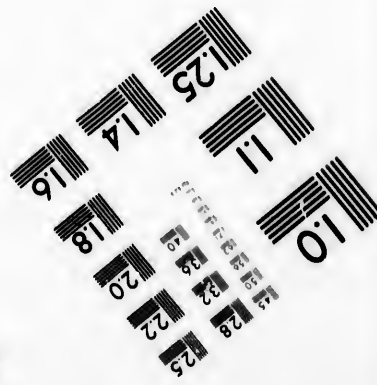
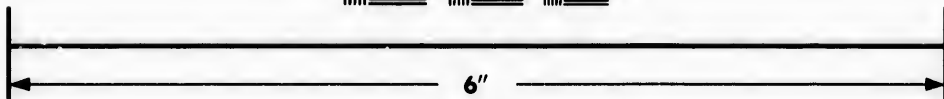
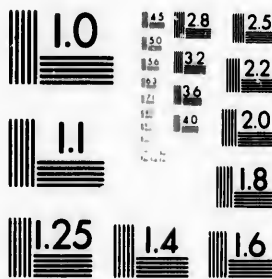
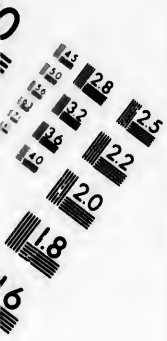


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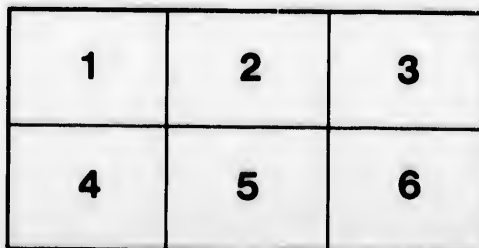
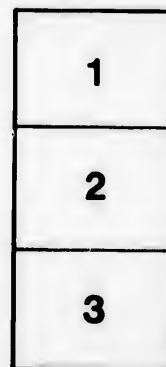
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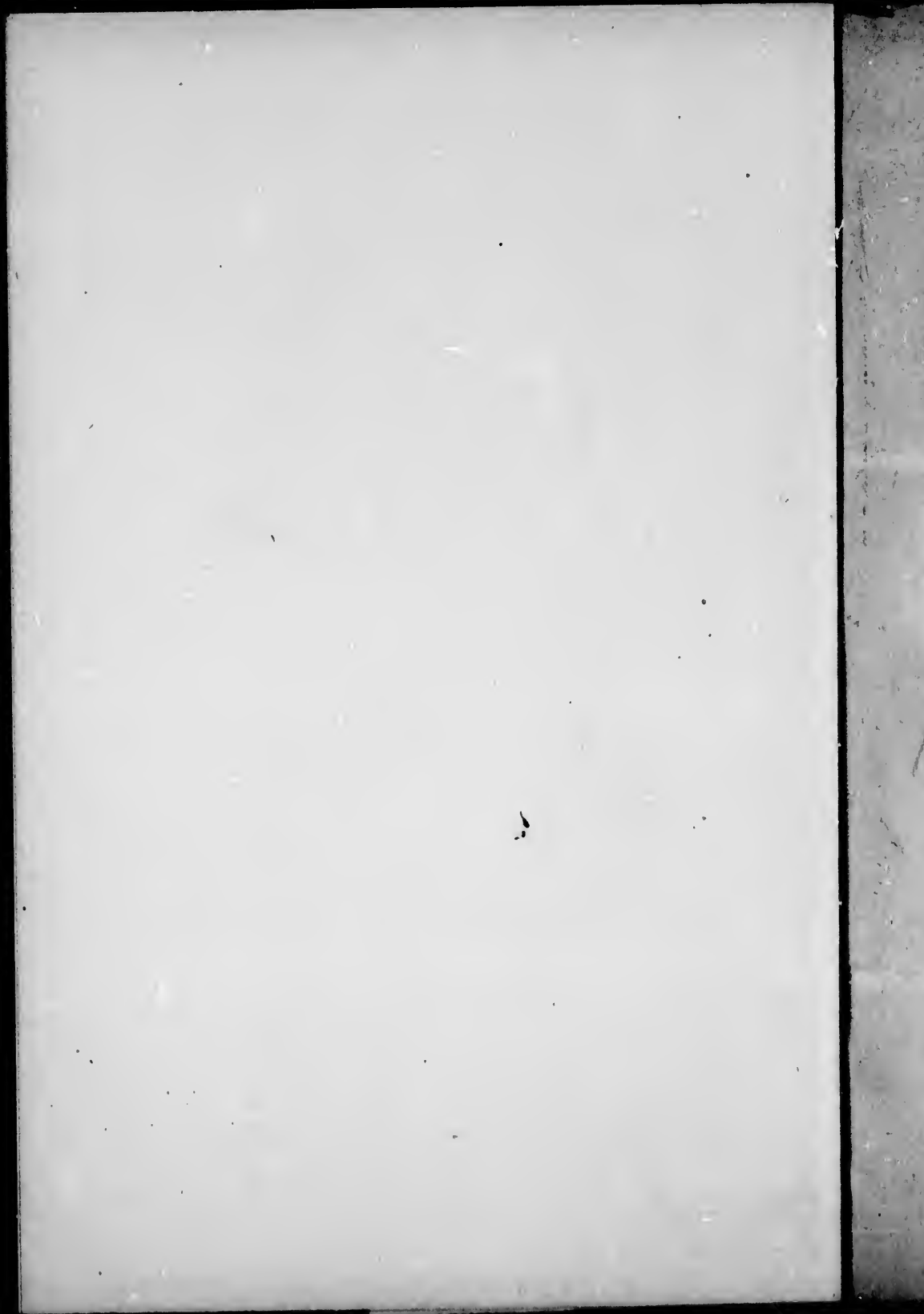
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THE NAVY LEAGUE
(TORONTO BRANCH)

ATLANTIC AND PACIFIC STEAMSHIP SERVICES

AND

THE ROYAL NAVAL RESERVE

RESOLUTIONS OF CANADIAN BOARDS
OF TRADE.

Comments of the British Press.

TORONTO:
Newton & Treloar, Printer
1897.

THE NAVY LEAGUE IN CANADA,
TORONTO BRANCH,
Secretary's Office, Room 35 Canada Life Building.

Note.—It is admitted on all hands that the question of the organization of the British Mercantile Marine is absolutely necessary to prevent confusion on the outbreak of war. Public bodies in Canada passing resolutions in support of the Navy League's Memorial, do not thereby commit themselves as endorsing the feasibility of this or any other scheme in detail. It is, however, desirable that they place themselves on record as advocating a CONFERENCE for the purpose of discussing the subject on the general lines indicated in the Memorial.

The Memorial is still (Mar. 30th) under consideration by several important Boards of Trade.—H. J. W.

Memorial to the Governor-General.

Auxiliary Cruisers.

Suggestion for an Intercolonial Conference.

A plan for Enabling Colonial Seamen to Qualify for the Royal Naval Reserve.

The Toronto branch of the Navy League forwarded on the 14th December, 1896, to the Governor-General in Council the following memorial :—

(1) The question of subsidizing steamship lines between the Dominion of Canada and Great Britain is now under consideration.

(2) The shortage of men as a reserve for the British Navy is receiving the serious attention of the British Government, and in connection with that question it is pointed out that competent authorities on Naval matters are urging upon the English people the necessity for taking prompt and even radical measures for increasing the Royal Naval Reserve and reforming the constitution thereof.

(3) It is alleged by the authorities mentioned that the Royal Naval Reserve as at present constituted is both defective in system and deficient in numbers.

(4) Amongst other defects of system it may be mentioned that Canadian fishermen and seamen are practically excluded under existing regulations from the benefits of enrolment in the Royal Naval Reserve.

(5) As matters stand at present men can only be enlisted and re-enrolled in Great Britain ; also the reserve men employed in Canadian steamship lines in the Pacific, in order to be paid their retainers, are obliged to go to Great Britain for that purpose, these retainers being paid only upon personal application ; the consequence is, that a number of men are taken yearly from Pacific steamship lines, whereas if the proper facilities for payment of retainers were provided, together with regulations for enlisting and enrolment abroad, Canadian seamen would have the advantage of becoming members of the reserve and travelling expenses would be saved.

(6) Your memorialists would also point to the fact that one of the effects of the policy now being pursued by foreign powers, viz., that of liberally subsidizing ocean steamship lines as mercantile cruisers, is to put British ship-owners to unfair competition, with the result that the British mercantile marine is at present manned to the extent of about 40 per cent. by cheap foreign seamen. This fact in itself constitutes a standing menace to the safety of British maritime interests and calls loudly for a remedy.

(7) The British Admiralty by paying subventions to certain steamship lines (Canadian amongst others) in consideration of the vessels thereof being so constructed as to be convertible into cruisers have admitted the practical value of such vessels for war purposes. *Foreign nations subsidize similar vessels for the declared purpose of preying on our commerce in case of war.*

(8) Your memorialists submit that the time has arrived for the adoption by Great Britain and her principal colonies (as a matter of imperial policy) of a comprehensive scheme for the protection of the inter-British trade routes by lines of mercantile cruisers liberally subsidized, to be exclusively manned and officered by a Royal Naval Reserve with a system reformed and extended so as to admit of the enrolment abroad of colonial seamen, such ships to carry at all times a gun of the latest pattern for drill purposes, with full war equipments stored at the termini of their respective routes.

(9) Such a system would enable the continuous training of reserve men in discipline and gunnery in place of the intermittent methods now in vogue.

(10) In making these suggestions your memorialists point out that such a scheme may be carried out upon an equitable basis, by the extension of methods already employed and *without involving any new departure in point of principle*, and further, that such a policy is susceptible of gradual development.

(11) The benefits which would accrue to Canada are obvious. By the application of modern ship-building science vessels may be constructed to suit the requirements of our North Atlantic trade for the cheap and rapid transportation of agricultural produce, and such a policy, if universally adopted by Great Britain and her principal colonies, would make in a most direct manner for the consolidation of the Empire by giving what would practically amount to preferential trade between the different parts thereof without touching the vexed question of tariffs.

(12) Your memorialists submit that Great Britain is interested equally with Canada in the development of the latter country as a base of food supply, the North Atlantic route, of all the routes by which Great Britain now receives her food, being the most easily defended.

(13) Other advantages, direct and incidental, might be pointed out, and further reasons in support of such a policy be given, but to do so would unduly lengthen this memorial.

(14) In conclusion, your memorialists pray that your Excellency be moved to open negotiations with the home Government for the discussion of a scheme upon the lines above indicated, and that if necessary an **intercolonial conference** be called together for the purpose of such discussion.

And your memorialists in duty bound will ever pray, etc.

Signed on behalf of the Navy League in Canada, Toronto Branch, this 12th day of December, A.D. 1896.

W. BARCLAY McMURRICH,
Chairman.

H. J. WICKHAM,
Hon. Secretary.

RESOLUTIONS OF CANADIAN BOARDS OF TRADE.

RESOLUTION of the Council of the Board of Trade of the **CITY
OF TORONTO**, dated 16th January, 1897.

Moved and seconded :—

“**THAT WHEREAS** the consideration of the Council having been requested on the subject of a memorial recently presented by the Toronto Branch of the Navy League in Canada to His Excellency the Governor-General in Council,

AND WHEREAS the Council having duly considered same,

BE IT RESOLVED, that this Council do place on record its most cordial sympathy with the proposals as set forth in the memorial of the League.”

BOARD OF TRADE, HALIFAX, N.S.

JANUARY 13th, 1897.

SIR,—I am instructed to inform you that at a meeting of the Council of this Board, the subject matter of your letter of the 16th ult. was considered and the memorial from your Branch of the Navy League to His Excellency the Governor-General in Council was unanimously endorsed.

I have the honor to be Sir,

Your obedient servant,

H. WICKHAM ESQ.,
Hon. Secretary,
NAVY LEAGUE,
TORONTO.

CHARLES M. CREED,
Secretary.
BOARD OF TRADE, HALIFAX.

BRITISH COLUMBIA BOARD OF TRADE.

VICTORIA, B.C., Feb. 13th, 1897.

DEAR SIR,—I have the honor to transmit the following copy of a resolution unanimously adopted by the Council of this Board:

“The Council of the British Columbia Board of Trade (Victoria) having considered the letter dated the 16th December, 1896, from the Secretary of the Navy League in Canada, Toronto Branch, beg most heartily to endorse its action in respect to the memorial presented to His Excellency the Governor-General.

The Council sincerely trusts that another Imperial and Colonial Conference may soon be convened for the consideration of these and other matters of vital importance to the welfare of the people of the Empire.”

I have the honor to be, Dear Sir,

Yours faithfully,

(Signed),

F. ELWORTHY,

Secretary.

The *Hon. Secretary*,
NAVY LEAGUE,
TORONTO.

MONTREAL BOARD OF TRADE.

H. WICKHAM ESQ.,

MONTREAL, Feb. 25th, 1897.

Honorary-Secretary.

Toronto Branch of the Navy League in Canada.

DEAR SIR,—Referring to your letter of December 16th, and to accompanying copy of memorial presented to His Excellency the Governor-General in Council, by your Branch of the Navy League, I am now directed to inform you that the Council of this Board considers that the subject matter thereof hardly comes within the objects of this Board, which are defined by its Act of Incorporation to be the advancement and prosperity of the lawful trade and commerce of this Province, and of the City of Montreal more especially.

I am further to say, that although the Council deems itself precluded from taking action in support of your memorial, it is in the heartiest accord with the objects and aims of the Royal Navy League.

I am, Dear Sir,
Yours truly,
(Signed), **GEO. HADRILL,**
Secretary.

RESOLUTION of the CHARLOTTETOWN, (P. E. I.) Board of Trade.

At a meeting of the Charlottetown Board of Trade, held 3rd February, 1897, the following resolution was passed unanimously:

“**RESOLVED**, that this Board approves of the aims of the Navy League in Canada, and endorses its proposals as set forth in the memorial sent to His Excellency the Governor-General in Council.”

RESOLUTION of the Council of the Board of Trade of the CITY OF VANCOUVER.

“The Vancouver Board of Trade having considered the memorial of the Toronto Branch of the Navy League in Canada, addressed to His Excellency the Governor-General in Council, on the 12th December, 1896, he it resolved,”

“That this Board considers the said memorial well worthy of the serious consideration of the Dominion Government referring as it does to matters of Imperial as well as of great local importance, and that a copy of this resolution be sent to the Governor-General, the Premier of the Dominion, and the Toronto Branch of the Navy League.

RESOLUTION of the Council of the Board of Trade of the CITY OF HAMILTON, dated 27th January, 1897.

“**RESOLVED**, that the Hamilton Board of Trade fully approves of all reasonable and practicable efforts to place Canadian sailors, whether fishermen or seamen, on the same basis as to membership of the Naval Br. Reserve, as that enjoyed by other British seamen.”

RESOLUTION of the Council of the Board of Trade of the CITY OF GUELPH.

"In the opinion of the Board of Trade of the City of Guelph, a scheme should be fully discussed between the Canadian and Home Governments, by which lines of subsidized mercantile cruisers—to be manned and officered by a system of Royal Naval Reserve—should be largely established between the Mother Country and the Colonies as a means of protection to our trade routes, the development of inter-Imperial and inter-Colonial trade and the consolidation of the Empire."

RESOLUTION of the Council of the Board of Trade of the CITY OF REVELSTOKE, B.C., dated 28th January, 1897.

"In compliance with a resolution of this Council Jan. 7, 1897, the subject of the Naval League of Canada has been taken into consideration, and in reply to the communication received from the Toronto Branch of said League, we hereby offer the following resolution :—

"RESOLVED, that the Revelstoke Board of Trade is in full sympathy with the suggestion that an intercolonial conference of the various British Colonies be called together for the purpose of discussing the scheme of a Naval League, and they also believe that this Province with its several hundred miles of sea coast will need naval protection in time of war, and that large numbers can be enlisted for its defence among the sailors of our commercial marine who are inured to the perils and accustomed to the duties of the maritime service."

Letter from the **NEW WESTMINSTER BOARD OF TRADE** to His Excellency the Governor-General in Council.

To His Excellency the Governor-General in Council :

May it please your Excellency :

By direction, I have the honor to advise you that the Board of Trade of the City of New Westminster, B.C., has had under consideration the memorial of the Toronto Branch of the Navy League of Canada, dated the 12th of December, 1896, (a copy of

which is hereunto annexed), suggesting certain changes with a view to increasing the strength and efficiency of the Royal Naval Reserve, and respectfully recommends the same to the favorable consideration of your Excellency. I have the honor to be

Sir,

your obedient servant,

(Signed),

D. ROBSON,

Secretary.



RESOLUTION of the Council of the Board of Trade of the CITY OF KINGSTON, 16th March, 1897.

“RESOLVED, that the Council of the Kingston Board of Trade has heard read with approval the Memorial bearing date the 12th day of December, 1896, presented by the Navy League in Canada, Toronto Branch, to His Excellency the Governor-General in Council; and that this Council is in accord with the view expressed in the said Memorial and will endorse the proposals contained therein.”

(Signed),

FRANCIS KING,

Secretary.

RESOLUTION of Board of Trade, KENTVILLE, N. S., 5th January, 1897.

“RESOLVED, that this Board heartily approve of the Memorial of the Naval League in Canada, read at this meeting, and will be glad to have its endorsement thereof submitted to the Governor-General in Council by said League.

THE BRITISH EMPIRE LEAGUE IN CANADA.

The following resolution has been forwarded to the Premier of Canada :

“That the British Empire League in Canada desire respectfully to urge upon the Government of Canada the early establishment of a fast line of vessels between Canadian and British

ports for the carriage of mails and passengers, as the Canadian route offers the shortest passage across the North Atlantic, and the establishment of such a service would offer an immediate opportunity of calling into existence a Royal Naval Reserve of Canadian seamen, to be established on the lines indicated in the accompanying Memorial of the Navy League in Canada to His Excellency the Governor-General of Canada, which this Committee regards as a work of the highest importance."

COMMENTS OF THE BRITISH PRESS.

(*Daily Mail, London, December 17th, 1896. Leading Article.*)

"TORONTO AND THE NAVAL RESERVE."

"The Toronto branch of the Navy League has taken the very important step of petitioning the Governor-General of Canada to open negotiations with the Home Government with a view to the enrolment of Canadian and other Colonial seamen in our Naval Reserve. Our Colonies send practically no recruits either to the Navy or to the Reserve, and, though several proposals to remedy this have recently been made, the Toronto petition is the first practical step hitherto taken towards this very desirable end.

"There is no reason in the world why Canadians and Australians should not enter the Navy and what is perhaps still more important, swell the lamentably deficient numbers of our reserve."

"We shall welcome the day when recruiting depots for these two purposes shall be established in all our flourishing Colonies. On condition of certain reforms in organization, and some increase in the retaining fee, we may anticipate that the seafaring and fishing population in Canada, Newfoundland and Australia, will prove a most valuable source of supply for the Reserve.

(Here follows a discussion of some proposals of the Hon. T. A. Brassey in an article of the *Nineteenth Century* in which proposals are made for the enrolment of Colonial seamen and fishermen in the Royal Naval Reserve).

"We sincerely hope that the Earl of Aberdeen will accede to the petition of the Toronto Branch and that we shall soon give all our Colonists the opportunities which they evidently desire, of still further contributing to the defences of our Common Empire."

The United Service Gazette, in an article on "Maritime Command," refers to the work of the Navy League, and after commending the work which it has already done, goes on to say: "The League's growth may have been gradual, but it has been continuous and sound, and the present position of its patriotic, non-party organization is happily very strong. It should be the aim of everyone throughout the Empire to render it still stronger, both by affording it moral support and by supplying the sinews of war, without which it cannot fully fulfil its useful mission. A most hopeful sign is the number of branches of the Navy League which are now being formed. That at Toronto has formulated a scheme which certainly deserves the most careful consideration of Her Majesty's Government. It is that Canadian seamen should be encouraged to take service on mercantile steamers, subsidized as cruisers, thus affording a means by which Canada could help towards the defence of ocean trade routes in war."

The "Graphic," in an article on "Our Maritime Trade Routes," says:

"The Toronto Branch of the Navy League deserves credit for detecting what certainly looks to be a weak spot in our system of Imperial defence. It does not sufficiently provide for the protection of inter-British trade routes, and were England at war with an enterprising maritime power, it is certain that our ocean borne commerce would suffer great harm. In order then to minimize that source of loss, it is proposed to establish lines of mercantile cruisers, liberally subsidized, and exclusively manned from the Royal Naval Reserve. Each vessel would carry a gun of the latest pattern for her crew to practice with, while when war broke out, the whole fleet would at once receive full equipment, and, as cruisers, would be despatched to protect their several trade routes."

"Of course the scheme is only in rough outline at present, but even in this incomplete stage, it presents so many advantages as to entitle it to sympathetic consideration in Downing Street.

"For one thing, a vessel accustomed to travel backwards and forwards on a particular course would hardly fail to become a more effective cruiser in that part of the ocean than one which has had no previous experience of the climatic vagaries."

(The Toronto World, 7th January, 1897. Leading Article.)

"THE NAVY LEAGUE IN CANADA."

"The Navy League in Canada is an organization that ought to meet with the approval and sympathy of the people of this country. The object of the League is twofold, viz., to assist in the development of trade between the different parts of the Empire, and to strengthen the Imperial naval resources. The League claims that the scheme it has outlined and recommended to the Governor-General will, if carried into effect, prove materially beneficial to the Dominion and add to the strength of the Imperial navy. A somewhat erroneous impression is prevalent in Canada in regard to the objects of the League. It is supposed by many that the League simply proposes to tax Canadians for the support of the British navy. Such is not the case. The main idea running through the Memorial that was recently presented to Lord Aberdeen, is the utilization of existing conditions for the betterment of Imperial trade and Imperial defence. To take an example. It is proposed to establish a line of express steamships between Canada and Great Britain. This line is to be subsidized by both the colony and the Mother Country. A condition of the subsidy is the construction of the vessels in such a manner as to make them readily convertible into cruisers to be used by the Imperial Government in the event of war. The Navy League recognizes this principle as a commendable one, so commendable in fact that the League seeks to extend its effectiveness. To reap the full benefit of such a steamship service as is proposed the League recommends that the Imperial law be amended so as to admit of the enrolment in the colonies of colonial seamen, the exclusive manning of the vessels

by the Royal Naval Reserve, the carrying of a gun of the latest pattern in all such vessels for drill purposes, and the equipping of the terminals of the route with war supplies. Under the law as it exists, Canadian fishermen and seamen are practically excluded from the benefits of enrolment in the Royal Naval Reserve. To secure such enrolment it is necessary for them to make a trip to Great Britain. The retainers are paid only upon personal application to the naval authorities in the Mother Country. The League proposes that the law should be changed so as to make it possible for Canadian seamen to enlist in this country. The idea seems to be a sensible one. Personal attendance in Great Britain involves a tremendous waste of time and needless expense, especially in the case of the seamen engaged in the service of the lines running from Vancouver to China, Japan and Australia. The system proposed by the League would permit of the continuous training of the reserve men in discipline and gunnery, in place of the intermittent methods now in vogue. A line of vessels equipped and manned in this way would of themselves be of considerable service in defending the particular routes upon which they ply, would protect cable communication parallel to such routes and would make the vessels much more effective than they otherwise would be. It is generally admitted in England that the naval reserve is deficient in numbers and in efficiency, and that more money will have to be appropriated for strengthening the forces in these respects. The expenditure of money along the lines suggested by the League would prove beneficial to inter-Imperial trade. The money so expended would virtually amount to a subvention to encourage trade between the different parts of the Empire, while it would, at the same time, add to the efficiency of the naval forces, and particularly in quarters where such efficiency is most desirable. The objects of the League will be generally received as commendable. They tend towards the consolidation of the Empire, to the development of trade between the colonies and Mother Country and to the material advantage of Canada and the 71,000 men engaged in her fisheries. At present this magnificent material for the equipment of the Royal Navy reserves is practically neglected."

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