

See last two pp. ref naval trg

STATEMENT OF EXPENDITURE on account of Cruisers maintained by the Dominion Government for the protection of the fisheries in waters contiguous to those resorted to by Foreign Fishing Vessels, from 1867 to 1st. February, 1909.

The Marine Police Force on the Atlantic, - coast of the Maritime Provinces from 1870 to 1873, inclusive :- \$ 192,833.69

Interval - Washington Treaty

The Fisheries Protection Fleet on the Atlantic coast of the Maritime Provinces from 1886 to 1908 ----- 2,221,551.48

Quebec Fisheries Protection Cruiser, Lower River and Gulf St. Lawrence from 1870 to 1873, inclusive ----- \$89,924.51

Interval - Washington Treaty

From 1886 to 1908, inclusive 453,055.47 ----- 492,979.98

Ontario Cruisers in Great Lakes from 1869 to 1908 ----- 443,584.05

British Columbia Cruisers on Pacific coast from 1862 to 1908 ----- 295,530.06

Total ----- \$ 3,644,879.26

Add Expenditure from 1st. April, 1908, to 1st. Feby. 1909

Fisheries Protection Fleet - \$ 22,567.74
Quebec ----- 22,150.18
Ontario ----- 21,516.64
British Columbia ----- 57,977.15 ----- \$ 190,051.71

Grand Total ----- \$ 3,834,930.97

A.P. Brasseur
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AMW
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MEMO: ON FISHERY PROTECTION FOR THE INFORMATION OF
THE MINISTER:

Prior to Confederation old Canada maintained the old "La Canadienne" in the Lower Gulf Division - now the "PRINCESS". This vessel was probably engaged in looking after encroachments by United States vessels.

From 1866 to 1869 Licenses were issued to United States Fishing vessels for fishing inside Three Mile limit.

In 1870 the Marine Police was established by the Dominion Government, consisting of eight vessels which were assisted by His Majesty's ships on the North American station during 1870. Since that date the British vessels do not appear to have assisted. The Fishery Protection fleet was maintained by Canada up to 1872, when the treaty of Washington came into force, and the service was discontinued.

In 1886, the year following the abrogation of the Fishing Articles of the Treaty of Washington, the present Fisheries Protection Service was organized and has since been maintained. Great Britain took no part in this place with her vessels.

At no period did Great Britain protect the Fishing industry on Great-Lakes.

(sgd) C.E.Kingsmill

Rear Admiral.

Ottawa 1st February, 1909.

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L.R. Brodeur
Mc, 24
H. C. 4

The Resolution to be brought before the House

".....that Canada should no longer delay in assuming her proper share of the responsibility and financial burden incident to the suitable protection of her exposed Coast "line and great sea-ports" is one that touches our loyalty to our Country and to the Country under whose Flag we have reached our present position of prosperity, and perhaps the "wish" to do something is rather to the thought that we "ought" to do something in the way of relieving the British Tax Payer of part of the burden a Great Empire entails.

We will all agree that the wish is general that we do our proper share and we must first of all determine what our share is and how we can do it.

To begin with, let us look at what we are already doing - that can be looked upon as benefitting the Empire:

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DURING THE FISCAL YEAR 1907-08 the undermentioned amounts were expended in connection with the following mentioned services:

AIDS TO NAVIGATION:

Construction- of Lights, Fog Alarms, Buoys, Beacons &c., (Submarine Bells not included)	\$226,220.25	
Submarine Bells	<u>\$ 13,053.16</u>	239,273.41
Maintenance- of Lights, Fog Alarms, Buoys, Beacons &c., (Lightships not included)	\$217,050.12	
Light-ships	\$ 57,314.88	
Lt. and Buoy vessels	<u>\$258,000.00</u>	1220,365.00
DOCK YARD SUBSIDY.....		10,000.00
SHIP CHANNEL		761,916.84
MARCONI WIRELESS TELEGRAPHY ATLANTIC COAST-		
There are 15 Stations and the expenditure for this Service was	56,232.56	
WESTERN WIRELESS STATIONS.....	59,000.00	
		<u>3057,327.21</u>
The amount paid to March 31st, 1907, for Marconi Stations under the heads of construction, and other expenses was	200,128.48	
		<u>\$ 3257,455.69</u>

Apr. 23rd 1909

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M. S. 24
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I have not in the above touched upon matters that do not refer immediately to Marine and Fisheries, but it will be seen that quite a large sum of money has to be spent annually in keeping our Coasts in a condition that ships from the Mother Country can approach them with some measure of safety and in keeping open our great St. Lawrence so that the products of the Country may be carried to Great Britain at the least possible charge. The argument, that this benefits Canada also, does not alter the fact that we do have to spend this money and that it benefits Great Britain

IDEAS TO
NAVIGATION.

I would point out that expenses incurred for Aiding Navigation are not necessarily incurred in Australia whose Harbours are on the sea coast and not hundreds of miles up rivers like the St. Lawrence, nor in behind numerous islands and through dangerous Waterways as Victoria and Vancouver, B.C.

Taking into consideration our small population and large Country it is necessary to do all that is possible to open it up and to develop it, as in that is our only hope of some day being in a position to defend our Coasts as they should be; for to spend money on partial defence or rather inadequate defence is to waste it.

It is very easy for people to sit down and write to the Press that we should have Torpedo Destroyers, Submarines, or Scouts, while some advocate Battle Ships. The cost of the upkeep of a destroyer alone is nearly \$7,000; this is not counting the wages of her personnel, which would come to close upon \$5,000 a year more - or for one Destroyer \$12,000 per annum. The initial cost of a first class Torpedo Boat Destroyer is \$42,000.

With regard to Submarines. A Submarine costs about \$90,000. To bring it here, if built in England, would cost \$1,000 or \$2,000 more; and the upkeep of one of these vessels, that is sea-stores, petrol and repairs \$3,600 per annum.

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Then double crews must be maintained and a small vessel to convey the Submarines, feed them with Petrol, water, provisions, etc., for they are helpless alone.

A Scout of "SKIRMISHER" Class costs £280,000 and her upkeep probably £25,000 a year. A First class Battle Ship costs £1,245,000 to £2,000,000.

There is nothing mentioned in this about staff of officers, etc., necessary to look after the Fleet from shore end, nor of a thousand and one expenses that will be necessary.

The object in quoting these figures and dwelling upon these facts is not with the idea of questioning the truth of the Resolution that we should do something in our defence and that the time has come to do it, but, as it were, to point out the rocks ahead on which a young and partly developed Country may, if not wreck itself, at any rate seriously injure its internal economy.

C. Kingmill
Rear Admiral.

Ottawa, February 1st, 1909.

I submit how, in my opinion, we should commence our work of assisting in the Defence of Our Coasts:

SIGNAL SERVICE. All our important lighthouses should be connected by telegraph or telephone with main land and important centres; Lighthouse Staff instructed in Marine Signalling; Marconi Stations increased. This would be an advantage at any time for our Mercantile Marine.

DOCKYARDS, &c. That a Dock should be built at Quebec, capable of taking the largest cruisers. Halifax and Esquimaux Dockyards should be put in proper working order, and proper steps taken to give them means of Defence by building booms for protection of Dock gates from Torpedo attack, and booms for narrowing the channel by which Torpedo boats could enter the Harbours.

TRAINING.

By starting a Training Establishment at Halifax and train there officers and Seamen Instructors, obtaining officers and Instructors in the first place from England.

This in detail means a great deal. The men trained first year would be available to man a destroyer or a Scout next year, and so on until we had sufficient officers and men well trained to man our proposed defence which should, in my opinion, be confined to Destroyers and Scouts for many a long day. Submarines are too costly to think of while they are still in a more or less experimental stage.

Besides training men for our own ships' companies, we could train a number of young fishermen, during the winter, from the Maritime Provinces and the Gulf as a Reserve.

The question that appears most difficult is the position of British Columbia. The labour market on that coast is so changeable, and much higher wages are in order, so that training out there would be very costly in comparison with the cost on the Atlantic Coast.

The /

Apr. 3. 1909

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H. C. 4

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McG. 24
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The only solution I can see would be to ask for a certain proportion from British Columbia and pay their way across to Training School, and if they do not turn out satisfactorily, let them be discharged without their passage paid home.

I consider with a good Training School at Halifax, and the "CANADA" as seagoing tender to the School, we should be not only doing something in the way of helping in the defence of our coast and harbours, but we would be benefitting the youth of the Country and making good citizens. Halifax is the ideal training ground, and there are buildings in the Dockyard that could be put in order and enable us to start within a few months.

C. H. King

Rear Admiral.

Ottawa, February 1st, 1909.