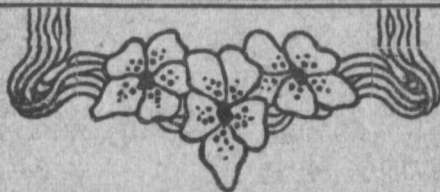


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165

# The Toronto Naval League



WHAT IT IS  
DOING AND  
WHAT IT  
AIMS TO DO

Headquarters :

Jarvis Building, 103 Bay St.  
TORONTO

Main 2988

# The Toronto Naval League

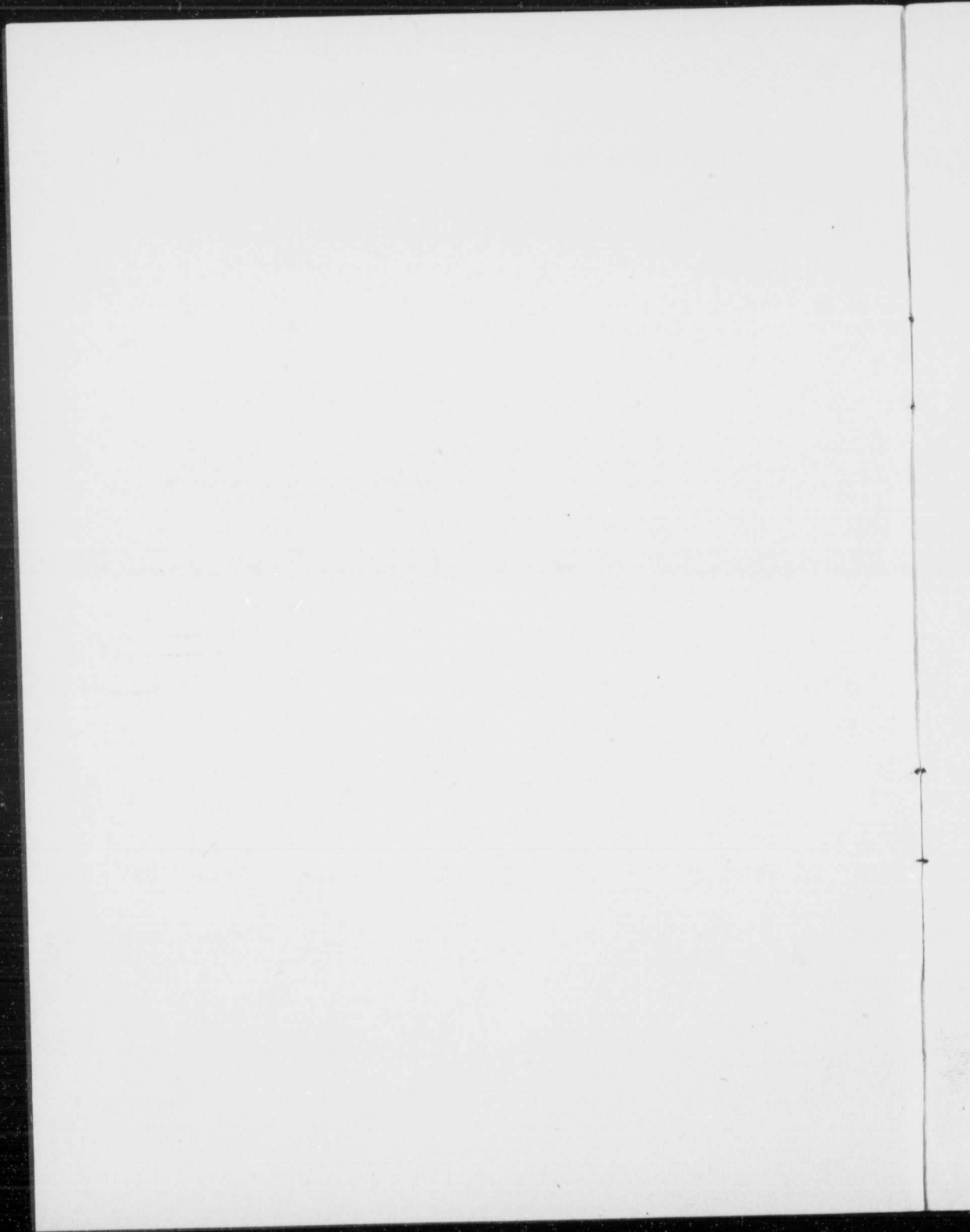


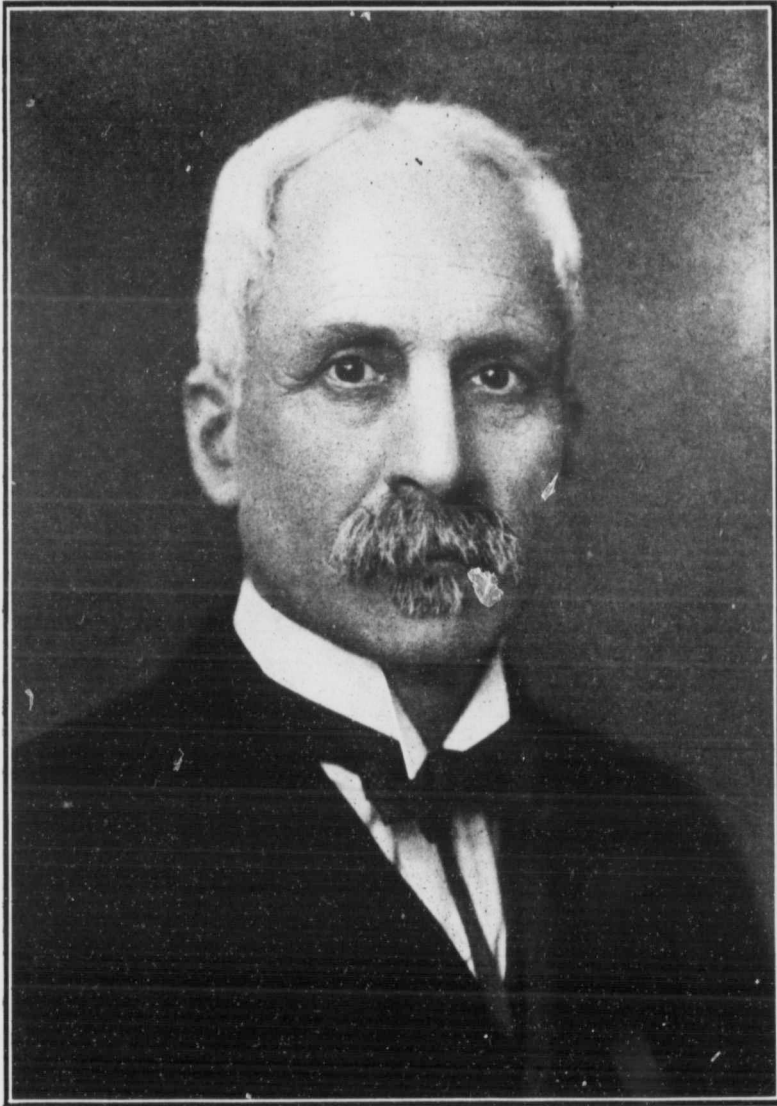
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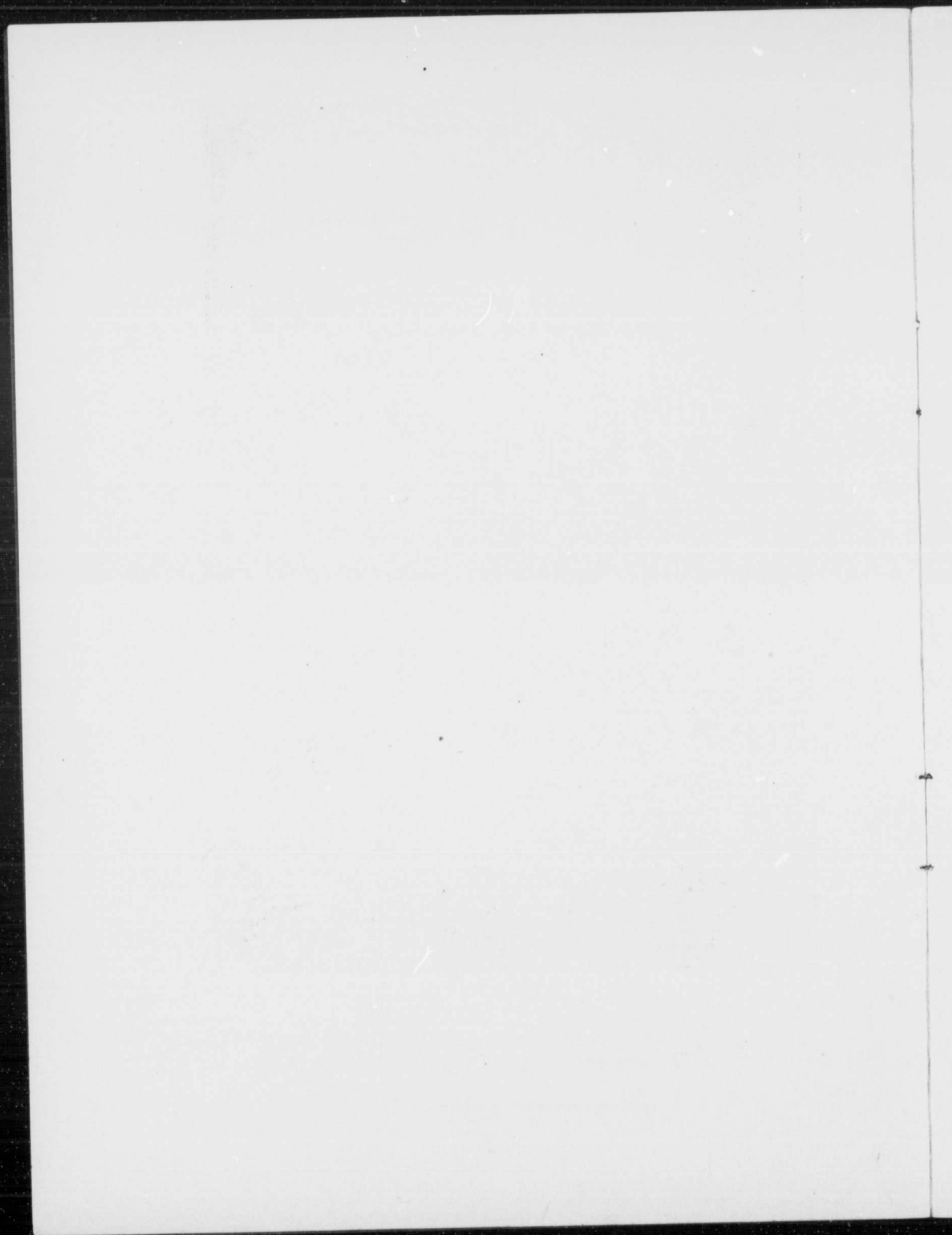
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**TORONTO**

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*Amelius Jarvis*



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**GENERAL COMMITTEE—Continued.**

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NATIONAL YACHT CLUB  
QUEEN CITY YACHT CLUB



**Chief Instructor**

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**Bankers**

THE STANDARD BANK OF CANADA

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Cheques should be made payable to the **Toronto Naval League**, and sent to the **Secretary-Treasurer, Standard Bank, Temple Building, Toronto.**

# The Toronto Naval League's Aims

To teach boys to swim, row, sail, save life, and serve their country on the water.



To teach boys to be clean, manly, self-reliant and skilful with their heads and hands.



To provide boats and instructors for the training of boys in seamanship.



To provide healthy recreation, instruction, and nautical experience for boys, particularly those unable to enjoy such advantages otherwise, through lack of money.



To replenish the dwindling supply of Canadian sailors.



## A Word to All Friends of Boys and the Empire

Every boy wants to be a sailor.

Sons of the well-to-do play with toy boats in bathtubs, then sail model yachts on ponds, then—in times of peace—graduate through canoes, dinghies, sailing skiffs, motor boats, racing cutters, and so on up to palatial steam yachts or motor cruisers. Today such boys are manning submarine chasers, auxiliary patrols, or ships of the Royal Navy. They have turned their child's play to excellent account.

Sons of the poor play with paper boats in puddles and wander down to the waterfront to paddle about in leaky punts or on rafts. If they escape death by drowning, capture by the Juvenile Court, or corruption by waterfront loafers they may graduate into longshoremen or deckhands with a more or less makeshift acquaintance with the rudiments of seamanship. If their love of the sea persists they may become master mariners, even under these adverse conditions; but the wastage of good material is appalling.

The Toronto Naval League exists to provide equal facilities for fostering the sea-going instinct among the sons of the poor and the sons of the well-to-do. The Canadian marine, naval and mercantile,

needs recruits and has needed recruits for a generation. The old breed of sailors, mates and skippers, which once formed a noteworthy proportion of the population of every waterfronting Canadian town, has dwindled to vanishing point. In a city of five hundred thousand inhabitants it is hard to find five hundred mariners. Water transportation, inland and seaboard, has suffered because of this. Naval recruiting has suffered because of this. In the work of the Toronto Naval League lies a cure.

It is possible to give every boy, rich or poor, an opportunity of learning to swim, rescue the drowning, row a boat, sail a boat, rig a boat, make knots and splices, and qualify himself for an honorable life in the service of his country, either in the navy or the merchant service. The Toronto Naval League gives every boy this opportunity.

To the sons of the well-to-do the Toronto Naval League offers the advantages of discipline, democracy, and training under qualified instructors. To the sons of the poor it offers in the place of surreptitious sneaking about the waterfront approved and commended nautical adventure and sport; in the place of haphazard makeshifts the handy skill of the navy; in the place of the society of loafers and thieves, the comradeship of clean-living, clean-thinking men and boys; in the place of rags, an honored uniform; in the place of the anarchy of the gang, the order of the trained crew.

The Toronto Naval League works in conjunction with the church; not A church, but THE church—every church of every denomination which will cooperate. Boys have both souls and bodies. The waterfront sometimes swallows both. The Toronto Naval League provides a healthy means of development and expression for the boy's body. Working hand-in-hand and shoulder-to-shoulder with the boys' organizations of all the churches, summer and winter, the Toronto Naval League is able to give a natural and wholesome direction to every boy's ambition to "go down to the sea in ships,"—and thereby serves both the boy himself and the country, which needs and always will need sailors.



## How the League Does It

How is this accomplished?

By cordial co-operation between the League and the churches, irrespective of denomination. Four sub-divisions form a division. Four divisions make a brigade. Each division is representative of the churches in a certain district, the territorial plan being followed. The church is encouraged and expected to keep in touch with its own boys. While the League provides the equipment necessary for instruction, and the instruction, and the instructors, each church is required to provide a man who will "brother" the lads who come from it, and see to it that they get the most out of the opportunities offered.

The instructors—at the moment numbering four, under Chief Yeoman Stuart—are all experienced naval men, and the League is in close co-operation with the Royal Navy Canadian Volunteer Reserve. The training is of the very best. It includes gymnastic work, signalling, seamanship in all its branches, using practical models and standard equipment, gunnery, cutlass and single-stick drill, use of semaphore, derricks, compass, steering wheel, lead-line, knots and splices, training aloft, etc. Swimming and lifesaving are the very first things taught. Before the boy learns how to row he must learn to swim. The boys are under control all the time and

in excellent hands; and their training goes on summer and winter. Each church co-operating supplies a hall for meeting purposes one or more nights each week, so that the boys are not allowed to drift away with the passing of the summer.

During the open season the League offers the advantages of an already extensive and growing flotilla. Through the kindness of the Canada Steamship lines the League is in possession of six lifeboats and a vessel of considerable tonnage, as flagship. A mackinaw boat, for rowing and sailing, has also been secured, and the Toronto Harbour Commissioners have very kindly provided moorings.

The boys trained by the League become not merely seamen, although the demand for seamen to-day is such as to justify every effort towards providing them, and the transportation problems ahead of the world for the next generation will force every nation to rehabilitate its carrying trade or go under. Some of the boys trained by the League will become the builders of ships, some the owners of ships. They will be directed towards investing in the marine of their country, and giving it their financial support. Their support will be extended to national measures intended to foster the Canadian ocean carrying trade, and the sympathies of the boys of the inland waters will extend more generously towards Canadians dwelling on the Atlantic and Pacific coasts. They will all be better citizens of a better country.

## The Call of an Heroic Past

Canada played a proud part in the war of 1812, both on land and sea. Not the smallest page of that glorious chapter in Canada's history is the record of what was done on freshwater, on our own Canadian lakes, when an affirmative answer to the question whether the northern half of the continent was to be British had to be given in blood.

The Great Lakes are part of a two-thousand-mile highway into the heart of the continent. Their traffic to-day is greater than that of Panama or Suez, even before the war. A century ago they floated frigates, brigs and schooners under the whip-lash pennants and red, white or blue ensigns of the Royal Navy and Provincial Marine. Canadian officers and Canadian seamen made a name for themselves and for their country wherever muzzle-loaders roared from wooden walls or canvas fluttered from lofty spars.

The days of muzzle-loading cannon and wooden warships with canvas wings have long passed, but the need for the service which glorified those early days of last century is with us still. Nor is it unanswered. Canadian lake carriers such as the "Meaford" are bearing their share of the Allies' freight in the Mediterranean, and fighting and sinking submarines in the process. Other Canadian freighters on the Great Lakes, like the 14,000-ton "W. Grant

Morden" are making and breaking freshwater cargo records in grain and ore. Sons of the heroes of 1812, in the third and fourth generation, are serving with credit to themselves and their native Canada, in mine-sweeper, submarine chaser and super-dreadnought, in the wild waters of the North Sea, the winding reaches of Mesopotamia, and the fog and fury of the Atlantic tides. But our ships would have been more numerous, the numbers of these gallant sons would have been increased ten-fold, the task of securing their valued services for the Empire would have been ten times as easy, had the spirit and traditions of Canadian seamanship been maintained at highest pitch instead of being allowed to dwindle to the vanishing point.

Skilled seamen are scarcer on the Great Lakes today than trained aviators. It is easier to send a radiogram from a lake steamer than to launch a lifeboat. Every owner will tell you the same tale of the desperate scarcity of experienced men. And it held good before the war. Toronto and district has contributed 600 recruits to the Navy. Would they had been 6,000!

Our system, or lack of system, and our industrial development, are to blame for this crying scarcity of men. There has never been a well-organized supply school to furnish sailors as required for our inland waters, despite their immense commerce and immense possibilities. The school of hard experience

is the best we have ever had, and it has almost been closed through lack of scholars. Something must be done to keep Canada—once the fourth ship-owning power in the world—on the maritime map.

The Toronto Naval League aims to do this. The love of the sea is inborn in every stirring lad. The League's aim is to give that love opportunity for wholesome expression. That is good for the boy, good for Canada, good for the Empire. Ere 1917 closes the League hopes to have a thousand lads well embarked on a course of training which will enable them to be of real service to themselves and their country.

