Canada as follows.

Halifax	479
Sydney	302
St.John, N.B.	91
Montreal	28
Quebec	3
Esquimalt	40

22. Armament has been provided 39 vessels of which 2 were completed in Halifax, 3 in Sydney, 4 in St. John, N.B., 3 in Montreal, 3 in Quebec, 1 in Sorel and 23 in Esquimalt. Particulars are as follows.

Name of Ship	Registry	Where Armed	Armament
Fort Gibralter	British	Esquimalt	4" U.S.gun
Fort Slave			"
Fort Vermillion	"	"	"
Fort Paskoyac	"	"	"
Fort Hudson's Hope	"	"	"
Fort Wedderburne	"	"	"
Fort Franklin	"	"	12 Pdr. HA/LA gun
Fort Frederick	"	"	"
Fort Livingstone	"	"	"
Fort Steele	"	"	"
Fort Poplar	"	"	"
Fort Howe	"	"	"
Fort Souris	"	"	"
Fort Simpson	"	"	"
Fort La Montee	"	"	"
Fort Liard	"	"	"

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Name of Ship	Registry	Where Armed	Armament
Fort Reliance	British	Esquimalt	12 Pdr. HA/LA gun
Fort Fork	"	"	"
Fort Yale	"	"	"
Fort Thompson	"	"	"
Fort Rupert	"	"	"
Fort Norman	"	"	"
Edna	Canadian	"	"
Fort Longueil	British	Montreal	"
Fort Remy	"	"	"
Livingston	"	"	"
Fort Concord	"	Quebec	"
Fort Cataraqui	"	"	"
Jasper Park	Canadian	"	"
Port Royal Park	"	Sorel	"
Baccalieu	British	Sydney	"
Burgeo	"	"	"
Gulhaug	Norwegian	"	"
Athina Livanos	Greek	St.John,N.B.	"
Princess Helene	Canadian	"	"
Elias G.Kulukundis	Greek	"	"
Michael Livanos	"	"	"
Lord Elgin	British	Halifax	"
Evelyn B	Canadian	"	3" U.S.gun

Low Angle Guns

23. 12 Pdr. HA/LA guns constitute the main armament on the average merchant vessel, being mounted in the low angle position.

New Construction Merchant Ships

24. The arming of new construction vessels both 10,000 and 4,700 tons is proceeding satisfactorily. Two of the latter vessels are expected to be completed shortly.

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Anti-Aircraft Machine Guns

25. Oerlikons continue to be mounted on the wings of the bridge of all new construction vessels.

2" U.P. Weapons

26. Both Pillar Box mountings and trough mountings are being fitted in all new construction merchant vessels.

A.N.D. Gear

27. All new construction merchant vessels are being fitted with this equipment.

Plastic Armour

28. Whenever time permits, concrete protection is replaced by plastic armour.

Merchant Navy A/A Training

HALIFAX

29. Qualifications in the 2-Day Course continue to increase. A number of U.S. Naval Personnel from Merchant Ships and Norwegians in training at Camp Norway have taken the course. Total attendance in October was 326 and November 405.

MONTREAL

30. The School closed for the winter on the 15th November. During the preceding six weeks 160 officers and men were given training despite inadequate instructional staff. The Dome Building was 30% complete on 26th December.

VANCOUVER

31. During October Vancouver instructors were sent to Halifax for a refresher course. The school was, therefore, understaffed during that month when the total trained was 85, but the number increased to 191 in November. Construction of the Dome Teacher is proceeding.

SYDNEY

32. Lack of a heated classroom caused classes to be suspended early in November. No training officer being available, instruction was supervised during October by the D.E.M.S. officer. Total trained in October 99 and November 15.

ST.JOHN, N.B.

33. Early in December, a range site was selected and all necessary details for establishing a school investigated. A report with recommendations was submitted on December 7th.

GENERAL

34. Compulsory attendance clauses are now being inserted in agreements signed by the United Kingdom Seamen coming to Manning Pools in Canada.

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35. Men in Manning Pools can now be detailed as working parties to relieve men from ships to make it possible for the latter to attend schools.

36. Payment of $2.00 bonus on qualifications to United Kingdom, Allied, and Canadian seamen commenced late in October.

37. As a result of these inducements, and provided sufficient instructors are available, attendance figures should improve in 1943.

38. Totals of men trained in Halifax and Vancouver during December not yet available.

General

39. Since the last report a D.E.M.S. officer has been appointed to St. John's, Nfld.

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X - TECHNICAL DEVELOPMENT

1. Work during the period proceeded smoothly, with occasional difficulties caused by shortages of essential parts for components.

The activities of the Section are listed under the following headings:-

1. Procurement and Delivery
2. Engineering and Inspection
3. Oscillator Production
4. Shipfitting and Maintenance
5. Reproduction.

2. PROCUREMENT & DELIVERY

A/S Equipment

The ordering procedure for "D" and "E" Programmes has been practically completed, and has been started for "F" Programme, the latter involving very large quantities of Asdic Equipment for the British Admiralty Technical Mission, as well as considerable quantities for the R.C.N.

Echo-Sounding

Ordering procedure on Programme "A" for R.N. and R.C.N. has been completed except for one item as to which Technical difficulties have occurred.

Bomb-Disposal Equipment

Programme "A" for R.C.N., R.C.E., and R.C.A.F. has been completed except for a few added items to replace material which we are now unable to obtain from the U.S. Navy Yard.

H.D.A. Equipment

Ordering procedure on a new Programme has been started.

Summary of Procurement Activities

115 Technical Memoranda issued covering new equipment having an estimated value of $5,012,580.00.

Delivery and Scheduling Section

This Section raised 1,450 sets of papers covering plant inspections of material for R.N. and R.C.N. during the quarter, being an increase of 30% over the previous quarter.

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3. ENGINEERING AND INSPECTION

A general conversion programme of existing equipment is now underway whereby existing A/S Sets will be useable with Hedgehog and Mortar gear. Technical Data is being originiated for new components and these components are in the process of being ordered both for the R.C.N. and the B.A.T.M.

4. OSCILLATOR PRODUCTION

The assembly and disc production operations have been transferred to the new plant in Renfrew, being operated by the Department of Mines and Resources.

It is expected that early in the new year production will catch up with orders already placed through the Department of Munitions and Supply.

Some deliveries of discs have already been made direct to Admiralty against a Firm Order.

5. SHIPFITTING AND MAINTENANCE

During the quarter, Asdic equipment, and in most cases gyro and E/S equipment, has been fitted in a total of 39 ships, of which 22 were for the R.C.N., 10 for the R.N., and 7 for the U.S.N. Work is proceeding on 26 other ships, and will shortly start on a number of others.

The only major trouble encountered in Shipfitting and Maintenance is the numerical inadequacy of staff, which will be rectified by mid-January.

6. REPRODUCTION

The work of this group is continually expanding in volume, and in the kinds of C.B.'s etc., reproduced. During the quarter a total of 931 books were reproduced, compared with 517 for the previous quarter.

7. PERSONNEL

(A) As of 28th December officers serving in, or associated with the Directorate were:

Headquarters	5
Equipment Division	
Production	32
Installation & Maintenance	33
A/S School Halifax	16
A/S School Esquimalt	5
Fixed Defences	4
Training at Sea	-
Training in School, U.K.	9
Halifax	6
A/S Staff C.O.A.C.	3
A/S Representative in D.N.C.	1
	114

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(B) As of 17th December the number of ratings in the Directorate was:

S.D.I.	5
H.S.D.	210
S.D.	997
A/S.A.	78

In addition, sixty Acting A/S A's are just about to complete training and undertake productive work.

It is noteworthy that, while a shortage of S.D.I.'s and H.S.D.'s exists, the total number of operating ratings is now approximately correct.

The present number of artificer ratings is also approximately correct for present requirements.

8. VESSELS

At the end of the quarter R.C.N. A/S fitted vessels in service were:

Corvettes	76	
Minesweepers	54	
Fairmiles	51	
Aux. Cruisers	3	
Destroyers	13	(incl. Iroquois)
Depot Ships	2	(not A/S fitted)
Auxiliary Vessels	4	(to be declassed)
Fisherman's Reserve	1	
Western Isle Trawlers	8	
Motor A/S Boat	1	
Gate Vessels	6	
	219	

9. TRAINING EQUIPMENT

Training Equipment installed and working comprises, at present:

	Halifax	Esquimalt	St. John's Nfld.
Attack Teachers	2	2	2
Mass Procedure Teachers	2	1	
Procedure Teachers	1		
Demonstration Equipment	123A, 128 134A MS XIIC E/S	123A, 128 134A MS XIIC E/S	
Mobile Training Units	1		1

In addition, training equipment is on order for the Deep Brook establishment and additional equipment will shortly be ordered for the new Night Escort Teacher in Halifax.

10. FIXED DEFENCES

An A/S Fixed Defence organization was set up in October to deal with increasing A/S Fixed Defence commitments. Financial approval for projects at Saint John, N.B., North and South Approaches to the Gut of Canso, Vancouver, B.C., Juan de Fuca Straits, and Prince Rupert, B.C. was sought and obtained.

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A study of ships available was made to determine their suitability, after conversion, as cable laying vessels. In addition the U.S.N. was approached on this subject. No satisfactory results have yet been obtained.

Station equipment and marine equipment for all projected installations has been placed on order.

11. Visits to N.S.H.Q.

During the quarter the following visited N.S.H.Q. -

Comdr. Peers (Q ships)
Lt. Walmesley (A/S Fixed Defences)
Lt. Russell (U/B Tracking)
Dr. Horton and Dr. Hutchison (U.S.A.)
Mr. Fred Alport (F.D. Building Projects)

12. Visits made by A/S Directorate Officers

During the quarter the following visits were made:

D.A/S - New London; Miami; Key West; Toronto
Lt. McIntosh - Halifax; Deep Brook; St. John,N.B.
Lt. Walmesley - New London
Lt. McIntosh - Quebec
Lt. Brissenden - Halifax (twice)

13. A/S Research Liaison

Arrangements were made and agreed upon with N.R.C. for the better direction and control of A/S research work and for the speedier progressing of projects through their development and engineering stages to permit earlier manufacture and utilization.

14. A/S Projects

Projects currently under way include:

A/S Fixed Defence Installations
Botwood
Str. of Juan de Fuca
Canso, N.S., North & South Entrances
Saint John, N.B.
Prince Rupert, B.C.
Vancouver, B.C.
Fitting and arrangement of A/S School Deep Brook.
S.M.S.D.: testing in H.M.C.S. "KAMLOOPS"
I.L.A. Type C-100
A/S Electrical Target
MacGregor Recorder

Polystrene Plotter Bars
A/S Dome Guard
Rochelle S lt Oscillator
Double Lobe Oscillator
Clairemonte Tuning Method
Concussion Damage to Lamps
Short Range Indicator
Oceanographic Survey

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15. A/S Production Programme

1. Production programme "F" is now under way which comprises A/S equipment of the latest type for fitting in ships now under construction and for converting corvettes now in commission.

2. Further orders are now being placed for A/S material for the latest shipbuilding programme i.e. 30 Frigates.

3. Treasury Board approval has recently been obtained for sufficient Echo Sounding equipment type 761 to fit all new construction ships. Action is now being taken to procure this gear.

16. Estimates

During the quarter estimates were prepared to cover A/S expenditures for 1943-44. This entailed the specification of A/S sets to be installed in each class and sub class of new construction vessels, and extensive investigation of the related costs. Estimates to cover the very large amount of A/S Fixed Defences projected were also computed.

17. A/S Planning Committee

To better control and co-ordinate the extensive and complicated operations of the Directorate, an A/S Planning Committee was set up and has held a number of meetings.

18. Electrical Technicians

Study has been given to a proposal to train and provide an electrical technician to each of certain ships to undertake the maintenance of ships' electrical gear, A/S, E/S, and gyro apparatus, thus relieving the H.S.D. of these duties.

19. S.O. A/S to D.O.D.

Late in the quarter a Staff Officer A/S was appointed to D.O.D.'s staff, and consideration is currently being given to the manner in which this new organization can operate to the best advantage.

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S.T.T.D.

I. MAGNETIC MINESWEEPING GEAR

(a) Arrangements have been made with Admiralty for the supply of 28 complete sets of Mark VI** Impulse Gear for Algerine Minesweepers.

SECRET

(b) Orders have been placed for most of the LL equipment for the eight 105' wooden Minesweepers building on the West Coast.

(c) The following ships have been taken in hand for fitting of LL Gear:

H.M.C.S. "SWIFT CURRENT"

II. ACOUSTIC MINESWEEPING GEAR:

(a) The following ships have been taken in hand for the fitting of S.A. Gear:

H.M.C.S. "GODERICH"
H.M.C.S. "KENTVILLE"
H.M.C.S. "MALAPEQUE"
H.M.C.S. "MILLTOWN"
H.M.C.S. "MULGRAVE"
H.M.C.S. "NIPIGON"
H.M.C.S. "QUINTE"
H.M.C.S. "SWIFT CURRENT"
H.M.C.S. "THUNDER"
H.M.C.S. "WESTMOUNT"
H.M.C.S. "BROCKVILLE"
H.M.C.S. "ESQUIMALT"
H.M.C.S. "LACHINE"
H.M.C.S. "UNGAVA"

SECRET

(b) Experimental models of the Mark II Spring Hammer will be constructed in Canada and will serve as prototypes before proceeding with production of additional models.

III. RUBBER CONSERVATION

(a) The services of a Rubber Technician have been secured to investigate all uses of rubber in the R.C.N. In collaboration with the various Directorates, revised specifications incorporating reduced quantities of crude stock are prepared where advisable, and already it has been possible to make substantial savings in the use of both crude and reclaimed rubber stocks. Synthetic materials are recommended as substitutes for rubber compounds when practicable.

(b) Sample lengths of several patterns of electric cable are at present being made up, utilizing synthetic insulant, and are to be tested in the laboratory, and under service conditions.

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(c) The manufacturers of H. Buoyant Cable are collaborating with the Department in providing reduced crude rubber content for future Buoyant Cable for the R.C.N.

(d) Numerous samples of non-skid pebble-tread knee boot sole material, incorporating various percentages of crude rubber and reclaim rubber or all synthetic rubber, have been investigated for wear and non-skid properties. Several compounds having satisfactory properties have been prepared.

(e) Experimental work on the development of substitute rubber knee-boots made from Butvar laminated canvas is temporarily held up due to difficulties experienced in securing Butvar.

IV. DIFFUSION LIGHTING

MOST SECRET

All the equipment with the exception of the control units is now completed for two installations of Diffusion Lighting gear. This gear will be installed in corvettes to provide an estimate of its operational value.

V. BUOYANT MATERIALS

Research is continuing along several lines on the development of buoyant materials for life-jackets, Carley Floats, etc. As yet no positive recommendation can be made.

VI. BALDWIN HYDROFOIL TARGET

SECRET

Numerous tests have been carried out on various types of experimental targets, and recommendations have been made with regard to the future supply of Hydrofoil Targets to the R.C.N.

VII. INVENTIONS

207 inventions have been examined during the past quarter. No recommendations have been made for development.

VIII. MISCELLANEOUS EXAMINATIONS AND TESTS

(a) Contaminated Lubricating Oil.
(b) Bubblfil Buoyant Material.
(c) Steam Cylinder Lagging.
(d) Steel Machine Nut Material.
(e) Rotary Switches.
(f) Degaussing Fixed Resistors.
(g) Valve Bronze.
(h) Bearing Babbitts.
(i) Electric Fuse Filling Materials.
(j) Oil Emulsifying Agents.

IX. Research projects are covered by separate reports issued from time to time.

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AIR RAID PROTECTION

(Passive Air Defence)

General Organization

1. Considerable progress has been made with regard to establishing the future expansion of the A.R.P. organization.

On 12th November, 1942, Naval Board directed that the Naval Requirements as regards Air Raid Protection (P.A.D.) be referred to a Committee with the Director of Plans as Chairman.

On 10th December, 1942, (Minute 70 - 2) Naval Board approved in principle the following recommendations of this Committee:

(a) A Standard Training Policy

1. All ratings to undergo a two-day course in A.R.P. training, including new entry and present personnel.

2. All Shore Branch Ratings to have a one-week course at Deep Brook as basis of trained A.R.P. Squads.

3. Instructors for A.R.P. Courses and full-time employment on A.R.P. duties to be drawn from Shore Branch Ratings and given additional one-week's course to that provided in 2.

(b) Provision of Fire Fighting and other A.R.P. Equipment

1. Fire fighting equipment of all Naval Establishments to be up to peacetime standards.

(a) Training equipment to be provided where necessary.

(b) St. John's, Nfld., Halifax, Saint John, N.B., Sydney, Esquimalt and Prince Rupert to be brought up to war time standard.

II. Medical Units, Decontamination Units, Cleansing Centres and equipment to be provided for Protective and Training purposes as scheduled, the total number of centres being estimated at 25.

(c) Blackout Arrangements

Each Naval Establishment to demand Blackout Equipment as is necessary to comply with regional regulations.

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(d) Emergency Lighting Equipment

Establishments to be directed to report their requirements for emergency lighting required in the event of interruption of present power supply.

(e) Provision of Shelters

The tunnels at present under construction (at Esquimalt and Prince Rupert) to be completed and protection to be supplied by providing sandbags for all important positions as detailed.

(f) Rescue and Demolition Equipment

Present Demolition Stores, particularly at main Dockyards, to be brought up to a standard consistent with anticipated scale of attack.

(g) Emergency Communication Equipment

Report to be obtained from establishments as to equipment required to maintain essential communications in event of interruption through Air raid damage.

(h) Bomb Disposal

Bomb Disposal Policy and Policy with regard to other measures for protection from H.E. Raids to be consistent and co-ordinated.

2. Progress

(a) Training

Rapid progress has been made in the setting up of the training programme. Detailed lectures and drawings (which are to be made into slide-films to be used with the lectures) are nearing completion.

The courses are divided into three series for the two-day, one-week and two-week instruction, (including practical work) and the subjects to be given include the following:

Estimated scales and types of attack: A.R.P. organization: Incendiary Bombs: Fire fighting: Trailer pumps: High Explosive Bombs: Bomb Reconnaissance: Rescue of trapped Personnel: Non-persistent Gases: Blister Gases: Cleansing: Gas Reconnaissance: Decontamination.

The three series are to be divided as follows:

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Series "A": 2-day course.
10 subjects with 34 slides.

Series "B": one-week course.
14 subjects with 49 slides.

Series "C":
15 subjects with 71 slides.

It is hoped that actual training will commence within three months.

(b) Provision of Equipment and Necessary Construction

Complete details of equipment and construction required have now been completed and are awaiting financial approval.

A supply of the AN-M 54 type Incendiary Bomb has now been obtained from the U.S. and shipped to Halifax and Esquimalt for distribution. This is the best training Incendiary available, and superior to any type made and used in Canada.

(c) Blackout

Inspection of the Blackout Arrangements in the South Side of the St. Lawrence, and detailed reports indicated that the blackout was successful. The problem of extinguishing navigational lights has been the main question aroused by these reports and the present situation is as follows:

1. By virtue of the authority vested in the Commanding Officer Atlantic Coast, all Navigational lights in the St. Lawrence River, Gulf and Atlantic Coast come under his jurisdiction in co-operation with Transport and the C.B.C. who issue signals by radio as may be ordered from time to time. It has been re-affirmed that the danger resulting from extinguished Navigational lights in the St. Lawrence is greater than that from Submarine attack.

2. It is assumed that similar authority as above applies to the Commanding Officer, Pacific Coast.

3. No such authority is held by any one officer with regard to the Great Lakes and Canals. The National A.R.P. Committee (with Dr. R.S. Manion, Director of Civil A.R.P. as Chairman) met to consider the question and recommend

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that the Naval Service be entirely responsible for Navigation Lights in this area, to co-ordinate the system now adopted at the Coasts.

(d) Bomb Disposal

In co-ordinating the work of the A.R.P. organization a decision was reached to combine the work of the Air Raid Officers and Bomb Disposal Officers. Certain Officers are now to be trained in all phases of Air Raid Protection and Bomb Disposal and placed permanently at the more important Establishments.

All the A.R.P. Officers concerned will be trained in Bomb Disposal by March 1st, 1943.

(e) Camouflage (Shore Establishments)

An Inter-Service Camouflage Requirements Committee has been formed on each coast and both have been functioning for two months. No concrete proposals have as yet been forthcoming from them. However, various proposals have been put to them and are being considered: i.e. it has been suggested that a preliminary urgent programme of toning down be embarked upon: that models be made of key points by the R.C.A.F. Camouflage Design Unit with a view to preparing schemes which could be carried out in normal planting and maintenance routine and also for the preparation of emergency camouflage plans for rapid installation should the war situation deteriorate.

It was agreed by the Inter Service Camouflage Committee that it is of the utmost importance that concealment and decoy measures should be considered during the initial stages of the design of a new establishment or group of buildings.

Considerable progress has been made in the establishment of the Design Units at the Coasts: equipment has been ordered data on camouflage decoy and smoke screening has been accumulated; and officers have been trained at Fort Belvoir, Va.

The work to be undertaken by the Naval Service, however cannot proceed until the initial survey has been made at the coasts and the proposals forwarded.

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Boom Defence

INSTALLATIONS

1. In addition to the Installations described in Quarterly Report dated 25th September, 1942, the following new or projected Installations are reported:

(1) A/T Nets as a protection for the Loading Wharves at Wabana, Newfoundland. Temporary protection has been completed, and the complete scheme will be installed in the Spring of 1943.

(2) A/T Nets, with a Tug-operated Gate, at Louisburg, N.S. Work on this Installation will commence as soon as possible after conclusion of Net Weighing at North Sydney, N.S.

(3) A/S Nets at each end of Gut of Canso, N.S., as a protection for the Nova Scotia - Cape Breton Ferry.

(4) Vertically operated A/T Gate at St. John's, Newfoundland. This Gate, which consists of A/T Nets hanging from a Catenary Wire, is raised and lowered by means of heavy tackle operated by a steam-driven Winch. This was first put into operation 10th December, 1942.

(5) Small Craft Gates are being installed in the A/S Booms at Halifax, Shelburne, Esquimalt and Prince Rupert, that at Esquimalt being now in operation. The purpose of these Gates is to allow the passage of Craft such as fishing boats, etc., without the necessity of opening and closing the main Gate.

BOOM DEFENCE VESSELS:

2. The Derrick Scow situation remains unchanged. Shelburne and St. John's, Newfoundland, are without Derrick Scows, while Halifax and Gaspe are still forced to operate with Derrick Scows temporarily chartered. It was hoped that the situation would be relieved by the delivery of two new Derrick Scows. One of these, however, has not been completed, while the other, B.D. No. 9, became locked in ice in the Gulf of St. Lawrence, en route to Halifax.

BOOM DEFENCE BUILDINGS:

3. Most of the building program noted in the last Quarterly Report has now been completed. Work is under way on the buildings at Bay Bulls, Newfoundland.

EXPERIMENTAL:

4. New Fittings have been evolved as a result of considerable experimentation. These consist principally of Wire Grips and Bearing Pieces, which are now in production.

Work still continues on experiments to find a successful Signal System for A/S Nets.

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GENERAL:

5. Liaison between the Boom Defence Directorate, the United States Net Department and the Boom Defence Department of the Admiralty has continued throughout the Quarter.

R.D.F.

Installation

1. All escort ships with the exception of a small number of Minesweepers and Fairmiles are now fitted with R.D.F. equipment. Fitting of the latest type 271 Admiralty equipment in ships of the Mid-Ocean Escort has proceeded very rapidly in the U.K.; in addition the fitting of type RXU, the latest American surface warning set, will begin within the next few weeks while it is expected fitting of type RXC will commence in the late Spring.

Development

2. (1) During December, tests were completed by the National Research Council on a new type of rotating antenna to replace the present rigid type installed on Fairmiles. This antenna proved very successful in operation at Halifax and production is expected during the coming quarter.

(2) Production of a new type of antenna for Corvettes and Minesweepers is expected shortly and will replace the antenna in use at present.

(3) Beacon trials were recently conducted, in Halifax and it is expected that several beacons will shortly be installed in suitable locations on the East Coast.

(4) Actual sea trials of new apparatus for the R.N. and R.C.N. (mentioned in previous report) have been successfully concluded. Prototype models are now under construction.

CONTRACT BUILT SHIPS

1. During the last Quarter of 1942 the Inspector of Contract Built Ship's Department has accepted on behalf of the Naval Service, the following vessels, all having first completed the necessary steam and manoeuvring Trials and having proven in all manner satisfactory, and also having been built in accordance with specifications:

15 Fairmiles	"Q-186 to Q-103"	
Less	"Q-088" "Q-091" & "Q-095"	
3 Minesweepers	HMCS	"Kentville"
	HMCS	"Mulgrave"
	HMCS	"Blairmore"
2 Diesel Minesweepers	HMCS	"Transcona"
	HMCS	"Esquimalt"
1 Base Supply Ship	HMCS	"Provider"

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2 Diesel Water Barges
HMCS "140" & "141"

2 25-ton Derrick Scows
HMCS "BD-9" & "BD-10"

DEGAUSSING

1. Work carried out at D.G. Ports

The following work has been carried out at the various D.G. Ports during the past quarter:

Permanent installations Merchant Vessels	38
Semi-permanent installations Merchant Vessels	1
Repairs to Merchant Vessels	68
Permanent installations H.M.C. Ships	5
Repairs to H.M.C. Ships	66
Repairs to H.M. Ships	4
Compass corrector coil installations	64

The above figures do not include those installations on New Construction Naval Vessels which were carried out before Commissioning.

2. R.C.N. Vessels (in commission)

It has been approved to fit permanent internal degaussing in existing Single Screw Corvettes.

It has been approved to modify the existing degaussing installation in Town Class Destroyers by the addition of an "MF" loop in the "M" coil.

It has been approved to equip the Suderoy Class "LL" Minesweepers with an up-to-date internal D.G. installation.

3. R.C.N. (New construction)

The use of motor generator sets to control the degaussing installation on R.C.N. New Construction has been approved with the exception of Algerines and Naval Tankers. The coil system of the former is too complicated to conveniently permit this and the latter do not use sufficient power to warrant the use of motor generator sets.

4. Canadian Merchant Vessels (New construction)

This programme is progressing favourably and the new Victory Ships, being built for the United States Maritime Commission, will be fitted with a degaussing system of Canadian design.

RANGES

5. The Halifax and Vancouver Ranges are functioning at the present time but the Sydney and Quebec Ranges have closed down for the winter months.

6. The question of establishing a D.G. Range at Esquimalt has been deferred for the time being.

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DEPERMING

7. The Mobile Deperming Unit in Halifax has been functioning successfully during the past Quarter and during this time it has treated a total of thirty-eight vessels.

8. The establishment of a similar Unit in Vancouver is progressing favourably, the Motor Vessel "CRYME" having been requisitioned for this purpose. Some of the equipment is already in Vancouver awaiting installation.

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XI - PUBLIC RELATIONS

PHOTOGRAPHIC SECTION

1. Production of Photographs at Halifax has increased enormously during this period and has necessitated finding new quarters in the old King Edward Hotel Building pending move into the Gunnery School Building at Nelson Barracks. The Staff has been doubled and still further increases will be necessary in the near future.

2. Newfoundland Darkrooms have also proved too small for the demands being made for photographic work, and an endeavour is being made by F.O.N.F. to provide enlarged space.

3. New darkroom facilities have been provided at VANCOUVER and the Staff Photographic Officer is located there.

4. There has been an increase in the demand for photograpy at N.S.H.Q. and production now approximates 14,000 prints per month, the exact figures being:-

October --	13,900
November --	14,036
Dec. 1st to 20th --	7,074.

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12	D.T.D.	56	C.O. Avalon
13	D.S.D.	57	C.O. St. Hyacinthe
14	D.N.I.	58) 59)	Admiralty - D.N.I. (Through D.N.I.)
15	D.T.N.A.	60) 61)	
16	P.D.G.	62	Rear Admiral Brodeur
17	D.A/S	63	R.C.S.
18	D.N.O.	64	M.M.S.
19	I.C.B.	65	S.O.C.S.
20	D.N.S.	66	Prime Minister
21	S.L.O.	67	Sec. Cabinet War Committee
22	D.N.C.	68	Secretary of State for External Affairs
23	D.S.B.	69	Dep. Sec. (Staff)
24	Dep. Sec. (Civil)	70	Dep. Sec. (Pers.)
25) 26)	C.O.A.C.	71	Dep. Sec. (Sup.)
27) 28) 29)	F.O.N.F.	72	Dep. Sec. (E. and C.)
30) 31)	C.O.P.C.	73) 74)	S.B.N.O.W.A.T.(through D.N.I.
32) 33) 34)	U.S. Naval Attache	75) 76) 77) 78)	N.M.O.S. Washington
35) 36)	H.C. for Canada, London	79	D.J.A.F.
37) 38)	C.C.C.S.	80	D.M.E.A.
39	C.G.S.	81	Spare
40	C.A.S.	82	"
41	N.O.I.C. Halifax	83	"
42	N.O.I.C. Sydney, N.S.	84	"
43	N.O.I.C. Saint John, N.B.	85	"
44	N.O.I.C. Gaspe	86	" "
45	N.O.I.C. Quebec	87	"
		88	"
		89	"
		90	"

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N/AR

OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

Most Secret

C253372

For the Prime Minister:

Re: Sinking of submarines by Canadian corvettes

Attached is a copy of a signal from the First Sea Lord to the Chief of the Naval Staff congratulating Nelles on the sinking of a second submarine in the Mediterranean by a Canadian corvette. The first sinking was of a German not an Italian submarine.

A.D.P.H.

January 26, 1943.

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Copy

C253373

MOST SECRET

NAVAL MESSAGE

TO: N.S.H.Q., Ottawa 741 FROM: Admiralty

Personal for C.N.S. Ottawa from First Sea Lord.

CNS
VCNS
DOD
DSD
DNI
D of P
SEC.NB

The destruction of 2 Italian U-boats by Ville de Quebec and by Port Arthur in so short a time has given us all great pleasure. It reflects great credit on R.C.N. which is thoroughly deserved.

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MOST SECRET

C253374

TO: THE PRIME MINISTER ✓
THE MINISTER OF NATIONAL DEFENCE
THE MINISTER FOR NAVAL SERVICES
THE MINISTER FOR AIR SERVICES
THE CHIEF OF THE NAVAL STAFF
THE CHIEF OF THE GENERAL STAFF
THE CHIEF OF THE AIR STAFF
A.D.P. HEENEY, ESQ.
N.A. ROBERTSON, ESQ.

FROM: SECRETARY, CHIEFS OF STAFF COMMITTEE.

SUMMARY NO. 98

9th February - 12th February 1943.

ATLANTIC — Convoy SC 118 has not been attacked since 2000 hours 8th February, and is nearly at the end of its journey. Complete reports indicate that this convoy consists originally of 50 ships, had in all 9 ships torpedoed of which 7 are known to have sunk. One additional ship was so badly damaged as the result of a collision that it had to be sunk. Survivors from all vessels known sunk have been picked up, but total loss of life is not known. It will be observed that with two exceptions all the casualties due to enemy action occurred during the night of 6th-7th February. Two attacks by aircraft on U-Boats in the vicinity of this convoy were very promising.

The Captain of a Liberator employed in ferry service, Canada-United Kingdom reported an unidentified ship in mid ocean. Recognition signals from the aircraft were not returned by the ship. At the same time several U-Boats were sighted in the vicinity of the ship. No further reports have been received.

OTHER AREAS — HMCS Regina, a corvette on duty in the Mediterranean attacked a U-Boat which surrendered and was taken in tow but sank shortly after 27 prisoners were taken.

13-2-43.

-ooOoo-

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S. 1320 R.
250,000-2-42-(3629)
N.S. 815-9-1320-R.

MOST SECRET
NAVAL MESSAGE

June 7, 1943

C253375

TO: COS OTTAWA

FROM: CJS WASH.

CNS
DSD
D OF P
SEC. NB
SEC CSC

Combined Chiefs of Staff re malaya

J.S 107 JAN. Combined Chiefs of Staff

ON 26DEC. CCOS SECRETARIAT CIRCULATED A NOTE BY ADMIRAL SIR PERCY NOBLE ON THE ESCORT VESSELS CONSTRUCTION PROGRAMME. BRIEFLY THE NOTE STATED THAT THE MOST VITAL FACTOR GOVERNING THE SUCCESSFUL PROSECUTION OF THE WAR IS SHIPPING AND THAT THE GREATEST DANGER IS THE U-BOAT MENACE. PRESENT SHIPPING LOSSES ARE GRAVE ENOUGH TO CAUSE THE GREATEST ANXIETY AND IF THESE CANNOT BE REDUCED IT MIGHT ULTIMATELY BECOME IMPOSSIBLE FOR US TO CONTINUE TO PROSECUTE THE WAR. THE CONVOY SYSTEM HAS PROVED ITSELF. AND WHILE IT CANNOT OF ITSELF

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S. 1320 R.
250,000-2-42-(3629)
N.S. 815-9-1320-R.

MOST SECRET
NAVAL MESSAGE

C253376

TO: FROM:

-2-

WIN THE WAR. THERE CAN BE NO DOUBT THAT THE WAR COULD BE LOST THROUGH ITS FAILURE. // THERE IS NO ROYAL ROAD TO SUCCESS. // ESCORT VESSELS AND AIRCRAFT MUST BE USED TO THE FULL AND MANY MORE OF EACH ARE ACTUALLY URGENTLY REQUIRED. // THE U-BOAT FLEET IS INCREASING RAPIDLY. (IN OCTOBER THE NUMBER OPERATING WAS ESTIMATED AT 107.) WE MUST EXPECT STILL GREATER NUMBERS AT SEA IN 1943. THIS QUESTION HAS PREVIOUSLY BEEN BEFORE THE CCOS BUT WITH THE IMMENSE LOSS OF MERCHANT SHIPS IT MAY SOON BE TOO LATE TO ACHIEVE WHAT IS REQUIRED. // WITH THESE FACTS IN VIEW THE NOTE SUGGESTED THAT THE NEW CONSTRUCTION PROGRAMME SHOULD AGAIN BE EXAMINED WITH AN OBJECT OF SPEEDING IT UP IN ANY WAY POSSIBLE. // SHOULD IT BE IMPOSSIBLE TO DO THIS WE SHALL EXPERIENCE A VERY DANGEROUS PERIOD DURING THE FIRST HAL

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250,000-2-42-(3629)
N.S. 815-9-1320-R.

MOST SECRET
NAVAL MESSAGE

C253377

TO: FROM:

OF 1943.

(2) THIS NOTE WAS TAKEN BY CCOS ON 1 JAN WHEN THE FOLLOWING CONCLUSIONS WERE REACHED.

(A) AGREED THAT IN VIEW OF PARAMOUNT IMPORTANCE OF REDUCING PRESENT RATE OF MERCHANT SHIPPING LOSSES CCOS REQUEST CPRB

(1) TO TAKE IMMEDIATE ACTION TO ACCELERATE AND EXPAND AS FAR AS POSSIBLE THE PRESENT PROGRAMME OF ESCORT VESSEL PRODUCTION

(2) TO REPORT WHAT EFFECT SUCH ACCELERATION AND EXPANSION WILL HAVE ON ANY OTHER CRITICAL ITEMS OF MUNITIONS

(B) AGREED THAT REPRESENTATIVES OF BRITISH COS AND JOINT COS WOULD SEPARATELY INFORM THE PRIME MINISTER AND PRESIDENT RESPECTIVELY OF ACTION TAKEN IN (A) ABOVE AND REQUEST THEM TO GIVE THEIR APPROVAL.

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S. 1320 R.
250,000-2-42-(3629)
N.S. 815-9-1320-R.

C253378

MOST SECRET
NAVAL MESSAGE

TO:

FROM:

(C) AGREED THAT CSP BE DIRECTED TO MAKE A STUDY AND SUBMIT APPROPRIATE RECOMMENDATIONS AS TO ALL MEASURES WHICH CAN BE TAKEN EFFECTIVELY TO COMBAT THE SUBMARINE MENACE.

(3). US INSISTED THAT REQUEST TO CPRB WOULD HAVE NO EFFECT UNLESS BACKED BY PRESIDENT HENCE CONCLUSION (B) ABOVE

(4) STUDY BY PLANNERS WHICH WAS US. SUGGESTION WILL AT LEAST HELP TO FOCUS US ATTENTION ON IMPORTANCE OF PROVISION OF LONG RANGE AIR PROTECTION FOR ATLANTIC CONVOYS.

21/45/6

NR 7 CYPHER TOR 1913Z/7/1/43 AR 4248

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N/Convoys

CABINET WAR COMMITTEE

Ottawa, January 15th, 1943.

Prime Minister:

C253379

For information.

re new escort arrangements

A. D. P. H.

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C253380

COPY NAVAL MESSAGE

To: Admiralty
C IN LANT
1 N R.S.H.Q. OTTAWA
(R) COMISH 24
C.O.A.C.
F.O.N.F.
C IN C W.A.
NAVAL COMDR. XF
S.B.N.O.W.A.T.
COMS. ALL SEA FRONTIERS LANT
VICE ADMIRAL GIRBALTAR
C IN C AF
S.N.O.C.A.
COMSOLANT
F O C W A F

VCNS
DOD
DTD
DWI
D OF P
D. SEC. SUP
USLO

From C in C U.S. FLEET

After Conference and study of proposals made by Prime Minister to President on subject of supply of liquid fuels to U.K. and North Africa the following modified proposals are made.

(a) Consolidate North Atlantic trade convoy cycles to 10 days and reduce mid Ocean escort groups to 8. Canadian ships so released to replace equal memberships on U.K. - Gibraltar convoys. Ships thus replaces form 3 groups for Caribbean Sea - U. K. convoys described below.

Time of effecting change in cycle to be agreed upon by Comtask 24 and C in C W.A. subject to approval by C in C U.S. Fleet and Admiralty. Re distribution of escorts to be effected by 1st 2 named authorities.

(b) United States coastal gulf Caribbean Sea and South Atlantic convoy cycles to be ppened from 4 to

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5 days and 8 to 10 days respectively except that New York - Key West convoy cycles will close from 8 to 5 days. Changes to cycles will be arranged by Cominch as required to interlock with changes in North Atlantic cycles.

(c) Tanker convoys direct from Caribbean Sea to U.K. to return to be established on 20 day cycle approximately 40 ships per convoy escorted by British ships referred to paragraph (a) above. Tankers to have declared speed of 10 knots. Time in port 6 days western end 14 days eastern end.

Admiralty requested to advise approximate date 1st convoy will sail from Caribbean Sea.

(d) Tanker convoys direct from Bulfor to Casablanca/ Gibraltar and return to be established on approximately 24 day cycles about 6 ships per convoy initial convoy sailing Gulf or Caribbean Sea about Feb. 1.

1st 2 convoys to be escorted by U. S. Atlantic Fleet destroyers later convoy as agreed upon by Admiralty and Cominch. Normal procedure to be alternated convoys escorted by U.S. and British ships.

Tankers to have declared speed of 14.5 knots.

Time in port 6 days eastern end 10 days western end.

Tankers in these convoys not to enter Mediterranean.

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(e) Caribbean Sea - U.K. and Gulf or Caribbean Sea Casablance/Gibraltar convoy to be under control of C in C Lant west of Chop line in manner similar to and for same purpose as North Atlantic trade convoys. For this purpose C C S F and C G S F will be considered as task group commanders, under C in C Lant. Request concurrence Admiralty and N.S.H.Q., Admiralty pass to Vice Admiral Gibraltar N C X F C IN C A.F. S N O C A FOC W A F FOR INFORMATION. B A D AND N M C S by hand.

2126/12

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C253383

COPY · DRAFTED BY D.O.D.

NAVAL MESSAGE

To: COMINCH
Admiralty
(R) C in C LAND
C.T.F 24
COAC Halifax
EONF
NMOS
C in C WA
NCXF
SBNOWAT
Commander ALL SEA FRONTIERS ATLANTIC
V.A. GIBRALTAR
C IN C A F
SNOCA
COM. SOLANT
F.O.C.W.A.F.

From: NSHQ OTTAWA

COMINCH'S 2126/12

N.S.H.Q. Concurs in Cominch's 2126/12 Provided:

(A) 4 Canadian groups are returned to the Mid/Ocean escort force not later than May.

(B) there is no withdrawal of forces from W.L.E.F. or WSF in C.N.S. of Canada's 1638/7 not to all addressees Refers.

VCNS
DOD
DTD
DNI
D OF P
USLO
D. SEC. SUP.

1710Z/14

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MEMORANDUM N/Convoys

Office of the Clerk of the Privy Council

Ottawa, January 16th, 1943.

MOST SECRET

The Prime Minister C253384

Re Convoys

Copy of Naval signal, for your information.

A. D. P. H.

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C253385

COPY

MOST SECRET
NAVAL MESSAGE

From NMCS WASHINGTON

To CNS OTTAWA

CNS
VCNS
DOD
DSD
D OF P
SEC NB

With further reference to meeting held in Washington on December 29th, 1942, on escorts and convoys, the following messages have been exchanged between the President of the United States and the Prime Minister of Great Britain

(1) From President to Prime Minister message number 251 of January 3rd, 1943.

"As a result of studies in the Navy Department it has been found that the following can be accomplished:

Lengthen cycle in North Atlantic convoys to 10 days and deliver average of 2 notional tanker cargoes daily by that route. This will release 4 Canadian escort groups for assignment to United Kingdom for replacement of long-legged escorts for duty with Aruba-United Kingdom tanker convoy which should deliver additional flo notional cargo daily. Total of delivery supplemented from time to time by spare tankers as found available should be about 15 million tons annually. Consider independently routed tankers inadvisable at this time. The U. S. can not agree to delivery of more than the above amount to the U.K. and even this is not practicable except as considered with the problem of torch supply which

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in our opinion must be a combined responsibility. Can furnish fast tankers to inaugurate supply of that area but escort must be combined and provided equally by the U.S. and the U.K. Fast tankers will not proceed beyond Gibraltar or Casablanca. Further delivery into the Mediterranean to be made by U.K. tankers. (Above) most economical use of Allied tanker for delivering requirements of oil for U.K. and Torch. If the following meet with your approval I suggest that further details be worked out between the Admiralty and the Navy Department. "

(2) From Prime Minister to the President, message number 257 of January 10th, 1943.

"Referring to your telegram number 251. I am grateful for your acceptance of our proposal regarding the 10 day cycle and institution of direct tanker convoys from Dutch West Indies to U.K.

2. We agree that under the new arrangements and with the help of spare tankers to which you refer and assuming that you will provide all fast tankers required for Torch area our imports into U.K. during 1943 will be about 15 million tons which will barely meet consumption.

3. Admiralty agree that for the moment the independent sailing of fast tankers to U.K. is inadvisable but I

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suggest that this decision should be reconsidered in the light of changing events.

4. I agree that details regarding opening of Trans-Atlantic cycle, institution of the direct Dutch West Indies U.K. tanker convoys, and fast tanker convoys to Torch area should be worked out between the departments concerned. I fear it will be extremely difficult for us to find necessary long endurance destroyers for even half the latter commitments".

1902z/13

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N| Subm M

OFFICE OF THE CLERK OF THE PRIVY COUNCIL

Flow 11 – Naval Defence

MEMORANDUM

Secret C253388 March 3rd, 1943.

For the Prime Minister:

This is a very interesting Naval Message, containing the text of Rear-Admiral Brodeur's statement at the U.K., U.S., Canadian conference on anti-submarine measures, now being held in Washington. It puts forward, on behalf of the Canadian Naval and Air Staffs, a proposal for unified command as from Halifax, of all north-west Atlantic convoys and anti-submarine work.

This may be retained for your files.

A. D. P. H.

A. D. P. HEENEY

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C253389

COPY NAVAL MESSAGE

To: CNS PERSONAL From: NMCS WASHINGTON DC

SECRET CYPHER

CNS
VCNS
DOD
D of P

Following is text of my opening address at Washington on Monday 1 Begins - Thanks for welcome to Conference on behalf of CNS and CAS Canadian representatives thank Admiral King for his very encouraging remarks re Commands of mixed units. At the very beginning of this Conference we Canadian representatives wish to state emphatically and frankly that we are here primarily to assist and help in finding the most permanent solution to the submarine menace first in the Atlantic and elsewhere and for this purpose we are bringing our full co-operation in every sense of the word. This Conference is to a very great extent due to repeated requests from the Canadian Naval Authorities who have felt for some time past that the very best A/S effort was not being made especially in the North Atlantic because of the present complicated chain of authorities operating convoys and A/S operations in that area which we feel is not producing maximum efficiency with the limited number of escort ships and aircraft available. The principal

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reason for Canadian Authorities to request this Conference was first of all to clarify and improve the present complicated chain of Commands in existence in the NW Atlantic, and therefore it is with very great disappointment that we Canadian representatives observe from the proposed Agenda that the most important subject i.e. that of operational control in North and North West Atlantic is not included.

It will be remembered that the above subject was included as the first item to be discussed in all communications on this Conference. I must point out to the Conference that the main reason why Canadian representatives are here today was to discuss and settle that most important question and on behalf of the CNS and the CAS I request that the proposed Agenda be so altered as to include this item. If this important question of operational control is not discussed first, it is not seen how items 9, 10 and 11 can be discussed fairly and properly, expecting that the Conference will agree to this addition to the Agenda, the following proposals with reference to North Atlantic convoys and for A/S protection are hereby tabled by the Canadian representatives:

(1) A N.A. repetition N.A. area to be established

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and defined as the area North of 40 degrees N. In this area control of convoys and A/S warfare be exercised solely by British and Canadian Authorities (except U.S. sea frontiers).

(2) The N.A. to be subdivided into N.W. and N.E. Atlantic by the Meridian 30 degrees W.

(3) the present COAS to become CINC N.W. Atlantic and to have general direction of all surface and Air Force employed in A/S warfare in N.W. Atlantic.

(4) Control of convoys, U-boat information, diversion of convoys to be exercised in NWA by NSHQ and control exercised by NSHQ and CINC NWA to be similar to that by Admiralty and CINC W A in NA. The main reasons for Canada making this proposal are very strong and are as follows:

(A) Today Canada provides a large proportion of escort vessels on NA convoys and provides an even larger proportion of escort aircrafts. In addition Canada possesses up to date, fully equipped sea and air bases for the purposes. Therefore we are fully qualified by quantity and quality to assume that responsibility and, in addition, we have 3 years of experience at that very special type of operations.

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(B) From the beginning of this war, Canada's aim has been to expand her Naval and Air Armed Forces as efficiently and as rapidly as possible in order to play a very definite role in the North Atlantic as well as other war theatres and the war production programme has been laid down accordingly, and finally I wish to impress this most important fact about Canada which appears to be so little understood, i.e., that all Canadian Armed Forces are under the control of 1 only 1 higher authority which is the Canadian Government and only by the latter's consent can any Armed Forces be moved from Canada or from one theatre of war to another and if all sub-committees studying the present Agenda will remember that very important factor a great deal of time will be saved and many misunderstandings avoided. In conclusion I wish to assure you we have come here with one very definite aim and that is to give our fullest co-operation to any scheme that will destroy the present submarine menace and we consider the very best way to obtain that result is by first placing the operational Commands on sound efficient basis.
(Ends). 1437Z/2

NR 8 CYPHER INTER SER, GENERAL TOR
1843Z/2/3/43 MP 1168

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Coll - WWII - naval defence Royal Navy
file G

Opening Naval Exhibit - Ottawa
April 7, 1943

C253393

I am sure that I speak for everybody here when I say at once that we are delighted to be honoured today by the presence of His Excellency the Governor General of Canada and Her Royal Highness the Princess Alice. Their attendance here is merely another evidence of that great interest which they have shown in every phase of Canada's war effort from the first moment of their arrival in this country. Your Excellency, Your Royal Highness, we are delighted to have you here.

So often have I felt obliged to refer to the Navy League of Canada in terms of gratitude and appreciation that I find it hard now to think of new forms of expression. From the beginning of the war the Navy League has been the right arm of the Navy. It has provided comforts innumerable for men at sea, both for the Canadian Navy and the Merchant Marine. It has built hostels at our great ports, where men of the sea can rest and recreate themselves after their trying

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and dangerous journeys on deep and stormy waters. It has helped us greatly in the organization of the Sea Cadet Corps! In short, there is nothing that we have asked the Navy League to do, and there is nothing that the League could think of as necessary to do, that has not been done. I must thank Mr. Gibson and all his associated in the Navy League for their generous support in the past, and particularly must I thank them for their efforts in connection with this naval exhibition.

The Exhibition has been seen in many Canadian cities, and it will be seen in many more. Its purpose is to give to the Canadian people some idea of the work of the Royal Canadian Navy. That work extends now over a great part of the earth's surface. Canadian ships of war have done duty in ahd across the Pacific as far east as Hong Kong. Today some of them stand guard over the shores of the west coast of Canada. They have seen service along-side units of the American fleet in the waters of the Aleutians. They have been in the Mediterranean.

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Two of them lie on the floor of that historic Sea, and its blue waters are the eternal sepulchre for some of our gallant officers and men. From the first days of war, our ships have been in the Atlantic, and it is in that area -- that area that is so hazardous and yet so vital -- that the main work of the Canadian Navy has lain.

In the beginning you could count our ships on your fingers, and all our naval personnel could be carried easily on a very moderately sized troop transport. Today our ships are numbered in many hundreds. Our men are more than fifty thousand. Our work has grown until today a large part of the North Atlantic Convoy task falls on the shoulders of Canadian Naval officers and men. That struggle on the Atlantic sea-lanes will go on as long as the war itself. You may have an end to the fight in this or that theatre of war before the end of the general struggle, before complete and all-embracing victory is ours, but the enemy will fight in the Atlantic to the end.

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He must do that. Sea-power, sea transport are as important in this war as they have ever been in the history of our Empire, and Germany must try to overcome our sea-power if she hopes to be successful. Her attacks on us in this area have been mainly by submarines and air-craft, the submarine being the greater menace of the two. Our answer to this menace is the convoy system, whereby merchant ships are guarded by warships and wherever possible, by aircraft. For this work of convoy one does not employ big ships, but rather the smaller, more manoeuvrable craft, such as destroyers and corvettes. It is this type of ship that the Canadian Navy has featured. We could have looked for large ships; we could have tried to procure and man battleships or large cruisers; but we took what seemed to us to be the natural and proper course for a great exporting country as Canada is.

We felt that our main contribution toward the Allied Cause in this war could be made by playing a part — and we have played

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a very large part — in seeing that the food, the guns, the munitions, the tanks, the planes and all else produced in Canada for war purposes should be safely transported across the seas. That task we have assumed. That task we shall continue. It is a difficult task. It is a dangerous task. The success of our endeavours rises and falls like the tides themselves, but while the Atlantic line is under constant attack, and while we - the Canadian Navy and the men and ships of the Merchant Navy - have had our share of casualties, the line still holds, the men and the ships are still getting through.

There is every indication already that the enemy this year will make a still more determined effort against Allied shipping in the Atlantic, and we must be prepared for some bitter blows, but I can say one thing with assurance, and that is that our merchant shipping tonnage is growing, despite enemy attacks, that our naval power and our air power will be greater this year than last year, and that every effort which we and our Allies can make to repel and to overcome enemy attacks will be made.

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DRAFT STATEMENT OF THE PRIME MINISTER IN APPRECIATION OF THE GIFT OF FOUR DESTROYERS FROM THE UNITED KINGDOM

The United Kingdom Government has given four destroyers to the Canadian Government. The bonds of tradition and cooperation which unite the Royal Navy and the Royal Canadian Navy will be further strengthened by this generous gift. There are few weapons more valuable to us than destroyers at this stage of the war when the U-boat packs in the North Atlantic remain perhaps, the strongest threat of the enemy. The Canadian Navy is assuming ever greater responsibilities in the Battle of the North Atlantic, and these newly acquired destroyers will help her to fulfil her increasing obligations. The Canadian people will be grateful to the government of Great Britain for thus freely placing invaluable ships in the hands of Canadian sailors.

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SUMMARY OF NAVAL WAR EFFORT

April 1st to June 30th, 1943.

NOTE: This Summary is a continuation of that from January 1st to March 31st, 1943.

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I - NAVAL SERVICE HEADQUARTERS

1. During the Quarter under review the Naval Staff Branch was reorganized. An Assistant Chief of Naval Staff was appointed to be responsible to C.N.S. and V.C.N.S. for the active direction and unification of the activities of the Naval Staff Branch.

2. An Hydrographer was appointed to the Naval Staff Branch to co-ordinate the meteorological organization of the Navy, the promulgation of navigational warnings and instructions, and the distribution of charts and hydrographic publications.

3. A Directorate of Warfare and Training was established as a Division of the Naval Staff with the following responsibilities:-

(a) The establishment of staff requirements of all H.M.C.Ships, other than local craft.

(b) The standards of fighting efficiency of H.M.C. Ships and the maintenance thereof.

(c) Scientific Research.

(d) The tactical use of H.M.C.Ships and weapons.

(e) Analysis of reports of proceedings and actions of H.M.C.Ships, and the organization of the necessary steps to promote greater efficiency as a result of analysis.

(f) Training

(g) Advice on staff organization.

4. An Operational Intelligence Centre was set up as part of the Naval Staff Branch responsible to the Assistant Chief of Naval Staff for:-

(a) The collection, discrimination and dissemination of operational intelligence.

(b) Advice on all matters of development of designs affecting supply of equipment used in the collection of operational intelligence.

5. A comptroller was appointed to the Staff of Vice Chief of Naval Staff to co-ordinate the financial administration and annual estimates.

6. The DEMS. Section was placed under the Director of Trade Division.

7. The Technical Division and the Photographic Division were included in the Directorate of Warfare and Training.

8. The Degaussing Section was included in the Directorate of Electrical Engineering in the Engineering and Construction Branch.

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9. The A/S Directorate has disappeared. The majority of the functions of this Division having been transferred to the Directorate of Warfare and Training, and the balance to the Equipment Division.

10. A Directorate of Maintenance was established in the Equipment and Supply Branch which is charged with the direction and business administration, repairs and upkeep, of all Naval Shore Establishments other than the repairs of machinery in Engineering Departments.

11. The Personnel Branch was reorganized during this quarter. Details may be found under the Personnel Section of this Summary.

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II - PERSONNEL

1. The last quarter has witnessed a reorganization and expansion of the Personnel Branch at Naval Service Headquarters with a view to increasing efficiency by effecting certain decentralization of authority.

2. The resultant principal appointments are Acting Captain H.L. McMaster (T), Deputy Chief of Naval Personnel; Acting Captain R.A. Wright, R.C.N., Assistant Chief of Naval Personnel and Commander E.A. Thompson, R.C.N.(T), Director of Officer Personnel.

3. At present every effort is being made to overcome shortages of higher substantive, non-substantive ratings and technical personnel. Recent relaxation of advancement regulations is helping out the situation; however, there are still many shortages so that sea going ships must continue to receive priority over all shore establishment staff requirements. To ensure this policy being effectively carried out the R.C.N. depot has been placed directly under Naval Service Headquarters and granted wide discretionary powers.

4. Some of the more important items affecting the branch may be noted as follows:

(a) Establishment of a Naval shore patrol service to be manned by ratings permanently transferred for duties with shore patrols, train patrols and security guards.

(b) Machinery is being set up whereby applications for discharge to return to essential industry can be referred to local National Selective Service Mobilization Boards for recommendation as to the degree of urgency involved. It is hoped in this way to get a more accurate estimate of the direction in which the public interest lies.

(c) Medical Officers are giving intensive study to the installation of especially devised adaptometers and audiometers to detect:

(1) Defective night vision of lookouts and radar ratings.
(2) Defective frequency discrimination of asdic ratings.

(d) It has been found impossible to recruit requirements of W.R.C.N.S. cooks and stewards, the reason apparently being a definite shortage of volunteers for these categories both for armed services as well as for civilian employment.

(e) H.M.C.S. "CONESTOGA", the W.R.C.N.S. training establishment was commissioned on the 1 June under command of Lieutenant Commander MacNeill, W.R.C.N.S. This is probably the first ship in the history of the British Navy to be commanded and manned by women.

(f) The shortage of W.R.C.N.S. accommodation in Halifax, Esquimalt and Ottawa has not yet been overcome and is resulting in a lower rate of call up of Wren personnel than was originally anticipated.

(g) Steps are being taken to transfer the administration of marriage and dependents allowance to the Dependents Allowance Board and proposed amendments to Canadian Naval Regulations are being promulgated in due course.

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(h) There are approximately 5200 engine room personnel undergoing various courses from New Entry Stokers courses to advanced Engineering courses. It is becoming increasingly difficult to meet engine room manning commitments; however, the plans made two years ago to train New Entry personnel intensively in their Naval duties is now bearing fruit and it is anticipated that as time goes on the situation will become more favourable.

(i) Many problems affecting the Naval Chaplain Services were discussed by a conference of Senior Naval Chaplains recently held in Toronto.

(j) Plans are being formulated to commence an Accountant Officers' Technical Course based primarily on a similar course which was being held in the R.N. prior to the commencement of hostilities. The urgent need for such a course is keenly recognized in view of the fact that so many Officers have been specializing in one field of Accountant Officer's duties since entry.

(k) It is anticipated that no further direct entries of Officers will be required in the Accountant Branch. There are at present thirty Probationary Paymaster Sub-Lieutenants on the strength of R.C.N.V.R. Divisions, and these Officers will be called on active service, to form a class in August, 1943. In addition to the above, approximately fifty ratings have been selected for commissions from the lower deck to date, and these numbers will be more than sufficient to cope with 1943-44 appointments.

(l) Approval in principle has been obtained to appoint Paymaster Lieutenants or Paymaster Sub-Lieutenants to Tribal and River Class Destroyers. Details of the duties to be performed are being worked out, and it is anticipated that Manning requirements may permit some of these appointments to be made during the next Quarter.

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III - OPERATIONS

1. Perhaps nowhere was the favourable turn in the war from March to July more in evidence than in the battle of the Atlantic. In the greatest all-time assault on U-Boats by Close Escorts, Support Groups and Aircraft, the U-Boat High Command suffered its most serious losses of the war. In May alone, over twenty U-Boats were claimed sunk and more than twenty others damaged in attacks in the North Atlantic and Bay of Biscay Approaches.

2. For these grave losses, the High Command could report only limited success. Twenty ships were sunk by torpedo in North America - U.K. Convoys in April (which was half March's total), seventeen in May and none in June. It is a remarkable fact that not a single ship was sunk by torpedo in North America - U.K. Convoys in more than six weeks from the 17th of May to the end of June.

3. Moreover, the enemy was having little, if any, better success elsewhere. World losses of Allied and Neutral shipping in April were the lowest for 1943 and May's, at about 300,000 tons, were even lower. When final figures are available, June's record will show even greater improvement.

4. Overshadowing other developments from a Canadian standpoint was the discovery of enemy mines in the vicinity of Halifax Harbour. The first mine was found on the 1st of June and as a precaution, the Port of Halifax was closed at 0016Z of the 2nd of June. A sweep of the Halifax South Channel was immediately instituted and the Port was re-opened at 2045Z of the same day. By the 25th June, 55 mines had been discovered, including 50 destroyed, 3 recovered and 2 believed self-sunk.

5. The mines were located in an area rectangular in shape approximately 18 miles by 25 miles, extending roughly from Shutin Island to 15 miles south of Sambro Light Vessel, cutting off Halifax Harbour.

6. The mine is described as a German buoyant, moored, influenced type about 49 inches in diameter. It is believed to be the same as that laid by the enemy at Gibraltar but it is one of the first of this type to be recovered.

7. Only one casualty was attributed to the laying of mines in Halifax vicinity. This casualty was SS. "HAIMA" in Coastal Convoy B.X. 55, who struck a mine and sank 5 miles east of Sambro Light Vessel at 1730Z of the 3rd of June. All the crew were rescued.

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Launchings and Commissionings.

8. Launchings:

Ship	Type	Date	Place
HMCS PORT COLBORNE	Frigate	21st April	Victoria
NEW GLASGOW	"	5th May	Victoria
MATANE	"	29th May	Montreal
MONTREAL	"	12th June	Montreal
NORTH BAY	Revised Single Screw Corvette	27th April	Collingwood
ATHOLL	" "	4th May	Quebec
FRONTENAC	" "	2nd June	Kingston
LINDSAY	" "	4th June	Midland
OWEN SOUND	" "	15th June	Collingwood
BORDER CITIES	Algerine Esc.	3rd May	Port Arthur
MIDDLESEX	" "	27th May	Port Arthur
OSHAWA	" "	10th June	Port Arthur
LAVALLEE	W/M/S	27th May	Vancouver
CRANBROOK	"	5th June	New Westminster
M.L. 088	Motor Launch	24th April	Toronto
M.L. 095	" "	3rd May	Midland
M.L. 110	" "	29th June	Bracebridge

9. Commissionings:

Ship	Type	Date	Place
HMCS KOOTENAY (Ex HMS DECOY)	Destroyer	12th April	U.K.
SASKATCHEWAN (Ex HMS FORTUNE)	"	31st May	U.K.
GATINEAU (Ex HMS EXPRESS)	"	3rd June	U.K.
Recommissioned HMCS PRINCE ROBERT	Aux. Cruiser	7th June	Victoria
HMCS WASKESIU	Frigate	16th June	Victoria
SAULT STE. MARIE	Algerine Esc.	24th June	Port Arthur
M.L. 088	Motor Launch	10th May	Toronto
M.L. 095	" "	12th May	Midland
M.L. 091	" "	17th May	Toronto
M.L. 053 and M.L. 083 Motor Launch were recommissioned on 17th and 18th May.			

Total R.C.N. Vessels in Commission.

10. The table below shows the total number of R.C.N. vessels in commission on 30th of June, 1943 compared with the total number in commission on the 31st of March, 1943.

Type	Number 31 March 1943	30 June 1943	Increase
Auxiliary Cruisers	Nil	1	1
Destroyers	14	17	3
Frigates	Nil	1	1
Corvettes	74	74	0
Algerine Escorts	Nil	1	1
Minesweepers	58	58	0
Motor Launches	48	53	5
Base Supply Ships	2	2	0
Total Ships	196	207	11
Patrol Craft and Auxiliary Vessels	352	374	22
	548	581	33

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NOTES ON R.C.N. SHIPS AND DEVELOPMENTS

Exchange of R.C.N. Algerine M/S for R.N. Corvettes.

11. In reply to N.S.H.Q.'s request on the 27th April that A/S housing domes be fitted to the 16 Corvettes being built in the U.K. to be exchanged for 16 Canadian built Algerines, Admiralty stated that in the interest of the production programme she had adhered strictly to a standard design for all Corvettes under construction in the U.K. Hence to fit housing domes would cause not only a delay in the completion of the 16 Corvettes, but would hold up vessels following on the same slips. It was therefore requested that N.S.H.Q. accept the risk of damage from ice to the fixed domes in order to keep overall production at its maximum.

12. On the 13th of April Admiralty agreed to N.S.H.Q.'s proposal that the first six Algerines which are to be exchanged in the last quarter of 1943 be fitted with L.L. equipment in the U.K., but requested that every endeavour be made to fit this gear in the remaining ten vessels in Canada in order to avoid the large amount of work entailed in fitting this equipment in the U.K.

13. On the 26th of April N.S.H.Q. proposed:

(a) That the contracts for the 16 Algerine Minesweepers building in Canada, which are to be exchanged for 16 Corvettes building in the U.K., should be transferred to Admiralty and construction be supervised by the British Admiralty Technical Mission; and

(b) That the cost of construction of the 16 Corvettes building in the U.K. should be charged to the Canadian Government. This, it was stated, would simplify financial arrangements and ensure that the Algerines are built and equipped to Admiralty requirements.

Group Refitting Plans.

14. N.S.H.Q. stated on the 12th May that difficulties inherent in the scheme which had been attempted of refitting ships by Groups appeared to necessitate the institution of an internal group refitting programme. This meant decreasing the number of groups and increasing the number of ships per group. It was proposed that instead of seven groups, the M.O.E.F. consist of five groups of three Destroyers or Frigates and six Corvettes and that the W.L.E.F. consist of nine groups instead of fourteen, each of two destroyers, three Corvettes and two Bangor Minesweepers.

15. C.in-C., C.N.A. suggested that the whole question of Ocean Convoy cycles be reopened. He pointed out that the Group refitting scheme in the M.O.E.F. had never come into effect, but that it should be possible to keep the five proposed Canadian Groups up to strength.

Allocation of Motor Launches to Gaspe.

16. As a result of sightings in the Gulf and River St. Lawrence the 78th Flotilla and H.M.C.S. "PROVIDER" were allocated to the Gaspe Force on the 16th May and sailed for Sydney on the same date. Four available M.L.'s of the 77th Flotilla sailed from Halifax for Sydney P.M. of the 17th and the available M.L.'s of the 76th Flotilla sailed for Sydney P.M. of the 18th. The 78th M.L. Flotilla arrived at Gaspe on the 20th May and H.M.C.S. "PROVIDER" and the available M.L.'s of the 77th Flotilla reached Gaspe on the 22nd.

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73rd M.L. Flotilla returns from Duty with CGSF

17. The 73rd M.L. Flotilla, which served under the Commander Gulf Sea Frontier dating from the 27th February, left Miami on the 20th March and arrived with H.M.C.S. "PROVIDER" at Halifax on the 23rd April.

Arrival of R.N. Bangor Minesweepers from Esquimalt

18. The 5 Bangor Minesweepers H.M.S. "INGONISH", "BAYFIELD", "CARAQUET", "GUYSBOROUGH", and "LOCKPORT", which left Esquimalt on the 18th of March arrived at Halifax on the 30th April.

U.S. Fire Boats for Halifax

19. The two U.S. Fire Boats, U.S.C.G. "MACNICHOL" and "CR 1942" manned by U.S. crews, loaned for service in Halifax harbour arrived at Yarmouth from Boston on the 23rd April.

N.M.C.S. Washington informed N.S.H.Q. on the 26th May that the U.S. Navy urgently requires these two Fire Boats for service in the U.S.A. but that they will extend the period of the loan until the 1st August or later if the R.C.N. cannot procure suitable craft before then.

"C" Halifax has urged that the use of Naval Fire Boats is an urgent requirement at Halifax in addition to National Harbour Board Fire Boats. He has strongly recommended that the two U.S. Fire Boats be retained and that R.C.N. crews be trained at Boston to relieve the U.S. crews.

Opening of Examination Service

20. Full Examination Service was reported established at Quebec on the 5th May and at the entrance of Sydney harbour and at the south entrance of the Strait of Canso on the 12th May. Full examination service and army batteries were reported in operation at Sydney on the 18th May.

Damage to R.C.N. Ships

21. H.M.C.S. "ATHABASKAN" and H.M.C.S. "IROQUOIS" (Tribal Destroyers) sustained structural weather damage to keel and starboard strakes and longitudinals with some rivets in parts of plates sheared. In view of their inability to stand any pressing in service both "ATHABASKAN" and "IROQUOIS" were taken in hand for strengthening and stiffening. "ATHABASKAN" was docked at South Shields U.K., on the 10th of April and "IROQUOIS" was reported ready to sail for docking on the 26th.

22. H.M.C.S. "NANAIMO" (Corvette) was holed by H.M.C.S. "NORTH SHORE" (Tug) six feet above the water line on the 21st of April when the Tug came alongside to move "NANAIMO" from No. 2 to No. 3 jetty.

23. H.M.C.S. "BITTERSWEET" (Corvette) suffered superficial damage from a slight collision with the Motor Vessel "NEW ZEALAND STAR" on the 6th of May, while proceeding with O.N. 180. Both ships were reported seaworthy.

24. H.M.C.S. "ARVIDA" (Corvette) of C5 Group was damaged presumably by the explosion of one of her own depth charges while escorting Convoy O.N. 188 on the 14th June. At the time she was about 480 miles S.W. of Iceland.

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25. H.M.C.S. "ASSINIBOINE" (Destroyer) was still under repair in the U.K. on the 30th of June from damage sustained in a collision with a U-Boat on the 2nd of March. The opportunity is being used to convert her to an Escort Destroyer.

26. H.M.S. "CAPE MARIATO" (A/S Trawler) on loan to Canada ran aground off Grand Bergeronnes on the 24th May. She was refloated on the 26th, sustaining only slight damage to her hull.

27. Harbour Defence Craft 15 capsized in a heavy sea in the main channel at the entrance to St. John, N.B., harbour on the 14th of April. The entire complement of six men was drowned.

28. Salvage operations on H.M.C.S. "QUINTE" (Bangor M/S) which ran aground on Horsehead Shoals, St. Peter's Bay on the 30th of November, 1942, were completed on the 24th April. She was towed to Pictou and docked on the 26th April.

Loss of H.M.S. "CAMPOBELLO".

29. A Board of Enquiry on H.M.S. "CAMPOBELLO", who foundered in Convoy S.C. 122 on 17th-18th March, reached the conclusion that the ship had been badly damaged at Quebec, rivets being loosened and plates, frames and bulkheads buckled. Temporary repairs were made at Quebec to enable her to proceed to Halifax for docking, but when another survey was made at Halifax the ship was not docked and no structural repairs were made other than caulking of rivets.

The Commanding Officer of "CAMPOBELLO" submits that he represented to the Fleet Engineer Officer and Engineer Superintendent, Halifax that he did not consider the ship seaworthy. It was suggested that he proceed to St. John's, Newfoundland where further repairs could be carried out if found necessary. No heavy weather was encountered and "CAMPOBELLO" reached St. John's, only to founder on passage to the U.K. The Board of Enquiry states that her loss was due to her structure being unfit to withstand the sea running at the time. Repairs which were effected appear to have been inadequate. Tests were not made after refit and seams were not caulked.

F.O.N.F. reports that there is no record of the Commanding Officer having requested any repairs while the ship was at St. John's.

Canadian Support Group.

30. A Canadian Support Group consisting of H.M.C.S. "ALGOMA", "KITCHENER", "PORT ARTHUR" and "WOODSTOCK" was placed in service early in May. On June 12th, H.M.S. "NENE" (Frigate) joined the Group, followed on the 14th by H.M.S. "TWEED" (frigate). H.M.S. "NENE" became S.O. of this Group, EG 5, consisting of "TWEED", "PORT ARTHUR", "CALGARY" and later "SNOWBERRY".

31. The first Support Group to be placed in operation in the North Atlantic was U.S.S. "BOGUE" (Auxiliary Aircraft Carrier) escorted by U.S.S. "GEORGE E. BADGER" and "BELKNAP" who joined Convoy H.X. 228 at about Westomp approximately the 6th March. Admiralty placed in service in late March two Support Groups, the 3rd and 4th and these were increased by the 1st and 5th about the 20th April. The 2nd Support Group was ready for service on the 29th April. The R.N. Support Groups include two Auxiliary Aircraft Carriers H.M.S. "BITER" and H.M.S. "ARCHER".

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32. The formation of R.N. Support Groups was made possible partly by the suspension of North Russian Convoys which released a number of Fleet Destroyers and these were formed into Support Groups for use in the North Atlantic.

33. In late May these Home Fleet Destroyers were withdrawn along with two British mid-ocean escort groups for duties in other waters. As a result the convoy cycle for fast HX and ON convoys was opened out from one every 5 and 6 days alternatively to one every 7 and 8 days. Slow SC, ONS convoy sailings were opened out to 11 days instead of 7 and 8 day alternative intervals beginning with SC133 on the 5th June and ONS10 on the 8th June. This change was accompanied by a sharp increase in the number of ships sailing in convoys. HX 243, for instance, had 81 ships and HX 244 86 ships and 100-ship convoys are anticipated.

R.N. Bangor Minesweepers.

34. N.S.H.Q. requested Admiralty on the 21st June to give attention to a proposal first made in May 1942 that the six R.N. Bangor Minesweepers, "CANSO" (still on the Pacific Coast), "INGONISH", "BAYFIELD", "CARAQUET", "GUYSBOROUGH", and "LOCKEPORT", be loaned and commissioned as H.M.C. Ships for the duration of the war on a similar basis as that of the 10 Flower Class Corvettes. Under this arrangement Canada would be responsible for all costs other than alterations and additions which would continue to be the responsibility of Admiralty.

Delay in Refitting Programme.

35. C.in C. C.N.A. stated on the 26th of June that owing to the non-delivery of brass and electrical fittings it was impossible to estimate the completion date of eight Corvettes which were in for refit. He also stated that unless immediate action was taken to remedy the shortage great difficulty would be experienced in maintaining the Mid-Ocean Escort Force at its proper operational strength. Delivery dates for brass from the mills were estimated to be the 19th of July and the 16th of August, but an effort was being made to accelerate delivery.

U.S.N. New Construction Vessels to be used as Escorts.

36. N.M.C.S., Washington advised on the 19th of April that approval in principle had been obtained to employ U.S.N. new construction vessels on passage from the Great Lakes as additional escorts for Convoys en route from Quebec to the Atlantic.

R.N. Motor Minesweeping Flotilla.

37. Four U.S. built British Y. M/S and six Motor M/S which were on passage to the U.K. were detained at Halifax with Admiralty approval to assist in the minesweeping of Halifax vicinity in June. C.in C., C.N.A. on the 19th of June requested that these R.N. Minesweepers be retained until there was a reasonable certainty that the area was clear of mines. He anticipated that they would be required an additional four weeks but would release them earlier if the situation permitted.

Change of Title CCS to SCNO (London).

38. The title "Captain Commanding Canadian Ships in the U.K." (CCCS) was abolished and replaced by "Senior Canadian Naval Officer, London" (SCNO (London)) on the 15th of June.

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U-Boat Warfare.

39. Mr. Winston Churchill stated on the 30th June that the war against the U-Boat had been favourable from all points of view. There was abundant evidence to support this.

40. Point 1: Both North Atlantic and Allied world shipping casualties were lower than average during April and May and a record "low" was established in June. Not a single ship was torpedoed in North America - U.K. convoys during the last six weeks of the current quarter (April-June). Sinkings by torpedo in these convoys were 3.1% of the total number of ships convoyed during the three months from October to December inclusive and 4.0% during the January to March quarter. During the current quarter losses were cut to 1.5%.

41. Point 2: More ships were sailed in North America - U.K. convoys from April to June than in any previous comparable period.

42. Point 3: More U-Boats were destroyed in April and May than in any previous period. Mr. A.V. Alexander, First Lord of the Admiralty, reported to the House of Commons early in June that the destruction of U-Boats during May was the greatest of the war. Mr. Churchill stated that for the first time U-Boat killings substantially exceeded U-Boat production.

43. Mr. Alexander went on to say that "During the last 12 months the number of kills exceeded that of the whole of the previous period of the war, and in the last 6 months the rate of destruction had been 25 per cent better than that of the previous 6 months. Large numbers had been damaged, in addition, and in the last 2 months the number of U-Boats in the Atlantic battle appeared to have decreased." The latter condition, he said, was chiefly attributable to the increased rate of destruction at sea, but was also partly due to the attacks by the RAF and the USAAF on building yards in Germany and operational bases in the Bay of Biscay. The effect of these bombings, Mr. Alexander declared, should show up increasingly as time passed. Another factor, which seemed especially evident in June, may have been the withdrawal of U-Boats from the North Atlantic for regrouping or duties in other waters.

44. No definite "kills" were attributed to Canadian escort ships during the period under review. However, H.M.C.S. "DRUMHELLER" (Corvette) joined with H.M.S. "LAGAN" (Sloop) in an attack on a U/Boat on the 12th-13th of May which Admiralty has assessed as probably sunk. H.M.C.S. "DRUMHELLER" with H.M.C. Ships Morden and Chambly formed part of the group escorting HX 237 which claimed two "kills" and the probable destruction of a third.(1)

45. No Merchant Ships were sunk by torpedo in coastal or western local convoys escorted by Canadian ships and Canadian mid-ocean escort groups experienced no important convoy losses.

.....

(1) In the preceding quarterly "Summary of Naval War Effort" a report was quoted that H.M.C.S. "Assiniboine" had made her second "kill" on the 2nd March. Although there was some evidence to indicate the U-Boat had been sunk, the U-Boat Assessment Committee after consideration of the evidence assessed the attack as "U-Boat Probably Damaged, B".

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46. The following table shows the number of ships convoyed and ships sunk in North America - U.K. Convoys for the last quarter compared with two preceding periods.

North America - U.K. Convoys

For nine months 1st October, 1942 to 30th June, 1943.

Month	Ships Convoyed	Ships Sunk (2)	Percentage Sunk	Approx. No.(1) of Ships Arrived
Oct. 1942	641	18	2.8	623
Nov. 1942	533	18	3.4	515
Dec. 1942	604	20	3.3	584
Total 3 months	1778	56	3.1	1722
Jan.1943	597	3	0.5	594
Feb.1943	639	31	4.9	608
March 1943	707	44	6.2	663
Total 3 months	1943	78	4.0	1865
April-1943	789	20	2.5	769
May-1943	802	17	2.1	785
June-1943	915*	0	0.0	915
Total 3 months	2506	37	1.5	2469

* Provisional
(1) Does not make allowances for marine casualties.
(2) Includes stragglers overdue and presumed lost.

Ice Conditions

47. Local navigation opened between the Quebec Harbour and the Gulf of the St. Lawrence on the 7th April. By the 27th scattered ice still prevailed in the river and there was close packed ice in the Gulf, but this was rapidly breaking up on the south eastern side and the first Convoy, accompanied by two ice breakers, left Quebec about the 29th. The St. Lawrence was reported navigable as far down as Montreal on the 30th of April.

48. Sydney Harbour opened between the 3rd and 7th of April and by the 19th the harbour and approaches extending to Scatari Island were reported clear. Northumberland Straits and the Gut of Canso were also clear. Cornerbrook, Summerside and Egmont Bay were, however, still ice bound at this date. Gaspe harbour and approaches were solid to Douglas Town but by the 2nd of May were reported clear save for occasional drift ice. While most of the ice in Canadian Harbours had disappeared by the 2nd of May, heavy close packed ice and numerous bergs still remained off Point Amour in the Gulf area and the Saguenay River was still solid.

GENERAL DEVELOPMENT

Expansion of Facilities at St. John's

49. FONF reported on the 28th April that the expansion program contemplated for St. John's, Newfoundland will provide a better distribution of repair facilities for merchant shipping. Adequate space will be available in the harbour for not less than 40 merchant ships.

50. He stated that the floating dock should be of sufficient length to accommodate destroyers up to 329 feet. It is intended to carry out heavy emergency repairs at Bay Bulls to avoid tying up the floating dock for long periods. Heavy plate would be prepared at St. John's and transported to Bay Bulls for fitting. The provision of heavy equipment at Bay Bulls is not considered wise as it would entail duplication of that at St. John's where it will still be required.

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51. C.-in-C. C.N.A. stated on the 29th that the floating dock at St. John's should be equipped to undertake at least medium repairs to hulls such as leaky fuel tanks, hull damage, steering gear etc. Work at St. John's graving dock should not be interfered with too much, but it should nevertheless be considered available for major emergency repairs to H.M. Ships if the floating dock is not adequately equipped or available.

Anti-Torpedo Gear

52. The Master of SS "EDWARD N. THURLEY" (U.S.) reports that on May 13th, while in Convoy H.X. 238, a torpedo fired at the vessel was exploded 75 feet from the ship by a Mark 20 mine device, a special gear fitted to this vessel. Damage was sustained to main steam line main engine generators and various auxiliaries and the ship returned to St. John's.

German Torpedo Developments

53. Admiralty reported early in April that a new torpedo having acoustic direction control was in use by some German U-Boats. The new development is believed to be a 21", air driven, long range torpedo having hydrophones which can control the rudder so that the torpedo turns toward the side of detector from a ship's propeller. Acoustic control only comes into operation when the torpedo has run a pre-set range. Admiralty has under development a towed noise-maker and its use as a decoy is being studied.

54. The enemy also has in use a circling torpedo which can be adjusted to run on a variety of courses such as oblong and zigzag. The latest information available indicates that it has a maximum depth of plunge of 10 feet. Attacks with these, have as yet only taken place in the Mediterranean and Levant area.

Assessment of U-Boat attacks.

55. In an Admiralty report on the 13th of May a new arrangement for the assessment of attacks on U-boats was made as follows:

1. As from the 15th of May, Cominch will assess all attacks on targets known or believed to be U-Boats made by U.S.Forces and by forces of nationalities other than British or American operating under American control.

2. Admiralty will assess the remainder of such attacks with the following exceptions:

(a) C.-in-C.Levant will assess attacks made by forces under his command.
(b) C.-in-C.Eastern Fleet will assess such attacks as are made by forces under his command.
(c) A.C.N.B. will assess attacks by 4 anti-submarine forces in Australian waters.

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PACIFIC:

56. U.S. investment of Attu Island in the outer Aleutians began on the 11th of May. Although fog and bad weather hampered attacks by Allied aircraft the operation proceeded steadily, over 11,000 U.S. troops being landed on Attu by the 16th. The landing was supported by heavy Naval bombardment. Stiff resistance was encountered with the enemy retreating to defensive positions at the head of Holtz Bay and at Chichagof Pass. An attack by 16 enemy torpedo planes against U.S. Naval units off Chichagof Harbour on the 23rd was unsuccessful. Five enemy planes were destroyed and another five were probably destroyed.

57. The cessation of organized resistance on Attu Island was officially recognized on the 31st May, although isolated Japanese pockets still remained. About 1900 Japanese were engaged by U.S. troops, nearly all of whom were killed or died of self-destruction. At last report, only 24 Japanese prisoners had been taken.

58. Two R.C.N. Corvettes, based on the Pacific Coast, H.M.C.S. "Dawson" and H.M.C.S. "Vancouver", were loaned to the U.S.A. and participated in the operation. At the conclusion of their service Admiral Reeves, Commander Alaskan Sector, sent this message: "Commander Alaskan Sector, personally wishes to express his appreciation to H.M.C.S. "Dawson" and H.M.C.S. "Vancouver" and their entire crews for their splendid service and willing co-operation while serving under him in the Alaskan Sector, and takes this opportunity to wish both ships smooth sailing and a happy voyage." S.W.A.G. also signalled 1st June: "Thank you for your services smartly and efficiently performed and a vital essential of the operations now being brought to a successful conclusion. It has been a pleasure to have you in this command both officially and personally. Well done".

59. On the 14th June U.S.S. "FRAZIER" (destroyer) attacked an enemy submarine 3000 yards north of Sirius Point, Kiska. "FRAZIER" shot away the submarine's periscope and then delivered a second attack, presumably by depth charges, which brought cork, life jackets, scraps of wood, flesh and other debris to the surface in a Diesel oil slick. On the 21st and 22nd U.S.S. "MONAGHAN" (Destroyer) made two attacks on enemy submarines in the North Pacific and photographs taken two days later showed a wrecked submarine sticking partly out of the water.

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IV - PORT DEFENCES

Information under this head is to be found in Chapter X--Technical Development" and particularly under the section headed "Boom Defences".)

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V - INTELLIGENCE

1. Naval Intelligence Division - VI

The Division continues to work through the sections described in the previous report. The following information emphasises especially any changes in the functions of these sections. During the quarter, the Intelligence Divisions were visited by D.N.I.Admiralty.

2. N.I.D. (1)

This section is concerned primarily with counter-espionage and sabotage, subversive organizations and individuals, insofar as the Naval Service is affected. It is also concerned with the maintenance of proper liaison with police authorities and security agencies in Canada, U.S.A. and the Empire.

3. N.I.D. (2)

During the last quarter three new officers took up duties with the section to help with work in neutral and enemy shipping. Lieutenant H.A.Thompson left N.I.D. (2) on May 21st to assume duties at Admiralty.

Lieutenant Wallace, continued as secretary of the C.J.I.C. Sub-committee during the quarter. He prepared reports on Greenland for the information of this Committee.

Regular reports continued to be produced; i.e. Disposition of Enemy Warships, Progress of A/S Warfare, United States Fleet Disposition and Building Program, Neutral Shipping Activities, Summary of Boarding Reports on Russian Ships. These latter reports have been increasing in size and importance due to the augmented Russian traffic to American west coast ports and the significant data volunteered by Russian masters on Japanese installations etc.

Two incidential reports warrant special mention:

(1) Allied Prospects in the A/S Campaign for 1943.

(2) An Appreciation of the Kiska Situation.

4. N.I.D. (3) - Prisoners of War

N.I.D. (3) (P/W Section) can record a steady 3 months' work on the collection and collation of material for use in the interrogation of P/W's, German, Italian and Japanese.

The main activity of the section continues to be the distillation of Naval Intelligence from the mails and a busy quarter's work can be recorded in the Naval Section of the Postal Censorship, where the Naval tables examined some 96,449 letters and some 3,656 submission slips were composed, the bulk of them being for the Admiralty and for the Navy Department, Washington. In April two Wrens were added to the complement of N.I.D. (3) and in June a new officer joined the Section.

The section has maintained a close liaison with the Operations Division in supplying information on the armament and ordnance of enemy U-boats, capable of

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reaching Canadian shores.

N.I.D. (3) gave advice on the drafting of a Canadian order dealing with the treatment and disposal of enemy P/W's on capture modelled on Admiralty's amendment to the C.B. on that subject. It was intended thereby to avoid any reprisals on Allied Prisoners, such as the "shackling" following the Dieppe raid.

The head of the section conferred with representatives from United States Strategic Services (Psychological Warfare), at the Department of External Affairs.

5. N.I.D. (4) - Reports

The duties of the Section have continued unchanged since the last quarterly report, i.e.,

(1) Scrutinizing and minuting incoming Intelligence Reports.

(2) Compiling and editing the Royal Canadian Navy Monthly Review.

(3) Producing the North America Station Intelligence Report.

6. N.I.D. (5) - Security Censorship

The purpose of N.I.D. (5) is to censor communications to and from members of the Naval Service as directed by the D.N.I. and in addition to act as a liaison between the various branches of Civil Censorship and Naval Service.

Censorship stations have been established at Halifax, St.John's,Newfoundland,Deep Brook, Nova Scotia, Sydney, Nova Scotia, Gaspe, P.Q., Quebec, P.Q., Ottawa, Ont. Galt Ontario, Vancouver, B.C. and Esquimalt,B.C. It is proposed to open a station at Prince Rupert in July.

At the present time approximately 200,000 letters per week are censored.

Censor Officers are located in the office of S.O.(I), Vancouver and in the office of the S.O.(I), Halifax in order to attend to a great deal of cenorship which was formerly handled through N.I.D. (5), Ottawa.

In addition to the foregoing, N.I.D.(5) assists D.T.D. with various censorship matters affecting the Trade Division and in this connection negotiations have been carried on with the Department of Transport,Merchant Seaman's Branch, the British Ministry of War Transport and the Post Office Department in order to establish a satisfactory return address for Merchant Seamen.

Weekly Intelligence Reports, both Civil and Naval, are prepared by N.I.D. (5), together with occasional special reports.

7. N.I.D.(6) - Photographic Section

On 20th March,1943, it was decided by the Chiefs of Staff that the Naval Photographic Library should become an

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interservice organization, albeit operated under naval authority and with naval personnel. The liaison with the Army and the Air Force has become stronger in consequence and, during the Allied raids on German dams, there was considerable interchange of photographic material. Photographs of hydroelectric power stations from the Library's files were forwarded to D.M.I. and D. of I. (Air) and contributions from the public were in many cases passed to the Library through these Directorates.

Maps are a comparatively new acquisition by the Library but, with the rising significance of Italy in the strategy of war, these maps have been studied with some interest by several sections of the Intelligence Division.

The rapid accumulation of maps and the increasing volume of incoming photographs have made it necessary for the Library to have more extensive quarters and, on 16th June, new offices in the Robinson Building were taken over.

8. The Naval Historian continues to discharge his duties under the control of D.N.I. Since the last quarterly report two assistants and one secretary have been added to the staff.

9. The Naval Distributing Authority and Naval Information continue to discharge their duties under the control of D.N.I.

10. Operational Intelligence Centre

(a) This section continues on a twenty-four hour basis to locate, by means of H/F D/F plotting, enemy and potential enemy units breaking W/T silence. A close study is also made of all enemy W/T traffic, and inferences extracted therefrom are promulgated for operational action.

(b) The Canadian D/F Stations at present operating are:

a) Hartlen Point
b) Harbour Grace
c) Gander
d) Cap d'Espoir
e) Montreal
f) Ottawa
g) London
h) Rivers
i) Portage
j) Esquimalt
k) Albro Lake, N.S. (MF D/F Control)

In addition there are maintained three non-naval stations not equipped with D/F which contribute valuable material on special assignments.

(c) A new station has been placed in operation at Gloucester, Ontario (near Ottawa).

(d) Work has been started on a Naval Station at Coverdale, N.B. (near Moncton).

(e) A major change in the organization of this section took place in June, when the name of Deputy Director Signal Division (Y) was changed to Operational Intelligence Centre (short title O.I.C.), and duties concerning technical problems, maintenance and personnel became the responsibility of the Director of Signal Division.

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VI - TRADE

1. The main concern of Trade Division in the quarter was the integration of convoy schedules and the speeding up of trade in the favourable conditions which prevailed during the period. Increasing numbers of ships were moved across the ocean and successes in the war against U-boats made it possible to utilize the rapidly growing amount of available shipping space to great advantage.

CONVOY ORGANIZATION

2. The re-organization of the coastal and ocean convoy set-up has continued through the quarter and at the end of June H.X. convoys were running on an alternative 7 and 8-day cycle and the S.C. convoys on 11-day cycle.

The maximum of ships permitted per convoy was increased from sixty to eighty; and later an increase in H.X. convoys to a maximum of ninety ships was provided for.

Since the opening up of the convoy cycles, several backlogs of shipping appeared threatening but in no case did they materialize.

3. A very heartening sign indicating at least a temporary success in the "Battle of the Atlantic" is the straightening out of Atlantic convoy routes. Standard routes for convoys and stragglers have been brought into effect which has resulted in a saving of three days for ON crossings and one day for H.X.'s and S.C.'s.

4. For the purpose of speeding up shipping between Sydney, C. B. and Newfoundland ports, the BX/XB and LC/CL convoys have been combined and are operating as BX/XB convoys, running on a three-day cycle.

5. A considerable reduction in signal traffic has been achieved by the Admiralty and N.S.H.Q. providing a daily convoy summary in lieu of convoy sailing and arrival telegrams on similar lines to the Daily Convoy Coastal Summary issued by Cominch C. & R. These daily convoy summaries cover all convoys operating entirely within the operational areas controlled by each of the three authorities and contain only pertinent information of sailing, E.T.A., ships names and destinations, arrivals and amendments, covering additions and deletions of ships.

The following tables show the number of ships in homeward bound mercantile convoys from the opening of hostilities to date:

DATE	From Can. Ports	Nfld.	Bermuda	U. S. Ports
1939 - 41	8,205	79	1210	
1942.				
January	336	8		
February	246	5		
March	291	4		
April	328	9		
May	282	10		
June	281	18		
July	282	17		
August	397	10		
September	230	5		127
October	94	7		201
November	76	5		186
December	68	18		233

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DATE	From Can. Ports	Nfld.	Bermuda	U.S. Ports
1943				
January	45	18		238
February	60	13		259
March	107	7		200
April	179	14		191
May	200	8		231
June	279	13		248
	11,986	268	1210	2,114

Deadweight tonnage carried (excluding Nfld., Bermuda and U.S. Ports)-- 71,726,066.

Deadweight tonnage carried from Canadian, Newfoundland and U. S. Ports having been escorted by ships of the R.C.N. -- 89,998,001.

ST. LAWRENCE SHIPPING

6. The policy with regard to the St. Lawrence River and Gulf as adopted at meetings during the last quarter has so far been strictly adhered to and in-so-far as Ocean Shipping is concerned, the limitation of 22 timber ships per month allocated by the Ministry of War Transport from the United Kingdom are all that have been allowed to enter the Gulf and River from Ocean Convoys. There have been one or two of these ships allowed to load grain instead of timber but the limit of 22 ships has not been exceeded.

7. The main and vital trades within the Gulf and River have also commenced with the opening up of the regular schedules of the QS, SQ, BS, SB, BJ, WB, Convoys and new construction ships have begun to come down in QS Convoys as arranged for.

8. As a result of this curtailment, the convoys within the River and Gulf have so far considerably diminished in numbers of ships as compared with the 1942 season.

THE PLOTTING OF SHIP MOVEMENTS

9. With the assumption of operational control of shipping in the Canadian North West Atlantic by the R.C.N. on 30th April, the duties and staff of R.C.S. were expanded to include a Diversion Office. This organization worked in conjunction with a corresponding control in Halifax Operations Division.

10. In line with the general re-organization at N.S.H.Q., this Diversion Office transferred from Trade to Operations Division on 9th June.

11. On 14th June, R.C.S. changed its designation to M.P.S. (Mercantile Plotting Section). The new title is more descriptive of the work carried on. The actual duties remain much as before, with the accent on increased intelligence of ship movements, and transfer of port and convoy statistics to M.M.S.

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12. Commercial traffic in the St. Lawrence area commenced on 18th April and to date (30th June), in spite of many reported sightings of submarines, there have been no shipping casualties or attacks due to enemy action. Duty Officers in M.P.S. maintain constant watch on St. Lawrence shipping and (in conjunction with Operations) pass Diversion Signals.

13. The volume of signals dealing with neutral traffic in the Ottawa Intelligance Area represents an increase of more than 100% over the first quarter of 1943. This is due to two causes:

(a) A considerable increase in actual ship movement.
(b) More complete reporting by Routeing authorities.

Neutral vessels now report their position daily to N.S.H.Q. while en route to and from Canadian and Newfoundland ports and north of 38° 10' N. and west of 52 00W.

NAVAL CONTROL SERVICE

14. In order to economize man power it has been decided that at certain U. S. ports the duties of B.N.L.O. and B.R.L.O. can be amalgamated. Accordingly at Baltimore and San Francisco the duties of B.N.L.O. are being taken over by the B.R.L.O. While at Portland, Ore. the B.R.L.O. hands over to the B.N.L.O. At Tampa, Keywest, Galveston and New Orleans which have no B.N.L.O. the B.R.L.O.will handle any B.N.L.O. work that may come up.

SHIPPING LOSSES

15. In the Battle of the Atlantic the past three months have seen a remarkable decline in the rate of merchant shipping losses. After the severe losses suffered in March there seemed to be danger that the enemy would repeat his successes of the Autumn 1942, against Trans-Atlantic convoys; in April, however, a number of hard fought convoy battles show more favourable results, the mid-ocean support escort groups preventing losses in any convoy from reaching serious proportions. The culminating battle took place on May 4th and 5th when a most resolute attack by some 25 U-boats on ONS 5 resulted in the sinking of a dozen merchant ships. The enemy however, incurred such severe losses in the attack that the engagement was probably regarded as a defeat by the German Navy.

16. The following list indicates the number of ships lost in the several convoys attacked by enemy U-boats during the quarter. It will be noticed that the number of convoys attacked was comparatively high but that successful counter-measures kept losses down:-

DATE	CONVOY	NUMBER OF SHIPS IN CONVOY	NUMBER SUNK	REMARKS
Apr. 5-9	HX231		6	
Apr. 6	TAG51		1	
Apr. 10-12	HX232		4	
Apr. 11	ON176		1	
	UGS6			One damaged
	UGS7		1	
Apr. 12	ONS2		1	

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DATE	CONVOY	NUMBER OF SHIPS IN CONVOY	NUMBER SUNK	REMARKS
Apr. 17	HX233		1	
Apr. 21	ON178		1	and one damaged
	ONS3		2	
Apr. 22-23	HX234		2	and one damaged
Apr. 29 - May 5	ONS5		12	
May 4	NH538		1	
	NG359		1	
May 11	SC129		2	
May 12-18	HX237		3	
May 13	Cuban Coastal		2	
May 17	ONS7		1	

17. The following table shows the number of ships convoyed and the number lost in convoy between Canada and the U. K.:-

DATE	SHIPS CONVOYED	SHIPS TORPEDOED	SHIPS SUNK	SHIPS LOST DUE TO WEATHER	NUMBER ARRIVED	% ARRIVED
Jan.1943	597	4	3	1	593	99.3
Feb.	639	33	31	1	607	95.0
March	707	49	44	1	662	93.6
TOTAL	1943	86	78	3	1862	95.8
April	789	22	20	1	768	97.3
May	802	17	17	0	785	97.8
June	915	0	0	1	914	99.9
TOTAL	2506	39	37	2	2467	98.4

18. Since mid-May no attacks on Trans-Atlantic convoys have succeeded. One ship was sunk by a mine off Halifax on June 2nd but no further damage has been done though sweeping operations have destroyed many mines since then. Only two ships were sunk by U-boats in the Western Atlantic in June.

The following table indicates the decline in enemy successes in the west Atlantic:-

PERIOD	LOSSES PER WEEK SHIPS	LOSSES PER WEEK TONS	AVERAGE TONNAGE PER SHIP
Year 1942	15.5	82,612	5,336
Last quarter 1942	9.5	47,319	4,961
First quarter 1943	6.5	38,754	5,998
Second quarter 1943	3.5	19,157	5,414

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19. Losses due to grounding, collision and other marine causes were naturally lighter during this quarter than in the preceding one, due to better weather. Nine ships totalling 22,269 tons were lost as against 16 ships totalling 74,315 tons for the previous quarter.

20. MOVEMENTS OF WABANA - SYDNEY, N.S., ORE VESSELS FOR THE QUARTER ENDING 30TH JUNE, 1943.

A. Of the twenty vessels which have been allocated to this service, fourteen are now in service. The remaining six will be available shortly.

B. The first convoy sailed from Wabana May 4th for Sydney.

C. From May 4th to 30th June, 38 vessels have sailed from Wabana in 14 convoys and have carried a total of approximately 253,000 tons of ore to Sydney.

D. The estimated requirements for the season are approximately 1,000,000 tons of ore.

E. Thus the minimum future monthly quota (to the end of December, 1943) is approximately 125,000 tons, which should be attained without difficulty by the twenty vessels available.

21. MOVEMENTS TO GOOSE BAY

The first convoy of the present season sailed from Quebec (designated as L.N. 14) 16th June and arrived Rigolet 21st June. This convoy consisted of 5 vessels, 4 of which sailed from Quebec and 1 of which joined at Gaspe.

The second movement was the sailing of "LADY RODNEY" with Canadian Army and Air Force personnel from Halifax (designated as Special No. 1) on June 28th. She is due Rigolet, 1st July.

"LADY RODNEY" will make a total of four voyages to Goose Bay during the season.

22. MOVEMENTS OF TANKERS UNDER THE DIRECTION OF THE CANADIAN OIL CONTROLLER FOR THE QUARTER 1ST APRIL TO 30TH JUNE, 1943.

Trade Division keeps in touch with the Canadian Oil Controller and his representatives and closely watches the movements of tankers assigned to the Canadian Service.

There were 28 tankers in service at the beginning of the quarter as compared with 25 in service at the present time.

During the quarter a total of 57 tankers discharged 5,030,700 barrels at Halifax and Portland. This compares with 5,152,400 barrels discharged by 58 tankers in the previous quarter at these ports.

The following table shows the numbers of barrels discharged at Halifax and Portland by months:-

	No. of Tankers	Barrels Discharged
HALIFAX		
April	12	1,111,600
May	4	377,400
June	14	1,107,200
TOTAL	30	2,596,200

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PORTLAND	No. of Tankers	Barrels Discharged
April	10	873,600
May	8	714,600
June	9	846,300
TOTAL	27	2,434,500

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Two tankers were lost by enemy action during the quarter, namely, "GULFSTATE" - torpedoed and sunk on April 3rd in the Florida Straits and "PANAM" - torpedoed and sunk approximately 50 miles south of Cape Lookout on May 4th.

In addition to the 25 tankers which are in the southern service (loading either in the Gulf of Mexico or in the Caribbean), there are 7 tankers also under the direction of the Canadian Oil Controller, which operate in shuttle service between Halifax, St. John's Nfld., and northern Newfoundland ports, Saint John, N. B., and Gaspe.

23. CANADIAN TROOP MOVEMENTS DURING QUARTER 1ST APRIL TO 30TH JUNE, 1943.

EASTBOUND

	Ship	Sailed	Arrived U.K.	Numbers Carried
A.T. 41	"PASTEUR"	Halifax 9th April	17th April	1,976
Hospital Ship	"LADY NELSON"	Halifax 22nd April	1st May	NIL
A.T. 42	"QUEEN ELIZABETH"	New York 5th May	11th May	424
A.T. 42A	"AQUITANIA"	New York 10th May	18th May	NIL
A.T. 44	"ANDES"	Halifax 14th May	22nd May	3,756
A.T. 43	"EMPRESS OF SCOTLAND"	Halifax 17th May	24th May	3,819
A.T. 45	"MARIPOSA"	New York 23rd May	1st June	NIL
A.T. 46	"QUEEN ELIZABETH"	New York 27th May	2nd June	---
A.T. 47	"PASTEUR"	Halifax 28th May	4th June	4,272
Hospital Ship	"LADY NELSON"	Halifax 30th May	8th June	NIL
A.T. 48	"QUEEN MARY"	New York 1st June	6th June	9
A.T. 49	"EMPRESS OF SCOTLAND"	Halifax 11th June	18th June	4,000
A.T. 50	"ANDES"	Halifax 17th June	24th June	4,138
A.T. 51	"PASTEUR"	Halifax 24th June	due 1st July	4,467
A.T. 52	"QUEEN MARY"	New York 24th June	29th June	210

In the previous quarter 35,955 were carried eastward.

EASTBOUND TOTAL 27,071

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WESTBOUND

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	Ship	Sailed U.K.	Arrived	Numbers Carried
T.A. 38A	"PASTEUR"	29th March	Halifax 4th April	1,317
Hospital Ship	"ATLANTIS"	27th March	New York 8th April	216
T.A. 39A	"MARIPOSA"	1st April	New York 9th April	8
T. A. 39	"EMPRESS OF SCOTLAND"	5th April	New York 13th April	662
T.A. 40	"QUEEN ELIZABETH"	6th April	New York 13th April	1,101
T.A. 41A	"MAURETANIA"	24th April	New York 2nd May	299
T.A. 41	"PASTEUR"	21st April	New York 29th April	2,653
T.A. 41B	"QUEEN MARY"	5th May	New York 11th May	1,165
Hospital Ship	"LADY NELSON"	7th May	Halifax 17th May	273
T.A. 42	"QUEEN ELIZABETH"	16th May	New York 21st May	1,161
T.A. 43	"EMPRESS OF SCOTLAND	29th May	Halifax 6th June	1,240
T.A.42A	"AQUITANIA"	31st May	New York 8th June	NIL
T.A. 45	"MARIPOSA"	3rd June	Hampton Roads 12th June	NIL
T.A. 44	"ANDES"	6th June	Halifax 13th June	93
T.A. 46	"QUEEN ELIZABETH"	6th June	New York 12th June	682
T.A. 47	"PASTEUR"	8th June	Halifax 14th June	217
T.A. 48	"QUEEN MARY"	10th June	New York 16th June	890
Hospital Ship	"LADY NELSON"	15th June	Halifax 25th June	293
T.A. 49	"EMPRESS OF SCOTLAND"	24th June	due Newport News 2nd July	No figures available

WESTBOUND TOTAL 12,270

In the previous quarter 17,658 were carried westward.

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Miscellaneous			Numbers Carried
"CUBA" -	) Arrived Kingston, Jamaica, 18th May, from New Orleans		787
	) Arrived New Orleans, 23rd May, from Jamaica		781

"LADY RODNEY" - has carried Service personnel to and from Halifax and St. John's, Nfld., as follows;-

St. John's Nfld.		Halifax	
Arrived	Sailed	Arrived	Sailed
1st April	4th April	6th April	15th April
18th April	21st April	23rd April	3rd May
7th May	11th May	15th May	21st May
25th May	30th May	1st June	9th June
13th June	17th June	18th June *	

* - For drydocking.

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DIRECTORATE OF ORGANIZATION

1. The motor Transport Section has carried out intensive surveys of East and West Coast and inland transport problems. Many constructive suggestions are now being implemented.

2. A Real Estate Section has been functioning for about three months. This section was organized to expedite proposals for acquisition of properties for the Naval Service.

3. The Personnel Section, both Naval and Civil, has been engaged in a detailed and systematic review of the complement requirements of Naval ships and shore establishments in an effort to ensure that economical and effective use is made of available man and woman-power.

4. The Records Section has expanded its activities and it is planned to further extend this service in the near future.

5. A study of the duties and functions of all Naval Service Headquarters Directorates is being undertaken.

6. In extension of previous endeavours to co-ordinate the physical and financial programmes of the Naval Service, the responsibility had been accepted in this Directorate, for the supervision of the Submissions to Council in the period under review. It became necessary to establish the position of the Comptroller, charged with this co-ordination and supervision, and in order that assurance might be placed in the records as supplied from the various Directorates, the Comptroller's office was also charged with responsibility of investigating Branch Accounting practices and a civilian Assistant to the Comptroller was appointed for this purpose.

From the commencement of the fiscal year, March 31st, the Naval expansion programme at the following Bases has been presented for the approval of Council:

Sydney	St.John, N.B.
Shelburne	Botwood
Renous	Straits of Canso
R.C.N.College	H.M.C.S. "KINGS"
Montreal	
	Certain Volunteer
East and West Coast	Reserve Divisions - and
W/T Stations	Miscellaneous installations.

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NEW SHIP CONSTRUCTION

Type of Ship	Previously Accepted	Accepted During Quarter	Under Construction	Projected
1. Destroyers	2 in U.K.		2 in U.K. 4 in Canada	
2. Frigates		1	100	
3. Corvettes, Flower Class	60			
4. Corvettes, Revised Flower Class	10		38 in Canada 16 in U.K. (including some lengthened S.S. Corvettes)	
5. Algerine Escorts	1		11	
6. Minesweepers:				
Steam Bangors	38			
Diesel "	10		8	
105' Wooden M/S	2			
7. Fairmile M.L.'s	51		26	
8. Base Supply Ships	2			
9. Patrol Vessels (Motor Seine Vessels)	6			
10. Boom Maintenance Vessels:				
25 ton steel derrick Scows	2		4	
25 ton wood derrick Scows			1	
90 ft. wood Scows		1	10	

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VII- NAVAL ENGINEERING AND CONSTRUCTION

NEW SHIP CONSTRUCTION

Type of Ship	Previously Accepted	Accepted During Quarter	Under Construction	Projected
1. Destroyers	2 in U.K.		2 in U.K. 4 in Canada	
2. Frigates	1		100	
3. Corvettes, Flower Class	60			
4. Corvettes, Revised Flower Class	10		38 in Canada 16 in U.K. (including some lengthened S.S. Corvettes)	
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Diesel "	10			
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9. Patrol Vessels (Motor Seine Vessels)	6			
10. Boom Maintenance Vessels:				
25 ton steel derrick Scows	3		4	
25 ton wood derrick Scows	1		1	
90 ft. wood Scows	2		10	

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Type of Ship	Previously Accepted	Accepted During Quarter	Under Construction	Projected
11. Gate Vessels:				
Concrete	2		3	-
Wood			4	
Steel				3
12. Loop Minelayers			2	
13. Oil Tankers				
14. Tugs:-				
112' Diesel Steel	1		8	
80' "	3		8	
80' Wood	4		2	
40' "			8	
15. Harbour Defence Patrol Craft	11	1	6	
16. 46 ft. Harbour Craft	37	3	29	
17. 79 ft. Water Barges (S.P.)	2	1		
18. Ammunition Lighters:-				
79 ft. Self Propelled	2	3	2	
55 ft. Dumb	2		2	
19. 79 ft. Stores Lighters (S.P.)		3	1	
20. 64 ft. Diving Tenders			3	
21. Repair Scows			2	
22. A/S Towing Vessels			9	

* Note: - 16 Algerine Escorts building in Canada for the R.C.N. exchanged for 16 Revised Flower Class Corvettes building in U.K. for the R.N.

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Sydney	St.John, N.B.
Shelburne	Botwood
Renous	Straits of Canso
R.C.N.College	H.M.C.S. "KINGS"
Montreal	
East and West Coast W/T Stations	Certain Volunteer Reserve Divisions - and Miscellaneous installations.

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VII- NAVAL ENGINEERING AND CONSTRUCTION

NEW SHIP CONSTRUCTION

Type of Ship	Previously Accepted	Accepted During Quarter	Under Construction	Projected
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2. Frigates	4 in Canada			
3. Corvettes, Flower Class	100			
4. Corvettes, Revised Flower Class			38 in Canada 16 in U.K. (including some lengthened S.S. Corvettes)	
5. Algerine Escorts				
6. Minesweepers:				
Steam Bangors				
Diesel				
105' Wooden M/S		1	11	
7. Fairmile M.L.'s				
8. Base Supply Ships				
9. Patrol Vessels (Motor Seine Vessels)				
10. Boom Maintenance Vessels:				
25 ton steel derrick Scows				
25 ton wood derrick Scows				
90 ft. wood Scows				

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11. Gate Vessels:				
Concrete	2		3	
Wood	2		4	
Steel				3
12. Loop Minelayers			2	
13. Oil Tankers				
14. Tugs:-				
112' Diesel Steel			8	
80' " "	1		3	
80' Wood	4		8	
40' " "	11	1	6	
15. Harbour Defence Patrol Craft	37	3	29	
16. 46 ft. Harbour Craft	2	1		
17. 79 ft. Water Barges (S.P.)				
18. Ammunition Lighters:-				
79 ft. Self Propelled	2	3	2	
55 ft. Dumb	2		2	
19. 79 ft. Stores Lighters (S.P.)		3	1	
20. 64 ft. Diving Tenders			3	
21. Repair Scows			2	
22. A/S Towing Vessels			9	

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23. Purchase of Vessels:

Twelve vessels of various types were acquired by outright purchase.

24. Charter of Vessels:

Arrangements were completed for the charter of five vessels on a temporary or permanent basis, as required.

25. Ship Repairs

H.M.C.Dockyards at Halifax and Esquimalt continued to operate at peak capacity during the period under review, the former on a three-shift, 7-day per week basis.

In additon to carrying out repairs to H.M.C. and H.M.ships, repairs to ships of Allied Governments were undertaken as required.

Repairs were carried out under Naval supervision in accordance with the terms of the Emergency Repair Agreement at 76 private shipyards on both coasts and on the St.Lawrence River.

26. Marine Railways:

Completed and in Operation:

1. 3000 ton Marine Railway at Sydney, N.S.
2. 3000 ton Marine Railway at Shelburne, N.S.
3. 2000 ton Marine Railway at Pictou, N.S.
4. 1400 ton Marine Railway at Lunenburg, N.S.
5. 1400 ton Marine Railway at Liverpool, N.S.
6. 200 ton Marine Railway at Gaspe, P.Q.
7. 200 ton Marine Railway at Shelburne, N.S.
8. 200 ton Marine Railway at Sydney, N.S.

Under Construction:

1. 3000 ton Marine Railway at Dartmouth, N.S.

27. Floating Dry Dock:

The 25,000 ton steel floating dry dock at Halifax, N.S. continued in full operation.

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28. Director of Works & Buildings:

The total cost of Works and Buildings completed during April, May and June 1943 and now under construction may be summarized as follows:-

Cost of Works completed

Newfoundland	$1,803,000.00
East Coast	3,770,000.00
West Coast	480,000.00
Central Region	352,000.00
	6,405,000.00

Under Construction

East Coast

Halifax Dockyard	1,758,000.00
Halifax Barracks	2,010,000.00
Halifax Vicinity	3,500,000.00
Shelburne Base	562,000.00
Pictou, Liverpool, Lunenburg	92,000.00
Sydney Base	3,366,000.00
Gaspe Base	250,000.00
Deep Brook	5,105,000.00
Renous, N.B.	1,008,000.00
St. John, N.B.	475,000.00
Newfoundland	3,873,000.00
West Coast	3,181,000.00
Central Region	1,840,000.00
	27,020,000.00

Projects under consideration, study and planning:-

D/F Stations
Inland Magazines
Expansion, H.M.C.Dockyard, Esquimalt
Additional Buildings, Naden I Esquimalt
R.C.N.V.R. Establishments
W/T Stations
Naval Armament Establishment, Halifax, N.S.
Inland Magazines, Kamloops, B.C.
Auxiliary Vessels Base
Expansion — Gaspe, P.Q.
" — Sydney, N.S.
" — Shelburne, N.S.
" — Newfoundland
Boom Defence — East Coast
Asdic Station — " "

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No major changes in works and Buildings organization have taken place during the quarter under review excepting the transferring of the Real Estate Department which is now in N.S.H.Q. under direct supervision of Organization.

Detailed drawings for all structures are prepared by the Headquarters' staff as also are specifications. The Headquarters' Staff necessary for this work consists of 27 Architects, 36 Engineers and 49 other personnel. Blue prints and specifications of all structures are furnished by the Department of Munitions and Supply for the obtaining of tenders, also to local Engineers on both coasts in charge of construction and to contractors. The average number of blue prints made and mailed daily is 260.

In addition to the staff at Headquarters, the following is the number of personnel at the different districts:

(1) Newfoundland, 9 Engineers and Checkers, 4 others
(2) Atlantic Coast, 25 Engineers, 7 Architects, 42 others.
(5) Gaspe, 1 District Engineer
(3) Central, 6 Engineers, 5 Resident Engineers, 10 others.
(4) Pacific Coast, 13 Engineers, 3 Architects, 10 others.

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29. Director of Plans.

Base Development

During this quarter the Directorate of Plans has gradually assumed, from the Director of Organization the responsibility of determination of Staff requirements for Bases. The complete assumption of this duty was made at the beginning of June when a part of the "Accommodation Section" of Organization was taken over and became the Base Development Section of Plans.

The principal basis of planning for Base Development is now the provision of adequate ship repair facilities. The following progress has been made in this regard:

I. EAST COAST

At Sydney the new Base at Point Edward is now in limited operation. Completion of outstanding items of construction, particularly installation of services for the wharf and quay wall should permit full operation early in July. Construction of the Boat Repair Shop for use in conjunction with the existing 200-Ton Haulout is now well advanced.

In view of the intention to utilize this Base to its full refit capacity of 2 destroyers, 8 corvettes and 4 fairmiles at any one time, further expansion of barracks accommodation has been found necessary, and construction of four units has already been started. Total accommodation ashore is being increased from 1,500 to 2,300 of all ranks.

The 3,000-Ton Haulout at Shelburne is now in operation. Existing repair and accommodation facilities have been reviewed and expansion planned to permit the Base to operate to its full refit capacity of 2 destroyers, 6 corvettes, and 4 fairmiles. Part of this expansion programme is now under construction. On completion of this program the barracks will accommodate a total of 1,450 of all ranks.

Gaspe is in full operation and the repair facilities provided under last year's program appear adequate, with some slight additions for the vessels based on the Port. A review of existing accommodation shows a need for further Barracks and Hospital facilities, and plans are now being prepared to remedy this shortage.

At Saint John, N.B., construction of an Administrative Building, Officers' Quarters, Barracks, A/A Dome and D.E.M.S. Classrooms has been started.

At Halifax the High Speed Engine Machine Shop and Motor Repair and Light Machine Shops have been completed, and Wharves Nos.1 and Zero virtually completed. The stage has been reached where further necessary construction in Halifax Dockyard is dependent upon the release and demolition of existing buildings.

II. NEWFOUNDLAND

In conjunction with the Admiralty, plans have been prepared to utilize the port of St.John's to the fullest extent. This will involve the development of refitting facilities capable of maintaining the 160 escort

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vessels now based on the port, and a consequent expansion of Barracks, Administration, Hospital facilities, etc. Construction of accommodation for 1,200 men in Quonset Huts on the South side is now starting.

Work on the development of Bay Bulls as an auxiliary repair Base has been started, the 3,000-Ton Haul-out, Service Wharf and Combined Shops, being under contract.

BOTWOOD

At Botwood construction of a P.W.S.S. at Bay point has been started. The gasoline fuel installation has been completed by the R.C.A.F., and is available for Fairmiles. Construction of a 34,000 gal. Fuel Oil Depot, and combined Administration and Barrack building, providing accommodation for 116 men is planned for this summer. Plans have been prepared for the installation of the two H.D. A. units and eight Sono-Buoys with a control station in the Army Building, near Wiseman Head. Installation will be started immediately.

III. WEST COAST

Plans for the further development of Esquimalt, Prince Rupert and Vancouver are predicated on operational and maintenance requirements for the following forces:-

	Destroyers or Frigates	Corvettes	Bangors	Fairmiles	M.L.'s
Esquimalt	8	18	14	18	
Prince Rupert	Nil	8	10	6	
Total:	8	26	24	24	

Plans under active development include provision of additional wharfage, new machine and technical repair shops, and additional Stores space at both Esquimalt and Prince Rupert, a 200 Ton Marine railway and ancillary workshops at Esquimalt and the acquisition of wharfage and Stores space in Vancouver.

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VIII - SUPPLY

1. Naval Stores

(a) Value of contract demands for Naval Stores placed with the Department of Munitions and Supply for the quarter ending 30th June, 1943, amounted to $15,737,549.00.

(b) Large quantities of all kinds of Permanent and Consumable Naval Stores, to provide stocks plus a moderate reserve, were requisitioned for supply to the Naval Stores Department, St. John's, Newfoundland.

(c) Action was initiated to procure spare engine parts for all types of engines used in the Service. It is proposed to distribute the supply so that these parts can be utilized for maintenance at all R.C.N. Bases.

(d) Arrangements were made for the supply of Naval and Instructional Stores for Sea Cadet Corps.

2. New Construction Stores

(a) First Outfit Stores were supplied to 22 R.N. and R.C.N. Ships commissioned during this period. Each ship was supplied with proper storekeeping records as well as lists of spare gear.

(b) Initial contract demands have been raised to cover first Outfit Stores to meet requirements of 1943-1944 Construction Programme of:

25 Algerines R.N.
36 S.S. Lengthened Corvettes RN
24 126' Minesweepers R.N.
29 Frigates R.C.N.
18 Motor Launches R.C.N.

As soon as final instructions are received from the British Admiralty Technical Mission with regard to Stores required for the above R.N. Ships, requisitions will be completed. It is anticipated that this work will be concluded by the 15th August, 1943.

(c) A check of stocks for new construction ships in Toronto, Montreal, and Quebec was taken and arrangements were made whereby the Naval Storekeepers at Toronto and Quebec would commence storing vessels in their areas and would report shortages to the Naval Storekeeper, Montreal, who would make an effort to supply all items deficient in the Stores at Toronto or Quebec.

(d) Stores Lists "A" "B" "C" "D" were completed for R.C.N. and R.N. Algerines. "A" "B" "C" "D" "E" lists were finalized for R.C.N. Motor Launches. These lists were promulgated to the shipyards during the latter part of the month of June. The preparation of these lists covers all classes of New Construction Vessels R.N. and R.C.N. with the exception of the projected programme of lengthened S.S. Corvettes R.N. Stores lists for Frigates and S.S. Corvettes were also revised.

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(e) Arrangements were concluded for the production of anchors for 105' minesweepers on the West Coast and for steel wire rope.

3. Financial Control and Stores Examination

(a) Continued to receive and pass to Treasury, for payment, an ever increasing number of bills payable. Financial control is being well maintained, though the number of contract demands which have to be certified has substantially increased in volume.

(b) During the quarter, Examiners have inspected various R.C.N.V.R. divisions and establishments in connection with the examination of stores and provision accounts. Particular attention is being paid to inactive items of Naval Stores so that such stocks can be disposed of to the best advantage.

4. Motor Transport

The number of motor transport vehicles as at 30th June, 1943, is as follows:

on hand	543
on order	250

During the months of May and June, 49 vehicles were received.

5. Salvage

(a) Routine matters concerning salvage, transfers from other Government Departments, and receipt and acknowledgement of scientific instruments from the public are progressing satisfactorily.

(b) Arrangements have been completed whereby Wartime Metals Corporation are collecting and analysing vanadium ash, on both the East and West Coasts.

(c) The organization has been completed for the sorting, cleaning, and reissuing of declared clothing received from R.C.N.V.R. Divisions to be carried by personnel in the Clothing Inspection Store, Shed 25, Montreal, P.Q.

(d) The Naval Executive Assistant made a tour of inspection of the Atlantic Command, and concluded arrangements for reports to be forwarded to N.S.H.Q. with respect to salvage material available at any time and to include stocks from yards under Emergency Repair Agreements.

6. Victualling Procurement Division

This division has dealt with the following:

(a) The procurement of cloth for W.R.C.N.S. Officers' summer and winter uniforms, and W.R.C.N.S.' summer uniforms.

(b) The adaption of suitable uniforms for civilian M/T Drivers, both male and female, and procurement of these uniforms.

(c) Expediting the delivery of Provisions, clothing, mess traps, and mess utensils required for issue to H.M.C. Ships and Establishments.

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7. Technical Section

(a) Consideration was given to provide a small heater for fitting in life boats, the heat being supplied from material in tabloid form. This equipment is required in order to render usable the water ration which freezes in the cold climates.

(b) Amongst the various items which have been tested were signal flares for life boats, wrappers made of waterproofed paper for various items in the Emergency First Aid Kits and Igniter Cylinder, made from the same material.

(c) Two new types of protective mattresses have been received and will be reported on in due course. One of the mattresses is enclosed in a covering of rubberoid material to render it waterproof, the other is similar to that presently used, except for a fireproofed covering.

(d) Arrangements have been concluded for the production of British Standard Screws. A new detergent soap of a non fatty nature is being investigated.

(e) Inspection was made of a number of industrial plants to ascertain their ability to produce certain items of heavy hardware which are now manufactured in the U.S.A., the supply of which is becoming ever more difficult to obtain from these sources.

8. Director of Victualling

(a) Contract Demands were placed and Acceptances of Tender were received for all articles of kit for R.C.N. personnel for 1943-44. Deliveries of kit for R.C.N. personnel are well advanced but numerous factors have resulted in a delay in acquiring articles of kit for personnel in the W.R.C.N.S. Heavy shipments are anticipated, however, in the near future.

(b) The initial shipment of the new waistcoat type lifesaving jacket will be made on 15th July and increased production will soon be forthcoming so that by 30th September practically all seagoing personnel should be equipped with these jackets.

(c) Weatherproof protective suits and helmets are now being produced and will be ready for distribution before next winter.

(d) Three radical changes have been incorporated in the kit list of R.C.N. personnel. Canada badges will be worn by all personnel, and instead of the annual issue of winter drawers, an underwear combination suit, will be issued gratuitously in lieu. A supply of these combinations will be available in the near future. W.R.C.N.S. will also wear Canada badges and the new supply of winter uniforms will be of a much lighter material, similar to that worn by R.C.A.F. (WD) only in dark blue cloth.

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(e) Two Naval Orders have been drafted covering the matter of the payment of compensation to Officers and ratings for damages to kit and personal effects as a result of a Service casualty. These should result in a great decrease in the number of claims from ratings forwarded to Naval Service Headquarters for decision and the consequent expediting of payment of claims.

(f) The Service laundry is now in full operation at St. John's, Newfoundland, and is handling large quantities of laundry required by the various ships and establishments based at St. John's.

(g) The Wallis House laundry at Ottawa is now operating and is handling the Service requirements of Naval establishments in Ottawa.

(h) Negotiations are now being completed for a joint Service laundry at Halifax, and it is anticipated that the laundries at Sydney and Deep Brook will soon be operating.

(i) Details of galleys and cafeterias for new construction establishments have been completed.

(j) An extensive course for Dietitians has been arranged at Toronto. This will be attended by five newly appointed W.R.C.N.S. Officers who will, on the completion of the course, be responsible for dietetic details in the large establishments. Also attending this course will be 1 Wt. Cook, 1 Wt. Supply Officer and 8 Senior Cook ratings.

(k) Arrangements have been made for the supply of victualling stores to all new construction ships.

9. Supply Liaison

(a) The Supply Liaison Officer visited St. John, N.B., and Deep Brook, N.S., during the first week of May. Difficulties of procurement were discussed and steps were taken to improve delivery where it was found that the non-delivery of material and equipment was causing delay. In many cases delivery of material was improved due to the efforts of the Naval Service and the Department of Munitions and Supply.

(b) The preparation of the second statement for the Munitions Requirements Committee (Canada) began in May. The statement covers an estimate of Naval Service requirements for the 18 month period beginning July 1st, 1943, and is to be filed with the Munitions Requirements Committee (Canada), on that date. The value of this statement has been proved. In the past it has been possible to accelerate delivery of critical materials by personal contact and special effort. This method is no longer of the same value and it is apparent that the supply of material and equipment to the Naval Service can only be assured by intelligent planning. The information contained in the statements prepared for the Munitions Requirements Committee (Canada) gives the Department of Munitions and Supply a forecast of the demands that will be made by the Naval Service and enables that Department to plan production and delivery.

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(c) The change in the method of purchasing and obtaining priorities for material required for ship repairs has improved deliveries. It is hoped that by expanding this procedure still better results will be obtained during the next few months.

(d) Assistance was given to the various Directors of the R.C.N., and officials of the Department of Munitions and Supply when difficulties arose and it is apparent that there is complete co-operation between the two Departments, with the result that, in spite of a shortage of critical materials, the procurement of supplies is less difficult.

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IX - NAVAL ARMAMENT

1. Armament Equipment and Trials Section

The new Armament Equipment and Trials organization co-ordinated under this Directorate in the beginning of April, 1943, is making good progress in improving the efficiency of Armament equipment in Ships rearming and refitting and in New Construction R.C.N. and R.N., ships. There is however, a shortage of Specialist Officers for this work and steps have been taken to give more Specialist Officers, up to the numbers required, a short course in this work in the United Kingdom. The system whereby a complete check up on New Construction is made up by E.T.O.(G) approximately two weeks before acceptance and reported to D.N.O. and thence to D.N.C. who immediately contacts the Resident Naval Overseer in question and orders all items to be completed is proving satisfactory. In Halifax Area distribution of reports ensure a check-up by Captain "D" who reports the completion of unfinished items to C. in C.C.N.A. who in turn advises N.S.H.Q.

2. Personnel

This Directorate and practically every Armament Depot and Sub Depot continues to be under staffed in both Naval and Civilian categories due to the difficulty of obtaining men or women with suitable training and experience. The lack of facilities and instructors for training personnel for Armament work in all its phases has increased the difficulties.

3. Ordnance Artificers

A scheme to improve the practical training of Ordnance Artificers put forward by A/D.N.O. has been adopted. This will eventually give all O.A.'s one years practical work in R.C.N. Armament Depots as part of their training and will at the same time be of great benefit to this Directorate especially during the present manpower shortage. It is hoped to bring in a similar scheme for Electrical Artificers so far as practical Torpedo experience is concerned.

4. Armament of H.M.C.Ships

The armament of various classes of H.M.C. Ships has been under review and action is in hand to improve the following classes:

7th & 8th Tribal Destroyers building in Canada - Main armament.

1944 Frigates - Main Armament
1944 Corvettes - Main Armament
All M.L.'s - Armament generally.
F.R.P.V.'s - Armament generally.

2. All previously approved increases and improvements in armament, both gun and anti-submarine weapons, in H.M.C. Ships in operation are being carried out at every opportunity.

3. The rearmament of the Auxiliary Cruiser, "PRINCE ROBERT" has been completed and Armament Trials are at present being carried out. This has been the largest and most intricate

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Armament project carried out in Canada to date and although advice and assistance regarding requirements and provision of armament including Fire Control Equipment were given by the Admiralty and British Admiralty Technical Mission considerable credit is due to all concerned in this re-armament.

5 Target Service

D.O.D. and D.N.O. T & M working in conjunction have been responsible for proposals which have resulted in the Establishment of a Target Service. The service as yet in its infancy is expected to fill a long felt need. Approval for the construction of three Admiralty High Speed and Two Mod. Patt. 6 has been obtained.

6. Modification to Gun and Torpedo Equipments and Instructions in connection with the Armament Service.

(a) Over two hundred instructions and Modifications regarding Armament and Torpedo Stores originating from the Admiralty or this Directorate were issued to R.C.N. Armament Depots during the month exclusive of normal shipping instructions, instructions regarding stock reports, etc. This entails a lot of paper work in this Directorate and an enormously greater amount of physical work at the Armament Depots. For example - one instruction had to do with the repair of all Shrapnel Shell 4 inch and below. This entailed the opening of 1898 Shell under precautions in a laboratory building, carrying out a repair in the interior assembly, re-closing of the shell and return to storage.

(b) Modifications approved include designs for Star Shell Levels and Brackets for 12 pdr. 3" and 4" Mountings of all types in Canadian Service. Safety Depression Firing Levers on 4" III** Mountings. One man Cocking Device for Oerlikons. Correcting positions of Housing Stops, Semi-permanent Stops and drilling of decks for holding down bolts on New Construction Algerines.

7. Compilation of Armament Records and Expenditures of Ammunition.

This essential part of this Directorate's functions without which its operations cannot be efficiently carried out have been handicapped in the past through lack of accurate reports from H.M.C.Ships and Administrative Authorities. This is improving in most particulars. However, the reports of expenditure of Ammunition and Depth Charges from which information, orders for replacements for the succeeding year are checked, are most inadequate and incomplete. Steps have been and are continuing to be taken to obtain these reports.

8. Refitting of H.M.C.Ships

(a) The new policy of refitting H.M.C.ships at every port on the East Coast of Canada and in Newfoundland where the required Engineering facilities exist has increased the Inspection, Armament Supply and Armament Equipment and Trials requirements to a considerable extent. This has necessitated a large increase in personnel both Officers and men and has again brought forward the inadequacy of Ammunition storage and Armament repair facilities at various bases. Although

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the majority of these requirements of both personnel and facilities were anticipated in 1942 their provision continues to lag far behind.

(b) Arrangements have been made to overhaul the armament of ships re-fitting in the Montreal area. This work will be supervised by I.N.O. Section.

9. New Equipment

Quadruple Power Mounting for Close Range A/A Guns.

The John Inglis Co., have developed a quadruple power operated land service mounting which will take 20 M.M. Oerlikon, 20 M.M.Hispano, 20 M.M.Polsten or 20 M.M. Inglis guns. The trials of the shop model of this mounting were successfully carried out on the 14th June, officers of the Directorate attending on short notice. With a reasonable number of undetermined modifications this mounting could be adapted to Naval use should there be a Staff requirement for such a mounting. Interim report on these trials will be forwarded to all concerned.

10. Tachymectric Sight for Close Range A/A Guns

This sight adapted from a similar one in use in the R.A.F. and previously reported as being under development will be given its first trials in North America early in July. All concerned will be informed of the date and place of the trials. The R.C.N. has 300 on order.

11. Twin Power Operated Oerlikon Mountings

These mountings in production by Canadian General Motors were about to come into use in the R.C.N., in July but owing to shortage in the U.K. and urgent Admiralty request all Canadian production will be used in arming ships larger than Frigates, deliveries to R.C.N., have now been indefinitely postponed. R.C.N. has outstanding orders for 643 equipments.

12. Mouse Traps

Two of these projectors with sub calibre adapters, sub calibre ammunition and service and practice ammunition have been on order for some time from the U.S.A. After frequent hastening action delivery has now been promised before the middle of July. These are being obtained for trial purposes with a view to adoption as an ahead throwing A/S weapon in M.L.'s.

13. Torpedo Running Trials

In connection with the new tactical use of torpedoes against Enemy Submarines on the surface staff approval has been obtained to carry out trial running of tropedoes, set to run cold at shallow depth setting, by the Torpedo School, Halifax. H.M.C.S. "RENARD", the Torpedo School Firing Ship will be used for these trials. Instructions are being issued.

14. Mines

The Rendering Mines Safe, Officer and Staff, Halifax, have recovered and examined three Enemy Mines from the mine-field lately swept up off the East Coast. This was commendable work and shows the necessity for being prepared, The R.M.S. organization however covers only the East Coast to date and further Officers and men trained in this work are required. Steps have been taken for their training. New Mobile Equipment to reduce the danger and transport personnel with this equipment

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to the necessary location of mines reported washed up on the shore is now being delivered to Halifax and should improve the efficiency of the R.M.S. organization, East Coast.

15. Inspection and Design

(a) Inspection requirements of various items of new manufacture have increased considerably during June and show every indication of further steady increase. Some omissions and unsatisfactory features of Admiralty design have been discovered during these inspections and arrangements made for their re-design and correction.

(b) Designs for sundry modifications to improve efficiency of Armament, fittings in connection therewith, magazine stowages, etc., have been produced during the quarter by the design section. A very useful set of drawings showing the armament with all the main features and particulars, made up into book form for each type of ship was completed during the month. Prints are being made and distributed as necessary.

16. Fire Control Equipment

(a) Fire Control Equipment for Frigates and Tribals "MICMAC" and "NOOTKA" has been ordered, involving supervision of the design of certain equipment at National Research Laboratories and the firm of Armstrong and Wood, Ltd., Toronto.

(b) Equipment for the Fire Control sections of the Gunnery and Torpedo Schools on both coast has been ordered.

(c) The Control System for Algerines was under consideration with the result that changes in the range finding equipment were recommended and adopted. The communication system of "airmiles has also been under review, as have Depth Charge communications for all ships.

17. Armament Stores

(a) The decision to arm Frigates with Q.F.4 inch Mk.XVI guns on Mk.XIX Twin Mountings has caused a change in the armament programme by limiting the number of Q.F. 4 inch Mk.XIX single guns of Mk. XXIII Mountings, to sufficient only to arm vessels under construction pending the twin equipments becoming available.

(b) A steady supply of Q.F.12 pounder Guns on HA/LA Mountings continues, most of which are for mounting on Defensively Equipped Merchant Ships. The deliveries of Q.F.2 Pounder Single Pom-Poms for mounting in Corvettes and Bangor Class Minesweepers are satisfactory.

(c) Rifles, Bren Guns, Sten "achine Guns and related stores, all Canadian manufacture, have been supplied to R.C.N. orders and continue to be sufficient to meet the needs of the expanding service.

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(d) Hedgehog mountings have been obtained from the United Kingdom to equip both vessels of new construction and Corvettes in commission. Some delay occurred in obtaining the fire control fittings but this situation is improving.

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(e) Depth Charge Throwers Mk.IV, Carrier Retaining Type, made in Canada, are in delivery for mounting on Frigates, Corvettes and algerine Minesweepers. Improvement in the design and construction of these throwers have been introduced as a result of experience in service and study.

(f) All contracts for the manufacture of depth charges Mk.VII with related stores, in Canada, have been taken over by the R.C.N. and supplies for the requirements of all ships and bases in the western Western Hemisphere are the responsibility of this Directorate.

(g) An order for 90,000 4 inch shells has been placed and they are in course of production for H.E. and H.A. ammunition for 4 inch Mk. XVI guns. All components are being made in Canada with the exception of the cordite which must be imported from the United Kingdom.

(h) Arrangements have been made for Flashless Cordite charges in all types and calibres of ammunition to supply ships with the prescribed allowances of flashless ammunition for night operations.

(i) A considerable quantity of Fire Control Instruments have been ordered both from Canadian manufacture and from the United Kingdom for Tribal Destroyers under construction and for the Torpedo and Gunnery Schools.

18. Ordnance Buildings and Works

Progress has been made during the quarter on Ordnance buildings and the following particulars of the major projects:-

Dartmouth, armament Depot buildings, N.S. - progressed about 35% as a whole to bring the project to about 80% complete.

St.John's, Ordnance buildings and magazines, Nfld.- progressed about 25% as a whole to bring the project to about 90% complete.

Prince Rupert, B.C. - authorization was given for the construction of underground magazines. Four diamond drill test holes proved that site chosen was suitable for underground work.

Renous, N.S. - contract was let to the Diamond Construction Co., Fredericton, N.B., for construction of inland magazines.

Kamloops, B.C. - authorization was given for the construction of the western inland magazines at Kamloops.

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19. Defensively Equipped Merchant Ships

(a) D.E.M.S. inspections have been carried out in ports throughout Canada as follows:-

Halifax	899
Sydney	159
St.John, N.B.	135
Montreal	73
Quebec	36
Esquimalt	36
St.John's, Nfld.	130

(b) Armament has been provided for 74 vessels of which 1 was completed in Sydney, 2 in Pictou, 3 in Halifax, 3 in St.John, N.B., 5 in Sorel, 8 in Quebec, 12 in Montreal and 40 in Esquimalt. Particulars are as follows:-

Name of Ship	Registry	Where Armed	Armament
"Fort Fidler"	British	Esquimalt	4" Mk.XIX HA/LA Gun
"Fort Turtle"	"	"	-do-
"Fort Athabasca	"	"	-do-
"Fort Capot River"	"	"	-do-
"Fort Cumberland"	"	"	-do-
"Fort Gloucetser"	"	"	-do-
"Fort Dauphin	"	"	-do-
"Fort Grant"	"	"	-do-
"Fort Carlton"	"	"	-do-
"Fort Sturgeon"	"	"	-do-
"Fort Caribou"	"	"	-do-
"Fort Glenora"	"	"	-do-
"Fort Albany"	"	Quebec	-do-
"Fort St.Paul"	"	Sorel	-do-
"Fort Wellington	"	Montreal	-do-
"Chavicha"	U.S.S.R.	Esquimalt	4" U.S.50 Cal.Gun.
"Desna"	"	"	-do-
"Pendlver"	British	Sydney	-do-
"Mount Douglas Park"	Canadian	Esquimalt	12 Pdr.HA/LA gun
"Princess Elizabeth"	"	"	-do-
"Princess Joan"	"	"	-do-
"Fort Dease Lake"	British	"	-do-
"Fort Ash"	British	"	-do-
"Fort Grouard"	"	"	-do-
"Fort Assiniboine"	"	"	-do-
"Fort Glenlyons"	"	"	-do-
"Fort McPherson"	"	"	-do-
"Princess Louise"	Canadian	"	-do-
"Unacana"	"	"	-do-
"Amur"	"	"	-do-
"Princess Elaine"	"	"	-do-
"Fort Connolly"	British	"	-do-
"Fort Enterprise"	"	"	-do-
"Fort Wrigley"	"	"	-do-
"Fort Anne"	"	"	-do-
"Fort Buffalo"	"	"	-do-
"Fort Chesterfield"	"	"	-do-
"Prince George"	Canadian	"	-do-
"Nootka"	"	"	-do-
"Fort Cadotte"	British	"	-do-
"Fort Jasper"	"	"	-do-

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Name or Ship	Registry	Where Armed	Armament
"Fort Bedford"	British	Esquimalt	12 Pdr.HA/LA Gun
"Fort Aklavik"	"	"	"
"Fort Nakasley"	"	"	"
"Fort Coulonge"	"	Montreal	"
"Fort Erie"	"	"	"
"Fort Maisonneuve"	"	"	"
"Simcoe"	Canadian	"	"
"Keydon"	"	"	"
"Penetang"	"	"	"
"Rockcliffe Hall"	"	"	"
"George T.Eaton"	"	"	"
"Teakbay"	"	"	"
"Fort Veroheres"	British	"	"
"Leadscliffe "Hall"	Canadian	"	"
"Lansdowne Park"	"	Quebec	"
"Mayfair Park"	"	"	"
"Shelter Bay"	"	"	"
"Spruce Bay"	"	"	"
"Riverview Park"	"	"	"
"Fort Carillon"	British	"	"
"Fort Mingan"	"	"	"
"Glacier Park	Canadian	Sorel	"
"Elm Park"	"	"	"
"Algonquin Park"	"	"	"
"Laurentide Park"	"	"	"
"Maid of Sterling"	"	Halifax	"
"Imperoyal"	"	"	"
"Carmelfjell"	Norwegian	"	"
"Royalite"	Canadian	St.John,NB	"
"Sarnolite"	"	"	"
"Dartmouth Park	"	"	"
"Crescent Park"	"	Pictou	"
"Victoria Park"	"	"	"

Low Angle Guns

(c) Mounting of 4" Mk.XIX HA/LA guns is proceeding satisfactorily and to date a total of 15 new construction vessels have been fitted with these guns in Canada.

(d) Ant-Aircraft Machine Guns

The present stock of Oerlikons does not permit the mounting of 4 of these guns to each ship in accordance with Admiralty instructions, consequently 2 only are being mounted. Two twin Colt .5 guns are being issued to supplement the armament.

(e) New Construction

It is intended that New Construction vessels of 10,000 tons be prepared for armament on the following scale, i.e.:

One 4" L.A.Gun aft.
2" U.P.Pillar Box (12Pdr. on Tankers) mounted on the H.A. gun platform after also to be suitable for either a Bofors or 12 Pdr.HA/LA if required instead at a later date.
Six Oerlikons
Two .5" Twin Colts
One 12 Pdr. HA/LA gun mounted on a pedestal erected on the forecastle deck.
Two R.A.M. projectors
Two R.A.C. Type "J" projectors
Two R.A.C. Type "B" projectors.

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(f) D.E.M.S. Personnel

During the quarter arrangements were made with C.O.R.D. to obtain volunteers from the R.C.N.V.R.Divisions to supplement the shortage of Canadian D.E.M.S. ratings. A total of 400 men have been obtained a number of which have already been drafted to both coasts for training.

(g) Plastic Armour

Due to the difficulty of obtaining brass or similar non magnetic material to act as a tray for Plastic Armour fitted on the wheelhouse, it has been necessary to revert to the former method of fitting a back plate of plywood.

(h) Vessels equipped with C.S.A.Smoke apparatus.

Arrangements have been made for a stock of C.S.A.M. complete with drums to be sent to Halifax for the purpose of supplying refills to vessels equipped with this apparatus.

(i) D.E.M.S.Merchant Navy A/A Training

Halifax

During April and May a total of 111 Merchant Navy Officers and 361 men were qualified in the 2 Day Course. Similar training was given to Allied Naval Personnel from Merchant Ships totalling 671. Figures for June are not yet available. Total number of personnel of both Merchant Navy and Allied Naval Services trained since the beginning of 1943- 2542.

Montreal

The School re-opened on June 8th and the Dome commenced operating 21st June.

Sydney

Accommodation is being added to the range hut to enable a guard to be on the range day and night. The butts are being rebuilt, and firing of 20 m.m. Oerlikon, 0,5 bolt, Pillar Box and F.A.M. added to the Syllabus. Training is expected to commence at the beginning of July. Installation of Dome equipment should also have commenced by that time.

Vancouver

During April and May a total of 75 Merchant Navy Officers and 282 men were qualified. Similar training was given to 64 D.E.M.S. Naval ratings. Total number of Merchant Navy and Naval Personnel given training since the beginning of 1943,1179. June figures are not yet available. The Dome commenced operation at the beginning of June.

St.John, N.B.

A suitable site for an A/A range has been leased, and the contractor commenced work on 28th June.

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A/S Equipment Section

1. Procurement and Delivery

A/S Equipment

Substantial deliveries have been made on "D" and "E" Programmes, and deliveries are now starting on "F" Programme. "G" Programme, which comprises First Fittings for new construction for R.C.N. for 1944, as well as new components for Type 144 and 145 Sets for R.N. and R.C.N. has been completely ordered.

Echo Sounding

Substantial deliveries have been made on certain components for "A" Programme for R.C.N., but no Recorders have been received at this date. The ordering of "B" Programme, including material for R.N. as well as R.C.N. is complete.

Bomb Disposal Equipment

New components are constantly being added as a result of continuous Technical developments in the use of delayed action Bombs. The original requirements are completely shipped except for one item, the Trepanning Machine, which delay has been caused by a change in the technical requirements of the Motor.

H.D.A. Equipment

Technical information is being supplied on small current items. Ordering procedure for 1943-44 requirements has been completed.

Orders covering $6,500,000.00 worth of material were handled by the Section during this quarter.

2. Engineering and Inspection

Contracts have been placed for the manufacture of Conversion Components for Hedgehog and Mortar Gear. While technical information is not complete, sufficient is available for some manufacturing operations to be started. It is now anticipated that first deliveries of complete sets of 144 and 145 Conversion Components will commence during the month of January, 1944.

During the last quarter, our Technical Officers have inspected approximately 1600 shipments of components which comprise A/S, B/D, E/S and H.D.A. Gear for delivery to both R.N. and R.C.N.

Technical information on the new 134C Motor-boat set is not yet completely to hand, but the ordering procedure has been completed on a large number of items for 200 sets for the Admiralty, and it is anticipated that all items will be in production on this requirement during the first quarter of 1944.

Some technical data is now being received on "Q" Attachments, and it is hoped that sufficient data will be received at an early date so that 281 sets for the R.C.N. and 650 sets for the R.N. can be in production by January 1st, 1944.

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3. Oscillator Production

The rate of production of the Renfrew plant of the Department of Mines & Resources is now satisfactory to meet requirements, except where still held up by outside suppliers, which difficulties should be overcome shortly.

4. Shipfitting and Maintenance

Installation of A/S, Echo-Sounding and Gyro Equipment was completed on 17 ships, as shown in the table below:

	No.	A/S	E/S	Gyro
Frigates, R.C.N.	1	128D	761	Sperry 14
Frigates, R.N.	3	128D	764	Admiralty E5
Algerines, R.C.N.	1	128D	761	Sperry 14
S.S. Corvettes, R.N.	2	127D	761	Sperry 14
S.S. Corvettes, U.S.N.	3	127D	761	Sperry 14
Western Isles Trawlers, R.N.	4	123A	761	-
Fairmiles, R.C.N.	3	134A		

Adequate supplies of Spares, Tools, etc., have been arranged for at the maintenance bases.

Refits and conversions to the newer types of equipment are being carried out on schedule.

5. Reproduction

In conjunction with the regular work of this office, a total of 960 Secret Specifications were bound and distributed.

Thirty-five new Drawings were made, 400 Drawings reproduced from originals supplied from the British Admiralty Technical Mission.

A total of 500 C.B.'s are now under reproduction for N.D.A.

6. A/S Fixed Defences

The A/S Fixed Defence depot, Halifax, N.S. has been enlarged to include part of the combined M.M.S., M.S. and A/S F.D. building.

Cable laying and instrument laying facilities have been provided through a blanket charter on the CYRUS FIELD and the LORD KELVIN.

Arrangements for hydrographic surveys have been made through the Hydrographic Department, and at the close of the quarter, all possible measures to speed the contruction of A/S Fixed Defence buildings at St.John, N.B., Vancouver, B.C., and Prince Rupert, B.C, were initiated.

Maintenance work was confined to repair of H.D. Unit "B" Halifax, N.S., and to the laying of H.D. Unit, Sydney, N.S. New installations have been completed covering the approaches to the Gut of Canso, and preliminary arrangements were completed for the Botwood, Newfoundland installation.

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7. A/S.Projects

Projects currently under way include the following:-

Provision for producing plans for a standard Night Escort Trainer.

Production of A/S Electrical Targets.
Procurement of "Q" Attachment for R.C.N.Ships.
Manufacture of A.R.L.Plots in Canada.
Alterations to A/S Training Units in Schools to allow for instruction in 144 Series.
Completion of No.2 N.E.T.at Halifax.
Building of A/S Target Towing boats.
McGregor Recorder.
Completion and fitting of Deep Brook A/S School.
Alterations to No.11 Building at St.John's, Nfld.for A/S purposes.
A/S equipment for Gate Vessels.

8. A/S Planning Committee

The A/S Planning Committee met five times during the quarter for the consideration of a large number of items as reflected in the minutes.

9. A/S Production Programme

The picture has not changed greatly since the last Quarterly Report.

A/S and E/S equipment has now been ordered for fitting in all new construction ships.

It has been necessary to take steps to commence the manufacture of A.R.L. plotting tables in Canada, as R.N. commitments preclude the fulfilment of any further orders from the U.K.

The latest type Asdic equipment available will be fitted in all new construction although certain interim components will have to be utilized until the final 144 series components for use with ahead throwing weapons become available.

10. Night Escort Trainers

No.Two Night Escort Trainer at Halifax will shortly be completed, and operating.

Proposals are being made to remove the old No.One N.E.T. from its present position located in No.81 Building to No.3 Building.

When this is completed, Halifax will be equipped with two of these training devices in full working order.

Approval has finally been given and a contract has been drawn up enabling the Naval Service to utilize the services of Mr.Delamere as a Consultant.

It is anticipated that this work will commence at once whereby plans will be made available for a standard N.E.T. for future installations.

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11. Training Equipment

A representative of D.A/S (M) Bath has arrived in this country, with instructions and equipment necessary to modify the Asdic Bus at present located at Gaspe for training in the latest type A/S equipment.

It is proposed that he fulfil the same functions for the A/S school at Deep Brook with a view to training R.C.N. technicians in this Work.

12. A/S Research

(a) Fixed Defences

During the Quarter, final trials of modified C-100 Amplifier Integrator for Indicator Loops were carried out, after incorporating "LL-Sweep Eliminator". Installation and adjustment of five (5) operational units were supervised by NRC officials at the two new Stations on the Gut of Canso.

(b) Magnetic Detectors in Ships

Final trials of S.M.S.D. Gear were carried out in "KAMLOOPS" in connection with H.M.S/M "SEAWOLF" at St. Margaret's Bay. This project has been given low pridrity and no further work is proceeding on it.

(c) Tuning of Asdic Sets

A thorough investigation, in both NRC Acoustics Laboratory and in ships at sea, has been carried out in connection with "Clairmonte Tuning Method". As a result a compact Tester has been designed and built by NRC. This covers the complete range of testing required for Asdic sets, including "voltage-dip", length-of-transmission, and transfer of energy to the water. The unit has been on trial at Halifax, and preliminary report from A/S Base Maintenance is thoroughly satisfactory.

(d) Doppler Doubler

A "Doppler-Doubler" has been designed and constructed by NRC, and is on trial in a ship at Halifax. Preliminary tests in the A/S Experimental Barge indicate that this unit may be of considerable value in the determination of S/M's inclination.

(e) U.E.P.

During this quarter, an entirely new advance has been made in connection with Underwater Electrode Potentials. Trials have indicated that electrodes supported by metal buoys 45' below the surface, have produced signatures of several times background amplitude by small wooden harbour craft carrying only a few hundred pounds of metal (and therefore quite undetectable by indicator loops). Work is proceeding on this investigation which has been given high priority.

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13. A/S Virtual Target

During the Quarter, trials of the A/S Virtual Target were completed at Halifax. As these trials indicated ranges of over 2,000 yards, full Doppler effect and (which was not anticipated) an extent of Target roughly corresponding to that of a S/M., construction of nine (9) Targets has been put in hand by NRC., and the first units are ready for use as soon as construction of towing vessel is complete. This Target called for a special cable to take care of two shielded circuits in addition to providing a tow line for the target itself. The problem was investigated jointly by NRC, the Cable Manufacturers' Committee and RCN, and a suitable design was worked out. Production is in hand, and first shipment in transit to NRC.

14. Hydrophone Effect for V/T

An investigation is under way with a view to obtaining various hydrophone effects from the A/S Virtual Target.

15. Time-Lag Recorder.

A special recorder has been designed to provide a "true position plot" for D/C's in connection with the D/C Drillers which are part of the Night Escort Teachers. This has been achieved by the combination of various items of A/S equipment, and practically no new items are required. The assembly of six (6) units will commence during the first week of July..

16. McGregor Recorder

Final production design for prototype models McGregor Recorder was completed during this quarter and construction is under way. Construction of prototype models Anderson Attack Director for use with this recorder will be commenced early in July.

17. S.L.C.

During this quarter more actual work has been done on the application of Simultaneous Lobe Comparison to Asdic equipment than on any other single project. Progress has now been made to a point where a prototype model will be put on trial early in July in the A/S barge at Esquimalt.

18. Multi-Turn Loop.

During this Quarter, a miniature four-coil multi-turn magnetic detector was employed by NRC to locate tractors which had been sunk in a lake on the Alaska Highway project. As a result of the success with this miniature detector a project has been set up, and design is under way for similar units on a larger scale with a view to the possible detection of miniature submarines and human torpedoes.

19. Indicator Loop Tester

A Cathode-ray-oscilloscope testing instrument for Indicator Loops has been designed and built during this Quarter at NRC. It is now on trial at Port War Signal Station, Camperdown.

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20. Co-ordinating Officers

This Quarter has proved the value of the Co-ordinating Officer System set up at the beginning of the year for the guidance of NRC Scientists along the lines of specific RCN requirements.

21. A/S.Personnel

(a) At the end of the quarter the number of officer personnel engaged on A/S work ashore was as follows:

Headquarters		8
Equipment Division	Production	34
	Inst.& Mtce.	38
	Outside Canada	5
A/S School Halifax and Capt 'D'	(incl.a/s)	30
A/S School Esquimalt and Capt 'D'	(incl.a/s)	9
Fixed Defences		6
Training in U.K.		6
" " Halifax		3
A/S Staff COAC		4
A/S Staff COPC		1
A/S Rep.in DNS		1
		145

(b) During the quarter a survey was made of the requirements of Anti-Submarine Artificers in view of the opening of the new refit ports, and the institution of the shift system in Halifax Dockyard.

The former complement, which was entirely inadequate, was revised to 210, and steps were taken at once to recruit and train the difference between the number available (140) and the new complement.

(c) During the quarter the requirements for transfer to the Electrical Branch were promulgated, and many Special Branch officers serving with the A/S Directorate or associated with it applied for transfer, and transfer was approved and effected in most cases.

22. Rubber Conservation

During the quarter a proposed specification for synthetic and varnished cambric insulated cables, tentatively approved by the Department, was prepared and promulgated to all cable manufacturers, the Rubber Controller's office, Army and Air Force, etc. for comment.

A considerable saving in crude rubber has been effected from changes approved by the Department in requests to the Rubber Controller.

23. Inventions

436 inventions were examined during the quarter, of which two were considered of sufficient merit to submit to Admiralty for opinion.

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A suggestion concerning an improved type of sextant which was submitted to the Department as an invention by Dr. F.S.Hogg of the David Dunlap Observatory, is undergoing investigation. The David Dunlap Observatory has constructed two of the sextants, and tests are at present under way to determine the suitability of the instrument for use in the Naval Service. The R.C.A.F. has evinced some interest in the development and has undertaken to test one of the instruments for suitability for use in aircraft.

24. Influence Minesweeping

The following Bangor Class Minesweepers have been fitted with S.A. Gear, Type "C":

H.M.C.S. "GRANBY"
H.M.C.S. "MEDICINE HAT"

H.M.C.S."GLENDALE" and "SPRINGTIDE V" have been fitted as Coil Skid Towing Vessels on the West Coast, and are fitted with P.N.M. Acoustic Sweep. Six barges have been finished, four being wound for operation.

Negotiations are under way to change copper conductor buoyant cable to aluminium conductor with cork flotation. When the change is completed, a saving of more than 60,000 lbs. of crude rubber per annum is anticipated. Approximately 50% by weight of aluminium will be required, as compared to the weight of the copper needed.

In the recent minesweeping activity at Halifax the "LL" equipment proved satisfactory in most respects, the only real damage being the collapse of 200 feet of buoyant cable due to two explosions directly below the tails.

During the quarter, the Influence Minesweeping Officer made a trip to the U.K. to study recent developments in Influence Minesweeping apparatus.

25. Research and Development

Paints

Information is being collected with a view to setting up a suitable seacoast test location for testing underwater and atmospheric paints for use in ships, in order to establish a more suitable program for cleaning and painting ships' bottoms.

An extensive investigation was initiated into fire-retardent, acid-resistant, anti-corrosive, anti-fouling, and non-skid deck paints, and paints for the interior of drinking water tanks.

Luminous Materials

Investigation was initiated into all types of luminous materials for use in H.M.C. ships, including daylight-fluorescent cloth for signal purposes and in connection with life-raft equipment.

Chemical Warfare

Investigation has been initiated into the effect of Smoke on Radar.

In view of the experiments now being carried out by the R.N. on Convoy Smoke Protection, which are viewed most optimistically, and since it has been stated that replenishments may be required in Canada, it has been approved that supplies of C.S.A. be obtained from the U.S. to be laid down in Halifax.

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An Officer of the Directorate acted as observer at the Combined Operations Demonstration at Courtenay, B.C. on May 26 - 27, and a report has been prepared from technical and operational points of view.

Investigation has been initiated into the application of the High Speed Target in the laying of smoke screens.

Diffusion Lighting

Trials of the D/L gear fitted in H.M.C.S."EDMUNDSTON" are being carried out, commencing approximately 6th June, and expected to continue three or four weeks.

Acoustic

Construction of acoustic equipment for the Acoustic Range at Esquimalt is completed, and arrangements are being made for installation.

Camouflage

Six sun ratio meters and 50 sets of shade cards have been constructed to supplement the four sets already received from Admiralty. These are being distributed as required in order to make routine measurements of sun ratio at regular intervals in Canadian Coastal waters.

Miscellaneous Tests

During the quarter miscellaneous tests were carried out on the following:

1. Brass plated light bulb bases for service use.
2. McKie treatment as rust proof coating for iron.
3. Substitution of hot dipped galvanized steel for stainless steel in manufacture of urns and water boilers.
4. Gate vessel Air Whistles.
5. Reflector for signal lamp projector.
6. Sixteen shock tests of various types of equipment.
7. Insulating varnish for cable sealing ends.
8. Acid resisting varnish.
9. Examination of steel wire from a 3-core cable.
10. Examination of samples of Alumium Bronze from pump spindle for seawater circulating pump.
11. Fire row boiler tubes for Yarrows water tube boiler.
12. Miscellaneous aluminium samples.
13. Fatigue tests of weld metal.
14. Stern tube grease for the purpose of establishing a suitable specification.
15. Grease samples for high frequency alternators.
16. Rope Unit wire with Flameseal insulation.
17. Tensile tests of wire.
18. Tests of sample washers.
19. Tests of two waterproof flashlights.
20. Tygon sheets.
21. Newark Glands.
22. All reclaim rubber for washers.
23. General Electric Siren.
24. Proof load tests on Cable clenches for Tribal Class Destroyers.
25. White metal for stern bushes.
26. Test sample of nickel steel.
27. Analysis of thickened oil.

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26. Boom Defence

(a) Installations:

The following changes in installations from those described in Quarterly Report dated 1st March are reported as follows:

Halifax, N.S. - No Change
Sydney, N.S. - A/S and A/T Booms both re-laid as noted in Signal 221922 June.
Shelburne, N.S. - No change
Gaspé, P.Q. - A/S Boom re-laid according to Signal 092212 June.
Louisburg, N.S. - No change.
Port Hawkesbury, N.S. No change
Saint John, N.B. - The A/T Gate has been moved to a new position according to Signal 122058 April.
Saint John's, Nfld. - No change
Bay Bulls, Nfld. - No change
Wabana, Nfld. - A double line of A/T Baffle 3826 feet long has been laid parallel to shore line and a distance of 460 feet from the front of Scotia Pier and 700 feet from the front of Dominion Pier. The approaches to the wharves at each end are closed by a single line gate which extends past the end of the wharves toward shore. The Gates are opened and closed as necessary for ships entering and leaving. Trots to moor two ships have been laid inside the Baffle and four ships can be accommodated inside the nets at one time.

Esquimalt, B.C. - No change
Prince Rupert, B.C. - No change.

All East Coast Bases have reported the necessity of considerable repairs to Nets brought about by ice and storm damage of the past winter. In addition to these repairs, work has begun at Halifax and Esquimalt and Prince Rupert on the installation of the new Small Mesh Nets on the Seaward Lines of the A/S Booms.

(b) Boom Defence Vessels

New Derrick Scow, B.D.10, was delivered to Gaspe, P.Q. in time for Boom Laying Operations while Derrick Scow, B.D.9, which suffered considerable ice damage during the past winter, has now been repaired at Quebec and sailed for Sydney, 30th June.

Apart from these two additions to Boom Defence Floating Equipment, there has been no change in the disposition of Boom Defence Vessels.

(c) Boom Defence Buildings

The new storage building at Dartmouth has has now been completed. Work is still under way adding the final touches to the new Boom Defence buildings at Esquimalt.

Work has not yet begun on the buildings or Slab at Port Hawkesbury although a small amount of work has been carried out on the breakwater at Bay Bulls, Nfld.

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(d) Experimental

The combination smoke and flame signal device mentioned in the last Quarterly report has proved unsatisfactory after tests. A new type of signal flare is in the testing stage.

The "B.A.I" Electrical Signal System is now to be put to actual working test by the making up of a full-sized net with the signal incorporated

A 30-gallon marker barrel has been designed and has proved satisfactory in tests under ordinary working conditions.

(e) General

The Director of Boom Defence carried out a an inspection of a number of the East Coast Boom Defence Depots and installations, particularly in Newfoundland, during the month of April.

27. Inspector of Contract Built Ships

(a) During the quarter April 1st to June 30th the anticipated heavy new construction and trial programme has not been fulfilled.

(b) Trials of new construction and final acceptance have only been completed on 3 Fairmiles, 3 diesel ammunition barges, 2 diesel store lighters,1 diesel water barge and 1 diesel lubricating oil barge. These ships have all arrived safely at Quebec for furtherance to east coast ports.

(c) During the latter part of May first trials for the first R.C.N. frigate was carried out at Esquimalt. This ship was accepted on June 24th, H.M.C.S.SAULT STE MARIE algerine escort vessel completed all trials and was accepted at Port Arthur June 24th.

(d) Gun, D/C hedgehog and Asdic trials for R.N. ships which are the responsibility of R.C.N.trial parties were carried out on 3 frigates,4 single screw corvettes and 3 western isle trawlers.

(e) U.S.ships building on the Great Lakes have been using the St.Lawrence route for eastern U.S. ports - 1 algerine minesweeper, 1 motor minesweeper, 3 tugs, 5 coast guard cutters, 1 submarine chaser. -

(f) The notification of N.O.I.C.Quebec and Montreal by Welland through N.S.H.Q. regarding the service required by these ships has not been working too satisfactorily,but will be improved by the drafting of a W.R.C.N.S. rating to Welland to obtain the desired information. 1 sub chaser, 2 covered lighters U.S.ships have passed Welland en route to the Oswego Canal.

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28. Degaussing.

(a) Work carried out at D.G. Ports.

The following work has been carried out at the various D.G. ports during the past quarter:

Permanent installations Merchant Vessels	56
Permanent installations Naval Vessels	2
Semi-permanent installations Naval Vessels	1
Repairs to Merchant Vessels	101
Repairs to H.M.C. Ships	96
Repairs to H.M. Ships	11
Compass corrector coil installations	82
Ships depermed at Halifax	53
Conversion from non-permanent to permanent	5
Ships wiped	14

(b) R.C.N. Vessels (in commission)

At the present time distribution of equipment for the permanent degaussing of Corvettes in service has progressed satisfactorily, ships being in hand on the East, West and Central Areas.

A number of Bangor Minesweepers allocated for "LL" minesweeping have had present coils modified and additional coils fitted. Certain items of equipment have yet to be delivered but it is expected that the current programme of converting these vessels will be completed in a short space of time.

The British Admiralty Technical Mission has been requested to authorize Naval Service to modify the existing equipment in R.N. Vessels on loan to the R.C.N. These modifications will conform to Admiralty practice and not R.C.N.

The permanent degaussing installation in H.M.C.S. "PRINCE ROBERT" has been completed and, at the present time, H.M.C.S. "PRINCE DAVID" is in hand to fit internal degaussing.

(c) R.C.N. New Construction.

A slight modification will have to be carried out in the degaussing specifications covering coil routes on R.C.N. Frigates. This change is due to recommendations received from the National Research Council.

The degaussing specifications for 1000 H.P. Tugs have been completed and equipment is now on order.

(d) Canadian Merchant Vessels - New Construction.

The installation of low voltage degaussing systems in New Construction Merchant Vessels is progressing smoothly.

It has been decided that those Cargo Vessels being converted to Tankers will use similar degaussing installations to those used in dry Cargo Vessels.

29. Ranges

Upon the opening of navigation in the St. Lawrence River it was found that the Quebec Range had

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been seriously damaged through ice conditions and the movement of the river bed during the past winter. On survey it was apparent that the Range could not be maintained except at great cost and it has now been decided that the Range will be moved from its present location to a point higher up the river near Sorel.

The Halifax Channel and Basin, the Vancouver, and the Sydney Ranges have been operating constantly during the past Quarter.

Arrangements are at present being made with the Director of Photography to supply trained Photographic Ratings to work as photographers at the D.G.. Ranges. He will also be responsible in future for supplying any photographic paper required.

30. Deperming.

The Mobile Deperming Unit, H.M.C.S. "ROSS NORMAN", having completed her annual refit has been operating continually during the past Quarter. Due to circumstances that developed on the East Coast, this Unit "wiped" certain small steel vessels with great success.

The West Coast Deperming Unit, M.V. "GRYME", is not expected to be in operation until some time in the latter part of July.

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XI - PUBLIC RELATIONS

Photographic Division

1. New Photographic Sections have been opened in "Cornwallis" and "Protector" on a limited scale pending completion of dark-room space.

2. Photostat cameras have been approved for Halifax, Esquimalt and St. John's, Newfoundland. These will provide photostat service for all departments but will primarily be used in conjunction with a new system of accounting being introduced.

3. Lack of space at the Bases continues to limit seriously the operation of the Photographic Section.

Motion Picture Division

The installation of 35mm Projection equipment has been completed recently, is in operation in Dome A.A. Teachers at Esquimalt, Vancouver and Montreal and is now being installed at "Cornwallis" and Sydney where crews are standing by ready to start operations.

2. 35mm Projection equipment has been installed in the Drill Hall at Prince Rupert and is now in use for Training and Recreational purposes.

3. A number of 16mm Projectors for Training have been issued to "Cornwallis" and M.P. films are being used extensively. Instruction by Motion Picture Films has also been started at St. John's, Newfoundland, Sydney and Gaspe.

R.C.N. Film Society

The Society now has 40 ships equipped with Projectors and receiving films regularly. In addition to this, 35mm Film is being supplied for recreational purposes to Halifax, Esquimalt and Prince Rupert and 16mm entertainment film to St. John's, Newfoundland, "Cornwallis", Shelburne, Gaspe, Sydney, Halifax, St. Hyacinthe and V.R.C.N.S. at Galt.

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52	Capt. D. Esquimalt

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71	C.O. St. Hyacinthe
72	C.O. Kings
73	C.O. R.C.N. College
74) 75) 76) 77)	N.M.C.S. Washington
78	C.N.A. Washington
79) 80) 81)	U.S. Naval Attache
82) 83) 84) 85)	D.N.I. Admiralty (Through D.N.I.)
86	S.B.N.O.W.A.T. (Through D.N.I.)
87	C.G.S.
88	C.A.S.
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90	Prime Minister
91	Sec. Cabinet War Committee
92	Secretary of State for External Affairs
93	H.C. for Canada, London
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Col Naval / WWII - Naval defence
CSL Summaries

MOST SECRET

C253462

Extract from:

DEPARTMENT OF NATIONAL DEFENCE (NAVAL SERVICE)

Ottawa, 8th July, 1943

Weekly Summary of Information respecting Departmental Activities

SUMMARY NO. 192
REPORT NO. 130

2. North Atlantic Area

There have been no ships torpedoed in North America-U.K. convoys in the last seven and a half weeks.

Preliminary figures show that 14% more ships were sailed in North America-U.K. convoys in June than in May and 29% more ships were sailed in the three months April, May and June than in the three preceding months. Merchant casualties in the last three months were only 38% of those in the preceding quarter.

The following table shows the number of Merchant Ships which were sailed in North America-U.K. convoys and the number of ships sunk by torpedo in such convoys during the last three quarterly periods:

Period	Ships Convoyed	Increase	Ships Sunk	Percentage Sunk
Oct,Nov,Dec,1942	1778	--	56	3.1
Jan,Feb,Mar,1943	1943	165	78	4.0
Apr,May,June,1943	2506	563	37	1.5

5. LOSSES

Losses sustained during recent months by convoys operating between North America and U.K., on the basis of information received up to 5th July, 1943, are as follows:

Month	Ships Convoyed	Ships sunk while under escort	% Sunk
1942			
January	685	9	1.3
February	613	14	2.3
March	600	6	1.0
April	656	1	.2
May	563	9	1.6
June	591	5	.9
July	609	5	.8
August	735	21	2.8
September	685	16	2.3
October	668	25	3.8
November	533	18	3.4
December	604	20	3.3
1943			
January	597	3	.5
February	639	28	4.4
March	707	40	5.7
April	789	20	2.5
May	802	17	2.1
June	915	-	-
July (to 5th)	73	-	-

Certified true copy of original / J.A.G.

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Naval / Gdl

C253463

JWP/PM
16.7.43

Confidential

Memorandum for the Prime Minister

Re: Canadian naval personnel in Sicilian operations

Mr.Gibson told me you wished to have the press information checked with the Department of Naval Services.

I asked Mr. Macdonald's Secretary to check with the appropriate officers and to let me have whatever information was available which could be made public. She reported, after inquiries, that Naval Services had no information except what they had seen in the newspapers; that the Canadian personnel involved were serving with the Royal Navy; and that no information was expected apart from ordinary reports of operations which might not come for weeks.

I spoke to Mr. Joseph Clark about this. He confirms the statement that no arrangement exists for the prompt transmission to Naval Services in Ottawa, of information regarding activities of Canadian personnel in the Royal Navy.

J.W.P.

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N/SM

NAR/ET
6 Sept.,1943

MEMORANDUM FOR THE PRIME MINISTER: WW II - Naval Defence

C253464

In this bag you will receive a letter from Sir Patrick Duff containing the text of a statement that the President and Mr. Churchill propose to issue on anti-submarine warfare. I believe it is intended to give it to the press on Friday, September 10th. We are asked if we have any comments to make on it.

When the August statement was issued, it contained an introductory explanation to the effect that the information in the statement was received from the British Admiralty, the United States Navy and the Canadian Department of National Defence for Naval Services. The President demurred a bit at the prospect of prefacing each subsequent statement with this introductory phrase, and it is not included in the statement quoted in Sir Patrick Duff's letter.

It so happens that since the institution of these monthly reports on anti-submarine warfare two months ago, the Canadian Navy has not sunk a single submarine. This in itself proves nothing except that the Germans have been concentrating their submarine attacks on routes which the Canadian Navy does not protect.

In the circumstances and having in mind Mr.Churchill's promise that he would make a statement in the House of Commons next month about the part the different Naval Services were playing in convoy protection, I think we can accept the attached draft without any special observations.

Copy returned 6-IX-43

I have so advised Sir P Duff

K

N.A. ROBERTSON

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SECRET

SUMMARY OF NAVAL WAR EFFORT

1st July to 30th September, 1943

NOTE: This Summary is a continuation of that from 1st April to 30th June, 1943.

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This summary is to be kept locked up when not in use, and when destroyed is to be destroyed by fire.

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I - NAVAL SERVICE HEADQUARTERS

1. With a view to centralizing control over the issue of Naval Stores to ships and establishments and the subsequent accounting for same, a Supervising Central Stores Officer has been appointed to the Staff of the Director of Naval Stores.

2. A Civilian Personnel Office has been established at Headquarters to deal with civilian personnel matters at Ottawa.

3. An operational Research Group is in the process of being organized by Professor J.H.L. Johnstone, who will report directly to the Assistant Chief of Naval Staff with the title of Director of Operational Research (D.O.R.). The primary object of operational research is to assist in the finding of means to improve the efficiency of war operations in progress or planned for the future, and the main fields are the study of weapons, tactics and strategy.

4. During this period a further addition to the Secretariat was made in the appointment of a Deputy Secretary, D.M. who is authorized to sign routine Headquarters' memoranda for Secretary Naval Board.

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Executive Section

1. The R.C.N. has undertaken to man two Cruisers. Instructions have been issued to implement an infiltration scheme whereby one third of each ship's company will be drafted at intervals of three months until the Cruisers are completely manned by Canadian Personnel. Certain Key Officers and ratings will require special training and arrangements have been made for their early despatch to the United Kingdom for this purpose. It is anticipated that the balance of the two one thirds will proceed overseas in November 1943. It is intended that Divisional Officers shall accompany them and that they shall be kept intact as far as possible and drafted as units.

2. Pending a decision regarding the establishment of a Canadian Naval Air Service the Admiralty have been requested to accept fifty-five Officers and a limited number of rating for training with the Royal Naval Fleet Air Arm. They have replied that they would be pleased to accept the Officers, but their decision regarding the ratings has not yet been received. The Admiralty have been further requested to arrange for the transfer to R.C.N.V.R. of Canadian Officers serving in the Fleet Air Arm who are desirous of so transferring. Conditions of transfer have been promulgated in Admiralty Fleet Orders.

3. Approval has been given for the R.C.N. to man three Flotillas of Landing Craft Infantry (Large) and one Beach Commando Unit to be employed by the Admiralty in Combined Operations activities. Drafting instructions for the first Flotilla and the Beach Unit have been issued and Personnel for this commitment will soon embark for the United Kingdom. Instructions have been issued that Officers and ratings for the second Flotilla are to be given one Month's training at the Combined Operations School, Comox, following which they will proceed overseas. It is anticipated that by the time the third flotilla is ready to be manned, sufficient Personnel will be available from those now serving in Assault Craft. An Administrative Staff will precede or accompany the first draft. It is intended to man the Landing Craft to be carried by the Canadian Landing Ships "Prince David" and "Prince Henry" principally with experienced personnel now serving in Operational Flotillas. Officers and ratings for this commitment will be granted Foreign Service Leave in Canada and then drafted to the Landing Ships.

4. Instructions have been issued for the termination of New Entry and Seaman Non-Substantive training in H.M.C.S. "Naden". In future such training will be given in H.M.C.S. "Cornwallis" and the East Coast Gunnery, Torpedo and A/S Schools. Officers and ratings of the Staff of H.M.C.S. "Naden" who were engaged in such training have been released for appointment elsewhere.

5. A school to teach English to French speaking ratings has been established at H.M.C.S. "Prevost" where a twelve week course will be given in the

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rudiments of the language with special emphasis on Naval terms and orders. It is intended that in future French speaking applicants for entry shall not be rejected because of inability to speak or understand English.

Administration Section

6. Problems of post-war demobilization and rehabilitation of personnel increase in importance in direct proportion to the successful prosecution of the war. In order that the Naval Service may make plans in keeping with governmental policy, an Officer has been appointed to the staff of A.C.N.P. for this purpose.

Officer Personnel Section

7. Officer Personnel in the Naval Service has shown a substantial increase during July and August, particularly with respect to technical Officers. The entry of technical Officers was abruptly curtailed early in September as a result of a ceiling order issued by the War Committee of the Cabinet.

8. A small surplus of Executive Officers was evident during the quarter principally as a result of anticipated new construction not being commissioned on the projected dates. Any surpluses in Officer personnel will be shortly used up in meeting additional commitments in connection with R.N. ships and craft being manned by the R.C.N.

9. While the numbers which will be required after the war are not known, the present Officer complement of the R.C.N. is far below strength. Accordingly, the early transfer of a limited number of Reserve Officers of all branches is desired and authority to effect such transfers is being sought.

Engineering Personnel Section

10. Approximately 800 ratings were entered and 116 Officers were either entered or promoted from lower deck during the quarter. Total number of ratings promoted was approximately 50. All manning commitments during the quarter, have been met, not without difficulty. The problem of sea time to enable ratings to qualify for advancement is causing some concern. Remedial measures have been adopted or are now in the process of being instituted. This is particularly applicable to junior E.R.A.s and to a lesser degree, junior Stoker ratings.

11. Training courses have been arranged, or completed for approximately 5700 Engine Room ratings during the quarter.

Accountant Personnel Section

12. No Accountant Branch Officers were recruited during the quarter and it is not anticipated that any more will be entered directly from shore in view of the policy of promoting ratings from the lower deck.

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13. A small number of Supply Assistants are still under training and there is still a shortage in this category based on present demands.

14. The last class of male Writers was held during the quarter and cleaned up all Writers on Divisional Strength and no further male Writers are being entered.

W.R.C.N.S. Section

15. Recruiting of Wrens has been temporarily closed in a number of categories where there are waiting lists. The greatest need is still in the domestic categories.

16. Lack of accommodation and delay in completing accommodation are still serious problems.

17. New rates of pay and conditions of service for W.R.C.N.S. Personnel have been promulgated, effective 1st July, 1943. As in the other Women's Services, Wren Officers and ratings now receive 80% of the substantive pay of their male contemporaries. A new schedule of ratings was adopted to conform more closely to the general service set-up, and advancement regulations similar to those governing male ratings were issued with effect from 1st July, 1943.

18. The new conditions of service will have the effect of bringing the W.R.C.N.S., already an integral part of the Naval Service, into line with the R.C.N. and Reserves. Similar ratings and similar training for both men and women will facilitate drafting and should result in the replacement of male Officers and ratings by women with a minimum of dislocation.

Medical Director General Section

19. Throughout the quarter the policy was continued of giving certain refresher courses and short post graduate studies to well selected Medical Officers.

20. During the quarter a Matron-in-Chief was appointed, who now assumes responsibility for the selection, allocation and changes in appointment of personnel of the Nursing Service.

21. Examination of recruits shows a declining incidence of rejections - 8.34% of those examined for the month of July and 7.9% for the month of August, or an over all rejection rate of 10.1% as from May 1st, 1941, to September 1st, 1943, from a total of 71,098 recruits examined. The figures for September are not available at this date.

22. The loss of time through hospital days has stayed within reasonable proportions and is as follows, stated in percentages of days lost to days available for work:

	"Avalon"	EastCoast	West Coast
July	2.86	1.89	2.05
August	2.61	1.93	2.00

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This gives an all over loss of time from the beginning of the war until September 1st of 9.92 days per man per annum.

Personnel Selection Section

23. A Directorate of Personnel Selection was set up to deal with matters affecting efficiency and proper utilization of the potentialities of ratings. The Director of Personnel Selection is responsible to the Chief of Naval Personnel for the formulation of Personnel Selection policy, decision as to tests and techniques to be employed, and direction of such psychological and other special investigations as appear warranted.

Naval Education Section

24. The final work of selection of cadets for the new class, commencing in September, 1943 at the Royal Canadian Naval College, was carried out in July. The Interviewing Board made a final selection of fifty candidates to compose the class, and this class entered the College on the 1st September.

25. The organization of a system of Base Libraries for East Coast Ships and Establishments was completed in September, and will be embodied in Naval Order 3128.

Naval Pay Accounting

26. Major changes to Dependents' Allowance Regulations were approved by Privy Council, which in effect, passes the administration of applications for allowances and payment thereof to Dependents' Allowance Board. This will relieve ships and Establishments of a considerable amount of responsibility.

Special Services Section

27. After intense work on rehearsals and organization the Royal Canadian Navy Show, "Meet the Navy", opened at Toronto on 2nd September. The following statistics may be of interest.

(a) The whole show is financed entirely by voluntary subscriptions and no Defence Funds are involved.

(b) The physical assets of the Show thus gotten together totals $100,000. in value and is insured to that amount.

(c) The complement is 135, all ranks.

(d) This complement is carried by a special train consisting of 13 cars.

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III - OPERATIONS

1. This quarter was marked by lack of enemy U-Boat activity in the North Atlantic, by continued offensive successes by escort craft and airplanes against U-Boats, and by the conclusion of the campaign in the Aleutian Islands, in which Canadian Forces participated.

2. LAUNCHINGS numbered 25 in the 3 months as follows:-

S H I P	TYPE	DATE	PLACE	ESTIMATED COMPLETION DATE
H.M.C.S. "MICMAC"	Tribal Dest.	18 Sept.	Halifax	Sept. '44
H.M.C.S. "STORMONT"	Frigate	13 July	Montreal	Nov. '43
H.M.C.S. "VALLEYFIELD"	Frigate	17 July	Quebec	Jan. '44
H.M.C.S. "GROU"	Frigate	7 Aug.	Montreal	Dec. '43
H.M.C.S. "CHEBOGUE"	Frigate	17 Aug.	Victoria	Feb. '44
H.M.C.S. "SAINT JOHN"	Frigate	25 Aug.	Montreal	Dec. '43
H.M.C.S. "SPRINGHILL"	Frigate	17 Sept.	Victoria	Mar. '44
H.M.C.S. "STETTLER"	Frigate	10 Sept.	Montreal	Apr. '44
H.M.C.S. "CHARLOTTETOWN"	Frigate	16 Sept.	Lauzon	Apr. '44
H.M.C.S. "TORONTO"	Frigate	18 Sept.	Quebec	Dec. '43
H.M.C.S. "ORKNEY"	Frigate	18 Sept.	Victoria	Apr. '44
H.M.C.S. "MAGOG"	Frigate	22 Sept.	Montreal	Apr. '44
H.M.C.S. "KAPUSKASING"	Algerine	27 July	Port Arthur	May '44
H.M.C.S. "ROCKCLIFFE"	Algerine	19 Aug.	Port Arthur	May '44
H.M.C.S. "LOUISBURG"	Corvette	13 July	Quebec	Dec. '43
H.M.C.S. "NORSYD"	Corvette	31 July	Quebec	Dec. '43
H.M.C.S. "TRENTONIAN"	Corvette	1 Sept.	Kingston	Dec. '43
H.M.C.S. "WHITBY"	Corvette	18 Sept.	Midland	May '44
H.M.C.S. "ROSSLAND"	105' Wooden Minesweeper	14 Aug.	Nanaimo	Oct. '43
H.M.C.S. "SAINT JOSEPH"	Minesweeper	14 Sept.	Nanaimo	Nov. '43
H.M.C. ML 112	Fairmile ML	18 Sept.	Toronto	Oct. '43
H.M.C. ML 116	Fairmile ML	25 Sept.	Orillia	Nov. '43

				COMPLETION DATE
H.M.C.	ML 105	Fairmile ML	7 Aug.	5th Sept.
H.M.C.	ML 106	Fairmile ML	15 Aug.	28th Aug.
H.M.C.	ML 107	Fairmile ML	16 Aug.	10th Sept.

3. The most important launching was, of course, that of H.M.C.S. "MICMAC" at Halifax on September 18th, the first of four Tribal Class Destroyers to be built in Canada. "MICMAC's" expected completion date is set for September, 1944.

4. COMMISSIONINGS

During the quarter fifteen new fighting ships were commissioned, one ship recommissioned and six transferred to the Canadian Navy for the duration of the war, while thirty-three new auxiliary craft brought up the grand total of ships in service to 638. The commissionings were:-

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SHIP	TYPE	DATE	PLACE
H.M.C.S. "HURON"	Tribal Dest.	19 July	U.K.
H.M.C.S. "HAIDA"	Tribal Dest.	30 Aug.	U.K.
H.M.C.S. "ST. CATHARINES"	Frigate	31 July	Esquimalt
H.M.C.S. "PRINCE RUPERT"	Frigate	30 Aug.	Victoria
H.M.C.S. "DUNVER"	Frigate	11 Sept.	Quebec
H.M.C.S. "WINNIPEG"	Algerine	29 July	Port Arthur
H.M.C.S. "ST. BONIFACE"	Algerine	10 Sept.	Port Arthur
H.M.C. ML 104	Fairmile ML	4 Aug.	Sarnia
H.M.C. ML 110	Fairmile ML	7 Aug.	Bracebridge
H.M.C. ML 108	Fairmile ML	13 Aug.	Midland
H.M.C. ML 109	Fairmile ML	23 Aug.	Orillia
H.M.C. ML 106	Fairmile ML	28 Aug.	Penetanguishene
H.M.C. ML 105	Fairmile ML	5 Sept.	Sarnia
H.M.C. ML 111	Fairmile ML	9 Sept.	Weymouth, N.S.
H.M.C. ML 107	Fairmile ML	10 Sept.	Penetanguishene

5. In addition to the ships listed as commissioned, six R.N. Minesweepers, "GUYSBOROUGH", "INCONISH", "LOCKEPORT", "CARAQUET", "CANSO" and "BAYFIELD" have been transferred to the R.C.N. for the duration of the war. They had previously been on temporary loan.

6. The following table shows the growth of the fleet during the past quarter:-

	Ships in Commission 1 July 1943	Ships in Commission 30 Sept 1943
Auxiliary Cruisers	1	1
Destroyers (Tribal Class)	2	4
Destroyers (Other than Tribal)	15	14
Frigates	1	4
Corvettes	74	74
Algerine Escorts	1	3
Minesweepers	58	64
Motor Launches	53	62
Base Supply Ships	2	2
Total Warships	207	228
Patrol & Auxiliary Vessels	378	410
Total	585	638

7. Warships under Canadian control included some fifty British and other Allied ships and amounted to between 250 and 270 ships at different times. Of these ships between 50 and 60 were out of action undergoing repairs and refits of more than a week's duration - an average of 21.4% for the three months' period.

8. Details of the exchange of 16 Canadian built Algerine Minesweepers for 16 British built Corvettes are being worked out between Admiralty and N.S.H.Q. It is hoped to effect this by having Canadian crews (with the assistance of a few key R.N. ratings) take the Algerines across the Atlantic and bring back the corvettes. Six of the exchanges will probably take place before the end of 1943 and the remainder early in 1944.

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9. Three Flotillas of Fairmile motor launches with a base supply ship were offered to the U.S. Navy for use in southern waters from December 1943 to April 1944. The offer, however, was refused on the ground that the ML's would only be in actual service for approximately a month, as all the rest of the time would be expended, as it was last year, in a slow progress punctuated by breakdowns, minor repairs and refits.

10. The R.C.N. offered to man two flotillas of Motor Gun Boats or Motor Torpedo Boats of the Coastal Forces in Britain. This offer has been accepted and Admiralty has proposed that these coastal craft be commissioned as H.M.C. Ships. The personnel of the first flotilla is to be transferred as soon as possible and that of the second flotilla in December.

11. Two of H.M.C. Ships were lost during this period; one through enemy action, H.M.C. Destroyer "ST. CROIX" which was sunk in the convoy action described below; and one a marine casualty, HC 188 which grounded and sank near Cape Pine, Newfoundland, July 12th.

12. There were several instances of damage suffered by H.M.C. Ships, H.M.C.S."ATHABASKAN" (Tribal Destroyer) was severely damaged in collision with a Gate Vessel at Scapa Flow early in July. Permanent repairs kept her in dockyard until mid August. Immediately after this she went on A/S patrol in the Bay of Biscay in company with an R.N. Killer group. But this patrol came to an untimely end on August 27th when the group was attacked by enemy aircraft off the north-east coast of Spain. H.M. Sloop "EGRET" was sunk and "ATHABASKAN" gravely damaged by enemy aircraft. "ATHABASKAN" had two of her crew killed and fifteen wounded; her No. 1 Boiler-room "B" magazine and provision room flooded and two fuel tanks laid open to the sea. She is now undergoing the second long refit since her commissioning in February.

H.M.C.S. "THE PAS", while escorting ON 192, was in collision with SS "MEDINA" on July 21st. Two men were killed and one injured and the corvette was badly damaged and had to undergo extensive repairs at Shelburne. A few days later (July 28th) in ON 193, the corvette H.M.C.S. "MONCTON" collided with SS"JAMAICA PRODUCER" and suffered serious damage without, however, suffering any loss of life.

The Tribal destroyer H.M.C.S. "IROQUOIS" also suffered collision damage on the 29th of July, ramming the Trawler H.M.S. "KINGSTON BERYL" off Shotley Light in the Firth of Clyde.

H.M.C.S. "ASSINIBOINE" returned to service on August 1st from the long refit occasioned by the damage suffered in her attack on a U-Boat on March 2nd.

CONVOY PROTECTION

13. The organization of escort groups remained little changed through the quarter. To provide a flexible defence, capable of defeating U-Boat attacks on the largest scale, two types of escort groups are kept on duty in Mid-Atlantic, the close escorts which screen convoys from immediate attack and keep with them throughout the ocean crossing and the supporting escort groups

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which are not attached to convoys but carry out offensive anti-submarine patrols in mid-ocean, and provide additional escort for any convoys threatened or attacked by U-Boats. Of the twelve mid-ocean convoy groups five are Canadian and 7 British. One supporting escort group includes several Canadian ships. The seven escort groups have now been reduced to six by the disbanding of EG9 in late September, following the loss of "ST. CROIX" and "ITCHEN". The ten Western Ocean escort groups are all Canadian and British ships under control. All Canadian coastal convoys are escorted by H.M.C. Ships or H.M. Ships controlled by the R.C.N.

14. In the Gulf of St. Lawrence, QS and SQ convoys were discontinued from September 9th on. The escorts which would otherwise have escorted them have been distributed about the Gulf and River to act as A/S patrols while keeping in readiness to start convoying again on the shortest notice.

15. Merchant Aircraft Carriers are now in service. The first to be used in North Atlantic Convoys was the "EMPIRE MACALPINE" a cargo vessel of 7954 tons with a flight deck over most of her length and four planes. Since the end of May she has made six transatlantic crossings, affording protection to as many convoys and greatly strengthening the morale of merchant seamen sailing with those convoys. Several others are either in service or about to be put in service on the convoy routes.

ANTI-SUBMARINE OPERATIONS

16. During the greater part of the three months, enemy U-Boats were not at all active in the North Atlantic. A skeleton force was maintained across the shipping lanes, apparently to ensure that ships wouldn't all sail independently and unescorted, but no attacks were carried out until mid-September when successes were scored against convoys ON 202 and ONS 18. Instead of attacking the North Atlantic convoys, the U-Boats began an offensive in the Caribbean early in July and scored a few minor successes before increasing air activity and strengthened convoy escorts made the job too difficult. Fairly vigorous offensives were pushed in the Mediterranean and on the African coasts from Dakar to Mozambique. But costs were high, no less than 45 U-Boats sunk and probably sunk for the comparatively modest return of 244,485 tons of United Nations merchant shipping sunk by submarine. In August the U-Boats withdrew from the Caribbean after sinking two more ships, sank only three ships in the North Atlantic altogether, and were only successful in South African waters where they sank seven ships without loss to themselves. Nevertheless it was the most expensive month since the war began in relation to amounts of shipping sunk; the U-Boats sank 13 ships of 86,325 tons and lost 29 U-Boats sunk or probably sunk. This serious defeat drove the U-Boats to even more cautious tactics until the third week of September when the solitary convoy attack of the quarter was made.

17. In all these successes against submarines H.M.C. Ships had little part. None of them were employed for any length of time in the areas where U-Boats could be attacked. Nearly all the U-Boats mentioned above were sunk in the Eastern Atlantic and Mediterranean especially west and south of the Bay of Biscay to the Azores and the North African coast, and only a few Canadian Ships have as yet been incorporated in the Killer groups which can seek out and destroy the

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foe without the handicap of a convoy needing protection. The attacks of Sept. 20th to 26th, however, showed that Canadian escorts had only been waiting for a chance to attack.

ATTACKS ON CONVOYS

18. In mid-September it was clear that new attacks were about to develop against North Atlantic convoys. The number of U-Boats estimated North of 35° North and risen from a minimum of 26 to nearly 50 and a considerable body of them was disposed across the main shipping lanes. It was not possible to route all convoys clear of this concentration and on the 18th the first alarm was sounded with an attack on HX 256. This was unexpected, for previous indications had pointed to an attack on ON 202, two hundred miles or so to the north, and the ninth Escort Group had been sent to aid the escort. But the loss of a merchant ship from HX 256 seemed to indicate that the danger was greater there, so the 9th Escort Group turned to help HX 256.

No further attacks were made on HX 256 and the whole convoy including the damaged ship arrived off Oversay a few days later. But this convoy was no sooner out of danger than ON 202 was attacked heavily. The first attacks on the night of September 19th and the morning of the 20th were repelled successfully, but H.M.S. "ESCAPADE" was put out of action by an accident which exploded her hedgehog apparatus, and smashed her bridge and foredeck. In the early morning two ships were torpedoed. One sank at once but the other was abandoned and left afloat only to sink later. A second escort was put out of action when H.M.S. "LAGAN" was torpedoed while attacking a surfaced U-Boat. She was taken in tow for the U.K.

In the evening of the 20th, ON 202, ONS 18 and the 9th Escort Group joined in order to oppose the U-Boats with a larger number of escorts. Fog, however, prevented much manoeuvering and, after the junction, made the united convoy very difficult to handle. While closing the convoy and attacking a U-Boat, which had surfaced momentarily, H.M.C.S. "ST. CROIX" (Destroyer) was ambushed by a second U-Boat and torpedoed three times, the second two torpedoes striking her as she lay helpless. She sank fifty minutes after the first hit. Half her crew were killed or drowned, and the rest were picked up later by H.M.S. "ITCHEN" who nearly suffered the same fate while circling the stricken "ST. CROIX". Not long afterwards H.M.S. "POLYANTHUS" (Corvette), ranging ahead of the convoy to attack another U-Boat, blew up with the loss of all on board save one Officer who later perished with H.M.S. "ITCHEN".

Many attacks were carried out against U-Boats but the only success claimed was one of severe damage to one attacked by H.M.S. "KEPPEL", "ITCHEN" and "NARCISSUS".

On the following night the U-Boat pack, confident that the escort force had been crippled by these losses, closed in for the Kill. Nine attacks were launched from as many directions but all were beaten off. H.M.C.S. "CHAMBLY" claims to have scored a hit with a four inch shell on a U-Boat, and as the attacks died

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away in the morning of the 22nd H.M.S. "KEPPEL" caught a U-Boat trailing the convoy on the surface. This enemy was rammed and depth charged and was probably sunk. Aircraft made several attacks during the day but no major successes are claimed. However another series of attacks on the convoy were made on the night of the 22nd and morning of the 23rd. This time four merchant vessels were torpedoed and sunk. H.M.S. "ITCHEN" also, in a confused melee ahead of the convoy was struck by a torpedo amidships and blew up. Only three survivors were picked up; two of "ITCHEN'S" crew and one from "ST. CROIX".

H.M.S. "NORTHERN FOAM" probably sank a U-Boat during this action and H.M.S. "LOBELIA" possibly sank another.

Although attacks were attempted the following night, they were not pressed home and the convoys were able to separate and reach port without further incident.

The provisional assessment of attacks made by escorts in these actions is as follows:

A (sunk)	one by	H.M.S."KEPPEL"
B(probably sunk)	" "	"NORTHERN FOAM"
C (probably damaged)	two "	"LOBELIA" & H.M.C.S.SACKVILLE
D (" ")	four "	"KEPPEL", "NARCISSUS" & "ITCHEN", H.M.C.S. "NORTHERN FOAM" H.M.S. "ICARUS" and aircraft and H.M.S. "NARCISSUS"
E (probably slightly damaged)	two by	H.M.C.S. "CHAMBLY" & FN "RENONCULE"

19.- SC 142 was in danger of attack on the 24th to the 26th of September, but no attack developed, though H.M.S. "Tweed" rammed and damaged a U-Boat on the 25th.

20. H.M.C.S. "DAWSON" (Corvette) "CHIGNECTO" and "OUTARDE" (Bangor Minesweepers) played a small part in the great U.S. invasion of Kiska Island on August 15th helping to ferry some of the 16,000 U.S. and Canadian troops who were so disappointed to discover that the Japanese had fled, leaving their carefully built base without firing a shot or striking a blow in its defense. However this is only the first step in an advance against the heart of the Japanese Empire. At further stages serious resistance can be expected and operations will be carried out in which Canadian ships and men will play a more important part.

Strategic Planning

21. Preliminary appreciations were prepared for the Canadian Naval War Plan, 1944, and progress was made on strategic plans for the war against Japan and for the post-war Navy.

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Hydrographer

22. On the 7th of June a Hydrographic Department was instituted at Naval Service Headquarters thereby bringing about the transfer of Staff Officer (Navigation) from the supervision of the Director of Operations Division, to the Hydrographer, under whose supervision has been administered the following:

1. Publication of Notices to Mariners.

2. Supply of charts and of the Hydrographic Publications for H.M.C. Ships and their sale to the Merchant Marine,

3. Supervision of R.C.N. Chart Depots.

In connection with the above, Liaison has been maintained with the Department of Transport, re Aids to Navigation and questions of Pilotage, and with the Hydrographic and Map Service of the Department of Mines and Resources.

In addition the following matters were attended to:

1. Wreck Chart for the use of A/S Vessels was produced showing all wrecks and non-sub contacts within the 100 fathom line of the Canadian Coastal Zone;

2. A measured distance was erected in Thunder Bay for the trials of new construction ships built at Port Arthur;

3. It was arranged to supply M.L.'s with sufficient publications additional to former establishment to enable them to determine their position by astronomical observation.

4. The Chart Establishment of R.C.N. Destroyers, Frigates, and Corvettes, was adjusted to conform with Admiralty Establishment thus enabling any of these escort vessels arriving in the U.K. to be supplied with the new Searched Channel Charts and to operate efficiently in company with R.N. Ships;

5. It was arranged with the Hydrographic and Map Service of the Department of Mines and Resources to print various coloured charts which can be clearly seen at night in Chart Rooms fitted with red lighting. The most suitable of these Experimental Charts will be adopted for these Canadian Charts which are in greater use;

6. It has been decided to extend Admiralty's new system of supplying charts to British Merchant Ships to those of Canadian Registry. This scheme will supply Merchant Vessels with world-wide coverage of charts and enable them to be serviced by Admiralty or Dominion Chart Depots;

7. An inspection of the Halifax Chart Depot was undertaken. The organization, stocks and their

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accounting, method of chart correcting and general dealings with ships and their navigating Officers were gone into thoroughly. Problems as between Naval Service Headquarters and the Chart Depot were discussed and difficulties ironed out. The sea-going viewpoint on pertinent topics was ascertained in conversations with a number of Commanding Officers and Navigating Officers.

Also visited were the Naval Compass Adjuster and the Command Meteorological Officer from whom reports on the nature and progress of their work were obtained.

23. Arrangements for swinging at Quebec have been facilitated by the laying of a mooring buoy for this purpose. Previous to the installation of this facility, the operation was unduly difficult and prolonged.

24.(a) During August, the Chart Depot at Esquimalt was also inspected. The occasion was also taken to confer with Commanding Officer "ROYAL ROADS" on the subject of syllabi of instruction in Navigation and Pilotage.

(b) Follow up correspondence between D/D.W.T. and certain other Government Departments concerning researches carried out at the Marine Biological Station, Nanaimo -- said researches dealing with ocean temperatures, salinity and bathythermography as affecting sound ranging -- this station was visited and discussions carried on concerning the interest of the Hydrographic Department in such researches.

It is certain that the study of oceanography (embracing as it does, the aforementioned matters) which subject is as yet barely scratched, must continue to occupy the interest of the Hydrographic Department, quite apart from the more immediate benefits in the matter of sound ranging which are already being brought to light.

Work of Superintendent of Navigational Equipment

25. The duties of S.N.E. are to investigate and advise on questions involving the supply of Navigational Instruments and Equipment to H.M.C. Ships, and on the arrangement of bridges and other navigational facilities.

During the period under review, opinions have been given on the supply of various instruments, and suggestions have been submitted as to the proposed modification to the bridges of Bangor Class Minesweepers. On 31st August, at the request of Naval Superintendent Contract Built Ships, S.N.E. attended the preliminary trials of H.M.C.S. "DUNVER", the first R.C.N. Frigate to be completed on the East Coast, and inspected and reported on the navigational facilities of the ship. On 20th September, a mock-up of a Frigate bridge at Canadian Vickers Limited, Montreal, was inspected. This mock-up was prepared for inspection by the Departments concerned with a view to finalizing the design.

Amongst the other matters advised on have been

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Plotting Machines for A.R.L. Plots, the "TRILLIUM" Instant Bearing Indicator, Compass Magnifiers for M.L.'s, Time-Speed Distance Indicators, establishments of Binoculars for Minesweepers, Aneroid Barometers, establishments of Chronometers and Watches for all R.C.N. Ships also of Boat's Compasses for various classes of ships.

"Q" Messages

26. The "Q" message system and the promulgation of all navigational warnings has now been consolidated in the Hydrographic Department.

With a view to ensuring a standardized procedure for promulgating navigational warnings throughout the Canadian Coastal Zones, full instructions have been prepared and will be published in a C.C.N.O. The procedure suggested in this order is in accordance with Admiralty and U.S. Navy procedure given in C.B. 01618L/43.

O.N.W.

Great difficulty has been experienced during the quarter in publishing a new edition of O.N.W. (July 1943) and subsequent amendments owing to a shortage of paper and lack of experienced help in the Central Duplicating Office. The shortage of paper is still evident and it will be essential to cut down the distribution of this publication to the requirements of R.N. and R.C.N. ships and authorities. At present we are supplying some 1200 copies to U.S. Navy Department. This matter has been taken up with U.S. authorities in Washington.

The volume of "Q" messages has been comparatively low in most areas excepting the Mediterranean where business has been very brisk.

Meteorology

27. The organization of the Meteorological Section of the Royal Canadian Navy now consists of one Lieut. (SB); five Sub Lieutenants (SB); one Sub Lieutenant (SB) W.R.C.N.S. and one Writer W.R.C.N.S.

The duties of the Meteorological Officers at Naval Service Headquarters are laid down as follows:

(a) the co-ordination and control of all Meteorological matters in the Royal Canadian Navy.

(b) To exercise general supervision of Naval Meteorological Officers stationed outside Naval Service Headquarters.

(c) liaison Officer with the Controller of Meteorology, Department of Transport, Toronto, and the Naval Meteorological Officer at Washington, D.C.

(d) discussion of the current weather map with appropriate Staff Officers of Operations, Trade and Operational Intelligence Centre.

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The duties of the Meteorological Officers at the Coast consist mainly of making available all meteorological information to shore and sea-going personnel, as well as the inspection of all meteorological instruments and correction of barometers aboard ships.

One of the most important improvements in the meteorological broadcasts during the last quarter was the introduction of the Inter Allied Fleet Analysis Code. This Analysis gives the position and movements of Highs, Lows, Fronts and Isobars, which is of the greatest use in the larger ships of the Royal Navy and Royal Canadian Navy.

Another interesting function of the Meteorological Department has been the comparison of the Actual Weather with the United States Long Range Forecasts.

The United States are now issuing two Long Range Forecasts, for a ten day period, and for a one month period. Rough comparisons with the Actual Weather were made covering only three Areas -- The Gulf and Maritimes, Newfoundland, and the Ottawa District -- for the months of July and August, and there was a definitely higher degree of accuracy shown in the forecasts for August.

With regard to developments in the United Kingdom, Air Ministry scientists are working on a highly technical method using harmonic functions. These forecasts have a very limited distribution. Research workers offer positive results for thirty day forecasts but the Meteorological data supplied is very general. They forecast tracks and positions of disturbances rather than actual weather.

Admiralty work on pressure distribution over two day periods with a one day overlap. Zonal Indices of pressure distribution are the important aspect of this method. The forecasts are for five days. The original investigator claims only 65% accuracy, and maintains that no method of long range forecasting known to the allies is past the experimental stage at the present time.

During this quarter, one Meteorological Officer returned from the United Kingdom having completed a twelve weeks' course at Greenwich. This course consists of the usual lectures, duties and solution of problems, and embraces a short course in the meteorological applications of chemical warfare.

It is considered highly desirable that all R.C.N. meteorological officers undergo this course, complementing as it does the training they have already received in the Canadian Meteorological Service (Department of Transport) which is designed primarily -- if not indeed solely -- with flying requirements in mind.

Accordingly, two more Officers are taking the next course.

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IV. - PORT DEFENCES

Information under this heading is to be found in Chapter X "Technical Development", and particularly under the section headed "Boom Defences".

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V - INTELLIGENCE

Naval Intelligence

1. The Director of Naval Intelligence continues to work through the sections described in the previous report. The following information emphasises especially any changes in the functions of these sections.

N.I.D. (1)

2. This section is concerned primarily with counter-espionage and sabotage, subversive organizations and individuals, insofar as the Naval Service is affected. It is also concerned with the maintenance of proper liaison with police authorities and security agencies in Canada, United States and the Empire.

During the quarter, changes in personnel were effected. Lieutenant D.W. Jackson assumed duties as S.O.(I) and Sub Lieutenant R.S. Chambers and Sub Lieutenant H.D. Peterson took up duties in N.I.D. (1).

In addition to the duties set forth above, various surveys for security measures were made. A Naval Wireless Transmitting Station and the new quarters for the Joint Housing of Japanese Discrimination Units were surveyed, and more adequate security protection was recommended.

The feasibility of the issuance of amended Identification Cards to Naval personnel in the interests of more adequate security was considered and recommendations made.

A manuscript together with illustrations was drafted for the purpose of publishing a pamphlet to educate Naval personnel on security matters.

N.I.D. (2)

3. During this period there have been the following changes in the personnel of the section. Lieutenant Shore, pending his return to service with the Royal Navy, has been assisting in the preparation of the Russian Boarding Reports. Sub Lieutenant Gale was attached to the section to study suspicious activities of neutral shipping, and is presently engaged in interrogation of crews of neutral vessels.

During this quarter Lieutenant Wallace, the senior officer of N.I.D. (2), was appointed Secretary of the Canadian Joint Intelligence Committee and at the same time Chairman of the C.J.I.C. Sub-Committee. An important part of the duties of the Sub-Committee has been the preparation for the Senior Committee of a report on enemy capabilities and intentions in both the Atlantic and Pacific areas. Several members of the section contributed to this report.

In response to an invitation from the U.S. Navy to send Canadian Officers to its Advanced Intelligence Training School in New York, Lieutenants Fletcher and Snyder of N.I.D. (2) are at present attending a course there, which began the week of 20th of September.

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Reports covering the regular interests of the section continue to be produced: i.e. Daily chart of Enemy Sub Positions (for J.I.C.); Disposition of Enemy Warships (weekly); Progress of A/S Warfare, (monthly); Neutral Shipping Activities (irregular); Summary of Boarding Reports on Russian Ships (monthly); Report on Kiel Canal and Greece (in particular Piraeus), based on interrogation of crews of Swedish Relief Ships. New advances in enemy methods continue to be summarized in Notes on Enemy Tactics.

All information from censorship, W/T, and signals which bears on activities of enemy warships and merchant ships, as also of neutral ships, continues to be filed.

Among special reports the following may be mentioned:

(1) Scales of Attack on East and West Coasts (prepared in co-operation with N.I.D.(3) and O.I.C.).

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Included in incidental activities of the section was the preparation of a code for local use on the west coast.

N.I.D. (3)

4. P/W Section - can record a steady three months' further work on the collection and collation of material for use in the interrogation of P/W's - German, Italian and Japanese. Unfortunately no Naval P/W's were brought to Canadian ports during the period in question, and the only interrogation conducted was of a U-boat Commander, who had escaped from a Canadian camp and was brought to Ottawa for questioning after his recapture on the 27th September.

N.I.D. (3) had been, however, responsible for detecting and reporting on escape plans, based on material contained in a parcel addressed to a Naval P/W at Camp 44 (Grande Ligne). Two of N.I.D. 3's officers visited the Camp on 13th and 14th of August after a breakout, which was only partially successful, of 6 P/W's. Advice was given to the Camp Authorities on the charts and papers recovered from the escapers. A fortnight later all N.I.D. 3's male officers spent two days at the Camp. A general search of all P/W's papers and effects having been carried out by the Camp Authorities and the R.C.M.P., advantage was taken to examine the diaries and loose memoranda of a number of prominent U-boat officers and a certain amount of Naval Intelligence was distilled therefrom, as well as a good deal of information of value to the Camp Authorities.

The main activity of the Section continues to be the distillation of Naval Intelligence from the mails, and a busy quarter's work can be recorded in the Naval Section of the Postal Censorship, where the Naval Tables examined some 81,210 letters and some 4,547 submission slips were composed. Of these latter the bulk were for the Admiralty and for the Navy Department, Washington. On August 30th, at the request of Admiralty, a further check of U-boat officers' mail was begun by N.I.D. (3) personnel. Hence during the

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IV. - PORT DEFENCES

Information under this heading is to be found in Chapter X "Technical Development", and particularly under the section headed "Boom Defences".

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V - INTELLIGENCE

Naval Intelligence

1. The Director of Naval Intelligence continues to work through the sections described in the previous report. The following information emphasises especially any changes in the functions of these sections.

N.I.D. (1)

2. This section is concerned primarily with counter-espionage and sabotage, subversive organizations and individuals, insofar as the Naval Service is affected. It is also concerned with the maintenance of proper liaison with police authorities and security agencies in Canada, United States and the Empire.

During the quarter, changes in personnel were effected. Lieutenant D.W. Jackson assumed duties as S.O.(I) and Sub Lieutenant R.S. Chambers and Sub Lieutenant H.D. Peterson took up duties in N.I.D. (1).

In addition to the duties set forth above, various surveys for security measures were made. A Naval Wireless Transmitting Station and the new quarters for the Joint Housing of Japanese Discrimination Units were surveyed, and more adequate security protection was recommended.

The feasibility of the issuance of amended Identification Cards to Naval personnel in the interests of more adequate security was considered and recommendations made.

A manuscript together with illustrations was drafted for the purpose of publishing a pamphlet to educate Naval personnel on security matters.

N.I.D. (2)

3. During this period there have been the following changes in the personnel of the section. Lieutenant Shore, pending his return to service with the Royal Navy, has been assisting in the preparation of the Russian Boarding Reports. Sub Lieutenant Gale was attached to the section to study suspicious activities of neutral shipping, and is presently engaged in interrogation of crews of neutral vessels.

During this quarter Lieutenant Wallace, the senior officer of N.I.D. (2), was appointed Secretary of the Canadian Joint Intelligence Committee and at the same time Chairman of the C.J.I.C. Sub-Committee. An important part of the duties of the Sub-Committee has been the preparation for the Senior Committee of a report on enemy capabilities and intentions in both the Atlantic and Pacific areas. Several members of the section contributed to this report.

In response to an invitation from the U.S. Navy to send Canadian Officers to its Advanced Intelligence Training School in New York, Lieutenants Fletcher and Snyder of N.I.D. (2) are at present attending a course there, which began the week of 20th of September.

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month of September some 2,500 letters were specially examined, for which purpose Wren Leuchtenberg de Beauharnais was commissioned, and Sub Lieutenant Allan, W.R.C.N.S., Wren Fraser and Wren Shields were added to N.I.D. 3's staff at the Postal Censorship.

During July flotsam recovered by H.M.S. "VANQUISHER" following an A/C attack (20.6.43) on a U-boat was submitted for investigation to N.I.D. (3). Part of the material, which included wreckage, human remains and correspondence, was flown from Newfoundland. On the basis of a close study and careful analysis of the flotsam it was possible to identify the C.O. of the U-boat, as well as a section of the complement. Subsequently the Admiralty established the U-boat's number and awarded a 'kill' to the aircraft concerned. A life jacket of German manufacture picked up on the Gaspe coast, was also received during July, but further identification proved impossible.

During the quarter a large number of Spot Reports, Periodical Schedules and Sectional Reports have been compiled, edited and circulated within N.I.D. and to other divisions of N.S.H.Q. This work has assumed important dimensions due to the setting-up at N.S.H.Q. of new directorates, research points and technical sub-sections. Close liaison is maintained with the Operational Intelligence Centre and on 25th July a joint report on "Enemy Naval Forces available to attack the Canadian Coast" was made with it and with N.I.D. (2), at the request of the Director of Plans.

During the quarter N.I.D. (3) received a visit lasting 16 days from Mr. Charles Mitchell, head of N.I.D. 1/PW, Admiralty. He was able to review in detail all the phases of N.I.D. 3's work, which hold interest for D.N.I., Admiralty. As a result of his visit, certain changes have been made.

One of N.I.D. 3's functions is: "The testing of linguists, being members of R.C.N. or candidates for N.I.D. or R.N.", and over 20 candidates were in fact tested in German, Japanese, Italian and Spanish.

N.I.D. (4) - Reports

5. The duties of the section have continued unchanged since the last quarterly report, i.e.,

(1) Scrutinizing and minuting incoming Intelligence Reports.

(2) Compiling and editing the Royal Canadian Navy Monthly Report.

(3) Producing the North America Station Intelligence Report.

N.I.D. (5)

6. The complement of N.I.D. (5) is now two male officers, twenty-seven W.R.C.N.S. officers and approximately forty-seven W.R.C.N.S. ratings.

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Twelve censorship stations are now in operation, the three new ones opened since the last report being Prince Rupert, St. Hyacinthe and Montreal. In the Montreal office a Sub Lieutenant W.R.C.N.S. is responsible, under the direction of N.C.S.O., Montreal, for the running of Post Office Box 9000. This Post Office box was established with the co-operation of the Department of Transport, Merchant Seamen's Branch, the British Ministry of War Transport and the Post Office Department, in order to expedite the delivery of mail from Canada to Merchant Seamen wherever they may be. In addition this address has proved most satisfactory from a security point of view.

At the present time approximately 500,000 letters per month are handled by the various censorship stations.

N.I.D. (6)

7. The campaign by press and radio for photographs for the Naval Photographic Library was begun on 9th July. Since that date until the middle of August, contributions came in steadily and some 2400 photographs were selected for reproduction, 1236 of which have been forwarded to Admiralty.

The results of the campaign were of particular interest to the R.C.A.F. and it was arranged that the photographs, as chosen by P/O Losee from the incoming material, should be copied for despatch to the Air Ministry. The photographs were primarily of air fields, factories, bridges, etc., and 270 of these views have been passed to the R.C.A.F. Many more have been studied but retained by the Library.

The map division of the Photographic Library has grown correspondingly. There are now approximately 950 maps on file, a large percentage covering Italy, Sicily and Sardinia. There are also several town plans and harbour charts and these, together with the maps, have been increasingly in demand by the Intelligence sections.

Naval Information

8. The Directorate of Naval Information, under Mr. H.C. Howard, Director, has expanded both in staff and in the scope of its operations during the past quarter.

Members of its staff are stationed in every theatre of war in which the Royal Canadian Navy is engaged and the Directorate covers the Navy's activities in daily press releases, by photographs and over national radio networds, in addition to carrying on press liaison work in England, Newfoundland and Canada.

The staff at present, exclusive of the Director and stenographic and clerical employees, numbers 38. One officer was taken prisoner in the Mediterranean and the rest of the staff is disposed as follows:

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Four Chief Public Relations Officers, stationed at Halifax, Vancouver, St. John's, and London, England.

Writers and editorial staff at Headquarters and in the field; seven officers, three ratings, two W.R.C.N.S. officers, two W.R.C.N.S. ratings.

Photographic Section: Chief Photographic Officer, Photo Editor, five field photographers and four combat camera officers; one technical photographic officer.

Radio Section: Five officers, including one W.R.C.N.S. officer.

French Section: Two officers.

Headquarters of the Directorate is in the Laurentian Building, 80 Elgin Street, Ottawa.

Operational Intelligence Centre

9. The Operational Intelligence Centre continues on a twenty-four hour basis to locate enemy and potential enemy units by plotting D/F bearings taken on their H/F transmissions. An intensive study is also made of all Naval W/T traffic and inferences obtained therefrom are promulgated for operational action.

10. The D/F stations at present operating for the Royal Canadian Navy are:

(a) Hartlen Point, N.S,
(b) Harbour Grace, Nfld.
(c) Gander, Nfld.
(d) Cap d'Espoir, Que.
(e) Montreal, Que.
(f) Ottawa, Ont.
(g) London, Ont.
(h) Rivers, Man.
(i) Portage, Man.
(j) Esquimalt, B.C.
(k) Albro Lake (M/F D/F Control).

11. To supplement this coverage one Naval and three non-Naval stations not equipped with D/F contribute valuable material from special assignments.

12. Construction is well under way on a new Naval Station at Coverdale, N.B.

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VI - TRADE

1. The quarter has been perhaps the most encouraging in the war from the point of view of merchant shipping. Not only have losses due to enemy action been very small, but the enormous output of new ships has nearly made up the losses suffered by the United Nations in four years of war. Unless shipping losses increase over the 1942 level in the next four months the merchant shipping space at our disposal in February 1944 will be greater than the space available in 1939 and, what is of even more importance, the ships will be faster and more uniform in speed, and they will be protected by twice or thrice as many escorts and aircraft than they were as lately as two years ago. The enemy will continue, no doubt, to sink ships, but the cost will be higher than ever before.

2. During the quarter it was possible to take advantage of the lull in U-Boat activity to a very considerable degree. Independent routings of merchant ships increased convoys were discontinued in some areas and routes were shortened to conform closely to the peace time great circle courses. All this of course effected a great saving in time and fuel expenditure.

3. In the Gulf of St. Lawrence SQ and QS convoys were discontinued on the 9th of September. Admiralty suggested that ships with M.W.T. cargoes be sailed independently within these waters; and as these ships were the most important part of the convoys it was decided to discontinue them altogether and use the escorts released to form a kind of general defensive patrol.

4. At the beginning of August convoy cycles were again altered. SC and ONS convoys were sailed every 13 days instead of every 11 days and HX and ON convoys were sailed six and seven days apart alternately instead of five and six days apart. Canadian convoy cycles were also altered to fit into this scheme, and have since been sailed at six and seven day intervals. This scheme of convoy cycles is to continue at least to the end of October and possibly beyond that time. It has one outstanding advantage in that it provides for those merchant ships which can load and unload quickly. The schedule allows four or five days in each terminal port, between the arrival of an inbound convoy and the departure of the next outbound convoy so that tankers or freighters with easily unloaded cargoes can keep moving supplies across the ocean with no long delays in port except when a refit is needed.

5. The size of convoys and ships has been steadily rising as can be seen from the following table:

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HX CONVOYS	1940	1941	1942	1943
Average Number of Ships:	41	47	36	64
Average Individual Ship's Gross Tonnage:	5,275	6,106	7,047	7,297
Average Individual Ship's Deadweight Tonnage:	7,913	9,159	10,570	10,946

SC CONVOYS	1940	1941	1942	1943
Average Number of Ships:	33	42	41	53
Average Individual Ship's Gross Tonnage:	3,391	4,082	4,809	5,296
Average Individual Ship's Deadweight Tonnage:	5,087	6,123	7,213	7,946

N.B. 1943 figures are from January to August inclusive.

6. "During the quarter the number of ships in homeward bound mercantile convoys sailed as follows:

	FROM CAN.PORTS	NFLD.	BERMUDA	U.S. PORTS
	620	36	-	711

and from the opening of hositilities to date:-

1939-1941	8205	79	1210	-
1942	2911	116	-	747
1943 to end of Sept.	1490	109	-	2078
	12606	304	1210	2825

Deadweight tonnage carried (excluding Nfld., Bermuda and U.S. Ports) -- 76,780,406.

Deadweight tonnage carried from Canadian, Nfld. and U.S. Ports having been escorted by ships of the R.C.N. -- 103,173,337.

Mercantile Movements Section

7. The unified British / U.S. reporting system mentioned in last quarter's summary has been brought into effect, and is working very well. The Navy Department has instructed its reporting officers to make two types of merco reports -- (a) the regular merco which is addressed to Admiralty and N.S.H.Q. in addition to U.S. authorities; (b) the restricted merco, which is addressed to U.S. authorities only, for use in reporting "coastal" movements. The word "coastal"

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is interpreted in its broadest sense, and as a result we would be without information on a great many ship-movements were it not for the reports made by our B.R.L.O.'s. These reports are summarized thrice daily and are sent to the Admiralty.

8. Complete records are maintained of all merchant ships coming to or departing from the Ottawa area. For merchant-ship reporting purposes this area includes the West Indies, Panama Canal and the Caribbean in addition to the North American continent.

9. Under the system of inter-station vescas and route signals, N.S.H.Q. is responsible for informing the interested authorities in contiguous areas of ships proceeding to their areas. However, since the last report, the Australian and New Zealand Naval Boards have intimated that they are now receiving all the required information from the U.S. authorities; consequently N.S.H.Q. has ceased sending inter-station vescas and routes for ships sailing to ports in the south - west Pacific.

10. Efforts are being made to secure more space in fast troopships for the transporting of mail to the troops overseas. It is hoped that ships sailing from both U.S. and Canadian ports will be able to take more of this mail than heretofore.

Movements of Wabana - Sydney, N.S, Ore Vessels for the Quarter Ending 30th September, 1943

11. During this quarter 67 vessels have sailed from Wabana in 28 convoys and have carried a total of approximately 367,500 tons of iron ore to Sydney.

The total tonnage of ore moved to Sydney since the beginning of the present season (May 4th) is 620,500 tons.

The estimated requirements for the 1943 season are approximately 1,000,000 tons.

It will thus be necessary to move 126,000 tons per month for the remaining three months of 1943 in order to meet the above requirements.

Movements to & from Goose Bay during the Quarter Ending 30 September, 1943

12. During this quarter 21 vessels sailed to Goose Bay from Quebec in six convoys and 20 vessels proceeded from Goose Bay in six convoys.

Movements of Tankers under the Direction of the Canadian Oil Controller for t e quarter 1 July to 30 Sept., 1943

13. Trade Division keeps in touch with the Canadian Oil Controller and his representatives and closely watches the movements of tankers assigned to the Canadian Service.

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During the quarter a total of 58 tankers discharged 5,343,400 barrels at Portland and Halifax. This compares with 5,030,700 barrels discharged by 57 tankers in the previous quarter at these ports.

The division between Portland and Halifax was as follows:-

	No. of Tankers	Barrels Discharged
Portland	38	3,521,300
Halifax	20	1,822,100
	58	5,343,400

The number of tankers in Southern service has been reduced by 5 to 20 at the present time - 7 slow tankers having been withdrawn and replaced by two tankers of 15 knots.

There are now three tankers of 15 knots in this service, who sail independently to and from loading ports.

In addition to the 20 tankers which are in the Southern service (loading either in the Gulf of Mexico or in Caribbean ports), there are eight tankers also under the direction of the Canadian Oil Controller, which operate in shuttle service between Halifax, St. John's, Nfld., and northern Newfoundland ports, Saint John, N.B., Montreal, Goose Bay and Gaspe.

Two of these eight are Admiralty tankers and it is anticipated that they will shortly be released, as the shore tanks at St. John's, Nfld., have now been completed, thereby obviating the necessity of having one of these Admiralty tankers continually in St. John's while the other shuttles to and from Halifax.

Canadian Troop Movements during Quarter 1st July to 30th September, 1943.

14. Numbers carried in Canadian Troop movements were as follows:

	EASTBOUND	WESTBOUND
Quarter under Review.....	52,011	13,870
Previous Quarter	27,071	12,270

"LADY RODNEY" - Has carried Service personnel to and from Halifax and St. John's, N.F. as follows:

Sailed Halifax	Arrived St. John's, N.F.	Sailed St. John's, N.F.	Arrived Halifax
August 16th	August 21st	August 29th	August 31st
September 4th	September 9th	September 11th	September 13th
September 18th	September 23rd	September 27th	September 29th

NOTE: From June 28th to August 9th, "LADY RODNEY" made a total of three voyages to Goose Bay carrying Canadian Army and Air Force personnel, resuming the Halifax - Newfoundland service on August 16th.

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15. In July R.C.S. (Routeing and Convoy Section) Rooms 3801-3817 changed its name and location and became known as Mercantile Plotting Section located in Rooms 3743 and 3856.

Concurrently, a certain reorganization in duties and activities took place. The "Ships in Port" section was transferred to the Convoy room; constant liaison is maintained with this sub-section through systematic transfer of ship tickets between M.P.S. and Convoy room.

A wall plot, corrected for 2000Z daily is now maintained for the North and South Atlantic.

16. Shipping Intelligence Reports have been greatly increased; a daily report covering all independent shipping north of 35° 00' N. and between 30° 00' W. and 67° 00' W. is now sent to C. in C. C.N.A. and F.O.N.F. for use in briefing LR and VLR aircraft. This report is amended as necessary on receipt of diversions.

M.P.S. maintains a Canadian Coastal Zone wall plot in Operations Plotting Room for information of Operations. M.P.S. also furnishes routes and departures of independent merchant ships which may be of interest to Operations, and, in general, works in close co-operation with Operations Plotting Room.

A summary of neutral shipping within 750 miles of Halifax is supplied daily to O.I.C.

Preparations are under way for developing Pacific Shipping Intelligence on the same lines as that of the Atlantic.

17. Merchant shipping losses for the quarter were either third or fourth lowest since the war began. In July 381,230 tons of Allied and neutral shipping were lost from all causes throughout the world, a relatively high total which, however, is balanced by the sinking of U-Boats. More U-Boats were sunk during July than merchant vessels sunk by U-Boats and in August the U-Boats fared even worse as can be seen from the following table:

	Total Merchant Ships Lost	Merchant Ships Sunk by U-Boat	U-Boats sunk & Probably Sunk
April	82	55	16
May	67	49	41
June	37	18	19
July	69	44	45
August	28	13	29
September	25 (?)	12 (?)	11

18. In the area of Canadian responsibility no attacks or sinkings took place in the three months except the convoy battles of September 18th to 24th, which involved convoys HX 256 (1 Merchant vessel damaged) ON 202 (5 Merchant vessels sunk) and ONS 18 (1 Merchant vessel sunk). Although the enemy undoubtedly scored a success in this series of engagements sinking three escorts and six merchant ships

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and damaging one escort and a merchant ship the results must have been rather disappointing considering that the acoustic torpedo and new tactics were being used against these convoys for the first time, and that the U-Boats certainly did not escape scot free. The communique issued on this battle gives an idea of what the enemy hoped for. "In days of stubborn fighting" it proclaims "twelve destroyers were sunk and three more torpedoed. Nine ships of the convoy totalling 45,500 G.R.T. were sunk and two more torpedoed." And the communique goes on to suggest that only dense fog prevented the rest of the convoy from being wiped out.

Three of the six merchant ships lost in these attacks were not sunk at once but were abandoned in mid ocean in the hopes that rescue tugs would later be able to tow them to port. However, air and surface search failed to locate them. It may be surmised that U-Boats found and sank them after the convoys had departed. One ship was crippled in HX 256 but fortunately that convoy was provided with two tugs which were able to bring the ship safely in.

19. Marine casualties during the quarter were on a moderate scale, nine ships totalling 13,915 tons were lost as against twelve of 26,681 tons in the previous quarter. The most serious disaster of this nature, which cost more than 56 lives occurred on August 18th and 19th in HX252. This convoy was in mid-ocean making its way through thick fog when three collisions occurred in the space of 24 hours. The first collision happened at about 0050Z on the 18th when the Norwegian "SANTOS" was rammed on the starboard side by the Liberty Ship "THEODORE DWIGHT WELD". Both ships were able to continue, though the "SANTOS" was on fire and had to man the pumps. But an hour or so later the "THEODORE DWIGHT WELD" apparently still wandering about in the fog, reappeared, this time on the port side, and again rammed the "SANTOS" which sank at once. Four of her crew are missing. It is noteworthy that the "THEODORE DWIGHT WELD" was sunk by U-Boat in her next voyage i.e. in ON 202.

On the following night a second Liberty Ship, the "J. PINCKNEY HENDERSON", rammed the Panamanian tanker "J.H. SENIOR". The tanker was carrying benzine and this caught fire spreading over both ships. Tugs were sent and both ships were towed to port, the "J.H. SENIOR" to St. John's, Nfld., and the "J. PINCKNEY HENDERSON" to Sydney C.B. At least 52 men perished in the flames of these two ships.

DEFENSIVELY EQUIPPED MERCHANT SHIPS

20. D.E.M.S. inspections have been carried out in ports throughout Canada as follows.

Halifax	62
Sydney	295
Saint John, N.B.	118
Montreal	127
Quebec	31
Esquimalt	55
St. John's, Nfld.	153

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Armament has been provided 44 vessels of which 19 were completed at Esquimalt, 12 at Montreal, 5 at Sorel, 4 at Quebec, 2 at Halifax, 1 at Sydney and 1 at Pictou.

Low Angle Guns

21. Mounting of 4" Mk. XIX HA/LA guns is proceeding satisfactorily, and to date a total of 34 new construction vessels have been fitted with these guns in Canada. In addition, a considerable number of Canadian 12 Pdr. HA/LA guns have been mounted on vessels of Canadian registry.

Anti-Aircraft Machine Guns

22. Although the majority of the new construction vessels armed during the quarter were supplied with only 2 Oerlikons each, the stock of these guns has now increased, and it should be possible in the future to fit 4 per ship in accordance with Admiralty requirements.

New Construction

23. New Construction vessels of 10,000 tons are now prepared to receive the following armament: 4" HA/LA gun, 12 Pdr. HA/LA gun, 6 Oerlikons, 2 Twin 0.5" Colts, U.P. Mk.II Pillar Box, 2 F.A.M., P.A.C. Type "J" and type "B" projectors.

A.N.D.

24. Lt. Cdr. Everest has been appointed A.N.D. Officer for Canada and promoted to the rank of A/Commander.

D.E.M.S. Personnel

25. During the quarter arrangements were made for D.E.M.S. to receive an additional 700 new entry ratings at the rate of 25 per week starting October 18th, 1943.

D.E.M.S. & Merchant Navy Gunnery Training

26. Considerable expansion has occurred in training programmes during the quarter. A D.E.M.S. Instructional Staff under Lt. Cdr. Townsend has been appointed to H.M.C.S. "CORNWALLIS" for the Gunnery Training of New Entry D.E.M.S. ratings. A section of the new building at H.M.C.S. "STADACONA" has been taken over by D.E.M.S. for a training centre and Lt. Cdr. Childs appointed in command. In addition to the present training, a final week of "D.E.M.S. polish" will be given there to New Entries from "CORNWALLIS". More emphasis is to be given to L/A training. To this end, 4" Mk.XIX and 12 pounder guns have been added to the schools at Halifax, Montreal and Sydney, and the original R.C.N. Gun Battery at Sydney is being incorporated in the D.E.M.S. Training Centre. A 4" Mk.XIX gun has been added to the battery at Vancouver.

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Rear Admiral Sir Francis Austin, K.B.E. C.B., Inspector of Merchant Navy Gunnery accompanied by Commander G.A. Moore, R.N. arrived from England early in September and visited all D.E.M.S. Training Centres in Canada. He expressed himself as very satisfied with the work being carried out in this connection. St. John's, Nfld. was also visited. A training centre is being established at that port.

The following figures of personnel passing through the school include all type of training given.

	Merchant Navy	DEMS, R.A. Maritime & Allied Naval	TOTALS
Halifax	286	472	758
Montreal	778	27	805
Sydney	302	247	549
Vancouver	356	269	625
St.John,N.B.	34	25	59
	1756	1040	2796

NOTE: St. John, N.B. commenced operation in the middle of September.

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C253495

Period - July 1st to September 30th, 1943

NEW SHIP CONSTRUCTION

Type of Ship	Previously Accepted	Accepted During Quarter	Under Construction	Projected
1. Destroyers	2 (U.K.)	2 (U.K.)	4 (In Canada)	
2. Frigates	1	4	96	
3. Corvettes, Flower Class	60			
4. Corvettes, Revised Flower Class	10		42 (38 Can., 4U.K.)	
5. Corvettes, Lengthened, Single Screw			12 (U.K.)	
6. Algerine Escorts	1	2	9	
7. Minesweepers	38			
Steam Bangors	10			
Diesel Bangors	2		8	
105' Wooden M/S	54	8	18	
8. Fairmile M.L.'s	2			1
9. Base Supply Ships	6			
10. Patrol Vessels (Motor Seine Vessels)				
11. Boom Maintenance Vessels	2	1	3	
25 Ton Steel Derrick Scows		1		
25 Ton Wood Derrick Scows	1	2	8	
90' Wood Scows			7	
12. Boom Attendant Vessels	3			

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	Type of Ship	Previously Accepted	Accepted During Quarter	Under Construction	Projected
13.	Gate Vessels				
	Steel	2			
	Concrete	2			
	Wood	2		3	
	108' Steel (Conversion)			4	
14.	Loop Minelayers				3
15.	178' Oil Tankers Steel Diesel			2	
16.	Tugs				
	112' Diesel Steel			8	
	80' Diesel Steel	1	1	10	
	80' Diesel Wood			2	
	40' Diesel Steel	4		17	
17.	Harbour Defence Patrol Craft	10		9	1
18.	Examination Vessels	1			
19.	46' Harbour Craft	40	1	30	
20.	79' Self-Propelled Water Barges	3			
21.	Ammunition Lighters				
	79' Self-Propelled	5	3		
	55' Dumb	2	2		
22.	Lubrication Lighter	1			
23.	79' Stores Lighters (S.P.)	2			
24.	64' Diving Tenders			3	1
25.	Repair Scows			2	

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	Type of Ship	Previously Accepted	Accepted During Quarter	Under Construction	Projected
26.	60' A/S Towing Vessels			9	
27.	Sullage Scows				
28.	Despatch Boats				

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Purchase of Vessels:

29. Two in number vessels of various types were acquired by outright purchase.

Charter of vessels:

30. Arrangements were completed for the charter of nine in number vessels on a temporary or permanent basis, as required.

Ship Repairs:

31. H.M.C. Dockyards at Halifax and Esquimalt continued to operate at full capacity during the period under review, the former on a 3-shift, 7-day per week basis.

In addition to carrying out repairs to H.M.C. and H.M. ships, repairs to ships of Allied Governments were undertaken as required.

Repairs were carried out under Naval supervision in accordance with the terms of the Emergency Repair Agreement at 79 private shipyards on both coasts and on the St. Lawrence River.

Marine Railways:

32. **Completed and in Operation**

1. 3000 ton Marine Railway at Sydney, N.S.
2. 3000 ton Marine Railway at Shelburne, N.S.
3. 3000 ton Marine Railway at Dartmouth, N.S.
4. 2000 ton Marine Railway at Pictou, N.S.
5. 1800 ton Floating Drydock at St. John's, Nfld.
6. 1400 ton Marine Railway at Lunenburg, N.S. "
7. 1400 ton Marine Railway at Liverpool, N.S.
8. 200 ton Marine Railway at Sydney, N.S.
9. 200 ton Marine Railway at Shelburne, N.S.
10. 200 ton Marine Railway at Gaspe, P.Q.

Under Construction:

1. 3000 ton Marine Railway at Bay Bulls, Nfld, (for Canadian Government)
2. 200 ton Marine Railway at Esquimalt, B.C.

Floating Dry Dock:

33. The 25,000 ton steel floating dry dock at Halifax, N.S. continued in full operation.

Works & Buildings

34. The total cost of Works and Buildings completed during July, August, and September, 1943, and now under construction, may be summarized as follows:

Cost of Works Completed

Newfoundland	$1,060,000.00
East Coast	2,728,000.00
West Coast	375,000.00
Central Region	332,000.00
	4,495,000.00

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Under Construction

East Coast

Halifax Dockyard	$ 950,000.00
Halifax Barracks	1,450,000.00
Halifax Vicinity	2,450,000.00
Shelburne Base	1,652,000.00
Pictou	18,000.00
Sydney Base	2,800,000.00
Gaspe Base	1,820,000.00
Deep Brook	2,800,000.00
Renous, N.B.	782,000.00
St. John, N.B.	496,000.00
	6,050,000.00

Newfoundland 2,600,000.00

West Coast 2,515,000.00

Central Region 26,383,000.00

Projects under Consideration, Study, & Planning:

D/F Stations
Inland Magazines
Expansion, H.M.C. "DOCKYARD", Esquimalt, B.C.
Additional Buildings, Nadan 1, Esquimalt, B.C.
R.C.N.V.R. Establishments
W/T Stations
Naval Armament Establishment, Halifax, N.S.
Inland Magazine, Kamloops, B.C.
Auxiliary Vessels Base
Expansion ..... Sydney, N.S.
..... Shelburne, N.S.
" ..... Newfoundland
Boom Defence, East Coast
Asdic Station, East Coast.

35. No major changes in Works and Buildings organization have taken place during the quarter under review.

Detailed drawings for all structures are prepared by the Headquarters' staff as also are specifications. The Headquarters' staff necessary for this work consists of 24 Architects, 41 Engineers, and 49 other personnel. Blue prints and specifications of all structures are furnished by the Department of Munitions and Supply for the obtaining of tenders, also to local engineers on both coasts in charge of construction and to contractors. The average number of blue prints made and mailed daily is 272.

In addition to the staff at Headquarters, the following is the number of personnel at the different districts:

(1) Newfoundland, 6 Engineers, 2 Architects, 10 others.

(2) Atlantic Coast, 33 Engineers, 9 Architects, 39 others.

(3) Central, 6 Engineers, 12 Resident Engineers, 1 other.

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(4) Pacific Coast, 17 Engineers, 3 Architects, 7 others.

(5) Gaspe, 2 Engineers, 1 other.

Base Development

36. East Coast

On the East Coast generally, contracts were let and work started on various Works and Buildings contained in the building programs prepared earlier in the year.

At Halifax, it has been decided to construct a new Naval Plate Shop on the site of the Tennis Courts, and to reconstruct the Boiler Shop, Tinsmith Shop and Smithery on Wharf #2.

At Sydney and Shelburne the ship repair facilities were reviewed, and plans are now being considered to increase the use of both these bases during the coming winter. At Shelburne a new Plate Shop and Electrical Artificers' Shop are to be built to make this possible, and the necessary increase in other shore facilities, including barracks, messing and stores is under consideration.

At Gaspe a contract has been let for a new water supply to the base from the St. John's River. This will provide water supply for both general use and for fire-fighting purposes to the Navy, Army and Air Force areas.

At Saint John, N.B. construction is continuing, but delay has been encountered due to labour shortage.

37. Newfoundland

At St. John's the program prepared earlier in the year is now under way, and considerable progress has been made in construction in the barracks area. Plans of the new hospital have been agreed to by the Newfoundland Government, and construction has started. A Floating Drydock has been obtained by the Admiralty from the United States, and is now in St. John's and in operation in a temporary berth. Due to difficulties encountered in obtaining a clear title to the property, construction of the South Side Barracks has not actually started.

The program at Bay Bulls is proceeding, and it is now proposed to construct a Reserve Magazine for the Newfoundland area.

38. West Coast.

During this quarter revised programs for construction at Esquimalt and Prince Rupert have been prepared on the basis of Staff decision as to the forces which should be based there.

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At Esquimalt, the Army have been approached with the object of acquiring additional land adjacent to Esquimalt dockyard.

In Vancouver, negotiations to obtain the use of certain buildings at Hastings Park as a Reserve Stores Depot for the West Coast, are now being finalized.

General.

A half-yearly summary of the situation with regard to barracks accommodation, prepared by this Directorate, shows that there is now accommodation ashore for 26,214 of all ranks. Upon completion of the building programs, which are now proposed, this figure will be raised to 41,147.

Port Defences.

39. During the quarter under review the Port Defence Section of Plans Division completed preparation of a summary of the Fixed Defences of Canadian and Newfoundland Ports (C.B. CAN. 0810). A review of the adequacy of these defences is in progress.

A joint agreement between Canada and the United States for the defence of the Straits of Juan de Fuca was approved by the Chiefs of Staff Committee at the 246th Meeting held on 27th August, 1943.

Further information regarding Port Defences is to be found in the chapter on Technical Development, and particularly under the sections on A/S Fixed Defences and Boom Defences.

Bomb Disposal

40. The Bomb Disposal Section of Plans Division is responsible for the operation of the Inter-Service B.D. Centre in Ottawa, which was opened during the quarter, and for the issue of the latest B.D. intelligence and technical information to all three Canadian services.

During the quarter arrangements were made to provide the ten Naval Bomb Disposal Stations in Canada with all necessary equipment.

Arrangements were made for the supply of certain Bomb Disposal Equipment to Auxiliary Cruisers, Tribal Destroyers, Escort Destroyers, Frigates, Corvettes and Minesweepers; and for the training of ships' personnel.

Arrangements were made for the embodiment of certain U.S. bomb disposal methods in instructions to Canadian Bomb Disposal Officers of the three services, and for the manufacture and supply by U.S. authorities of a number of items of U.S. bomb disposal equipment for the three Canadian services.

Intelligence and Technical Information continued to be received from the Director of Unexploded Bombs, Admiralty, the Air Ministry, the United States Navy, the United States Army, the South West Pacific and India. This information was co-ordinated and

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disseminated to the three Canadian services. A "Canadian Interservice Bomb Disposal Bulletin" has been introduced and is being issued monthly.

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VIII - SUPPLY

Naval Stores

1. The total value of Contract Demands on Naval Stores placed with the Department of Munitions and Supply during the current quarter amounted to $10,456,344.00.

Procurement action has been taken to provide stores for vessels due for completion this year and for first outfit stores for the last twenty-six Fairmiles under construction.

New Construction

2. Thirty-five ships were commissioned during the months of July, August and September, including the following:-

R.N. Frigates	- 4	R.C.N. Frigates	- 2
R.N. Algerines	- 4	R.C.N. Algerines	- 2
R.N. Corvettes	- 4	U.S. Corvette	- 1
R.N. 105' MMS	- 3	R.C.N. Fairmiles	- 7

and other smaller craft.

with a few outstanding exceptions, deliveries of stores and equipment have shown an improvement.

The delivery of Kermath Diesels for 25' Boats has shown an improvement and this situation is gradually assuming normal proportions.

Central Stores

A complete set of Central Stores' ledgers is being set up for R.C.N. Algerines and Frigates on commissioning. This system has already been installed in some Algerines.

An establishment of Naval Stores for R.C.N. Frigates is now an accomplished fact and work is in hand on an establishment for R.C.N. Algerines.

On the 21st of August, 1943, Paymaster Lieut. Cmdr. T.F.T. Morland assumed the duties of Supervising Central Stores Officer, Naval Service Headquarters. This officer also took over New Construction Storing.

Financial Control and Auditing

3. Despite the fact that the number of Contract Demands and accounts payable handled remain heavy, and also the issue vouchers from outports continue to increase in volume, all costing and journalising of entries have been accomplished without delay.

Work has been commenced in the preparation of information and the setting up of files in preparation for the Primary Estimates 1944-45.

Stores Examiners have visited most of the outports and R.C.N.V.R. Divisions. A periodic check of stores has been made at the Newfoundland Naval Base.

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Motor Transport

4. Mr. W.A. McLeod was appointed Superintendent of Naval Motor Transport in July, during which month 107 vehicles consisting of 94 2½-ton and 13 2-ton stake body trucks were purchased from the Army. Seventy-six of these units have since been distributed to various establishments.

Three transporters, two jeeps and one personnel carrier were also procured from the Army. Of these one transporter, one jeep and one personnel carrier have been shipped to Halifax, one transporter to Esquimalt, B.C., and one transporter and one jeep to St. John's, Newfoundland.

It is hoped to procure a number of panel delivery units within the course of the next five or six months. The supply of vehicles from the Army is becoming increasingly difficult.

Consideration is being given to the 1944-45 requirements for estimates.

Salvage

5. It would appear from the number of minutes issued by the Acting Salvage Officer, Treasury Division, Ottawa, that H.M.C. Ships and Establishments are becoming more salvage minded and are making an effort to dispose of surplus and obsolete stocks of material and equipment.

Surplus declared clothing accumulated at R.C.N.V.R. Divisions has been returned to the Clothing Inspection Store, Montreal. This clothing is being cleaned and repaired for re-issue.

Lists of surplus stocks from Government Departments and offers of machinery, equipment and scientific instruments by firms and private individuals continue to be received. Consolidated lists of such materials are issued from time to time to Directorates, Dockyards and Shore Establishments.

Technical Assistants

6. New sources of supply have been found for the following laminated papers: Hydrometers, Fresnel Lenses, Demolition Battery Boxes, Igniter Smokefloat Boxes, Decontamination Pumps, Chemical Tanks. Inspections have been carried out on numerous items such as Oil Fuel Hose for fuelling at sea and Adaptors therefor, Gromets for Condenser Tubes, Chain and Cable Anchors, Whalers, Dinghies and Pulling Boats, Steel and Wood Blocks, Speed Indicators and Searchlight Projectors.

Further experiments and tests have been carried out on rope made from Raffia at the National Research Council and tests made on various packings and jointings to withstand high temperatures and pressures.

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Complete specifications were furnished to the Australian Government covering the rations and first aid kits for lifeboats and rafts at their request.

Considerable time has been spent in drawing up lists of electrical cable and fittings, as well as in the procurement and expedition of equipment for ships undergoing extended forecastle alterations.

General

7. Delays in promotions and reclassifications recommended for members of the Naval Stores Staff have recently caused a certain uneasiness amongst the employees concerned. In practice some three to four months have elapsed from the time such recommendations have left this Directorate until final approval has been received. This has been, and still is, the cause of many resignations which are to be regretted not only by the fact that the services of valuable trained employees are lost, but also owing to extreme difficulty of obtaining suitable replacements. These remarks apply equally to the bases throughout the Dominion.

Such delays place the senior members of the staff in a most invidious position as there would appear to be no valid reason to offer to the employees affected. It is therefore difficult in the extreme to obtain a continuous maximum effort.

Supply Liaison

8. The efforts made to ensure delivery of materials and equipment by intelligent planning brought good results and deliveries improved during the quarter ending September 30th, 1943.

9. The value of the statements prepared for the Munitions Requirements Committee (Canada) was apparent and the preparation of the third statement will commence during the next few days. This statement is an estimate of Naval Service requirements for the eighteen months period beginning January 1st, 1944, and in which an effort will be made to give a firm and realistic picture of the requirements of the Service for the year 1944 with an estimate of the requirements for the first six months of 1945. The use of this statement by the Department of Munitions and Supply has enabled that Department to plan production and ensure deliveries of material and equipment at the time required.

10. There were many special problems and the production and supply of Binoculars, Lugless Shackles and other special items presented difficulties have been removed and a satisfactory supply of these items will be available.

11. Assistance was given the various Directors of the R.C.N. and officials of the Department of Munitions and Supply where difficulties arose and particular attention was given to the problems of the new Directorate of Electrical Supply in its relation to the Department of Munitions and Supply and the Directorate of Naval Stores.

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12. Several meetings of the Canadian Munitions Assignments Committee (Army) were attended during which the allocation of the production of 7 x 50 and 6 x 30 binoculars was discussed and a satisfactory delivery arranged.

13. Discussions have been had with officials of the Department of Munitions and Supply regarding the disposal of surplus stocks and it is understood that a plan will be promulgated in the near future, and an organization set up to implement it, which will ensure that surplus stocks will be disposed of to the best advantage and every effort will be made to protect the interests of all those concerned. It is realized by those responsible for the setting up of this organization that the disposal of surplus stocks must not be allowed to disrupt the post-war production in this country.

14. There is complete co-operation between the Directors and officials of the Naval Service and those of the Department of Munitions and Supply with the result that the problems which arise can be dealt with efficiently and the difficulties of procurement are disappearing.

Directorate of Maintenance N.S. 64-2-26
F.D. 4086

15. The organization of the Directorate of Maintenance first set-up in May 1943 has been proceeding satisfactorily.

16. The ground work at N.S.H.Q. has now been completed as a compact organization for securing approvals for proposals received from the Bases for Maintenance items. Standing F. E.'s have been raised to cover all requirements for all Shore Establishments without delay the moment they are approved.

17. Preliminary instructions for handling all phases of Maintenance activities have been promulgated and forwarded to the various Maintenance Establishments.

18. Maintenance Officers have now been appointed in all major bases and steps are being taken to fill the last few vacancies, namely Bytown and Montreal. In minor Establishments, the Commanding Officer acts as Maintenance Officer.

19. One additional Naval Officer is expected shortly at Headquarters as assistant to the Director, so that one officer can be spared for inspection tours at the various Establishments for giving detailed instructions.

20. The question of Maintenance shops and complements for maintenance crews, where required, is underway and now completed for the Dockyards.

21. Material for the 1944-45 Estimates is at this time being gathered.

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22. The new Directorate in the meantime has been able to take care of all demands coming from the various establishments and the necessary work, either by contract or Dockyard labour, is being carried out without undue delays by the use of L.P.O. authority obtained from M. & S.

23. A distinct tendency is noted to make use of the accelerated procedure established by the Maintenance Directorate, for carrying out larger projects when immediate action is required, and it is believed that some measure of benefit to the Service is thereby accomplished.

Directorate of Victualling

24. The scale of loan clothing has been amended to incorporate the new weatherproof protective suits. These suits include a covering suit of the new Butyl synthetic rubber. This material is gas repellant as well as being waterproof. The first shipments have been received and distribution to ships will commence in the very near future.

25. A change in the present winter uniforms for W.R.C.N.S. has been approved. A newly designed uniform made of a lighter material, with gold "CANADA" badges and gold substantive and category badges will be adopted. One tricorne hat and one beret type hat similar to a sailor's cap will be issued in lieu of the two hats of the existing patterns now issued.

26. Reports received indicate that the work of the recently appointed W.R.C.N.S. dietitians is widely appreciated and has already resulted in an improvement in the messing of ships' companies.

27. The new entry course for cook ratings has now been extended to 8 weeks and it is anticipated that the new cookery school at Cornwallis will be in operation during October. It is hoped that it will be possible to arrange for refresher courses at the school for cooks already in the Service.

28. The issuance of temporary ration cards to officers and men proceeding on week-end leave is under discussion with the Ration Administrator. The shortest period for which they can be obtained at the present time is for 5 days.

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IX - NAVAL ARMAMENT

1. Equipment and Trials

The number of gun trials carried out by E.T.O.'s (G) since 1st April is 109 - each gun trial report being preceded by two at least equipment reports. Close co-operation with D.N.C. and N.S.C.B.S. has been maintained enabling many small but helpful alterations and additions to H.M.C. Ships under construction. On the East Coast E.T.O. (G) Halifax works in conjunction with the Flotilla Gunnery Officer on ships refitting and present distribution of reports results in a satisfactory check-up of progress of work.

2. Since the last quarterly report E.T.O. (G) Montreal has also been transferred to Halifax giving 3 officers to cover the East Coast Area. E.T.O. (G) Quebec has taken over the Montreal Area under his control.

3. Shipbuilding has speeded up slightly and the next six weeks will be particularly busy in the Great Lakes and St. Lawrence Area. Staff requirements appear to be sufficient at the present time.

4. During the last quarter the Equipments and Trials Organization has shown steady improvement. Weekly reports are being regularly sent in by the E.T.O.'s in the various areas along with any comments as to deficiencies or omissions appearing on ships undergoing refit or New Construction Ships. This allows a running check-up to be made at Naval Service Headquarters and the necessary departments concerned to be advised in ample time to correct any defects before firing trials are conducted.

5. Firing Trials are reported in due course on standardized forms from E.T.O.'s in all areas which are duly noted and incorrect results are investigated to learn the cause and its speedy correction.

6. Several sets of gears in the Yaw transmitter connected with H.H. control were reported to be of the wrong ratio thus transmitting incorrect deflections to the H.H. mounting. The necessary authorities were advised and correct gears were shipped to Yaw transmitters already installed with the incorrect gears. The manufacturer has been notified and this defect should not appear on future installations.

7. Design

The following projects have been undertaken and for the most part completed during the past three months. Modifications to MK.IV D.C. Thrower, also to Oerlikon guns and mountings and stowages including the cutting down fabricated mounting to provide for L.A. Firing only in Fairmiles, the design of training limit stop, the coversion of Fairmile magazines to stow Oerlikon ammunition, the design of wooden Oerlikon stowage box and the modification of existing firing ramps and design of new type.

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8. Much time has been spent during the quarter in the completion of standards concerning ships and ships' armament, gun mountings, ammunition and stowages as previously outlined.

9. Fire Control

Additional Fire Control Equipment as requested by Admiralty for Tribals "MICMAC" and "NOOTKA" has been ordered in detail. Complete co-ordination has been established between Department of Munitions and Supply, British Admiralty Technical Mission, this Directorate with a view to the co-ordination of manufacturing.

10. Complete lists of Fire Control Equipments for H.M.C.S. "PRINCE DAVID" and "PRINCE HENRY" have been forwarded to the Admiralty. Delivery is fairly satisfactory.

11. Complete lists of Fire Control equipment required for H.M.C. "FRIGATES" are now in the hands of D.M.S., and delivery is expected to commence in the immediate future.

12. Effective liaison has been maintained with the National Research Council, Director Electrical Engineering and the Radar branches of Naval Service on all matters pertaining to Fire Control.

13. Armament Stores

Supply of Q.F. 4 inch Mk. XIX on Mk. XXIII mounting is proceeding satisfactorily to meet the needs for arming Corvettes and Frigates as required.

14. For the arming of Frigates under construction 88 Q.F. Mark XVI gun units have been ordered and delivery will be made from Canadian Production to meet the requirements as these arise.

15. To an increasing extent the facilities of Canadian manufacture is being used to produce spare parts for replacement and repair of Naval guns and mountings in Service including these for the older types.

16. The production of the twin power worked Oerlikon Mountings is developing according to schedule but delivery to date has been only sufficient to meet the orders placed by the Admiralty for ships refitting. The first delivery to Canadian order is expected during the month of November.

17. Oerlikon Guns continue to be supplied from the United States production to match single mountings made in Canada.

18. Ammunition for Oerlikon guns from Canadian manufacture has not yet reached the stage of production, in the meanwhile further supply has been obtained from the United States of America to meet requirements.

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X - TECHNICAL DEVELOPMENT

19. Q.F. 4 inch H.E. Ammunition for the Mark XVI and XIX guns to R.C.N. orders is now on delivery and a continual source of supply is thus available.

20. The recently authorized modification to the Depth Charge Pistol whereby a detonation of 850 feet is attained, to be designated as the Mark IX, has been introduced and arrangements have been made for this modification to be made to all Mk. IX pistols in Service.

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X - TECHNICAL DEVELOPMENT

1. The title S.E.D. lapsed and the section became known as D.E.S. In addition to Procurement of A/S Equipment such items as W/T, Radar etc. are now being procured.

The activities of the Directorate are listed under the following headings:-

1. Procurement
2. Electrical Section
3. Mechanical Section
4. A/S Fixed Defences.
5. Instrument Section.
6. Test Room
7. Reproduction
8. Distribution.

Procurement

2. A substantial volume of requisitions for new equipment was passed to the Department of Munitions and Supply totalling approximately $4,500,000.00. Over 95% of this was for new A/S Gear for both R.N. and R.C.N.

Approval was given by Naval Board for the procurement of the new 134C A/S Sets for Fairmiles and for 147 Gear for Escort Vessels.

Over 2,000 inspections of new production of various types of equipment, mainly A/S Gear, were made during the quarter.

Electrical Section

3. Attention has been directed principally towards getting into production those units required for the "Q" Attachment, Type 134C and 144 A/S Sets.

Work on the A.V.C. Receiver is progressing satisfactorily and it is anticipated that deliveries on this component will commence on or about November 1st.

Mechanical Section

4. Information received and production in progress on Domes A/S 20 and 21 for "Q".

First Canadian Sample of Control Training A/S 271 and production is satisfactorily underway.

Production in progress of Type 134C Directing Gear and associated Rubber Covered Oscillator.

Directing Gear in production for 147B set.

Information and contracts placed for components of Rubber Covered Oscillator for 134A Sets.

First sample of Training Unit A/S 304 submitted and company now proceeding with production.

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A/S Fixed Defences

Halifax, N.S.

5. "B" H.D.A. unit has been re-laid. Preparations have been made to re-lay "A" unit and #3 Indicator Loop.

St. John, N.B.

D.M.S. awaiting Naval Concurrence to award building contract.

Electrical and marine equipment have been assembled preparatory to installation, which is to commence in approximately two weeks time.

Prince Rupert, B.C.

Building contracts have been awarded. U.S. C.G. vessel "Manzanita" has been procured to undertake loop laying. Laying operations to commence approximately 1st October, 1943. Electrical and marine equipment is being accumulated.

North and South Canso

Loop installations - both projects complete and operating.

Vancouver, B.C.

Electrical and marine equipment being assembled preparatory to installation when status of project decided.

Instrument Section

6. Information on the 144 Set in sufficient detail has been received and production commenced on all of the necessary instruments.

A sample Bearing Recorder, (A/S 407) produced in Canada, has been tested and proved satisfactory.

It is anticipated that deliveries of a small quantity of approximately 90% of the instruments will be achieved by the end of December 1943, first deliveries on the balance being as late as Feb. 1944.

Test Room Section

7. 1219 defective A/S Units were surveyed.
1075 were repaired and returned to service.

276 tests were carried out on all types of A/S gear including components of A/S 127D, 128D, 144 and 147.

20 Bottle Transmitters were tested and adjusted.

Oscillator Production

Total all types of oscillators produced - 336

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Total all types of oscillators repaired - 41

Jigs, presses and all other equipment necessary for production of Rubber Covered and "Q" Oscillators are well under way.

Reproduction

8. During the past three months the Drawing Office has turned out the following:

915 copies C.B.'s and Secret Books
Made up 42 Drawings.
Made up 30 new C/AS Drawings.
Retouched 375 Drawings.
Retraced 125 Drawings.

Distribution

9. Type 144XA in limited supply has become available from B.A.T.M. during this quarter. Issue has been progressed to R.C.N. new construction with one set issued to provide for a "River" class refit.

Issues of conversion gear to refitting yards has been advanced on Types 123D and 127D for "Flower" Class Corvettes and Type 128A for "Bangor" Class Minesweepers.

Normal issues continue on Echo Sounding Equipment.

Division of Warfare & Training

10. This Division has expanded rapidly during the quarter under review. Specialist Officers have been drawn from all branches of the R.C.N. and are now at N.S.H.Q. where the benefits of their experiences are available in consultation on the many problems submitted for consideration. Approximately 35 Officers are now on the Staff of D.W.T.

The Division is split into four Sections, each with a Section Head responsible to the Deputy Director. A Director has not yet been appointed.

Fighting Efficiency Section

11. Complements.

During the quarter a study of ships' complements has been undertaken with a view to stating the optimum complement for each class and sub-class of vessel. Tentative complements have been prepared for Town Class Destroyers, Frigates, Corvettes, Bangor; Diesel and Steam Minesweepers, and LSI's, and upon final approval will be promulgated by Naval Order. Other studies are proceeding.

Asdics.

A.R.L. Plots are now being manufactured in Canada for the R.C.N. A/S Sets type 124 are being converted to the more modern type 144. Plans are in preparation for a Standard Night Escort Trainer which will be installed in St. John's, Newfoundland.

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M/L's

Decision has been made to remove all armour plating from M/L's. All armament is to be standardized and is to consist of anti-personnel weapons only - with the exception of Depth Charges. Summer and Winter Allocations have been determined for 1944-45. Construction of the third M/L Base Ship is to be held in abeyance pending requirements in the Pacific. All East Coast M/L Bases have been visited and inspected by a representative of N.S.H.Q. Admiralty have approved the manning of two Coastal Craft Flotillas by R.C.N. personnel. These will be known as Canadian Flotillas on loan to R.N. and will amount to approximately 33% of the number of Officers and men serving in M/L's in Canada.

Minesweeping

Approval has been granted to install Oropesa gear in 3 F.R. Vessels on the West Coast. A survey of R.C.N. minesweeping requirements has been completed and the construction of 16 LL Wooden M/S is now awaiting orders being placed. As a result of the mining attack at Halifax, an improved degaussing on 16 M/S has been approved.

Refits

The present refitting position in the Maritimes area has been analyzed for N.S.E.C.R. Detailed records of dates of repairs and refits of all H.M.C. Ships have been maintained.

Camouflage

Copies of Admiralty Camouflage Designs have been produced and approved for distribution by D.N.C. for new construction Corvettes, Frigates, Algerines and M/L's. Tests of new Admiralty designs for M/L's have been made by one flotilla under C. in C. C.N.A. Camouflage design was produced for the "PRINCE ROBERT".

Life Saving

A general investigation of life saving facilities has been made. Proposals regarding improvements for the R.C.N. are in course of preparation.

Tactical Section

12. During the quarter under review, the Tactical Section has been primarily engaged in finding its feet and has not assumed a status whereby full benefit can be obtained in accordance with the instructions as laid down in its terms of reference. Analyses of all reports of proceedings received from ships at sea are made and action initiated whenever required as a result of these reports. With the introduction of the Acoustic Torpedo by the enemy, this Section has been responsible for gathering of all information concerning this weapon and its use so that all concerned at N.S.H.Q. regarding countermeasures may be kept fully informed.

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Training Section

13. Gunnery

New training devices such as Portable A.A. Teachers, Rocket Target Gliders, etc., have been secured for the R.C.N. The proposed Naval Order giving in detail the requirements for and the eligibility of all gunnery ratings has been reviewed, revised and passed to A.C.N.P. for concurrence. A Fire Control System for Frigates has been devised and passed to D.N.O. The subject of gunnery practice targets and target service is being thoroughly reviewed and recommendations will be made on completion.

Torpedo

Courses in controlled mining have been arranged in U.K. for certain Officers and Ratings, also preliminary training for Officers and Ratings in the use of the "Squid" has been arranged. Policy has been formulated regarding fitting of Hedgehogs in River Class Destroyers and cold running torpedoes and Mark X Depth Charges in River and Town Class.

Anti Submarine

Representatives from N.S.H.Q. visited Halifax and Cornwallis to discuss problems and facilities for A/S training. Study has been made of manning and recruiting requirements for A/S Branch.

General Training

A complete survey of all Syllabi in all Establishments concerned with "G", "T" or A/S has been made and co-ordination arranged. All Gunnery and Torpedo forms have been reviewed and revised. A scheme of complement for "Figi" Class Cruisers was produced for C.N.P. Films have been viewed and lists of the United Nations Central Film Committee have been culled and films considered of value recommended for purchase. A review of Officers' Training has been made and recommendations put forward for -

(i) Training of R.C.N.V.R. Sub Lieutenants

(ii) Command Courses for all Executive Officers

(iii) Setting up of Sea Warfare Training Centre at Halifax.

Research Section

14. The Directorate of Technical Research has been established within the Research Section of D.W.T. D.T.R. is charged with the co-ordination of all research carried out on behalf of the Naval Service. Duplication of work will be avoided and projects will be given necessary priority as the case may be. Standard requisition forms have been prepared for initiating projects with National Research Council, other Government Research and Test Laboratories and Industrial concerns.

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Installations

15. The following changes in Installations from those described in Quarterly Report dated 30th June, 1943, are reported:

Halifax, N.S. — No change.

Sydney, N.S. — No change.

Shelburne, N.S. — No change.

Gaspe, P.Q. — No change.

Louisburg, N.S.

Net Laying Operations at this Base were completed on 5th August, 1943. Gate is left in open position pending arrival of suitable operating Tug.

Port Hawkesbury, N.S.

Decision to postpone Laying Operations at this Base until next Spring was approved on 8th September, 1943.

Saint John, N.B.

A/T Net has been removed.

St. John's, Nfld. — No change.

Bay Bulls, Nfld.

Section of Net on north side of Boom removed and new section placed.

Wabana, Nfld. — No change.

Esquimalt, B.C.

New First Line Defences installed also new section of Net and Seaward Gate installed and put in operation. Laying of Deperming Mooring completed in Vancouver Harbour on 31st July, 1943.

Prince Rupert, B.C.

Second Line Net has been cancelled as outlined in Signal 091846 September, 1943, from N.S.H.Q. to C.O.P.C.

Boom Defence Vessels:

16. Derrick Scow "B.D.9" arrived at North Sydney, N.S., and has replaced "B.D.4" which is permanently stationed at Shelburne, N.S. Tug "J.A. Cornett", "B.D.9" and "B.D.3", from Sydney, completed Net Laying Operations at Louisburg under the supervision of Lieut. J.A. Hamilton, R.C.N.R., of Boom Defence Headquarters' Staff. All Vessels returned to Sydney Base. Boom Defence Tug "Frank Dixon" entered Harbour Grace Drydock during July for repairs and refit. "B.D.1" drydocked and overhauled at St. John's, Nfld. Boom Defence Flat Scow "H.C.189" was delivered to Esquimalt from Vancouver during the month of August. "B.D.6", new Derrick Scow for Esquimalt, delivered. "B.D.3" returned to owners

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on 16th September, 1943. Tug "Rio Sama" chartered for Gate Operation at Wabana, Nfld., but found unsuitable. "Frank Dixon" took over Gate Operation duties from "Rio Sama". "Rio Sama" now handling "B.D.1" in St. John's, Nfld. "B.D.11" accepted from Builders and is now en route to Dartmouth, N.S., where she is to be stationed.

Boom Defence Buildings:

17. Temporary Storage and Office Building at Louisburg, N.S., and a new Storage Building at Dartmouth have been completed and the new Storage Building at Shelburne has nearly been completed. Preliminary work has started at Port Hawkesbury, N.S. The work on new Breakwater at Gaspe, P.Q. is progressing and is nearing completion.

Experimental: B.A.I. (Bell & Indicator) Signal System

18. (1) 700-lb. and 1200-lb. Parting Clips have been made up and delivered for try-out. Junction Boxes with Tear-off Strip have been delivered and a satisfactory Annunciator and Relay have been obtained from the Edwards Company of Canada for use in this Signal System.

(2) Two types of Bullring Fittings, cut to allow Open Links to be fitted without the use of a Shackle, are under consideration.

(3) Foamglas Wood Baulk, of 2000 lbs. buoyancy, were constructed, fitted to the Nets and subjected to Machine Gun Fire.

(4) Two types of electrically controlled and operated Locking Devices, for holding Gate Opening and Closing Wires, permitting the use of only one Gate Vessel, are under construction.

(5) Two types of A/T Curtain Nets are being tried out on sections of Standard A/T Defences.

(6) Conical Floats were fitted to a section of A/S Boom for support of Curtain Net, as an alternative to Barrel Posts.

General:

19. (a) The Director of Boom Defence left Headquarters on 18th August, 1943, and visited New York in connection with the new Floating Drydock for St. John's, Nfld., and returned to Headquarters on 24th August, 1943. The Director also left for St. John's, Nfld. on 16th September, 1943, to supervise the mooring of the above mentioned Floating Drydock and returned to Headquarters on 23rd September, 1943.

(b) The Assistant Director of Boom Defence spent two days at Quebec during August looking over Barge "Chesterfield" and Hopper Barge "No.2" with a view of obtaining one of these Vessels as a Mooring Vessel to replace "B.D.3".

(c) The Inspector of Booms, East Coast, visited the Bases at Halifax, Shelburne and Saint John, N.B. While in Saint John, N.B., in the month of July, the Inspector of Booms supervised the removal of the A/T Net.

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(d) Lieut. Cmdr. A.T.G. Durnford, (SB) R.C.N.V.R. Boom Defence Designs Officer, returned to duty on 13th September, 1943, after 30 days sick leave.

(e) Lieut. Cmdr. M.S. Frayne, (SB) R.C.N.V.R., accompanied by Warrant Officer T.G. Phillips, (SB) R.C.N.V.R., left Headquarters on 30th August, 1943, on an inspection and muster of Stores at all East Coast Bases and Newfoundland.

(f) Lieut. J.A. Hamilton, R.C.N.R., and Lieut. C.J. Pendergast, (SB) R.C.N.V.R., left on 30th August, 1943, for St. John's, Nfld., to assist in the mooring of the new Floating Drydock. En route they visited the Boom Defence Depots at Port Hawkesbury, N.S., and North Sydney, N.S.

(g) Warrant Officer C.M. Kerr, (SB) R.C.N.V.R., arrived at Headquarters on 3rd July, 1943, for additional training.

(h) Sub Lieut. E.A. Terry, (SB) R.C.N.V.R. and Warrant Officer R.M. Ellis, (SB) R.C.N.V.R., arrived at Headquarters on 31st August, 1943, for additional training.

(i) Warrant Officer R.M. Ellis, (SB) R.C.N.V.R., was appointed to H.M.C.S. "FORT RAMSAY" on 23rd September, 1943, as Base Storekeeper for Boom Defence.

(j) Lieut. J.T. Burns, (SB) R.C.N.V.R., returned to Headquarters from Halifax on 16th September, 1943.

(k) E.R.A. Carl Beckett, R.C.N.V.R., returned to Headquarters on 16th August, 1943, from Gaspe where he delivered Derrick Scow "B.D.10".

(l) Lieut. Cmdr. P.C. Amos, R.C.N.V.R. (Inspector of Booms, East Coast), no longer holds this appointment having been appointed Assistant Superintendent of Local Craft Section at Naval Service Headquarters effective 20th September, 1943.

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32	D.N.E.D.	80)	(Through D.N.I.)
33	D.S.R.	81)	
34	D.E.E.		
35	Hyd.	82	S.B.N.O.W.A.T. (Through D.N.I.)
36	Dep. Sec.(Staff)		
37	Dep. Sec.(Pers.N)		
38	Dep. Sec. (Supply)	83	C.G.S.
39	Dep. Sec.(E. & C.)	84	C.A.S.
40	C. in C. C.N.A.	85	Sec. Chiefs of Staff Committee
41	F.O.N.F.		
42	C.O.P.C.	86	Prime Minister
43	C.O.R.D.	87	Sec. Cabinet War Committee
44	S.C.N.O.(L)		
45	N.S.C.B.S.	88	Secretary of State for External Affairs
46	Capt. D. Halifax		
47	Capt. D. St. John's, Nfld.	89	H.C. for Canada, London
48	Capt. D. Esquimalt		
49	C. Superintendent		
50	N.O.I.C. Sydney		
51	N.O.I.C. Gaspe		
52	N.O.I.C. Saint John, N.B.		

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N.A. ROBERTSON TO WLMK
WWII - Naval Defence
WWII - Anglo-Can. Cooperation
WWII - Qué. Conference of 1943

N/G

NAR/SR
18.12.43

SECRET

MEMORANDUM FOR THE PRIME MINISTER

C253520

Herewith is a note I have received from Naval Services, summarizing the discussions which have been taking place regarding the possible manning by Canada of two escort aircraft carriers (C.V.E.'s). This proposal, which was considered at last week's War Committee and deferred for further examination, is quite separate from the Navy's earlier scheme for acquiring aircraft carriers as bases of operations for a Canadian fleet air arm. The present proposal is that the R.C.N. should supply personnel to man two escort aircraft carriers for convoy protection work.

The central fact in the situation appears to be that the Royal Navy is running seriously short of men and unable to man needed ships, which are being provided by the United States. They have asked us if we can provide additional personnel. Naval Services properly prefers to have Canadian sailors manning H.M.C.S. ships rather than scattered through Royal Navy ships. In accordance with this policy, the Government has already approved the Canadian Navy taking over a certain number of cruisers and destroyers from the British Navy. This has been one method of helping to meet the United Kingdom shortage of sailors.

The case of the escort carriers differs, however, from the case of the cruisers and destroyers because the C.V.E.'s are vessels of American construction, lease-lent to the United Kingdom. If Canada undertook to operate them on loan from the United States, the transaction would seriously complicate the pattern of our financial relations with the United States, and would make it difficult for us to maintain that we were not receiving any Lease-Lend assistance. Apart from objections of a financial order to our operating the C.V.E.'s, there is the further consideration that their aircraft (which are their effective armament) would be furnished by the R.N. Fleet Air Arm, and would not be Canadian. I should think this would be an unsatisfactory working arrangement.

It seems to me that if the Government is, in principle, prepared to have Canadians man additional fighting ships, one method of carrying out such a policy, which would avoid the special difficulties in the C.V.E. suggestion, would be simply to transfer from the R.N. to the R.C.N. additional vessels of United Kingdom construction. At the same time, it might be possible to meet the specific escort aircraft carrier problem by agreeing to provide crews which would sail the C.V.E.'s from Vancouver to the United Kingdom, turning them over to the British for operation there. The crews which would ferry the C.V.E's over could be used to man any

(over)

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N.A. ROBERTSON TO WLMK N/G
WWII - Naval Defence
WWII - Anglo-Can Cooperation
WWII - Ottawa Conference of 1943

SECRET NAR/SR
18.12.43

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additional vessels which were being transferred from the R.N. to the R.C.N.

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C253521

MOST SECRET

MEMORANDUM REGARDING ADMIRALTY REQUESTS FOR R.C.N. ASSISTANCE IN MANNING ESCORT CARRIERS (C.V.E.'s)

1. At the beginning of November Admiral Cunningham, newly appointed First Sea Lord, in a personal message (062058/11) to C.N.S., stated that the manpower position of the R.N. was causing him considerable anxiety and requested assistance as indicated in Admiralty message 061840/11. It was also pointed out in another Admiralty message (061847/11) that the full extent to which the R.N. manpower situation had deteriorated had not been learned by the time of the Quebec Conference, and it was therefore hoped that the R.C.N. could give assistance over and above that which was being provided as a result of the Quebec Conference.

2. In Admiralty message 061840/11 certain specific ways in which the R.C.N. could be of assistance in relieving R.N. difficulties were submitted for consideration. One of the proposals submitted (para.1 E of 061840/11) was that the R.C.N. supply engine room personnel for 7 escort carriers completing on the Pacific Coast. It was subsequently learned informally that any delays in the arrival of the escort carriers in the U.K. would seriously interrupt the programme for production and delivery of ship-borne aircraft.

3. In a subsequent message (170137/11 para.9) Admiralty again stated that it would be of the greatest assistance if anything could be done towards providing personnel for escort carriers.

4. In their 302111/11, para.14, Admiralty expressed the hope that the R.C.N. could provide the ship's company (i.e. excluding flying and maintenance personnel) of two escort carriers. They further stated that they would endeavour to secure that the ships be commissioned as H.M.C. Ships, and that they would approach the U.S. Navy Dept. to this end.

5. In their 071618/12, para.6, to the British Admiralty Delegation, Washington, instructing them to approach the U.S. Navy Department regarding the conditions on which Landing Craft Infantry (Large) manned by the R.C.N. could be commissioned as H.M.C. ships, Admiralty suggested that B.A.D. should warn the U.S. Navy Department that a similar request might also arise regarding two escort carriers.

6. Naval Service Headquarters in their 111530/12 to Admiralty stated that they would be glad if Admiralty would approach the U.S. Navy Department regarding the commissioning as H.M.C. Ships of any ships manned by the R.C.N., but pointed out that "final decision whether the R.C.N. will man two escort carriers cannot be given until the Canadian Cabinet has considered the terms under which these ships would be made available". It was further added that "it is presumed your approach to the U.S. Navy will be to obtain permission for the R.C.N. to commission and man naval vessels on lend-lease to the R.N. without involving Canada in lend-lease".

7. The proposal to supply general service personnel (i.e. apart from flying and maintenance personnel) for two escort carriers is based upon the desire to assist R.N. manning difficulties and is quite distinct from the proposal to form an R.C.N. Air Service. Any experience acquired in manning escort carriers would, of course, be of value if an R.C.N. Air Service should be formed.

17th December, 1943.

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FROM THE PRIME MINISTER C252522

TO Re N.A. Robertson

Discussed with P.M.
Please forward to the
Attorney for consideration
in Council at early date/

per

Norman R

23.12.43

//DEC 23

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J.A. Gibson ✓ J. A. G.

WWII - Naval Defence ✓
WWII - Anglo - Can Cooperation (1944)
WWII - Que. Conference of 1943 ✓ J.C.

Secret

ROYAL CANADIAN NAVY

C253523

British proposals for assistance in meeting shortage of naval manpower in Royal Navy.

1. Excerpt from Minutes Cabinet War Committee, Quebec, August 31, 1943:

"3. The First Sea Lord, at Mr. Churchill's request, submitted the following specific proposals for Canadian assistance to the Royal Navy in meeting the present shortage of naval manpower:

(1) one or two cruisers to be taken over by the Royal Canadian Navy, at a later date, progressive training of Canadian personnel to be arranged meantime;

(2) two Fleet destroyers to be manned by the R.C.N. in December of this year, or soon after, conditions of transfer to be for subsequent discussion;

(3) the R.C.N. to form a Canadian unit of three flotillas of landing craft complete with squadron and flotilla staffs (approximately 350 men), training, in Britain, to be completed by the spring of 1944;

(4) the R.C.N. to form one Beach Commando and one Beach Signal Unit (approximately 1,000 men), training, in Britain, to be completed by the spring of 1944; and,

(5) the R.C.N. to provide 120 "C.W." (Commission Warrant) candidates for training in Britain and loan to the Royal Navy.

4. Sir Dudley Pound said that these proposals had already been discussed informally with the Chief of the Canadian Naval Staff. That concerning the cruisers was the least urgent.

If the Canadian government were willing to accept these proposals in principle detailed arrangements would be worked out between the Admiralty and the Canadian Naval Staff.

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5. The Minister of National Defence for Naval Services reported that the proposals submitted had already been given preliminary study by the Canadian Naval Staff. They were inclined to the opinion that, in view of slowing down in deliveries of escort vessels from Canadian yards, it would be possible to meet the British requests within the limit of the present Naval programme.

Approximately 2,000 men would have to be provided. If necessary, personnel required could be released by laying up certain of the older and obsolescent R.C.N. units. On general grounds it would be desirable to take the opportunity of adding cruiser strength to the Canadian Navy.

6. The Chief of the Naval Staff said that, as a result of slowing down of the Canadian naval shipbuilding programme certain enlisted personnel would be available for manning British vessels. Consequently, it should be possible to meet the Admiralty's request over the next year, without making any demand upon Canadian manpower beyond that already contained in the present Naval programme. Eventually, of course, an overall increase in personnel would be involved.

7. The Minister of Finance enquired whether it was intended that the vessels described in the British proposals would be transferred to Canada and, if so, upon what terms.

8. Mr. Churchill felt that there would be no difficulty in that respect. He assumed that the ships would belong to Canada and that the terms of transfer could be taken into consideration in the general financial arrangements between the two countries.

9. The Prime Minister observed that it would be necessary to have the First Sea Lord's proposals examined carefully by the War Committee in relation to the heavy manpower requirements of the Armed Forces and the demands of war and essential industry.

Severe shortages of manpower in Canada, particularly in regard to the production of fuel and other materials, were causing the government great anxiety. It would have to be determined whether the present requests could be met within the limits of the present Naval programme.

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10. The War Committee, after further discussion, agreed that the proposals submitted be referred to the Chief of the Naval Staff for detailed examination with the First Sea Lord, and subsequent report by the Minister of National Defence for Naval Services for consideration by the War Committee."

2. Excerpt from Minutes Cabinet War Committee, Ottawa, September 8, 1943:

"13. The Secretary referred to the discussion, at the meeting of August 31st, with Mr. Churchill, of certain proposals submitted by the First Sea Lord. These proposals had been referred to the Chief of the Naval Staff and a report had now been prepared of which copies had been circulated.

(Naval Staff memorandum, undated - C.W.C. document 604 - copy attached)

14. The Prime Minister expressed surprise that proposals of this nature had been put to the government without notice of any kind. Had the Naval staff known of them prior to the meeting? The manner of their presentation had placed the War Committee in a difficult position.

15. The Chief of the Naval Staff said that the First Sea Lord had, at an early stage in the Quebec Conference, discussed informally with members of the Canadian Naval staff various proposals for Canadian assistance to the Royal Navy. It was not, however, known to the Canadian staff that specific proposals were to be brought forward at the meeting of August 31st.

16. The Minister of National Defence for Naval Services explained and commented upon the Naval staff's report on the U.K. proposals.

Canadian personnel to meet the proposed commitments would total approximately 3,200 officers and men - 893 men for Commando units, 120 for training as officers, the balance to man two cruisers, two fleet destroyers, one training cruiser and motor gun boat and torpedo boat flotillas. All of these could be provided within the limits of the approved Nagal programme which called for tot

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total personnel of 82,000 by March 31st, 1944.

In addition, it was regarded as desirable that two aircraft carriers, with necessary shore facilities, be provided for the Canadian Navy. This would involve some 4,350 men.

17. Admiral Nelles explained that delays in Naval ship-building would make it possible to provide the personnel required within the limits of the present programme. Subject to the possibility of a deterioration in the U-boat situat ion, it would be possible, too, further to slow down, plans for construction of escort craft, and certain older corvettes and destroyers could be laid up thus releasing officers and ratings for the larger vessels.

It was the view of the Naval staff that the Admiralty's proposals should be accepted, that a start should also be made with aircraft carriers and that the result would be an effective use of Canadian personnel and a well based addition to the Canadian Navy.

18. Mr. Macdonald said that provision of larger naval craft would be in accordance with plans for development both now and after the war. With reference to the proposed provision of aircraft carriers, the Naval staff remained of the opinion that carrier aircraft should be operated by Naval personnel, although an arrangement might be made whereby the R.C.A.F. might provide training and shore facilities and crews.

19. Mr. King emphasized that Canada had now reached the limits of her resources in the war effort. No new commitments, involving additional calls upon Canadian resources, human and material, could be accepted.

At the next session, Parliament would not be disposed to accept new commitments and would, indeed, be unlikely to renew the billion dollar appropriation for Mutal Aid. The Armed Services should lay their plans accordingly.

Any new proposals put forward should, therefore, be confined within the limits of programmes already approved.

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20. The War Committee, after further discussion, agreed:

(a) that acceptance of the U.K. proposals be approved in principle, on condition that their implementation, together with the proposals regarding aircraft carriers, would involve no drain on Canadian manpower additional to that involved in the present Naval programme; and

(b) that the proposals regarding aircraft carriers be referred to the Ministers of National Defence for Naval Services and for Air for examination and joint report to the War Committee."

3. Excerpt from Minutes Cabinet War Committee, Ottawa, November 3, 1943:

"1. The Minister of National Defence for Naval Services referred to the discussion of this subject at the meeting of September 8th when U.K. proposals for the manning of two cruisers and certain other naval units, by the Canadian Navy, had been approved in principle.

It was now recommended that approval be given for the transfer of ownership of two cruisers, one training cruiser and two fleet destroyers from the Royal Navy to the Royal Canadian Navy, at no cost, and that provision be made in the Naval estimates for 1944-45 for their operation and maintenance. An explanatory note had been circulated.

(Mmeorandum, Minister of National Defence for Naval Services to War Committee, undated - C.W.C. document 645).

2. The Prime Minister agreed that, in view of the large financial contributions already made by Canada to the United Kingdom, it was desirable that the ships in question should be acquired without cost to the Canadian government.

3. The Minister of Finance stated that, while payment for the vessels would have the advantage of reducing the sums necessary for Mutual Aid, the Department of Finance would raise no objection to the Minister's

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proposal that they be acquired as a gift, or by way of loan, from the United Kingdom.

4. The War Committee, after further discussion, approved the Minister's recommendation for transfer to the Canadian Navy of units indicated.

4. Extract from Minutes of Cabinet War Committee, January 5, 1944.

13. The Secretary referred to the decision taken at the meeting of November 3rd, 1943, and reported that the U.K. government had now offered to make available to the Canadian Navy, as a "free gift", two "Fiji" class cruisers and two Fleet destroyers. The destroyers would be completed early in 1944, and the cruisers during the latter part of the year.

A communication had also been received from the First Lord of the Admiralty, congratulating the R.C.N. upon its achievements during the war and welcoming its "advent as a 'big ship' navy able to take an ever greater part both now and after the war in maintaining the Naval traditions of the British Commonwealth."

(Telegrams Nos. 3234 and 3254, Canadian High Commissioner, London, to External Affairs, Dec. 22 and 24, 1943)

14. The Minister of National Defence for Naval Services pointed out that this transfer of cruisers and destroyers to Canada had originated in the several proposals submitted to the War Committee at Quebec, on September 8th last, by the then First Sea Lord, at Mr. Churchill's request, as a method of assisting the serious manpower shortages of the Royal Navy. The War Committee had, however, on November 3rd, 1943, approved in principle the transfer of vessels of these types to the Canadian Navy.

Addition of these vessels would not necessarily imply the creation of a large postwar establishment, but would create a better balanced Navy. The Australian Navy, for example, now had several cruisers.

15. The Prime Minister, referring to the communication from Mr. Alexander, pointed out that it appeared to imply the maintenance of Commonwealth naval forces to which Canada would contribute. Such a conception was opposed to Canadian national policy and practice and this impression should be corrected in replying to the British proposal.

Furthermore, the official communication from the Dominions Office based the proposal upon the expansion of the Canadian Navy, whereas it had, in fact, originated in the U.K. government's own suggestions as to methods by which Canada could assist in meeting the grave shortage of British naval personnel. This, too, should be pointed out clearly to the United Kingdom.

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16. The War Committee, after further discussion, agreed that, in accepting the cruisers and destroyers indicated, it be pointed out clearly to the U.K. government:

(a) that these vessels were being accepted by Canada, not for the purpose of expanding the Canadian Navy, but as a measure of "assistance to the Royal Navy in meeting the present shortage of naval manpower," as proposed by Sir Dudley Pound at Quebec;

(b) that, nevertheless, acceptance could not involve commitments respecting use of the vessels subsequent to transfer; they would become an integral part of the Canadian Navy and, as such, necessarily at the sole disposal of the Canadian government and Canadian Parliament.

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(C O P Y)

C253530

SECRET
Cabinet War Committee
Document No. 604

ROYAL CANADIAN NAVY

The Prime Minister of United Kingdom has requested that assistance be given by Canada in the form of Naval personnel to man certain Cruisers, Destroyers, Landing Craft.

The Chief of Combined Operations stated that the Combined Operations organization would be some 20,000 short of requirements by Spring 1944.

The proposal is that Canada assist in overcoming this shortage by providing some 3,200 officers and men. It is proposed:

That some of these (893) go to Commandos

(a) to form Canadian Beach Commando and Signal Unit (100);

(b) to man 3 Canadian Flotillas of [large] landing Craft (Tanks) (36 craft) (793)

That 120 be lent to Royal Navy as Officer candicates at rate of 10 per month.

The remainder of Canadians would help in overcoming Royal Navy shortage by manning ships which would be Canadian units.

The ships to be gradually manned by Canadian personnel would be:

2 Cruisers	Canadian Flotillas
2 Fleet Destroyers	M.G.B., and M.T.B.
1 Training Cruiser	

It is estimated that the infiltration of Canadian crews into Royal Navy ships will be completed in the calendar year 1944.

The Canadian personnel for this new commitment can be made available out of the presently approved complement of the Canadian Navy (82,000 by 31st March 1944) - because of delay in commissioning of new construction escort vessels this year. The present strength of Canadian Navy is 72,000.

The movement of Royal Canadian Navy personnel to the United Kingdom would commence in October 1943 and would proceed approximately as follows:

Between now and end of the year - approximately	- 1800
1st quarter, 1944	- 500
2nd quarter 1944	- 500

In addition it is desirable that 2 Aircraft Carriers and necessary shore facilities be provided:

Aircraft Carriers between now and end of the year	- 650 men
1st and 2nd quarters, 1944	- 1800 men
3rd and 4th quarters, 1944	- 1900 men

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CABINET WAR COMMITTEE C253531

MEMORANDUM

TOP SECRET June 7th, 1944.

For the Prime Minister:

These are the first of a series ("CANMO" 1, 2, 3 and 4) which will now be coming forward regularly from Admiral Nelles. Copies will be sent to you by Admiral Jones, through my office, and retyped here for clarity.

A. D. P. H.

A. D. P. HERNEY

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TOP SECRET

NAVAL MESSAGE

To: Naval Services Headquarters, Canada.

From: Canadian Naval Mission Overseas, London.

EMERGENCY

Personal for Chief of the Naval Staff of Canada.

CANMO 1

Operation Overlord commenced.

Allied Forces have landed on French Coast.

6th June, 1944

Message received 12.43 p.m. (G.M.T.)

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TOP SECRET NAVAL MESSAGE

To: Chief of the Naval Staff, Canada.

From: Canadian Naval Mission Overseas, London.

Personal for Chief of the Naval Staff of Canada.

CANMO 2.

First official move in actual timetable of operation Neptune was sailing of convoy of corncobs for South on 31st May under escort of RCN corvettes various other assembling operations followed. Operation was ordered for 5th June but postponed 24 hours on account of weather.

(2) Assault forces sailed under 5th June and consisted of Forces S J and G under Naval Commander Eastern Task Force and Forces O and U under Naval Commander Western Task Force. They were preceded by fleet minesweepers to clear channels. Landing craft were despatched 7 to 11 miles out from enemy beaches.

(3) Heavy air bombing on coastal targets from H minus 5 hours to H hour. From H minus 30 minutes to H hour coastal batteries were heavily shelled

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by naval bombarding forces. H hour for W.T.F. was 0630 and D.W.F. was 0730.

(4) Objective was beaches between Ouistreham and Quineville. First tank carriers in ETF touched down at 0732. NCETF reported that all had gone according to plan and NCETF reported similarly at 0743. Enemy gunfire reported negligible and enemy air force not in evidence. Only naval losses so far reported are 4 or 5 minor ships mined or torpedoed.

(5) Heavy air cover was provided and paratroops were dropped on flanks before dawn to capture enemy strong points and delay reinforcements. Airborne attacks reported very successful. 489 transports land correctly out of 495.

(6) Torpedo boats and trawlers from Havre attempted to interfere but were driven off. No naval opposition of consequence.

(7) Weather rough at outset but moderating.

(8) Ships and craft engaged in Neptune total 6,480. Canadian Army assault forces being carried

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by Force J.

(9) Naval operations have so far gone according to plan. Admiralty very satisfied with the situation.

6th June, 1944
Message received 7.35 p.m. (G.M.T.)

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TOP SECRET NAVAL MESSAGE

To: Chief of the Naval Staff, Canada.

From: Canadian Naval Mission Overseas, London.

Personal for Chief of the Naval Staff of Canada.

CANMO 3.

Following is situation from bases of information available up to 1730 6th June.

(1) Situation regarding beaches, East to West.

(a) 3 enemy coastal batteries between S Beach and mouth of Seine not silenced. Heavy bombers called for.

(b) S beach clearance of beach going well at 0857.

(c) Juno Beach. Beachhead objectives in hand by 1100. Leading forces half way to immediate divisional objective end reserve brigade being sent in. Several major landing craft damaged by teller mines.

(d) Gold beach all self-propelled artillery landed, and beach exits established by 1043. No air opposition. Situation generally good.

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(e) Omaha beach heavy resistance encountered at 1135 but operation proceeding.

(f) Utah beeach. Ahieved tactical surprise. Shore batteries under control but not silenced by 0822. Operation proceeding according to plan.

(2) NCETF reported at 1028 that operation was going well. Battleships bombarding Havre. Weather improving. Little or no enemy air opposition.

(3) Mines less prevalent than anticipated. First reports were that ETF cut 7 mines and WTF one mine. No mines found by WTF in shore of lowering area.

(4) Follow up and build convoys now moving according to plan.

7th June, 1944

Message received .17 a.m. (G.M.T.)

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TOP SECRET

NAVAL MESSAGE

To: Naval Services Headquarters, Canada.

From: Canadian Naval Mission Overseas, London.

Personal for Chief of the Naval Staff of Canada.

CANMO 4.

Following particulars supplied for background information.

(1) The assault is on A - 5 divisional front. Landing of 7 divisions is to be completed by 1st tide of D plus 1.

Initial objectives capture of Cherbourg and Caen.

(2) Assault objectives are Force S - Ouistreham Force J - Courseulles Force G - Asulles Force U - Arreville Force I - Saint Laurent Force B follows up Force O. Force L is following up Force for Eastern Task Force. Forces L and B sailed so as to unload on 2nd tide of D Day.

(3) Assault Forces also include 7 Commandoes in Force J and 2 Ranger Battalions in Force O.

(4) Bombardment Force consisted of 6 battleships 2 Monitors 22 Cruisers 2 Gunboats 72 Fleet Destroyers 16 Hunts. Capital ships grouped in 5 Forces. Majority of Destroyers accompanied assault Forces detaching to join

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Bombarding Force after reaching lowering position.

(5) Passage of Assault Forces from departure area which was 15 miles south of Isle of Wight was covered by 16 Destroyers and 50 Coastal Craft. 4 A/S groups (including E G 11 and 12) operated in approaches to Channel. In addition 6 support groups (E G 1, 2, 5, 6, 9, 15) are employed in Western approaches English Channel and Bay of Biscay.

(6) 3 Diversionary operations on a small scale but without landing troops, took place off Boulogne Bruneval - Fecamp and Barfleur concurrently with main assault.

(7) 10 swept channels are being established between 50° North and lowering position, numbered from West to Eycika 2 for use of each assault force.

1 M/S flotilla with 3 or 4 Danlayers and 2 ML's has been provided for each channel. RCN ships are involved as follows 16th MSF to clear channel 1. 14th MSF to clear channel 2, 31st MSF to clear channel 3, 4th MSF to clear channel 4.

(8) Statistics.

Total ships employed 6480, including 9 battleships 30 cruisers 149 destroyers 5600 landing ships and craft, 429 coastal Forces, 277 British and RCN and

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and 31 USN minesweepers 152 British and RCN escort vessels, 19 USN PC and 7 French escort vessels. Also 1056 coasters and 236 merchant vessels. 2154 landing ships and craft allocated to assault and follow up forces with total lift capacity of 160000 personnel and 17000 vehicles, 1147 minor landing craft and 410 motor craft ex assault force allocated to ferry service between beaches and lowe ring position covering force provided by C in C Home Fleet, Western approaches and Plymouth contains 16 Destroyers and 83 MTB's 6518 aircraft are participating. Continuous fighter patrol is provided over cross channel route and assault area. 19000 airborne troops were dropped.

7th June, 1944,
Message received 4.11 a.m. (G.M.T.)

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TOP SECRET NAVAL MESSAGE

To: Naval Service Headquarters, Canada.

From: Canadian Naval Mission Overseas, London.

Personal for Chief of the Naval Staff of Canada.

CANMO 5

Situation on basis of information received up to 0900 7th.

1. Beach situation. (A) Further bombardment by Warspite silenced some of remaining guns between mouth of Seine and Sword Beach.

(B) Sword Beach (not S as reported in CANMO 3) extends from Ouistreham to St. Aubin Sur Mer. No recent reports received.

(C) June Beach. (From St. Aubin Sur Mer to Mont Fleury) unloading was delayed 2 hours owing to congestion beyond Beach exits but restarted at 1450 6th. By 2100 6th 3rd Canadian Division had reached intermediate objectives and were continuing advance against opposition. Unloading of L.S.T.S. progressing slowly on account of weather.

(D) Gold Beach (from Mont Fleury to Port En Bessin) situation reported generally good at 1403 6th. No air opposition.

(E) Omaha Beach (from Port en Bessin to Isigny)

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considerable opposition experienced at outset but situation recovered and progress resumed. It was reported that situation at 3 beach exits was critical at 1155 with fighting continuing on beaches and at 1810 it was asked that batteries at Port en Bessin which were enfilading Omaha beaches be shelled. Destroyers gave close gunfire support and at 1927 6th it was reported that the crust had now been broken and that forces had pushed inland taking Colleville and partially occupying St. Laurent, their assault objective.

(F) Utah Beach (Isigny to Quineville). No specific reports received.

2. No recent reports available as to extent of Army advance except those included above. Montgomery reported at 1100 6th that situation of 2nd Army could hardly be better.

3. 5 U-boats reported by aircraft south west of Ushant P.M. 6th also 7 reported leaving Brest and 2 leaving St. Nazaire. Several attacked by aircraft A.M. 7th.

4. 3 Narviks reported leaving Pironde at 1756 6th 6 destroyers sent to patrol off Ushant to intercept.

5. Reported that 3 E-boats probably penetrated eastern covering screen at 0215 7th.

6. 12 JU 88 appeared over assault area at 1810 6th. 3 shot down rest retired.

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7. General route taken by Nepture shipping is coastwise to area Z. 15 miles south of NAB Tower and south east of Isle of Wight, thence to 50° N between approximately 0° 25' west and 0° 50' West thence to beaches.

8. Casualties reported to date. (A) Beach area. 1 British destroyer mined and towed to Portsmouth, one United States destroyer sunk by gunfire, one Norwegian destroyer torpedoed and sunk, unknown number of landing craft casualties due to mines or swamping.

(B) On approaches to Area Z and between Area ZA and lowering area, one British merchant ship hit by JU 88 and sunk. 430 survivors out of 580 on board, 2 U.S. minesweepers mined and sunk, 2 L.S.T. sunk one M.L. sunk in collision and one M.L. holed by striking wreckage.

9. General situation. ANCXF reported at 0023 7th as follows, landings were proceeding satisfactorily except at 0 beach warships beginning to return to re-ammunition first build up convoys approaching anchorages, first flights of empty landing craft returning to reload, weather causing some slowing down in rate of discharge.

10. Possibility of further deterioration in the weather is causing some concern at Admiralty.

7th June, 1944
Message received 4.25 p.m. (G.M.T.)

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SUMMARY OF NAVAL WAR EFFORT

1st October to 31st December, 1943

NOTE: This Summary is a continuation of that from 1st July to 30th September, 1943.

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