

of September, 1939, the combined total of Canadian naval personnel, both permanent and reserve, was 3,604; ten months later the number had increased to over 9,000, all of whom were on active service. Reserve units reported many more applicants than it was possible to handle. In addition to the permanent and reserve members, some men and craft of the newly formed Fishermen's Reserve on the West Coast were called up and did yeoman service in their new duties.

The task of the Navy in time of war is twofold: to protect Canada's coast and its coastal waters; and to guard all shipping both approaching and leaving its shores. To do this, there must be complete accord and understanding between the various commands responsible for these duties, the Admiralty, the Ministry of Shipping, and other British authorities. Since the start of the War, the closest co-operation between the Royal Navy and the Royal Canadian Navy has been maintained at all times; this accounts in no small way for the fact that members of either fleet can at a moment's notice be transferred to the other without any delay being occasioned for additional training.

One of the most perplexing problems facing officials of the Royal Canadian Navy is that it must protect two coasts divided by 3,000 miles of land, the shortest line of marine communication being about 14,000 miles via the Panama Canal. The gigantic construction program already under way is rapidly relieving the strain placed on the protective force and a competent patrol fleet will be available when the present contracts are completed.

Protection and expansion were emphasized from the beginning. H.M.C.S. *Assiniboine* of the flotilla-leader type was acquired from the Royal Navy and added to the force of six destroyers already a part of the Royal Canadian Navy. Seventy-five vessels of all types were pressed into service as minesweepers, patrol vessels, etc. Some of these were bought outright both from other branches of the Government and from private interests. Some, indeed, were donated to the naval cause by public-spirited citizens of the Dominion. Three liners of the "Prince" class, owned by the Canadian National Railways and used as luxury cruise liners to the West Indies and coastwise excursions on the Pacific, were bought by the Navy for conversion into armed merchant cruisers. A two-year building program was launched and contracts for ninety modern patrol vessels were given.

Unlike the War of 1914-18, when the greater share of convoy duty both to and from Canada was undertaken by the Royal Navy, the Dominion, from the very beginning of hostilities, assumed a fair portion of the responsibility for patrol duty of trans-oceanic convoys. Halifax, from which large numbers of vessels sail under the watchful eye of the North Atlantic Patrol, composed of ships from both the Royal Navy and the Royal Canadian Navy, has become one of the most important ports in the world. The convoy duty is one of the most important functions for which the Canadian Navy is responsible as these armadas carry to Great Britain the vital foodstuffs that are the very lifeblood of the nation. Troop convoys, although equally important, make up a very small percentage of the total sailings.

Elaborate preparations have been made for protection of this all-important base. Anti-submarine nets seal the entrance of the harbour and along the shore modern, long-range guns stand guard day and night. Bombers keep a watchful lookout from overhead and small patrol craft skim over the water. The latest and most efficient defensive equipment, developed by British naval engineers in recent years, has already been installed and more is to be added. Other ports have also been fortified.

From Naval Service Headquarters at Ottawa, control of merchant shipping is maintained, including the administration of Naval Control staffs.

As in the War of 1914-18, when 1,700 men from Canada saw service in ships of the Royal Navy, young men from the Dominion are being trained as members