

**MANNING THE ROYAL NAVY
& MERCANTILE MARINE; ALSO
BELLIGERENT AND NEUTRAL
RIGHTS IN THE EVENT OF WAR**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649545407

Manning the Royal Navy & Mercantile Marine; Also Belligerent and Neutral Rights in the Event of War by W. S. Lindsay

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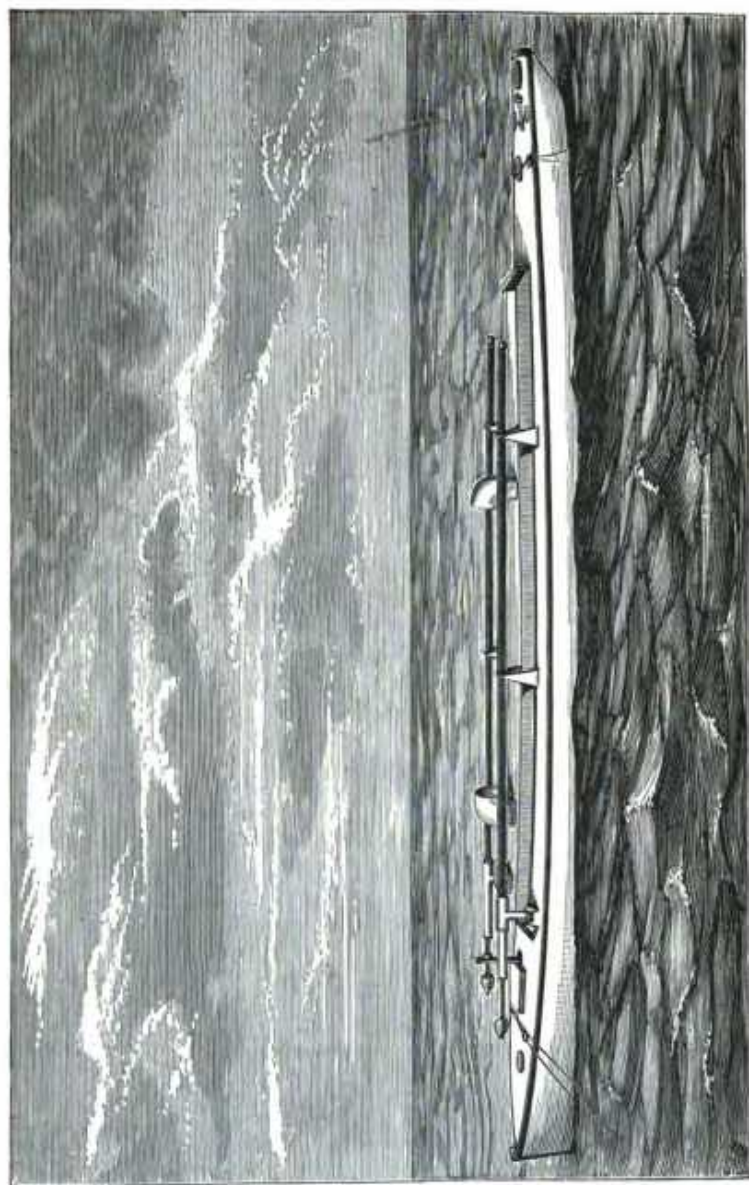
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W. S. LINDSAY

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MANNING
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A REVIEW OF THE PAST AND PRESENT METHODS OF MANNING,
WITH SUGGESTIONS FOR ITS IMPROVEMENT; AND,
THE FORMATION OF MORE RELIABLE
AND PERMANENT RESERVES:

ALSO AN INQUIRY INTO THE OPERATION OF THE DECLARATION
OF PARIS OF 1856, AND PROPOSALS FOR OBLIATING
ITS INJURIOUS EFFECTS ON BRITISH
MARITIME COMMERCE.

William Shaw
W. S. LINDSAY.

C.
London :

PRINTED AND PUBLISHED BY PEWTRESS & CO., 15, GREAT QUEEN STREET, W.C.

1877.

[Price Two Shillings and Sixpence.]

PREFACE.

DISABLED by infirmity of body from the active participation in public affairs or private business relating to maritime commerce, in which I was formerly engaged, both as a Member of Parliament and a shipowner, I have occupied myself, in my enforced retirement, with an examination of some important questions affecting the maritime interests of the country.

The opinions I have thus formed have been published in a series of articles in the *Nautical Magazine*, in order that they might receive the consideration of its readers who are professionally qualified to form a sound judgment on the subject, and, finding, from the suggestions with which I have been favoured, that the articles have excited considerable interest amongst a portion of the seafaring community, I am encouraged to re-publish them in a revised, and, I hope, materially improved form, for the consideration of the public in general.

In the brief historical outline of the efforts of statesmen and others during the last two centuries, to establish an efficient system for Manning the Navy in times of peace and war, I have deemed it superfluous to re-open, in any way, the discussions respecting navigation laws or others having for their object protection for shipping, which, during the early part of my political career, engaged so

much public attention. All these were finally relinquished by the complete recognition, a quarter of a century ago, of the principles of free commerce and free navigation, under which the enterprise and industry of the nation, and its consequent increase of wealth and resources, have reached their present greatness; so that no thoughtful persons can desire their restoration.

On the contrary, I have endeavoured to show that, however great may be the changes made in our national laws as affects shipping, they have not kept pace with the progress of events; that they should be better adapted to the present state of our maritime affairs, so as to ensure more complete discipline in our Merchant Service; a more adequate supply of trained and educated seamen, alike for Her Majesty's Navy and for the Mercantile Marine in time of peace; and a sufficient Naval Reserve to meet the exigencies of war.

Former plans proposed by high authorities, as described in my short review of them, were based on the amalgamation of the Naval and Mercantile divisions of the maritime service, but they failed for want of a satisfactory method of providing for a suitable and sufficient source of supply whence the men might be derived. The zeal, however, now manifested for the education and improvement of destitute and abandoned children has gathered into our union-schools, asylums, reformatories, and training-ships many thousand boys who would otherwise become outcasts and pests of society. I have pointed out how, by educating and turning to account a portion of these boys, inclined to follow seafaring pursuits, and who are fit for them, the causes of former failure may be obviated; and that, while an economy

of more than half-a-million sterling may be effected in the administration, increased efficiency of that branch of the Navy may be secured, and the Mercantile Marine, at the same time, supplied with a greater number than it now possesses, of men better qualified for the performance of their duties.

However anxious we may be for the efficiency of the Royal Navy to defend the country in time of war, or to deter other nations from seeking occasion for breaking the peace, it is not the less urgent to examine, whether International Law, as now recognised, accords with the conditions under which our maritime commerce would have to be carried on in time of war.

The Declaration of Paris of 1856, as regards those Powers who have acquiesced in it, and the Convention of 1871 between our own country and the United States of America, have, however wise and necessary, left us in the dilemma of having advanced, though in the right direction, far enough to place our maritime commerce in great jeopardy, but not far enough to reach the haven where that commerce would be safe in the event of war.

In pointing out, as I have attempted to do, how we may extricate ourselves from this difficulty, I am fortunate in being able to quote the opinions of my late friend Mr. Richard Cobden, who, much as he deprecated war, was most anxious to mitigate the sufferings it entails, should it eventually arise. Many extracts from letters, hitherto unpublished, addressed by him to myself on this important subject between the years 1856 and 1860, will be found in the following pages.

But, beyond the advantages I have derived from a careful consideration of the views of Mr. Cobden, fur-

nished at a time when his mind was intent on the subject, and when he had evidently made himself thoroughly master of the effect which the Declaration of Paris would have upon our commerce, I gratefully acknowledge the assistance I have received, in preparing this publication, from men practically conversant with its bearings, and others, eminent as statesmen and lawyers.

So far as regards Manning, I am especially indebted to Mr. Stoneham, the Registrar-General of Seamen, and to Captain J. C. Wilson, of H.M. ship *Thunderer*, for their assistance in calculating the probable result of the scheme I have proposed ; as also to the Admiralty and the Board of Trade, for readily furnishing me with all the official papers I desired to elucidate this subject.

I trust the suggestions I have offered, may engage the attention of the authorities, to whose care the Royal Navy and Merchant Service are committed, as well as our ship-owners, and beyond all, receive the consideration of the Secretary of State for Foreign Affairs, to the end that the rights of neutrals and belligerents, in time of war, may be more justly and wisely defined.

W. S. LINDSAY.

SHEPPERTON MANOR,

January, 1877.

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