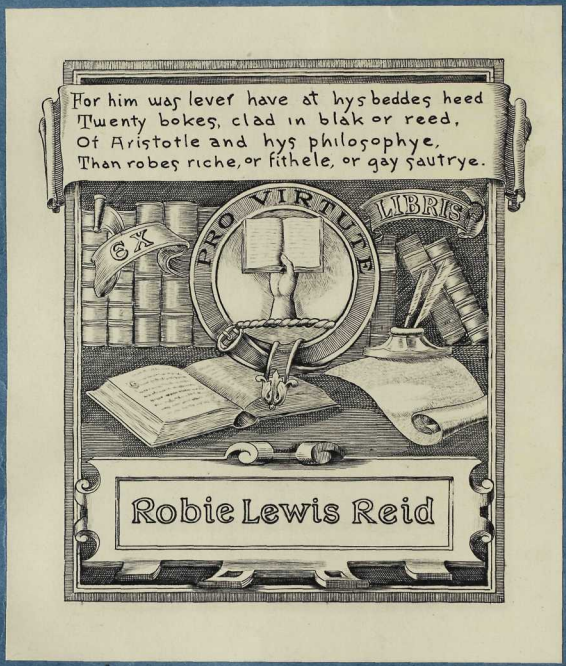
ESQUIMALT NAVAL BASE

A History of Its Work and Its Defences

BY

MAJOR F. V. LONGSTAFF

1941



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R. L. Reid,
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Frontispiece *H.M. third class cruiser "HYACINTH," group of Ratings in whites on Christmas Day, 1888, at Honolulu. Typical British sailors.*

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Fredk. V. Longstaff
29.10.44

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PREFACE

The naval harbour and the dockyard of Esquimalt can be said to have been a port of call for naval vessels since 1848, though the Station was established in 1837 by the appointment of a Commander-in-chief Pacific in October of that year in the person of Rear-Admiral of the White C. B. H. Ross. The list of entries or visits could be expanded to almost any extent by writing up the records of the commission of each ship, the same of each officer, which subjects would give some surprising results, in particular, that some of our leading Admirals had served on the Station as Midshipmen or Lieutenants. Then come the Lords of the Pacific Coast, the Commanders-in-Chief. who generally held the rank of Rear-Admiral, and of whom there were twenty-eight in all, but there were only twenty different flagships, as six ships each served two Admirals and one, the *Triumph,* served three. The records of these Admirals, their flagships and their staffs would form another collection of histories large enough to make a separate book.

The pioneer work on this subject of local Naval History was built up by means of notes on the names of Officers, Officials and ships, made by the late John Thomas Walbran, Master Mariner, who came to the British Columbia Coast in 1888 and died on March 31st, 1913. He served in the Canadian Pacific Navigation Company and afterwards under the Dominion Government in command of that pioneer Marine and Fishery steamer *Quadra.* In 1909 the Department published his book "B. C. Coast Names" which is still the standard book of reference on this subject. The writer had many talks with Captain Walbran during the last two years of his life.

The other authority is Captain John Franklin Parry, R. N. who on February 19th, 1906, gave a lecture on the History of the Naval Establishment at Esquimalt up till 1905. He was then commanding H.M. Survey vessel *Egeria,* based on Esquimalt.

Another part of the records would consist of the official orders and instructions to each Captain which authorized him to proceed to Esquimalt and there carry out certain duties. These orders by the Commanders-in-Chief would change in character as the settlement grew

from being the main fur trading post on the coast to a Colony and then to a Province of the Dominion.

After some years the movements of the ships each year developed into more or less of a regular routine. During the period of sail and auxiliary steam, which ended about 1895, the ships would start from Coquimbo or Valparaiso and sailing northwards call at Arica, Iquique, Payta, Callao, Panama, Acapulco, Mazatlan to Esquimalt. Sometimes a call was made at San Francisco in the early days, but U.S.A. ports were avoided in those days, and the ships aimed to reach Esquimalt by the 24th of May, for the birthday of Queen Victoria. This was followed by a summer patrol to Alaska or to Bering Sea. In the autumn the programme was to Honolulu, then Tahiti, the Marquesas, Easter Island and so back to Coquimbo, where the usual large accumulation of mail from Home was in waiting.

The removal of sails from all ships owing to the increased coal economy in boilers and engines, made the ships independent of the wind and able to travel faster and in any direction. It is probable that sails remained in use on the Pacific Station longer than on any other station. This change caused the ships to neglect the Islands in the centre of the Pacific and to set their courses nearer to the continental coast, except that the Galapagos Islands became much visited. Finally in 1887 the All Red Route between Great Britain and India, via Hong Kong, was inaugurated by the completion of the Canadian Pacific Railway to tidewater at Port Moody, and extended to the young town of Vancouver on Burrard Inlet.

A large book of over 20 chapters should some day be written about Esquimalt harbour, the Royal Naval Dockyard, Naval Barracks, Drydocks and Defences, as well as visiting ships and their officers. In the meantime this little work is offered to teachers and others interested in the sea side of British Columbia history, in the hope that it will fill a long felt want.

The author has received much assistance from the Public Record Office in London, the Admiralty Library, the Provincial Archives of B. C. and the Historical Section of the Department of National Defence at Ottawa. Special thanks are due to the late Lieutenant General Sir P. N. H. Lake, K.C.B., K.C.M.G., and the late Captain T. L.

Thorpe-Doubble, R.N., of Victoria, Mr. Aston H. Long, of Crede House, Portsmouth, and Professor Sir Geoffrey Callender, Director of the National Maritime Museum, Greenwich. The complete manuscript has been read over by Dr. W. E. Ireland, the Archivist of the Province of B. C., to whom thanks are due.

Seabank, FREDERICK V. LONGSTAFF.
December, 1941.
Victoria, B. C.

CHAPTER I.

INTRODUCTION

Let us go back a hundred years to the period when white winged line-of-battle ships, frigates, corvettes and sloops-of-war first made Valparaiso their base during their duty of protecting the British trade on the Pacific Coast of South and Central America. So long as the Spanish Crown, represented by its Viceroys and Naval Squadrons continued officially to keep the door shut to all foreign trade, the non-Spanish traders could not establish themselves ashore in Chili, Bolivia, Peru, Ecuador, Colombia or New Spain, hence had recourse to smuggling goods.

The casting off of the centuries of Spanish yoke was only achieved through many years of rebellions, which were begun under the Chilian flag by Admiral Lord Cochrane in 1818, who had to resign in 1823, owing to intrigue, during which time he led the infant Chilian Navy in revolt against the Spanish Squadron. There followed a succession of periods of revolts, first against the Spanish power and later in the form of local wars and civil wars.

In 1822, H.M. frigate *Conway* under Captain Basil Hall anchored at San Blas on March 28th. Captain Hall tells of the state of transition in New Spain from under the Crown of Spain to that of a new republic, for the Mexican Federal Republic was proclaimed on October 4th, 1823. At once a horde of small ocean trading vessels appeared on the coast from many countries with the long awaited trade goods. The coming into being of the Mexican Republic caused the coast blockade to be lifted from the south to as far north as the Presidio on the Bay of San Francisco, and along this coast the main exports were gold, silver, and raw hides. The Crown of Spain did not, however, recognize the independence of the Republic of Mexico until 1835. The Mexican Government later endeavoured to control trade by restricting it to ships under the flag of Mexico, with little success.

The official name of Yerba Buena on the Bay of San Francisco was on January 30th, 1847, changed to that of San Francisco; the flag of Royal Spain had been

succeeded by that of the Republic of Mexico in 1835, which in turn was replaced by the Stars and Stripes on July 9th, 1846 in Portsmouth Square. The news of the discovery of gold in the mountains of California reached the town in January, 1848, and the huge influx of adventurers began in June of the same year.

The earliest permanent fur trade depot and ocean port on the Northwest was on the Columbia River, where Fort Vancouver was established by Dr. John McLoughlin for the Hudson's Bay Company one year after his arrival in 1824. Much of the goods and effects were moved from Fort George at Astoria. About 1830 a new Fort Vancouver was erected about a mile west from the original site. The first organized body of United States settlers, from St. Louis, to cross and open the Oregon Trail and reach the Oregon country via the lower Columbia, arrived in 1842, and these mostly located on the south bank of the River, later along both banks of the Willamette River. The retired servants of the Hudson's Bay Company settled along the banks of the Willamette River. In 1849 a United States transport arrived via Cape Horn with a company of U.S. Artillery, under Captain J. H. Hathaway, who hired houses from the Hudson's Bay Company and hoisted the Stars and Stripes and established a station at Fort Vancouver, but called Columbia Barracks. Later it was changed to Vancouver Barracks.

The earliest British military reconnaissance of the Oregon Territory and the lower Columbia River was made in the summer of 1845, by Lieuts. M. Vavaseur of the Royal Engineers and H. J. Warre of 14th (Buckinghamshire) Regiment of Foot, (died as General Sir H. J. Warre, K.C.B., in April, 1898) who were sent from Lower Canada by order of Lieut. General Sir R. D. Jackson at Montreal. While Army Officers were approaching overland, the Navy, represented by Commander Hon. Thomas Baillie on H.M. corvette *Modeste* was sent north by Rear Admiral Thomas to maintain peace and for the protection of the Hudson's Bay Company property along the Columbia River. At that time the Commander-in-Chief flew his flag in the frigate *Dublin,* in South American waters. The *Modeste* anchored off Fort Vancouver in July, 1844, and proceeded to the Straits of Fuca early in the following August, to make contact with the Hudson's Bay Company officers. She returned to the Columbia River in 1845 and from November 30th, all

through 1846 and until May 3rd, 1847, she was moored off Fort Vancouver as guardship. On May 10th, she moved down to Baker's Bay and on June 28th she arrived at the Sandwich Islands.

In the autumn of 1844 Rear Admiral G. F. Seymour relieved Rear Admiral R. Thomas, and the new flagship was the 80-gun ship *Collingwood,* under Captain R. Smart In 1845 Captain Hon. J. Gordon took H. M. frigate *America* from Mexico to Puget Sound and sent two officers overland via Nisqually to Fort Vancouver to report further on the Oregon problem and to see to the security of the British settlers. In 1846 Captain J. A. Duntze in the frigate *Fisguard* was sent by Rear Admiral Seymour, then at Callao, to carry on the work of the *America* in affording protection to the British settlers. The *Fisguard* used Port Discovery, as Esquimalt and Victoria harbours had not then been surveyed, but her boats took her officers to visit the fur company's officers at Victoria. In this year a hydrographic survey vessel, H.M. brig *Pandora,* Lieutenant James Wood, came north and started charting Esquimalt and Victoria harbours during the summer. It should be remembered that when Captain Vancouver in 1792 entered the Straits of Fuca he only made a running survey of the mainland according to Admiralty orders, and ignored the south and east coast of Vancouver's Island. The charts of Lieutenant Wood were dated 1848 and were published in London the same year, but the first sheets were probably not received by ships on the Station until 1849.

The third annual frigate to go north to Vancouver's Island was H.M.S. *Constance* under Captain G. W. C. Courtenay, sent by Rear Admiral Phipps Hornby to investigate any cases of aggression reported by the Hudson's Bay Company officers. Captain Courtenay was the first Captain to take his ship into Esquimalt harbour and drop anchor in the forest-clad basin, with nothing to mark the entrance from seaward. Owing to the strong tides inside Cape Flattery and up Puget Sound, H.M. steam vessel *Cormorant,* Commander George Thomas Gordon, was in these waters as a special service vessel, for towing and tender duties, during the summers of 1846, 1847, and 1848.

Following on the establishment of Fort Vancouver in 1825, the route of fur trade annual supplies was moved to the ocean trade route round Cape Horn instead of overland.

The annual company ship in each direction was maintained by three ocean going ships until 1845, when the annual ship made Fort Victoria its first port of call, on 18th February and afterwards proceeded to Fort Vancouver. On the outward passage from London the ship brought supplies, mail and trade goods, while on the return trip it took furs, etc.

When Government officials, officers, artists, clergy, scientists and others came by the overland route they had to be lodged and fed by the fur company, and this held good when returning by sea, hence a fixed set of charges was officially laid down for all the requirements of such strangers. There were a few free traders from Boston, U.S.A., but otherwise naval ships were the only change to those of the Hudson's Bay Company both the coasting and the ocean ships and vessels. For many years the port of Victoria could only be entered at high tide owing to a reef at the entrance which required a high tide to float over, there being ample water once inside the entrance and off the Fort.

The year 1850 was important for Vancouver's Island, as Governor Richard Blanshard read himself in as the first Governor at Fort Victoria, and later Rear Admiral Fairfax Moresby came up to Esquimalt to consult with the Governor at Victoria, just before he handed over to the second, Governor J. Douglas in November. Both Governor Blanshard and Admiral Moresby were the first of their rank to enter what is now known as British Columbia waters, and they came to develop and protect British trade interests.

During the years of the Colony and the years of the Dominion, Esquimalt was mainly used by Commanders-in-Chief to send ships for the refreshment of their officers and ratings, from the dried up and brown countries of the south, and to mix with English men and women and enter English homes. The question of hospital accommodation, stores and provisions, and later repairs, all came along in later years. In Colonial days a ship of 500 tons was considered large, and many vessels were under 100 tons.

CHAPTER II.

THE EARLIEST DAYS AND THE COLONIAL GOVERNMENT

For the most reliable description of the earliest recorded account of visits by European ships to Esquimalt harbour one must go to the book entitled "Spanish Explorations in the Strait of Juan de Fuca" by Mr. H. B. Wagner, published in 1933 in Santa Ana, California. According to the translations of Spanish journals in this book, Esquimalt harbour was first visited in 1790, secondly in 1791 and thirdly in 1792. In each case the vessels flew the Royal Naval flag of Spain, and they were from the naval base on Nootka Island, being employed in the work of exploring the inside channels and surveying the south and east coasts of the Island of Quadra and Vancouver, as it was named in 1792 by Captain Vancouver. The first of these expeditions was under the command of Lieutenant Don Manual Quimper in the sloop *Princessa Real* (1) (the captured British trading sloop *Princess Royal*) which cast anchor in Esquimalt harbour on 19th of July, 1790. Quimper named the harbour Puerto de Cordova, after the forty-sixth Viceroy of New Spain. This name of Cordova was used by all the subsequent Spanish hydrographic surveyors.

There were two visits to the Puerto de Cordova in 1791, the first by Francisco de Eliza who arrived (from Clayoquot Sound) on the ship *San Carlos* (2) which anchored on the 29th of May. The second was by Jose Maria Narvaez, in the schooner *Santa Saturnina* which had Juan Pantoja Arriaga as pilot and surveyor. This little vessel had been brought out in pieces to Nootka, where she was assembled and launched as a tender. The *Santa Saturnina* came into Puerto de Cordova under Narvaez on 11th June and sailed on 14th July to follow the route of Quimper and amplify the survey. The last Spanish visit was made in 1792, when the famous small surveying vessels *Mexicana* and *Sutil,* under the command of Dionisio Alcala Galiano came to anchor in Puerto de Cordova for one night only on 9th June, sailing eastbound the next day. The harbour of Neah Bay was officially taken possession of by Quimper on behalf of the King of Spain and a large wooden cross was erected, on Sunday, 1st August, 1790. This harbour was then named Nunez

Gaona, but it did not at any time even equal the Nootka Base in importance.

According to Quimper (Wagner p. 107), the large wooden cross nearest to Puerto de Cordova was planted on what is now called Albert Head, and here is the extract from the journal:—

"June 30th, 1790. At 8 a.m. I [Quimper] arranged for the other canoe to go ashore with the cross to be planted in the Rada de Solano. At three in the afternoon I had the longboat and one of the canoes armed and embarked with the pilot, taking along the cross, for the purpose of taking possession of the farthest roadstead which I named Valdez y Bazan [Royal Roads]. At four in the afternoon I took possession, planted the cross, buried the bottle with all the other ceremonies which the instructions prescribe and fired repeated salutes. The Holy Cross was placed on a *Mesa* which consisted of a piece of land without any trees and bears W. 08° North from the point at the entrance to the roadstead. The bottle is buried at the back of the Holy Cross at the foot of a pine tree on which a cross was formed by cutting off the bark. This will distinguish it from five others close to it and the only ones in the neighbourhood. At 8.30 I returned on board."

The above notes will give the proper credit due to the Spanish Naval surveyors for their real pioneer work in what became B. C. waters, which in the past has been completely dwarfed in the mind of the public by that of Captains Cook and Vancouver, from 1778 until 1794.

Concerning the early British naval vessels in Esquimalt harbour, the writer has searched the "Ship Logs" in the Public Record Office, London, of the following ships of Her Majesty's Navy:—

Modeste, America, Pandora, Fisguard, Herald, Constance, Inconstant, and found therein entries to show the *Constance* was the first British naval ship to anchor in Esquimalt harbour. The fine sailing frigate *Constance* of 50 guns, Capt. George W. C. Courtenay, entered and anchored in the then forest girt basin on July 25th, 1848. The waters of Vancouver Island first saw a British flagship three years later, in 1851, when Rear Admiral of the Blue, Fairfax Moresby, C. B., arrived in his flagship H.M. frigate *Portland* of 50 guns, flag Captain H. Chads,

and anchored in Esquimalt harbour on the 27th of June. Admiral Moresby's chief object in coming so far from South America was to investigate the settlers' affairs and to straighten out the traffic rules between the infant Colony and the Territory of the United States, as well as to ensure the preservation of law and order under the British flag. The Rear Admiral exchanged several letters with Governor Blanshard as well as calls at Fort Victoria.

The war with Russia (27th March, 1854—30th March, 1856) was the cause of the beginning of the Shore Establishment at Esquimalt on Duntze Head, the location of which had been chosen as the only available harbour under the British flag on the North Pacific ocean. It was the base for the ships on the Pacific Station, which formed the squadron employed in the operations in Avacha Bay. This Squadron, together with a few French ships, made in September, 1854, an attack on the defended fur trading depot of Petropavlovski on the shores of Avacha Bay on the S. E. coast of Kamchatka (3). The combined squadrons landed small arms units on the 4th of September and these captured some advanced works, but they were eventually repulsed by the Russians who had the advantage of superior numbers and good cover. Owing to the death, by his own hand, of Rear-Admiral David Price on 30th August, the command fell to Captain Sir Frederick Nicolson, Bart., of the 40 gun frigate *Pique,* who co-operated with Rear-Admiral Febvrier des Points in the attack of 4th September. The two squadrons withdrew, and on 25th November, 1854, a new Commander-in-chief of the Pacific Station was appointed in Rear-Admiral H. W. Bruce, who hoisted his flag on the 84 gun ship *Monarch,* then in the North Sea under Captain J. E. Erskine. When hoisting his flag in this private ship, Admiral Bruce took with him his flag Captain George E. Patey who took over from Captain Erskine (3).

The *Monarch* proceeded via Valparaiso to the Kamchatkan coast in the summer, where the flag was joined by the other vessels of the Station in June, 1855, and on the 23rd of that month the British and French vessels entered the large landlocked bay of Avacha through its narrow entrance. Midshipman Cyprian Bridge (4) on H.M. Screw sloop *Brisk* describes it:

"We found that the place had been evacuated and the little town deserted. New and formidable batteries had been built, and, though their guns had been removed, were otherwise left intact. They were well built and judiciously placed, and an attack on them would have been a serious affair."

Rear Admiral Bruce found that owing to a shortage of sailors and troops the Russian defences had been abandoned and the composite garrison of 470 men had been withdrawn to the interior. Captain Martinoff the A.D.C. to the Governor General of Siberia, came on Board the flagship *Monarch* under a flag of truce to arrange for the return of two seamen prisoners, one English and one French. The A.D.C. had also brought from St. Petersburg the Russian despatch ordering the evacuation of the defences of Petropavlovski in case of the non-arrival from the Island of Jeddo of the Imperial Russian Naval 50 gun ship *Diana,* whose crew would have increased the garrison sufficiently to have put up a good defence (5). The French landed some men to burn the houses of the settlement. The British and French ships then withdrew and set their course for Sitka Sound, which by the way was called Norfolk Sound by Captain Vancouver. On sighting Baranof Island the Allied squadron kept well off the mouth of Sitka Sound, thus showing up on the horizon, while the screw sloop *Brisk* with the two Admirals proceeded up the Sound as far as the fringe of small islands which screen and protect the harbour of Sitka, the headquarters of the Russian American Fur Company and residence of its Director. As the dates of the arrival of the Allied squadron off Baranof Island are not clear in the translation of the Russian Despatch to the Czar dated 28th August, 1855, and signed by Captain Voevodsky, an extract is given together with notes (6) :—

"On the morning of 29th June, two ships were seen on the horizon of Sitka Bay (7). Although without flags, they were known to be warships. About noon they were both out of sight. On the morning of 2nd June [July?] an English steam frigate *Brisk* (8) was seen in the gulf (7) on its way towards the bay (7), displaying at the foremast a Russian Vice-Admiral's flag of the 2nd division. A secretary and a translator attached to the Chief Director were sent from Nova-Archangel to meet the

ship and ascertain the cause of its arrival. They were received on the frigate by the English Admiral Bruss [Bruce] and the French Admiral Fourichon. The former states that he respected the neutrality of the Colonies and that he had come with the friendly intention of delivering to the Director some newspapers containing interesting European news. He said that the squadron was returning from the port of Petropavlovski, when the only persons it had found were two Americans, all the Russian soldiers and inhabitants having left the place. He mentioned at the same time that ships seen near Sitka on June 29th, belonged to the Allied squadron under his command, among them being the flagship *President* and that not far from the entrance to the gulf were some ships of the squadron, among them the French frigate *La Forte, L'Alceste and L'Euridice.* Admiral Fourichon, on his part, asked what ships were staying in the harbour of Sitka, the masts of which were visible from beyond the islands and upon being told that they belonged to the company, asked if there were amongst them any warships, and was pleased to receive an answer in the negative. After this the Secretary of the Chief Director having received from Admiral Bruss some English papers left the frigate which instantly put out to sea. She was soon out of sight, as well as all the other ships which had been visible on the horizon."

The *Monarch* and *Brisk* proceeded to Esquimalt down the west coast of Vancouver Island and arrived there on the 28th August, 1855, but without any wounded to be housed in the newly built huts on Duntze Head. Most of the Allied squadron called in at San Francisco on its way south (10).

Admiral Bruce had expected to visit Esquimalt harbour after the proposed attack on Petropavlovski, for in a letter from Valparaiso written in February, 1855, to the Governor at Fort Victoria he said:—

"In all probability an opportunity will be afforded me of visiting the Island [Vancouver] in month of July next, in my flagship the *Monarch* and bringing with me other ships-of-war. Your Excellency will probably be able to provide a building upon the arrival of the Squadron that may serve as a temporary hospital for the sick and wounded, the want of which was so seriously felt last year" (1).

On the receipt of Admiral Bruce's letter in 1855, Governor Douglas had three wooden huts built at a cost of £932. The land set apart for this purpose consisted of seven acres. These huts are shown on the first chart of Esquimalt harbour, which was made by Lieutenant James Wood, R.N., during the year 1846, while commanding the brig *Pandora*. The same chart also shows the huts used by the Royal Engineers, under the command of Lieut. Colonel John Summerfield Hawkins, R. E., which were located at the head of Skinner's Cove. The above little known detachment of the Royal Engineers was employed in the surveying of the mainland boundary line between Canada and the United States, and it continued from 1858 until 1863 (12).

The expansion of the shore establishment of Esquimalt from the small beginning of the three wooden huts into the well equipped Dockyard with brick and stone buildings, was slow but it holds an important place in the history of the ships, vessels and their crews which have provided the security for trade, first of the Colony and secondly of the Province of Canada on the Pacific coast.

Fourteen years before the building of the above three huts, namely in 1843, H.M. frigate *Nereus*, built in 1821, was commissioned at Devonport by Master-Commander Francis William Bateman, R.N., as a Store Depot for the Pacific Station, and in the following year we find her moored in the open Chilian harbour of Valparaiso. Her staff consisted of a Master, a Second Master and an Assistant Surgeon. Besides stores, provisions, fuel, etc., she used to berth both officers and ratings who for any reason had to change their ships or were to be sent home. The old frigate of 42 guns was recommissioned in April, 1868, and in 1874 we find her moored in the sheltered Chilian harbour of Coquimbo where she served until 1879, when she was sold out of the Service.

Three years after the commissioning of the *Nereus* (13), we find the 42 gun frigate *Naiad* (14) was commissioned at Portsmouth on 23rd October, 1846, by Master-Commander William Lindsay Browne as a store ship. She was still at Portsmouth in January, 1874, according to the Navy list of that date, and in that for July, 1848, she is shown as at Callao, while in that for October, 1849,

she is at Valparaiso. In December, 1851, Master-Commander Samuel Strong was appointed to take over from Mr. W. L. Browne, and in January, 1852, she is shown at Callao, where she flew the White Ensign as a store ship until 1865 when she was sold to the Pacific Steam Navigation Company. She was broken up in 1898, thus being the longest lived British built Trafalgar ship after the 104 gun ship *Victory*.

The East Coast of South America Station (15) had its base in the beautiful harbour of Rio de Janeiro, and the successive Receiving and Store ships being: frigate *Crescent* 42 guns, from 1837-54; 44 gun frigate *Madagascar* from 1853-62; 72 gun ship *Egmont* from 1862-75, when she was sold at Rio. Each of these ships had about twice the number of officers as that one at the Pacific harbours of Valparaiso or Callao.

In April 1878 the 51 gun screw frigate *Liffey* (16) was commissioned at Devonport by Captain W. R. Kennedy, to proceed to Coquimbo as a Store ship, in which secure harbour she was recommissioned in the following November by Staff-Commander John Franklin Robins Aylen, R.N. There was a total of five officers in the Store ship, a Staff-Commander, a Staff Surgeon, a Paymaster, a Gunner and a Boatswain. New books were opened on the 1st April, 1892, and the old frigate was finally paid off, stripped of all stores and sold out of the service early in 1903. She is still afloat as a residential hulk at Bahia Mejillones, Chili (17).

These three old wooden walls serving as Store and Depot Ships on the South Pacific Coast had cramped quarters at the best, and were only makeshifts as they had not the advantage of a regular shore establishment, with large paved parade ground and recreation fields. When the Officers and Ratings went ashore at Valparaiso, Coquimbo or Callao, they were at once in a foreign country and also the language was foreign and the money. The climate was mostly hot and the country very dry, while the water was mostly hard. Therefore when in 1857 the news reached the men-of-war in the above harbours that a land naval establishment was being formed in the fir tree covered Island of Vancouver on the Northwest Coast, there were great rejoicings amongst the officers and ratings of those ships and vessels.

Let us return to the huts on the shore of Esquimalt harbour, namely on Duntze Head. At first after being taken over by Captain James C. Prevost commanding H.M. steam corvette *Satellite* from Governor Douglas on August 21st, 1857, one of the huts was told off for a hospital and the second one for a store for provisions. At the end of 1858 the third hut had a partition put in its centre, one room for the office of the Hydrographic Survey under Captain G. H. Richards of H.M. screw survey vessel *Plumper,* while the other room became the residence of Assistant Surgeon Samuel Campbell of the same vessel, who was also in charge of the hospital. In July, 1860, a supply of medical stores arrived from England for the special purpose of being kept on shore in reserve.

Although the Admiralty sent three Sick Berth attendants to the hospital in 1860, it was described as "temporary", thereby suggesting a doubt as to its permanency. Rear Admiral John Kingcome in 1863 again wrote to the Admiralty urging the necessity for a hospital being permanently in commission at Esquimalt. In the year 1862, the Royal Engineer Detachment under Lieut.-Colonel J. S. Hawkins had completed the location and survey of the western section of the forty-ninth parallel under the Boundary Commission. The Sappers then vacated the huts at the head of Skinner's Cove, which were then transferred to the Navy for use as a hospital, with a ten acre lot. The hospital was used continuously until August, 1869, when at the request of Rear-Admiral the Hon. J. F. Hastings, it was ordered to be closed and a Sick Berth Steward was detailed as caretaker of the buildings and furniture.

Although officially closed, use was continued of the hospital by sick members of the crews of men-of-war, thus emphasizing the want of such a service on shore, so that at the end of 1871 Rear Admiral Sir Arthur Farquhar made urgent representation to the Admiralty to have it officially reopened and this was acceded to, and an Assistant Surgeon in charge was appointed in February 1872 in the person of Doctor Edward Lawton Moss, M.D., while the company of Marine Light Infantry at San Juan Island had Dr. James Alexander Allan, M. B., who was appointed there in June 1870. From this time the hospital was seemingly considered as a permanent establishment, because the word "temporary" then dis-

appeared from the records. The history of the hospital after 1872 was uneventful and brick buildings with modern conveniences and equipment superseded the original wooden huts of the Sappers.

After the removal of the hospital gear from the hut on Duntze Head at the end of 1862, the hut became available for the much talked of depot for provisions and stores. During the years 1859 till 1862 there was a succession of hired transport sailing ships from England with stores and freight of all kinds for Valparaiso and Esquimalt, the ships being, *Athelstan, Armisteri, Druid* and *Somass.* There are papers from Somerset House to be found in the B. C. Archives dealing with the charges of these store ships.

The authorization of the Store Establishment for the new Naval Base was only made in 1865, by the Imperial Order-in-Council dated June 29th of that year. Up to that date the Assistant Paymaster "In charge of Stores and Esquimalt" was borne on the books of the flagship, and the officer was Mr. John Bremner, whose appointment was dated June 2nd, 1863. On May 11th, 1865, under the heading "List of Principal and Other Officers in the Victualling Yards", is found the new entry, "Esquimalt, Vancouver's Island. Paymaster-in-Charge of Victualling Stores, Sidney John Spark, Esq." Thus is shown the change of moving the official domicile of the Stores Officer from the flagship to the shore, even though the office might be only a small portion of a wooden hut on Duntze Head. The official title then became "Naval and Victualling Store and Accountant", to which position James Henry Innes, Esquire, was appointed on 20th January, 1873. The second civil store officer was W. H. Lobb, Esquire, appointed on 16th July, 1894; the third store officer was H. S. Simmins, Esquire, appointed on 10th July, 1900; and the fourth store officer was C. H. S, Harris, Esquire, appointed on 25th July, 1901. (See footnote 7 in Chapter IV.)

The first appointment of a naval engineer officer to the Esquimalt Establishment came through the development of naval gunnery. Rear Admiral Sir Arthur Farquhar writing from the *Zealous* at Esquimalt on the 9th of October 1871, to the Admiralty, says:—

"The system of keeping H.M. ships on foreign stations for two consecutive commissions without going

to England, entails an increasing wear and tear of guns and it having been found that the vents have become so much enlarged and damaged as to render them unfit for the continuance of shot practice, and there being no appliances for reventing the guns on this station, I would beg leave to point out, for the consideration of the Lords Commissioners of the Admiralty the desirability of implements for reventing guns being sent to the Dockyard at this port, and also the appointment of an Engineer Officer, some person acquainted with the process of reventing guns, and of judging the necessity thereof. Should their Lordships be pleased to adopt my suggestion of sending out a small engine for driving the machinery now fixed in this yard, as pointed out in my despatch of 3rd August, and of appointing a resident engineer to this establishment, he might be instructed in the process of reventing guns and then no additional expense would be incurred by making a special appointment" (18).

It is evident that the Admiralty took prompt action in the above recommendation from Admiral Farquhar, for we find Engineer John W. McKenzie appointed to the *Zealous* on January 10th, 1872, specially "for reventing heavy guns", and this office and title continued up to the year 1896 when the title became, "And for examination and repair of Ordnance". It was also about the end of the year 1872 that a Boatswain and a Carpenter were appointed to the Naval Dockyard and borne on the flagship, and the first so appointed were Boatswain William Guard and Acting Carpenter Richard Eddy, being on the books of H.M. armour-plated wooden ship *Repulse.*

Having given some historical notes on the Naval Store Depots of the Pacific Station, some space will be given to the mail routes to and from Great Britain. The length of the lines of communications have always been long on this Station and before the days of the electric telegraph orders from the Admiralty required months to reach the Admiral and then often more months to reach a private ship. From 1837 until 1845 despatches to the Admiralty had to proceed by ship round Cape Horn, but in 1845 the mail route was shortened by the new Royal Mail Steam Packet Company's service via the West Indies to the old port of Chagres, thence by canoe up the rapid and winding Chagres river forty-four miles to Cruces, where mule transport conveyed passengers and

baggage over the eight hours of old paved road to Panama, which had been founded in 1673. Francis Drake was fighting at Nombre de Dios 1595-96, so this route was already centuries old. At Panama the mails were picked up by coasting vessels and carried south to Callao, where the flagship *Collingwood* of 80 guns was often to be found. The old Panama railroad opened in 1864 started at the new port Colon on the bay of the same name, which was situated a few miles east of Chagres, thence to Gatun and followed the Chagres river to Cruces, thence via the Caillard Divide over the mountains to Panama. In 1852 a bi-monthly service of steamers between Valparaiso and Panama was instituted by the new Pacific Steam Navigation Company under the British flag. Before the opening of the Suez Canal in 1869 all vessels for Vancouver Island had to pass either round the Cape of Good Hope or Cape Horn.

As regards the mail routes across North America, from 1860 until 1862 the Pony Express was ridden from San Francisco eastward to St. Joseph on the Missouri River in 240 hours by 60 mile stages on schedule. It was started on April 3rd, 1860 and continued once a week until the telegraph line was finished in 1862. The Central Pacific Railroad was completed into San Francisco on May 10th, 1869, being the first railroad to cross the North American continent, and this included a telegraph line. The Northern Pacific Railroad was open to traffic to Tacoma in 1883, while the Great Northern Railroad came to Seattle in preference of Tacoma in 1893. Up to the time of the coming of the Canadian Pacific Railway in 1886 to Port Moody (being the nearest tidewater), many of the senior Naval Officers on taking up the command of the Station or a ship, came out from England across the United States by the most northerly railroad then working and then north up the Pacific coast.

As in the case of the Naval Hospital, so with the Dockyard. After it became established with a permanent staff its history was not so exciting. Wooden buildings were added until about 1890, when the large repairs for the ships began to be carried out, and brick buildings were gradually built for different purposes, as well as other works, such as roads, residences and gardens. The magazine was established on Cole Island (19), near the head of Esquimalt harbour in 1860, the site having been

chosen by Rear Admiral R. L. Baynes and Colonel R. C. Moody. This magazine was handed over to the Canadian Naval Service in 1910, and was used through the Great War 1914-18, and has only just been superseded (1938) by a large new establishment on the west shore of the harbour.

Early in the history of Esquimalt Base, the necessity for a floating dock or drydock for the repair of ships came to the front. The "Victoria British Colonist" of December 7th, 1861, says:—

"Within the last year or so no less than three accidents have occurred to Her Majesty's Ships in our waters, which have made it necessary for them to go to San Francisco for repairs. The names of these ships are the *Plumper, Termagant* and *Hecate.* In the case of the *Termagant* (20), the expenses of overhauling her in the sectional dock at Mare Island were immense. Her great weight caused an accident to the dock, which it was reported would cost $200,000.00 to make good. Whether any portion of this loss was borne by the English Admiralty or not we are not aware. We are nevertheless informed by good nautical authority that the expense of repairing two of the ships-of-war sent to Mare Island would of itself have gone a long way towards constructing a sectional dock at Esquimalt."

"Till lately the headquarters of the British Pacific Squadron has been Valparaiso. Now Esquimalt is the actual naval headquarters in the Pacific, though perhaps not formally declared so by the Admiralty. When we consider that along the whole Pacific Coast Great Britain possesses no territory whatever, except Esquimalt, which is adapted for a dockyard, and when we reflect that the annually increasing importance of British commerce in the North and South Pacific will require a large Squadron to protect it, and that accidents may occur annually to some of Her Majesty's vessels, making it necessary to enter a dock for repairs, it would appear to be very desirable that a dock should be constructed here at as early a period as possible. The only place on the North Pacific where a man-of-war can be properly overhauled is at San Francisco; and in view of a collision between Great Britain and the United States, or any other naval power it is certainly not desirable that our fleet should be dependent on San Francisco, or have to refit in a

foreign port, more particularly when we have such a splendid harbour as Esquimalt in British Territory.

"Hitherto the Imperial Government has done but little for us colonially. The whole of our public burdens have been borne by our own Treasury. Consequently it is not too much to expect that something more substantial will be done for us from a national point of view. The promise of a Regiment of the Line (21) to be billeted in the Sanatorium (22), is evidence that we are not wholly forgotten. But with a garrison, we also want a dockyard with a sectional dock or patent slip, where Her Majesty's ships can be repaired in cases of accident, instead of spending vast sums of money in a foreign country, which would afford employment to a large number of persons here."

Let us leave the Editor of "The British Colonist" at Victoria in 1861, and jump six years forward to find Rear Admiral the Honourable J. F. Hastings working for the construction of a dock in Esquimalt harbour. In a letter to the Colonial Secretary, William Alexander George Young, Esq., at Victoria, dated H.M. Ship *Zealous* on August 6th, 1867, the Admiral's Secretary states:—

"I am directed by the C.-in-C. to acquaint you for the information of His Excellency the Governor, that considering the importance of securing dock accommodation in this vicinity, he ordered a Board of Officers to report upon the most eligible site for a dock in this harbour. The Board has recommended Lang Cove as offering the greatest natural advantages for such a structure, but before offering a decided opinion has stated it to be necessary that the Cove at the upper end should be bored to ascertain the nature of the bottom. The C.-in-C. would therefore be much obliged if the Governor would direct a competent person whose services may be at the disposition of the Colonial Government, to carry out the wishes of the Board. I have the honour to be, Perry, [Henry and Paymaster, R.N.] Secretary."

This despatch of 1867 is minuted "2/Referred to Mr. Pearse with request that he will inform me whether he has the means at his disposal to comply with the wishes of the C.-in-C., W. Y., August 7th, 1867. 3/The Honourable the Colonial Secretary, This work will require boring

rods, and perhaps six men to work them. I have no assistant, and could not shut up the Land Registry Office. If the Admiral would furnish men and an officer to do the work, I would direct them and do all in my power to get the information wanted. The boring tools are all at the H. B. Co.'s wharf. As a preliminary step, it would be advisable to get them all to, say the Navy Yard, so that they may be sorted, unpacked and examined. They might be worked from a strong platform laid across two large boats or scows, on which the derrick and winch could be erected. I should think about 20 bores would be sufficient, I propose seeing the Admiral on the subject today. The cost would be about $250.00, if not deep. Signed Pearse, August 8th, 1867."

On the following October 16th, the Admiral wrote to the Colonial Secretary at Victoria stating that he had investigated the suitability of the harbour of Nanaimo and of Burrard Inlet for the site of a drydock, but that he had come to the conclusion that Esquimalt Harbour provided the best site.

Let us now consider the limitations imposed by the Admiralty on the employment of landing parties for police work about this time. My Lords of the Admiralty forbade the sending of armed landing parties any distance inland as it weakened the effectiveness of ships supplying the same. In 1867 Governor Frederick Seymour applied for an armed landing party to proceed to Cariboo to enforce law and order, but this was turned down by the Admiral, and there was much correspondence on this subject an here is one of the letters—dated the Admiralty, October 28th, 1867, to Frederick Elliott, Esq., Colonial Office:—

"Sir, I have laid before my Lords Commissioners of the Admiralty your letter of 22nd instant, with its enclosure from the Governor of [British] Columbia, respecting the disturbances between rival claimants of a mining property in the district of Cariboo on the upper Fraser River, nearly 500 miles distant from the seat of Government at New Westminster. With reference to the complaint made by the Governor that Rear-Admiral Hastings had declined to detach any force from the ships under his orders at Esquimalt for a point so remote as Cariboo, and their Lordships desire me to state for the information of His Grace the Duke of Buckingham that they approve

of the conduct of the Admiral in this matter, and I enclose a copy of the Instructions given in 1864 to his predecessor in the Naval Command in the Pacific, not to detach officers and men to a distance from their ships, but to limit his co-operation to such measures as could be executed by the vessels, or by their boats acting in their immediate vicinity. I am, [signed], H. G. Lennox."

Strictly speaking, the headquarters of the "Ships and Vessels employed and to be employed on the Pacific Station" was the flagship, where the Rear Admiral Commander-in-Chief had his quarters. Owing to the great length of the Station, namely more than 7,000 miles from Cape Horn to Point Barrow, patrol duty had to be carried out mostly by single ships, and it was rare for ocean passages to be made by ships in company and besides neither the executive nor the engineer officers were trained at "Keeping Station" in a squadron.

Sometimes the harbour of Valparaiso was designated as the Station headquarters, at other times it was Esquimalt. Wars and revolutions in South America between Chili and Peru, or Civil war in Chili, were cause enough to the flagship to spend most of that year in the Southern division of the Station. On the other hand the San Juan Island Dispute, the Fenian scare from 1868 until 1870, the Russian war scare from 1877 to 1878 and the Bering Sea patrol and Treaty of from 1893 to 1913, were enough to bring the flagship to Esquimalt, which place was always in great favour with the Officers and Ratings. As a rule the flagship endeavoured to arrive at Esquimalt just before the Queen's Birthday on the 24th May, so as to land companies of both sailors and marines to take part in a review on Macaulay Plain before the Lieutenant Governor and the Senior Naval and Military Officers. Probably the earliest combined parade was a sham battle held on the 5th May 1889 under the command of Rear Admiral Heneage, according to the "Colonist" of 29th September, 1893.

Though the Esquimalt Shore Establishment had been officially brought into being in June 1865, yet in March 1869 we find the Admiralty making Valparaiso the headquarters of the Station for Rear Admiral Hastings in H.M. ironclad *Zealous*. These orders are so curious that the letter explaining them and dated Esquimalt, March

31st, 1869, from Rear Admiral Hastings to Governor Seymour at New Westminster is given:—

"I have the honour to acquaint your Excellency that I have received instructions from the Lords Commissioners of the Admiralty to proceed in my flagship to Valparaiso and to consider that place as the headquarters for the Commander-in-Chief of the ships on the Pacific Station until further orders. I intend sailing in execution of those instructions about the 13th proximo, and shall leave at this port the following force:—H.M.S. *Satellite* with Captain W. H. Edye as Senior Officer, the *Sparrowhawk* and *Forward,* and the gun-vessel *Boxer* for service in these waters is now on passage from England to this port. I shall endeavour to keep one of the ships under my orders commanded by a Post Captain on this part of my station as Senior Officer."

After some years of wars with her South American Colonies, the Royal Spanish Naval Squadron quitted Peruvian and Chilian waters in May, 1866. However, military insurrections were the order for some years in Chili and Peru, hence there was a call for the forceful diplomacy of a British Admiral to protect all the British interests. This form of diplomacy could only be made effective by the presence of the flagship and some other vessels at his orders, so as to show force and power at the different ports and so impress the forces of disorder, and naturally his base would be at Valparaiso as his stay in the south would probably be for the greater part of each year.

FOOTNOTES

(1). *Princessa Real.* This sloop of 50 tons, the property of Messrs. Etches, sailed from London in September, 1786, with a crew of 15 under Captain Charles Duncan, but under her English name of *Princess Royal.* She sailed in company with the *Prince of Wales,* Captain James Colnett, and after calling at Staten Island, the vessels rounded Cape Horn and reached Friendly Cove on Nootka Island, in July, 1787. Here they found the fur trading ship *Imperial Eagle,* Captain John Meares, had anticipated them in trade. They met off Nootka on 8th August, 1787, the *Queen Charlotte,* fur trader, Captain George Dixon, owned by Messrs. Etches, who advised Duncan to proceed to the Queen Charlotte Islands, where the fur market was good. The winter of 1787-88, was spent at the Sandwich Islands, and in the spring the two vessels set sail for the sea otter grounds. The *Princess Royal* proceeded to Nootka and the Queen Charlotte Islands, later

Captain Duncan spent from 14th May, until 5th August, 1788, trading with the Indians for Sea Otter skins amongst the islands fringing the mainland, which later were named Princess Royal Islands after the vessel. The Indians attacked Duncan in these inside channels and he nearly lost his crew. He anchored in Safety Cove on 22nd July, sailed on 3rd August, fell in with Captain John Meares off Ahousat on Flores Island, Clayoquot Sound and anchored there, then sailed to China via the Sandwich Islands, where he met the *Prince of Wales* on 17th August. While in China, probably at Macao, Duncan took over the *Prince of Wales* and sailed for England after having made a prosperous trading voyage. Captain William Hudson took over the *Princess Royal* and returned to Friendly Cove with the *Argonaut,* Captain Colnett, where the Spanish naval forces were found to be in possession. The Spanish officers confiscated both the British vessels, and taking out the crew, stores and cargo, from the *Princess Royal,* Sub.-Lieutenant Manuel Quimper commissioned her as the *Princessa Real.* She then proceeded up the east coast of the Island of Vancouver and Quadra via Puerto de Cordova. She was released in March, 1791, by Quimper at the Sandwich Island and returned to her British owners.

(2). *San Carlos.* A Spanish vessel, 16 guns, snow rigged (two masts and both square rigged), belonging in 1791 to an exploring expedition, under Lieut. Francisco Eliza. The tender was the little vessel *Santa Saturnina,* which had been put together at Friendly Cove.

(3). Petropaulovsk (St. Peter and St. Paul), Russian headquarters in Kamchatka, seat of a Governor, fur trade headquarters, naval and military station; a small town. On the outer protecting ridge there is a memorial to La Perouse who was in these waters about 1786. Population under 1,000. Located in a small harbour on the east side of Avacha Bay, which is about 11 miles long from the narrow mouth and 7 miles in width and there is good anchorage for large ships as the water is shallow. The hills are forest clad. (U.S.N. Chart *Avacha Bay,* No. 54, pub. 1936 "The Illustrated London News," 1855, p. 501. "O'Byrne's Naval Annual for 1855", p. 89-95 for letters. "Alaska and Bering Sea Pilot".) In 1924, H.M. minesweeper *Thiepval,* Lieut. W. J. R. Beech, (now Commodore), called at the above harbour on 12th July, in connection with the attempted round the world flight by Major MacLaren. ("Canadian Defence Quarterly" January, 1925, p. 108-118.)

(4). Bridge, Admiral Sir Cyprian, G.C.B. "Some Recollections," London, 1918, p. 117-19. Midshipman Bridge was in *Brisk* when she proceeded from Valparaiso to Kamchatka via the Sandwich Islands. He describes the assembling of the ships, and the return to the Pacific Coast, and thence to Esquimalt.

(5). *Diana,* Russian 50 gun frigate, flagship Pacific Squadron. Was lost at the Island of Jeddo. She was driven ashore during a severe earthquake, salved and then suddenly sank at anchor. The Russian Admiral built a small schooner with his own resources and coasted along under cover of the fog into Petropaulovsk itself, past the Allied Squadron. See "The Illustrated London News," October 27th, 1855, p. 502.

(6). Alaska Boundary Tribunal, Counter Case of the United States, Appendix II., Washington, 1903, p. 20. Report of the

Board of Directors of the Russian American Company, 16th November, 1855. Translation.

(7). British Admiralty Chart 2337, gives the name as *Sitka Sound,* which is also the *Norfolk Sound* of Captain Vancouver. The *Bay* refers to the Eastern Channel of the harbour approaches.

(8). *Brisk,* steam screw wood sloop, launched at Woolwich in 1851. 1,087 tons, 250 horsepower, 14 guns, heaviest gun 68 pounder. Complement 170, length 190′ 7″ and beam 35′ 5″. See also "Illustrated London News," 1859, *"Brisk* in Mozambique channel chasing slaver."

(9). There is a discrepancy in the use of the name *President,* as the flagship of Rear Admiral Bruce was the *Monarch,* as shown in Royal Navy List.

(10). According to the "San Francisco Herald" 22nd August, 1855, arrival of frigate *Amphitrite* from Sitka.

(11). Letter Bruce to Douglas, in B. C. Archives.

(12). Hawkins, John Summerfield. The Royal Engineers. Commissioned 2nd Lieut., 12 Dec., 1834; Lieut., 10 Jan., 1837; Captain, 1 April, 1840; Major, 14 June, 1858; Lieut.-Colonel, 12 August, 1858; Colonel, 1 March, 1868, and appointed Commanding Royal Engineers at Barbadoes, 1869; Colonel Commandant, 28 July, 1884; Major-General, 6 March, 1868; Lieut.-General, 10 October, 1877; General, 1 July, 1881; K.C.M.G. in 1893. No war service given in Hart's Army List, 1893. "Canadian Defence Quarterly," April, 1927, p. 308. The first was a Survey Detachment of 65 N.C.O.'s and Sappers under Lieut.-Col. J. S. Hawkins who had been appointed to determine the 49th parallel. The detachment left England on 3rd April, 1858, and arrived at Vancouver Island on 12th July, having proceeded in the mail packet to Panama, whence it came north in H.M. sailing corvette *Havannah,* Captain Thomas Harvey, R.N. Colonel Hawkins returned to England in fall of 1859, while the Detachment went in April, 1862.

(13). *Nereus,* 42 guns, sailing frigate, 1,094 tons, was built at Pembroke in 1821. Was commissioned from The Ordinary at Plymouth in 1843, for Store Depot Ship at Valparaiso. Last entry in Navy List is 1st April, 1868.

(14). The Brazils Station was formed as the consequence of the transfer of the Portugese Royal Family from Lisbon to Bahia. A squadron of four line-of-battle ships, escorted them out and arrived at Bahia on 19th January, 1808. With the exception of a gap from 1815 to 1819, there was a succession of Rear-Admirals or Commodores in command of the Brazils Station. The term "South American Station" was merely an alternative name that appeared at least as early as 1814 and finally superseded the other name. This was the first station in South American waters.

(15). *Naiad,* 42-gun frigate, built at Hill's yard, Limehouse, from the design of Sir William Rull, launched in April, 1797, 1,020 tons. Commissioned at once, Captain T. Dundas commanded her 1804-05. She joined the fleet under Vice-Admiral Lord Nelson on 21st August, and was employed in preventing supplies reaching the enemy's fleet coastwise. With the *Euryalus, Phoebe* and *Sirius,*

as the "eyes of the fleet," she did much to bring the hostile fleets together without which there could have been no victory. She was present to windward of the weather column in the great battle of the 21st October, and, though she took no active part in it she rendered valuable help in rescuing officers and men from the disabled ships, and towed the *Belleisle* out of action when she became unmanageable. In 1813, she was paid off at Portsmouth, where she remained in Ordinary until 1823, when she did a three years' commission in the Mediterranean under Captain Hon. Sir Cavendish Spencer. Again paid off at Portsmouth in 1826, and continued in Ordinary until 23rd October, 1846, when she was commissioned for the Pacific Station by Master Commander W. L. Browne as a Store Ship. It appears from the Navy List she did not arrive at Valparaiso until 1849, so she spent over a year being converted at Portsmouth.

(16). *Liffey,* second since 1810, launched at Devonport, 1856, wood screw frigate of 51 guns, 2,654 tons and engines 600 horsepower. First commissioned November, 1858, by Captain G. W. Preedy, C.B., for the Mediterranean and in December, 1861, is shown as on the North American Station. Her second commission was in February, 1865, was shown on the North American Station. In Ordinary at Devonport from November, 1865, until June, 1867. Captain J. O. Johnson commissioned her at Devonport in July, 1867, for particular service and in 1869 she was placed in the Flying Squadron under Rear-Admiral H. T. P. Hornby. The Squadron sailed from Plymouth on 19th June, and was anchored in Esquimalt Harbour from 15th to 28th May, 1870. Captain R. Gibson was appointed to *Liffey* in October, 1869. In November, 1870, she was in Ordinary at Devonport, where she remained without even an engineer until 1876, when she was stripped to be prepared for a Store Vessel at Coquimbo, which work was only completed in April, 1878, when Captain W. R. Kennedy commissioned her and took her out to replace *Nereus* at Coquimbo. She was recommissioned at Coquimbo as a Store Ship on 17th November, 1878, by Staff Commander J. F. R. Aylen. She was sold about 1904 at Coquimbo.

(17). "Sea Breezes" February, 1931, Vol. XIV. Picture of *Liffey* as hulk at Bahia Mejillones, Chili. Per Mr. M. Armstrong.

(18). Letter Sir A. Farquhar in 1871, to the Admiralty; copy in the possession of the author.

(19). *Cole Island,* Esquimalt Harbour. Named after Mr. Edmund Picoti Cole, R.N., Master (R.N.) H.M. ship *Fisgard,* Captain J. A. Duntze. On this station from 1843-47, being commissioned at Plymouth 13th May, 1843, 42 guns. Appointed Master 17th August, 1838, Commander ret. 1858, died 1877. Concerning the powder magazine, Captain J. F. Parry in his lecture in February, 1906, said:—

"On the gradual increase in numbers of the ships of the Navy in northern waters it became necessary to make separate provision for a magazine for their use, and early in 1860 Admiral Sir R. L. Baynes acting in conjunction with Colonel R. C. Moody, R.E., Chief Commissioner of Lands and Works, after inspecting various localities chose Cole Island . . . as the most suitable position and in May of that year, the Island was formerly trans-

ferred to the Navy by Governor Douglas for this special purpose. In August, 1890, difficulties as to water supply to the Island arose and a new site for the Magazine was proposed at the location of the present (1906) Submarine Mining Wharf at Constance Cove . . ."

(20). *Termagant,* probably second of the name, launched Deptford in 1848, wooden frigate of 25 guns, 1,547 tons, screw engine 600 horsepower. Commissioned at Portsmouth by Commodore Henry Kellett on 3rd August, 1855, for the West Indies Station. Then in Ordinary at Portsmouth until commissioned on 27th January, 1859, by Captain R. Hall for the Pacific Station, she escorted the two gun-boats *Forward* and *Grappler* to Esquimalt, where they arrived on 12th July, 1860, and she relieved the *Satellite,* which sailed for Devonport on 30th ~~August~~. The *Termagant* crashed on Laura Point in Active Pass on 31st July, 1860, and temporary repairs were made at Esquimalt by divers. She was sold out of the service about 1866-67, as she was last seen in the Navy List of January, 1866. JULY

(21). No official record can be found of a battalion of Imperial infantry coming out to the Pacific Coast at this time.

(22). This refers to the bungalow type of naval hospital in red brick for many years on the shore of Constance Cove and just south of the new large dry dock. This dock was begun in 1921, and the first ship was docked on Monday, 13th September, 1926, an oil tanker the *Reginolite.*

CHAPTER III.

GREAT BRITAIN AND CANADA SHARE RESPONSIBILITY

Much could be written about the civil wars and insurrections in South America from 1871, which continued till 1891 in Chili and till 1895 in Peru. These civil wars were some of the reasons why so few of the ships on the station could be spared to proceed north to Esquimalt during the seventies and especially at the time of the scare of war with Russia, as detailed elsewhere.

In 1871 it was too early for the young Dominion to assume the responsibility for the defence of its new Province on the Pacific coast. This period was too early for the Dominion Government to realize the desirability of the provision for sea-power or trade route protection being inserted in the famous Act of Union. It was true that the Colonial Defence Act of 1865 provided for the authorization of local naval defence forces or units, which was at once taken full advantage of in the Australian States. In Canada the Act was only used to authorize the owning and manning of ships by the Civil Departments of the Dominion Government, namely the Marine and Fisheries, which were authorized to wear the Blue Ensign with the arms of Canada on a shield in the fly. But the defence of both coasts and shipping was still left in the hands of the Royal Navy. (1). Therefore it can be claimed that most of the factors in 1871 were against the newly formed Dominion authorizing and raising Officers and Ratings for a Naval Service and buying ships to form a squadron for the defence of the Pacific ocean trade. The population was too sparse and too small, while the inhabitants were not sufficiently sea minded to support the Government in this, nor was there much Canadian Pacific Ocean trade to protect.

While the Royal Navy still was solely responsible for the security of sea borne commerce passing Halifax and Esquimalt about 1866, yet we find the Provinces of Upper and Lower Canada were paying for the hire of gun-boats for summer duty on the St. Lawrence and on the Great Lakes. We also find there were at the time of the Fenian Raid in June, 1866, a few companies of Naval Volunteers,

the one at Dunville in particular served afloat on the Niagara River (1.a.). There were also some Naval officers and Ratings doing summer duty on these fresh water trade routes. At this time Captain Algernon Frederick Rous de Horsey (2) was then the Senior Naval Officer on the Lakes of Canada, flying his broad pendant in the wooden screw frigate *Aurora* of 2,558 tons. Captain de Horsey consequently had command of the gun-boats serving on the St. Lawrence and the Great Lakes. These little vessels consisted of two classes, those belonging to the Imperial Navy and those hired by the Provincial Government of Upper Canada, but otherwise maintained by the Royal Navy. The gun-boats were manned by ratings from the *Aurora* for the summer, who returned to the frigate for the winter, which was berthed in the St. Charles River where she was damaged by the ice during the winter 1866-67. For the summer of 1867 the screw corvette *Wolverine* of 1,703 tons, Captain Thomas Cochrane, was stationed at Quebec. In the summer of 1866, there were five naval gun-boats under Captain de Horsey for duty on the rivers and lakes, and in September of that year, Lieut.-General Sir John Michel, K.C.B., Officer Commanding troops in Canada, discussed with Captain de Horsey the need for hiring two more gun-boats. These little vessels were stationed, two on the St. Lawrence, two on Lake Ontario, one for the two lakes of Erie and Huron, and one for Erie alone. Captain de Horsey flew his flag in the *Heron* for the open season. During 1867, the *Aurora* was at Quebec while the *Wolverine* came up to Montreal. During 1866 H.M. corvette *Niger*, 1,070 tons, Captain J. H. Bruce, spent some weeks in the St. Lawrence. (3).

Owing to the complete and final withdrawal of the Imperial Troops from the Provinces of Ontario and Quebec in 1870, the Imperial regular instructors who helped the Militia Units in their training were also withdrawn.

This want of instructors was filled by the formation of two permanent Dominion Schools of Instruction, recruited from the Royal Artillery and Militia Units, but the officers for many years only held Militia Commissions and the men were Militia men on continuous service on a three year engagement. The Dominion Schools were

formed on October the 29th, 1871, when "A" Battery was formed at Kingston and "B" Battery at Quebec. These schools issued certificates for cavalry, artillery and infantry. Both the Permanent Force units and the Staff of the land forces of Canada have grown out of the above two batteries, as well as the Royal North West Mounted Police, now expanded to the Royal Canadian Mounted Police. (4).

It is instructive to note that the Permanent Force unit for land defence of Vancouver Island came into being in 1887, which was 23 years before the Permanent Naval Force was started, for the defence of the routes of Canadian ocean trade in 1910. During this period of 23 years, the Trans-Pacific carriers had changed from sail to steam, which latter were subsidized to carry British Mails to Hong Kong and Australia. The old established Blue Funnel Line and other companies extended services of their freighters from China and Japan to Vancouver Island in 1902. These services gradually expanded as trade flowed west over the newly built C.P.R., which reached the newly incorporated city on the site of the old Granville Townsite in 1886. The railway company had an uphill fight for many years before the volume of trade became large enough to pay for the line of steamers, so that the amount of Pacific trade from Canada, even in 1910, was not anything like the amount that it has attained since the Great War.

The arrival of Rear-Admiral Charles Farrell Hillyar, C. B., in Esquimalt harbour on 26th July, 1873, in the armour-clad ship *Repulse,* was an important historic occasion because he was the first Commander-in-Chief of the ships on the station after the Colony of British Columbia had entered Confederation. Rear-Admiral Sir Arthur Farquhar in the *Zealous* had been in command of the station during the period of transition from Colonial to Dominion status. For the first part of Admiral Farquhar's commission he corresponded on all official business with the Colonial Governor, Anthony Musgrave, Esquire, at Victoria, but after the entrance into the Dominion he had to change over to the Governor General the Earl of Dufferin, and the letters are to be found in the files of the office of the Military Secretary at Ottawa, the mail then going via San Francisco. Rear-Admiral Hillyar only

flew his Rear-Admiral's flag in the *Repulse* for a year, from 9th July, 1872, at Portsmouth until 26th July, 1873, at Esquimalt and most of this time was taken up by the voyage to Rio de Janeiro and rounding Cape Horn to Valparaiso, where a long stay was made, and then the voyage was continued up the west coast, calling at many ports. The Vice-Admiral hoisted his new flag as Vice-Admiral on arrival at Esquimalt on 26th July, 1873.

About two years earlier, "The Canada Gazette" of 21st October, 1871, gave in Militia General Orders, dated at Ottawa 16th October, a General Order concerning Military Districts:—

"It is hereby ordered that the Province of Manitoba be henceforth called and known as Military District Number ten, and that the Province of British Columbia be henceforth called and known as Military District Number eleven."

In 1872 Colonel Robertson Ross, the Adjutant General, came west from Ottawa and after his long journey overland he recommended the formation of two companies of Volunteer Rifles at Victoria, and one each at Nanaimo, New Westminster and Burrard Inlet, together with the reoganization of the Colonial unit, the Seymour Artillery Company at New Westminster. An officer then called Deputy Adjutant General, was appointed to command the new District in the person of Captain Charles Frederick Houghton (5), who was commissioned to the rank of Lieut.-Colonel in the Militia to date 21st March, 1873. This date was also that of his appointment as D.A.G., for B. C., where he served until 31st March, 1881, when he was moved to Winnipeg. The office of D.A.G., for B. C., was then vacant until May, 1883, as Major Josiah Greenwood Holmes, R.C.A., (17) was not appointed to it until May, 1883, and even this was only an acting appointment. It is thus clear that Lieut.-Colonel J. G. Holmes was the second officer to hold this appointment and not the first, as is often stated. The only other officer on the District Staff, according to the Militia Lists, was the Paymaster, Captain Ronald John McDonald, to date 1st July, 1879, who had served as a Lieutenant in the 28th Regiment of Foot. This officer was also the Superintendent of Stores.

Let us return to the appointment of the "Commander-in-Chief of the ships employed on the Pacific Station",

as an old document in the B. C. Archives states. Vice-Admiral C. F. Hillyar was succeeded by Rear-Admiral Hon. Arthur Aickland Leopold Pedro Cochrane, C.B., in September, 1873, who came up the coast from San Francisco, having crossed the United States by train from the Atlantic coast. The Vice-Admiral was taken south in H.M. sloop *Reindeer,* Commander William Robert Kennedy, to San Francisco after he had hauled down his flag in Esquimalt. On the day the *Reindeer* sailed there were five men-of-war in Esquimalt harbour with a total of 34 guns and 1,800 Officers and Ratings. They were H.M. iron battleship *Repulse,* Captain Charles Thomas Curme, H.M. sloop *Tenedos,* Captain Edward Hood Lingard Ray, H.M. sloop *Reindeer,* Commander W. R. Kennedy, H.M. gun vessel *Myrmidon,* Commander Honourable Richard Hare, and H.M. gunboat *Boxer,* Lieut. William Collins.

The Naval Base of Esquimalt was incomplete until the much overdue drydock was finished. This work was considered of such importance that its construction formed a part of the Terms of Union with the Dominion of Canada (6). They say:—

"The Dominion Government shall guarantee the interest for ten years from the date of the completion of the works, at any rate of five per cent per annum, on such sum, not exceeding £100,000 sterling, as may be required for the construction of a first class Graving Dock at Esquimalt."

The construction of the graving dock by the newly formed Province of B. C., was the rock upon which the Walkem Government was shattered, and its successor, the Beaven Government, also wrecked. To cut a long story short, the total cost was greatly under-estimated, especially so in regard to the quantity of cement, as between six and seven thousand tons instead of one hundred, were eventually required. In 1875 the contracts for the coffer-dam and the pumping machinery were let in England, and the site was chosen, but the construction had not been started when the Walkem Government resigned in 1876. The Admiralty laid down the dimensions of the Dock so that it could take ships of the *Nelson* and the *Northampton* class, though neither of these were ever on the Station (7). The plan was for the Provincial Government to have the Dock built by contract, receiving subsidies from the

Dominion and Imperial Governments. The contract was carelessly drawn up and the conditions of the subsidies varied from time to time (8).

The Walkem Government in 1880 entered into an agreement with F. B. McNamee and Company for the building of the Dock, but the cost continued to mount and eventually much exceeded the estimate. A committee was appointed by the Provincial Legislature to enquire into the Graving Dock costs and matters. It sat during 1882 and reported to the Assembly on 27th March of that year. Its findings were a revelation and nearly upset the Government. The Dock construction did not progress satisfactorily and the contractors ceased work on April 2nd, in the same year. The Provincial Government took possession of the uncompleted work on 27th June, and decided to carry it on by day labour.

In 1882, the Governor General, The Marquis of Lorne and the Princess Louise visited the coast, arriving in H.M. corvette *Comus,* Captain James Wylie East, on 19th September, having travelled via Chicago and San Francisco from Ottawa (9). After a few days rest in Government House, at Victoria, then called Carey Castle, they made a tour of the Province, holding many receptions. Several conferences were held to try and improve the understanding between the Dominion and the Province. The Vice-regal party sailed from Esquimalt in the *Comus* on 7th December, and returned to Ottawa via San Francisco. The desire to bring the Dominion and Provincial Governments into agreement without delay induced the Premier, Hon. Mr. Smithe, to introduce and pass in the Session of 1883, the *"Island Railway, Graving Dock and Railway Lands Act."*

During the Session of 1884, the Provincial Government passed the Esquimalt and Nanaimo Railway Land Grant, The Peace River Land Grant, and the Graving Dock Transfer. The Dominion undertook to take over, complete and operate the Graving Dock as a Dominion work, repaying to the Province the sum already spent and a further sum of $250,000. The Dock was officially taken over by the Dominion on 24th August, 1883. On 12th April, 1884, the contract for its completion was let to Larkin, Connolly and Company of St. Catherines, Ontario. The last stone was laid on 26th June, 1886, and water was first let into the Dock on 1st April, 1887.

The drydock was officially opened on July 20th, 1887, in the presence of Lieut. Governor the Hon. Hugh Nelson, Rear-Admiral Sir Michael Culme-Seymour (10) and a distinguished company. The ceremony consisted of the docking of the sloop-of-war *Cormorant* (11) of 1,130 tons and engines of 950 horsepower, [Commander Jasper E. T. Nicholl] and then pumping out the water. Thus was the Naval Establishment made more effective for dealing with the underwater repairs of ships both naval and mercantile, but it had taken twenty years to secure this result, because it was in August, 1869, that Rear-Admiral Honourable George F. Hastings had written to W. A. G. Young, Esq., the Secretary of the Colony, advocating the same. Even when the drydock began to be used it was some years before the engineering equipment of the naval yard was increased to the then requirements, for it was not until 1890 that the first large repairs to ships were begun, and the idea of permanency was suggested by the erection of substantial brick buildings in the yard.

The Militia Department took from 1883 to 1887 to authorize, form and recruit up a third School of Artillery Unit to be known as "C" Battery so as to inaugurate a garrison of permanently embodied militia at Esquimalt. This battery was eventually recruited at Quebec by drafts from "A" and "B" Batteries, up to 100 N.C.O.'s and Gunners, and placed under the command of an officer who had distinguished himself in the Northwest Rebellion, namely Major James Peters (12), who was assisted by Captain T. Benson, Lieut. G. H. Oglivie, Surgeon J. A. Duncan, M.D., and Quartermaster G. R. White. The unit came west via the C.P.R. and it was the first body of regular troops to travel through the mountains to the Pacific Coast since the completion of the railroad. It arrived at Victoria in the Canadian Pacific Navigation steamer *Princess Louise* (13), on November 10th, and marched to Beacon Hill where it was quartered in the Old Fair Buildings, while the officers and married N.C.O.'s and gunners had to seek private house accommodation nearby.

The arrival of a newly raised permanent unit of Canadian Artillery overland from the east for the garrison duties at Victoria and Esquimalt was the result of many factors at work since 1871. The change of the Colony of B. C. into a Province of Canada in July, 1871, started discussions between the Imperial and Dominion Govern-

ments regarding the responsibility as to payment for the troops and land defences of Esquimalt.

The systematic running of survey lines for the location of a Trans-Canada railroad through the mountains by the Dominion Government in 1872 under Mr. Sanford Fleming, emphasized the importance of inter-Provincial communications. In the summer of 1876, the railway Trans-Canada survey location lines across the Province touched salt water at (a) Burrard Inlet, (b) Howe Sound, (c) Bute Inlet, (d) North Bentnick Arm, (e) Dean Inlet, (f) Gardner Inlet, and (g) Skeena River. The Admiralty furnished many replies from Naval Officers on the Station through the Colonial Office, to questions from Mr. Sanford Fleming about the harbours and inlets.

The only sea fight taken part in by ships under the White Ensign between 1856 and 1914 took place in May, 1877, off the little Peruvian port of Ilo (then spelt *Ylo*) about 4,500 miles south of San Francisco and near the Chilian frontier. There one of the periodical revolutions was under way and the rebel flag was flying on the eleven year old *Laird* built iron turret ship *Huascar,* of 1,100 tons, armed with two 300-pounder guns. The rebel ship attempted to levy contributions on the coast and interfered with several British ships. The British flagship, the four year old steam frigate *Shah,* (of 6,250 tons, with two 9-inch, sixteen 7-inch, and eight 6.3-inch muzzle loading guns) flying the flag of Rear Admiral A. F. R. de Horsey, was supported by the new corvette *Amethyst* of 1,970 tons, (with fourteen 6.3-inch muzzle loading guns) engaged the *Huascar* on the afternoon of 29th of May, 1877, after summoning her to surrender. The rebel ship carried armour from 2½ to 5½ inches, and as the 9-inch gun at 1000 yards could pierce 9½ inches, while the 7-inch would pierce 7½ inches of armour, neither of the British ships could expect to hurt the turret ship except at close range. The fight was mostly at 1,900 yard range, and the rebel ship escaped along the shore in the dark as Admiral de Horsey did not want to damage the town of Ilo, which was much in the line of fire (14).

During this time Vancouver Island was under the shadow of war with Russia. For in the previous February, Admiral Phipps Hornby had brought the Mediterranean Squadron past Gallipoli and on the 13th had anchored off the entrance to the Golden Horn. The Russians, meeting

at Adrianople none of the resistance they had met at Plevna, raced on to the Turkish capital only to find themselves forestalled. The British Navy was already in possession, with ungrudging, unacknowledged vigilance, watching over the peaceful interests of the world. News came to Victoria from San Francisco of the presence under Rear-Admiral Pauzino of an non-homogeneous Russian Squadron at anchor off Mare Island Navy Yard. This small squadron was anything but a powerful or effective one, the vessels were mostly of wood and some had been launched in 1857. The flagship was the old screw corvette *Bayan,* of 1,998 tons, with a main armament of four 6-inch muzzle loading guns. The remaining five were small gun vessels of 706 tons down to 400 tons, with small guns, being the *Vsadnick, Vostock, Tunguz, Japonwitz* and *Gornostai.* Variations in the spelling of the above ship names are to be found in the contemporary reference books and naval letters (15).

All through April and May, 1877, alarm was felt by the people of Victoria and fresh representations were made to the Government at Ottawa for some sort of coast protection. This was some years before there was any clear professional naval opinion as to the effective tactics for coast and trade defence. An editorial in "The British Colonist" of 1st May, 1877, said:—

"In the event of Great Britain declaring war against Russia, we wish to again direct the attention of the Authorities to the fact that the sea coast of this Province will be defenceless. The Russian war vessels now at San Francisco might batter down Victoria, shell the dockyard and seize or destroy the great collieries on the east coast of the Island. Property of the value of many millions of dollars lies absolutely at the mercy of an invader. The local (B. C.) Government have time and again drawn attention to our defenceless situation; we are not aware that any steps have been taken to materially increase the Naval Forces on this Station".

In spite of the apparent neglect of Vancouver Island, the Commander-in-Chief had in reality done his best on this most difficult Station, by sending north the new corvette *Opal,* under Captain F. C. B. Robinson, to shadow the small Russian Squadron in the Bay of San Francisco. This squadron, according to the United States

Naval records, had been at Mare Island Navy Yard from 21st January till 13th May for repairs and cleaning, but the flagship *Bayan,* under Captain Boyle had arrived there on the 28th December, 1876. When the squadron left the Naval anchorage on 13th May, it was only to move down the bay to the Golden Gate.

"The Colonist" printed a message dated 15th May, at San Francisco, "that the *Vostock* sails today under sealed orders. The rest of the squadron will follow during the week." On Monday, 5th May, the Turkish Minister at Washington notified the President, Mr. Hayes, that Turkey is at war with Russia. The Russian vessels at San Fransisco are ordered to put to sea as soon as possible, to keep it a neutral port. The *Gornostia* and *Japonetz* left the Navy Yard 19th May. On 22nd June the *Japonetz* was back at the Navy Yard for repairs to her rudder, and on completion of the two days work, she is ordered to Vladivostock. "The Colonist" of 24th May, said H.M.S. *Opal* sailed from San Francisco on the 18th and arrived at Esquimalt on Friday, 25th, under Captain F. C. B. Robinson.

At this time the vessels at Esquimalt were the sloop *Daring* and the gun vessel *Rocket,* the crews of both vessels were well trained at their guns with constant practice at sea and ready to give a good account of themselves. The arrival of the *Opal* whose broadside was more powerful than that of the *Bayan* and *Abreck* combined, brought about a concentration of three vessels at Esquimalt and thus counteracted the influence of the shadow of war. However the Russian Squadron did not show up in the Strait of Juan de Fuca this time. Additional protection to Vancouver Island, its towns and coal mines, arrived from the south in the form of the steam frigate *Shah,* (iron hull sheathed with oak) flagship to Rear-Admiral de Horsey, and she stayed in Esquimalt harbour until 13th November, 1877, when she departed for the south.

The Imperial Russian corvette *Craysser* (also spelt Kreyzer), Captain C. N. Nasinoff, on a surveying voyage from Kronstadt entered Esquimalt harbour on 18th February, 1878, from Callao via San Francisco. She sailed unexpectedly the next day for Sitka. So sudden was her departure that she did not ship supplies which she had ordered from stores in Victoria, which however had been

paid for. The U.S. Navy records state that she arrived at Mare Island Navy Yard on 24th June to clean her bottom and she sailed about 1st July.

Anxiety continued at Victoria all this summer, though Russia came to an agreement with Great Britain on 30th May, 1878. Early in this year, the Canadian Government under the Premier, the Hon. Alexander McKenzie, suddenly realized that the absence of fortifications on the south end of Vancouver Island invited the attention of Russian cruising men-of-war. This defenceless state of the Island was caused by the prolonged absence during a few years of the British naval vessels in Central and South American waters while protecting British interests. The Government in its extremity sent out one of its two Assistant Inspectors of Artillery in the person of Lieut.-Colonel de La Chevios T. Irwin, R.A., from headquarters at Kingston, Ontario. This officer left Kingston on May 13th, 1878, and proceeded via the Central Pacific Railroad to San Francisco, thence by the steamer *North Pacific* to Victoria, where he arrived on 27th May.

"Since the Crimean days steam had become the prime motive power of navies, and was rapidily replacing sail-power in the mercantile marine." Thus wrote the late Sir G. S. Clarke in 1878 (16). He continued, "Coal must evidently play an important part in all operations on or across the sea; and all over the world British Harbours, with their coal stores, valuable shipping, and commercial wealth, lay open to destructive raids by an hostile vessel . . . Hurried and ineffectual measures were at once taken. Armaments of indifferent type were dispatched to distant ports, to be indifferently mounted after long delay. The principal result of the scare was thus the marked impulse given to coast fortifications."

There had been for some time in the Esquimalt yard a few worn naval guns in store, which had been re-vented, and whose return to England had been delayed upon the request of Major General Sir Edward Selby Smith, the General Officer Commanding the Militia. Under the stimulus of the threat of war with Russia, the Admiralty in 1878 agreed to release these guns for use in local defence works, on the Dominion Government undertaking to pay for the moving and mounting of them. On his

arrival in Victoria on May 27th, 1878, Lieut.-Colonel Irwin, reported to the Deputy Adjutant General for B. C., Lieut.-Colonel C. F. Houghton, and with him on the same day attended the first muster of the pioneer Battery of Militia Artillery under Captain C. T. Dupont, when 50 N.C.O.'s and gunners were present. The inspector of Artillery, Lieut.-Colonel Irwin, obtained the advice of Captain F. Robinson, R.N., of H.M. corvette *Opal,* the then senior naval officer at Esquimalt, on choosing sites for the earthwork batteries. After the arrival of the flagship H.M. iron frigate *Shah,* he obtained the advice of Flag Captain F. G. D. Bedford, Captain A. L. S. Burrows, Royal Marine Artillery, and gunnery Lieut. Charles Lindsay, R.N., on the laying out of the earthworks, on Finlayson Point, Macaulay Point and Brothers Island.

The batteries were built one by one by civilian labour, so that one had to be completed before the next was begun, and Colonel Irwin had both to direct and supervise all the work. Owing to the threat of war, the work on the defences was carried out daily from June 10th until August 30th, with only July 1st off, and the hours were 7.00 a.m. till 6.00 p.m. while the number of men varied from 12 to 28. The work of moving the guns and mountings to Brothers Island was carried out entirely by a party of seamen from the *Opal,* but sailors were paid by the Dominion Government.

In 1879 the need for a unit of the Permanent Artillery to care for the armament, ammunition, earthworks and to train the Militia in gunnery became apparent to the Commander-in-Chief of the Pacific Station. Hence Rear-Admiral Frederick Henry Stirling with his flag in H.M. iron frigate *Triumph,* [Captain A. H. Markham, R.N.,] wrote to the Admiralty suggesting that one hundred Royal Marine Artillery gunners be specially detailed for garrison duty ashore in the Victoria Defences. It was pointed out that the flagship for the time being would be able to supply drafts to keep the garrison up to the establishment. However the Admiral was in advance of the times as the suggestion was turned down, because the Admiralty still considered that the cost of local defence should be borne by Canada.

In the spring of 1883, Major J. G. Holmes (17) came out to the coast from "A" Battery at Kingston, being

appointed acting Deputy Adjutant General for B. C. His duties were to train the Militia and report as to the new units and defences as well as conduct schools of instruction. The only "other ranks" of the Regiment of Canadian Artillery was Staff Sergeant Kinsella, from Quebec Citadel, who was an instructor and also acted for a few years as Brigade Sergeant-Major to the Militia Coast Brigade. The first Deputy Adjutant General for B. C. had been Lieut.-Colonel Charles Frederick Houghton, (5), who had served as a Company officer in British infantry in the Crimean war. His appointment to M.D. No. 11 ran from March 21st, 1873, until March 31st, 1881. During the summer of 1883 additional Militia Batteries were authorized and recruited, two in Victoria and one in New Westminster. On October 12th, in the same year all four batteries were united into one Coast Brigade under Major C. T. Dupont at Victoria.

Let us consider what the Home Government were thinking about the question of the Defence of British possessions and commerce abroad. In 1879 Lord Beaconsfield's Government appointed a Royal Commission under the Earl of Carnarvon, "To inquire into the Defence of British Possessions and Commerce abroad." Three most valuable confidential Reports resulted, the last one being dated July, 22nd, 1882. This was the period when the new idea that "Coast Defence grudgingly gave way to ocean or trade route defence" was taken up by "My Lords of the Admiralty". The Carnarvon reports were not published, but Sir George S. Clark (6) says:—

"A mass of valuable information was collected; the condition of the mercantile marine, its needs and its habitual routes were analysed; Colonies were separately examined and coaling stations were selected; and the passive defence of the Imperial ports received exhaustive treatment."

As a probable consequence of the circulation of the above Defence Reports, the Canadian and Imperial Governments now (about 1884-5) came to an agreement as to the allocation of the cost of the equipment and the permanent garrison for the defence works of the naval base on the far West Coast. In order that suitable defence works should be designed for the south end of Vancouver Island, the Imperial Government in 1886 sent

out West the Chief Engineer Officer at Halifax, Lieut.-Colonel Edmund Donough Collins O'Brien (18) together with the non-commissioned officers (surveyors from the 18th Company Royal Engineers at Halifax) to survey and contour the country adjacent to Esquimalt harbour. This party crossed Canada via the newly completed C.P. Railway and arrived at Victoria on July 28th of the same year. Colonel O'Brien at once examined the ground and made his report as to suitable works, which was sent to the War Office, but it was a long time before the recommendations were forwarded to the Dominion Government together with the probable cost of the same.

In the year 1887 Lieut. John Irvine Lang, R.E., arrived in Victoria from Halifax to carry the survey to completion, the map consisting of six sheets (on the scale of six inches to the mile) which were soon published in England and were for many years the finest maps of any part of B. C. In 1887 the long looked for "C" Battery of Canadian Artillery, under the command of Major James Peters, arrived in Victoria on Thursday November 10th, after four years of waiting for the Government's promise to be fulfilled. The despatch of the Battery from Kingston had only been secured by the persistent work for a number of years of the local members of Parliament, Messrs, Edgar Crowe Baker and Noah Shakespeare. The Battery came from Burrard Inlet on the steamer *Princess Louise* (13), of the Canadian Pacific Navigation Company, which arrived at 11 p.m., and was given an enthusiastic welcome. A Militia guard of 125 Officers and men under Lieut.-Colonel R. Wolfenden, Artillery and Rifles was mounted to receive the first unit of the Permanent Force of Canada to be stationed on the Pacific Coast. The other officers of "C" Battery were Captain T. Benson, Quartermaster White, and Battery Sergeant Major A. Mulcahy.

Fourteen days later a small detachment of Staff arrived overland from Ottawa, namely Hon. Sir Joseph Philipe Rene Adolphe Caron, Lady Caron and family, with his personal staff, and Colonel Walker Powell, the Adjutant General of Militia. This was the first visit of this Minister of Militia and he was much struck with the beauties of mountainous scenery along the railroad. He stated that "C" Battery came as an advance guard, and his visit was to select a site for permanent barracks and then to let the contract for building of the same.

In regard to the necessary up-to-date fortifications and the question of carrying out the work, Sir Adolphe stated that the report of Colonel O'Brien had gone to the Imperial Government but had not yet reached the Dominion Government. The Minister inspected the Militia units under the command of Lieut.-Colonel R. Wolfenden on November 26th, and the same day he met Lieut.-Governor H. Nelson and Rear-Admiral Sir Algernon Charles Fiaschi Heneage, K.C.B., in conference on defence matters. On December 1st it was officially announced that Work Point had been selected as the site for the permanent barracks. On the following day the Mayor gave a banquet in honour of Sir Adolphe and suite, at which the Militia and Staff were represented, but the Navy was not represented.

The record of the six years of service of the Permanent Force Battery at Victoria can be read in detail in the Annual Reports of the Department of Militia and Defence for the years from 1887 until 1894, to be found in the Sessional Papers. The establishment of "C" Battery was 100 N.C.O.'s and gunners, while "A" Battery at Kingston was 151, and "B" Battery at Quebec was 161. During the year 1888 the strength of "C" Battery was never up to establishment, though a number of recruits were enlisted but these were not enough to make good the losses by desertion and other causes. By reason of the many duties to be found, the establishment of the Battery was far too small, and Colonel Holmes (17) is found asking for an additional Lieutenant and 30 gunners. He also said that the provision of good up-to-date barracks without delay would do more to reduce desertion than anything else.

During the months of July and August, 1888 a force of six officers and 80 N.C.O.'s and gunners, with Lieut.-Colonel E. G. Prior (Militia Coast Artillery Brigade) as a volunteer on the Staff, was sent north 800 miles to a point above Port Essington on the Skeena River to deal with a reported disturbance amongst the Indians. The legal requisition had been signed by three Justices of the Peace who were also Cabinet Ministers. The Province paid for the supplies and transport. The Expedition was taken north in H.M. corvette *Caroline* of 1,420 tons, Captain Sir William Wiseman, R.N., which left Esquimalt on July 14th. The troops pitched camp a short distance above Port Essington, and the Provincial Constables were able, with

the moral backing of the Battery, to restore quiet and confidence amongst the Indians, which condition spread along the river and coast with very effective quieting action. The steamer arranged for not turning up, Mr. Irving, the master of the *Princess Louise,* agreed to take the expedition back to Victoria which was reached on August 25th.

In the Annual Militia Report for 1888, Major General F. Middleton remarked on the Skeena expedition: "though calling out these troops was perhaps strictly within the law, I submit it was not in accordance with the spirit of it, as I fancy it was never anticipated that troops should be sent 800 miles to assist the civil law, nor was it anticipated that three magistrates should have power to consider (beginning) what might have turned out to be an Indian war." The general's remarks were supported by the refusal, in 1867, of Rear-Admiral the Hon. G. F. Hastings to comply with application by Governor Frederick Seymour to send marines to far off Cariboo. In this the Admiral was supported by "My Lords of the Admiralty". It is most interesting to note that Colonel Holmes was such a practical soldier that he equipped his men of the Unit with brown canvas uniforms, brown leather belts and canvas pack sacks greatly to their comfort, but to the great disgust of the strict General Middleton!

The first Schools of Instruction in Canada were provided by Artillery Officers and men, and in 1883 the Batteries were formed into a Regiment by the following General Order:—

"A", "B", and "C" Batteries are hereby formed into a Regiment to be known as the "Regiment of Canadian Artillery", of which "Lieut.-Colonel De la C. T. Irwin, Inspector of Artillery, is appointed to command."

In spite of the above mention of "C" Battery, this unit was not formed until 1887. In 1893 the designation *Royal* was granted by Her Majesty the Queen, to the Regiment of Canadian Artillery, the Canadian Dragoons and the Canadian Regiment of Infantry.

In 1893, after long negotiations, an agreement was reached between the Imperial and Dominion Governments for the fortifications of Esquimalt, and Canada purchased the sites for the forts and paid the Imperial Government $70,000 to build the forts, construct the submarine

mining stores, and £42,000, to furnish modern armaments. A separate annual payment by Canada of $47,500 was made for the pay and allowances of the R.M.A. or R.E. detachments. A total capital sum of $146,000 was agreed upon for all the works at Esquimalt (19).

In carrying out this agreement with Canada following the Carnarvon Report of 1882, the suggestion of Rear-Admiral F. H. Stirling, in 1879, was probably followed and the Royal Marine Artillery was chosen as the providing Regiment, while a small body of Sappers, skilled as mechanics and foremen of works, was maintained by drafts from Halifax.

The advance party of the R.M.A., via the C.P.R., arrived at Victoria on August 19th, 1893, under Lieuts. F. N. Templer and G. E. Barnes (20) with 19 N.C.O.'s and gunners who had been trained in handling submarine mines at Chatham under the Sappers. The main body arrived at Victoria via Montreal on March 28th, 1894, under Lieut.-Colonel G. A. L. Rawstorne (21), making a total of 3 Officers including Lieut. G. R. Poole and 75 other ranks.

It was some weeks before the flagship made her first call at Esquimalt since the arrival of the Marines overland; this event took place on May 19th, when no doubt the Officers and other ranks at Work Point Barracks called on their opposite numbers of the Marine Artillery on board the *Royal Arthur* under Lieut.-Colonel A. L. S. Burrows and Lieut. C. E. Collard. The Marines at the barracks, being on land, came under the Army Act and so under the command of the G.O.C. Imperials in Canada, who was Lieut.-General Sir John Ross, stationed at Halifax. The details of the Royal Engineers also came under the same command.

On the departure of "C" Battery for Quebec, Lieut.-Col. James Peters, R.C.A., remained behind and took over the duties of D.A.G. of the Militia in British Columbia, this work being carried out from the Officers' quarters in the barracks. Lieutenant Templer (22) was relieved by Lieut. G. R. Poole (23) in 1894. The names of the Officers and other Ranks were borne on the books of the flagship, the first class cruiser *Royal Arthur* from 1893, till 1896, and the *Imperieuse* from 1896, till 1899. Time expired men were replaced from the flag and other ships and

in 1896 Major W. F. Trotter (24) relieved Lieutenant-Colonel Rawstorne.

Provision for the organization of Royal Engineer Services on Vancouver Island (25) was inaugurated in 1893 by the arrival of Major H. H. Muirhead, R.E. (26) in August, from England. This officer would thus be the first Officer Commanding Royal Engineers since the time of Colonel R. C. Moody, 1859-63, as Lieut.-Col. E. D. C. O'Brien and Lieut. J. I. Lang were loaned from Halifax. In May, 1894, Lieutenant H. W. Gordon (nephew of General Charles George Gordon) with a detachment of twenty from the 18th (Fortress) Company at Halifax, arrived at Victoria. In November 1897, Lieutenant Gordon was relieved by Lieutenant G. C. E. Elliott, from Aldershot. The special job of these Sappers was to demolish the old earth and wood batteries, lay out and direct the building of new concrete and earth forts. The new armament was mounted by the Marine Artillery and consisted of six-inch disappearing guns, then quite new. Schools of instruction were held at Victoria, Vancouver and New Westminster. Manning tables were made out and the members of the Fifth Regiment were trained on the new armament by the Marine Officers.

This stationing of Royal Marines in barracks on the Pacific Coast was not the first occasion on which it was done, as a company of the Royal Marine Light Infantry had been quartered on San Juan Island from 1860 till 1871. The "Imperial Naval Service Order-in-Council" dated July 17th, 1893, says:—

"Whereas it has been made necessary under arrangement with the Government of the Dominion of Canada to despatch a detachment of Officers and Men of the Royal Marines to Esquimalt for the purpose of local defence", and it proceeds to authorize a special allowance of 10/- per day for officers and 1/6 for each N.C.O. and Man, Army rate of allowances of 1/-per day to artificers was increased to 1/6. The health of the troops was provided for by the appointment in December, 1894, of Surgeon A. S. G. Bell, (27) R.N., "for duty at Esquimalt Barracks for service with detachments of Royal Marine Artillery and Royal Engineers."

In 1892 the Bering Sea Patrol consisted of the third class Cruiser *Melpomene,* Captain A. A. C. Parr

senior officer, the sloop-of-war *Daphne,* Commander C. R. Wood, and the steamer *Danube* of the Canadian Pacific Navigation Company as store ship and collier. The latter carried the late Mr. A. H. Maynard to photograph the seal rookeries for the Dominion Government (28).

The naval Commanders-in-Chief of the ships on the Pacific Station during the above six years were Rear-Admiral Henry Frederick Stephenson, from 1893 till 1896, and Rear-Admiral Lewis Anthony Beaumont from 1896 till the end of 1900. The flagships were the *Royal Arthur* which had two Flag Captains, Captain F. P. Trench, who died in May, 1895, when he was succeeded by Captain Frank Finnis; the *Imperieuse,* Captain C. H. Adain, which was relieved by *Warspite,* Captain T. P. Walker, in 1899, who was succeeded by Captain Colin R. Keppel at the end of 1900. When the *Royal Arthur* came out in 1893 under Captain F. P. Trench, she arrived at Esquimalt on June 19th, having made the fastest passage ever achieved from Portsmouth, which she left on March 18th, taking 84 days, of which 64 were at sea (29). She passed the *Warspite,* Captain H. Lambton, in the Straits of Magellan, homeward bound, while the *Melpomene* was spoken further north, and the *Pheasant* was left at Coquimbo.

In April, 1876, Major H. H. Muirhead, R.E., was promoted Lieut.-Colonel, so that on the relief of Lieut.-Col. G. A. L. Rawstorne, R.M.A., by Major W. F. Trotter, R.M.A., Lieut.-Col. H. H. Muirhead succeeded to the command of the garrison. On September 1st, 1898, Lieut.-Col. Muirhead left the garrison on the completion of his term of foreign service, and was relieved by Major Alexander Grant, R.E., who was given the local rank of Lieut.-Col. to date August 4th, 1899, while in command of the garrison at Esquimalt.

The Royal Marine Artillery Detachment under Major W. F. Trotter, with Captains G. E. Barnes (30) and G. R. Poole, left the garrison on September 25th, 1899, and proceeded via the C.P.R. to Montreal, whence the S.S. *Bavarian* conveyed them to Liverpool. This detachment thus completed six years' absence from Eastney. The relieving unit was the 19th Company (Western Division) Royal Garrison Artillery. A good group picture of the Marine Detachment was taken by the late Mr. Harold Fleming about 1896, and Mr. A. C. Boyce of Victoria has made a complete list of the members present, he being

then a drummer in the group. The officers of the Fifth Regiment of Canadian Artillery presented the Marines with a large three-handled silver cup, which is now in the mess at Eastney.

The 19th Company (W.D.) Royal Garrison Artillery arrived under Major A. E. C. Myers, with Captain R. J. MacDonald as second in command, at Victoria on September 29th, 1899, via the C.P.R. from Halifax, with Major J. Moir, M.D., Royal Army Medical Corps, as medical officer. An advance party had arrived on Friday, 22nd September, from Halifax under Lieut. V. L. Beer, R.G.A., with Q.M.S. Norris of the Army Service Corps, two Sergeants and ten Gunners, to prepare and take over the quarters from the Marines. Lieut. Beer had graduated from the R.M.C. at Kingston in 1894. The South African war soon claimed Major Myers and Major J. G. E. Wynne succeeded him in command.

In June, 1900, the 48th Company (Submarine Miners) R.E., arrived from Chatham via the C.P.R. under Lieut. R. W. B. Bowdler to take over from the small detachment of R.M.A., specialists in the care of the observation and contact mines, together with the shore establishments. From Chatham in June, 1900, there arrived at Victoria, half of the 44th (Fortress) Company under Lieut. G. C. E. Elliott with 2nd Lieut. P. H. French, who on arrival became the two Divisional Officers. In March, 1901, Lieut. L. F. Blandy came from England and joined the 48th Company (31).

The 19th Company, R.G.A., under Major Wynne, on December 3rd, 1901, sailed for Hong Kong in the S. S. *Empress of China* from Victoria, being the first Imperial troops to use the Canadian Pacific Mail Line. Bermuda provided the second relief in the shape of the 21st Company R.G.A. (W.D.), which arrived in Victoria on Sunday, December 1st, 1901, under Major W. Gurdon, with Captain A. E. Harrison as second in command (32).

Let us cross the Pacific to Hong Kong, the naval base of the China Station. In 1900 this Station was in its thirty-sixth year, and its units consisted of three battleships, four first-class cruisers and three second-class cruisers, besides sloops, destroyers and river gunboats. In addition to the real Chinese waters, this station included Japanese and Siberian waters, while to the south it extended to Singapore. Imperial Russia, too, had a

number of the above three classes of warships in powerful Pacific Fleet based at Port Arthur and Vladivostock. The Imperial Japanese Navy was reaching maturity with the advantage of being able to keep its battle fleet concentrated in home waters. The Russo-Japanese war of 1904-5, centred at Port Arthur (which had only been under the Russian flag since 1897) was captured by Japan following the victory of Tisushina on May 27th and 28th, 1905, by the Japanese fleet under Admiral Togo over Admiral Rojestvensky's fleet, many of whose warships had a large proportion of untrained men of poor morale. The treaty of Portsmouth (U.S.A.) made a great change in the disposition of sea power and British Far Eastern policy underwent a great change. Next the German naval ensign appeared on the scene, being displayed by a strong and good shooting squadron based at Tsingtau. The French ensign was carried by a few ships based at Saigon. Following the acquisition of the Philippine Islands by the U.S.A. in 1899, the Stars and Stripes were carried on a number of powerful ships, both battleships and cruisers. The U.S. Government even considered ordering a large number of its warships from the Atlantic to round South America so as to form a new fleet for general and permanent duty of protection of the Pacific Coast, at first to be based at Mare Island Dockyard in San Francisco Harbour.

Let us return to Vancouver Island, where on December 1st, 1901, the 21st Company R.G.A. (Western Division) had arrived at Victoria via the C.P.R. from Halifax, under Major W. Gurdon. In April, 1902, a renumbering of Garrison Artillery Companies took place owing to the merging of the Eastern, Southern, and Western Divisions into one roll, and for this reason the 21st Company Western became 83rd Company on the one Roll.

In December, 1903, the third relief of Imperial Troops moving Westward took place, when on Monday, 28th, the 83rd Company under Major W. Gurdon embarked at Victoria on the S. S. *Empress of India* for Hong Kong. The next day the 58th Company under Major C. E. English (33), arrived in the S. S. *Charmer* from Vancouver, to which port they had travelled in a C.P.R. train from Halifax. During the journey, an experiment was tried of using hammocks slung in the cars for the soldiers. The 103rd Company R.G.A. made the sea passage from Bermuda under Brevet Lieut.-Colonel A. B. Shute, to

relieve the 58th Company at Halifax. Major English was given the local rank of Lieut.-Colonel and thus as senior officer became Garrison Commander of the Esquimalt Defences.

In August, 1902, Lieut. the Hon. F. G. Hood, R.E., from England, joined the 48th Company. In August, 1903, Capt. C. G. Verstume Bunbury, replaced C. E. Elliott in the 44th Company, R.E., now referred to as 2/44th (Fortress) Company. In December, 1903, Major E. H. Bland replaced Lieut.-Colonel A. Grant as O.C., R.E. In January, 1904, Captain D. Brady replaced Capt. B. W. B. Bowdler in command of the 48th Company. In October, 1904, Lieut. A. St. J. Yates replaced Lieut. L. F. Blandy, in the 48th Company. In July, 1905, as Submarine Mining as an Engineers' job, had been abolished, the 48th (Submarine Mining) Company became the 48th (Fortress) Co. In August, 1905, Lieut. P. H. French left the 2/44th Company and in April, 1906, this company returned to England, under Captain C. H. Verstume Bunbury. In the following June the 48th Company returned to England under Capt. D. Brady, assisted by Lieuts. Hon. F. G. Hood and A. St. J. Yates, and in July, 1906, Major E. H. Bland had completed handing over the works and stores to the Dominion Officers and he returned to England.

In 1905, the Imperial Government decided to call home as many small ships as possible, and to use the officers and ratings to man larger ships in home waters. Therefore, the coaling station and dockyards at Esquimalt, Halifax, Jamaica and Trincomalee were to be closed and put in charge of caretakers, and the troops manning the defences were eventually withdrawn. In Canada, owing to the cumulative effects of Colonial Defence Conferences and the work of Major General Sir Percy Henry Noel Lake (34) a better understanding of the treatment of trade defence was to be found in some members of the Government.

The agreement between the British and the Canadian Governments provided for the transfer of the sea defences of Esquimalt and Halifax to take place in 1905. In the case of Esquimalt, this was postponed until 1906, at the request of the Dominion. While the Imperial Staff Officers had only to administer the Garrisons of the forts, yet when Colonel J. G. Holmes, the third officer to command

the District, took over the command of the Garrison, he had the extra work of administering the Active Militia all over the Province of British Columbia. From 1905 to 1906 the number of Imperial Officers in the Garrison was at its peak, there being fourteen and the Corps represented were:—The Royal Artillery, Royal Engineers, Army Service Corps, Royal Army Medical Corps, Army Ordnance Department and the Army Pay Corps (35).

The Imperial Garrison consisted of about 350 Officers, N.C.O.'s and Men. Of this number a rear party of six N.C.O.'s and Sappers was left behind, and the following officers remained in Canada to transfer to the Dominion Service; Lieut.-Colonel E. English, Captain R. L. Muspratt-Williams, and Lieut. P. Elliston. The new No. 5 Company, Royal Canadian Garrison Artillery, received 34 N.C.O.'s and Gunners transferred from the Imperial Unit, while the 3rd Fortress Company, Royal Canadian Engineers, received 31 N.C.O.'s and Sappers. During the last week the forts were handed over complete with guns, instruments, ammunition and registers to Lieut. P. Elliston and Sergeant-Major A. Mulcahy representing Colonel Holmes, Royal Canadian Artillery.

A farewell public meeting was held on Wednesday, May 9th, in the Drill Hall, presided over by Mayor A. J. Morley, supported by prominent citizens. Lieut.-Col. English was on the platform, as well as the other Imperial Officers, while the other ranks had their seats on the floor of the Hall. A fine musical entertainment was provided. During the evening the Mayor presented a large silver cup to Lieut.-Col. English as a farewell token by the citizens, which cup found a home in the United Service Club London. The inscription read:—"Presented to the Imperial Troops on their departure from Canada, by the Citizens of Victoria." Each member of the Garrison received a photograph of the Cup and a copy of the Address containing many historical allusions. Colonel English replied on behalf of the officers and other ranks.

The main body of the Imperial troops left Victoria on Thursday, May 17th, at 8.00 a.m., on S.S. *Charmer* for Vancouver to take train over the C.P.R. It is interesting to note that the "Colonist" reported the presence of Lieut.-Colonel R. Wolfenden, the senior retired officer of Militia, watching the departure. The troops were commanded by Major E. H. Bland, R.E., who took them

via the C.P.R., and Montreal, to England. Owing to the Army reduction after the South African war, the 58th Company, R.G.A. and the 48th Company, R.E., were disbanded on their arrival in England in June, 1906.

Let us consider this most important act of "Replacement" of Imperial Units by Canadian Units of the same establishment and strength. On the 28th February, 1905, the Privy Council of Canada passed an Order-in-Council and a copy of this was sent on March 3rd, to the Imperial Government and received by it on the 13th of that month. Here is an extract:—

"The minister recommends, as regards the manner in which the exchange of control should be made, that the Imperial Government be formally requested to allow the troops comprising the present garrisons of Halifax and Esquimalt:—

HALIFAX: 1 battalion of Infantry, R.G.R.,
2 companies of R.G.A.,
2 companies of R.E.

ESQUIMALT: 1 company of R.G.A.,
1½ companies of R.E.,

together with the Staff and Departmental details at each place, to remain until they can be REPLACED by Canadian Troops."

This was a very important paragraph as it shows that the Canadian Cabinet were cognizant of the composition and strength of the garrisons of the two naval bases and coaling stations, and that the Cabinet agreed to REPLACE the Imperial troops, not to relieve them. If the word relieve had been used then the garrison could have been relieved by units of lesser strength. But as the word REPLACE was used, the Cabinet solemnly undertook on behalf of the Canadian People, to REPLACE the garrisons, not only unit for unit, but soldier for soldier; that is the units were to be of the same strength as those of the Imperial Units. This further implied that each successive Cabinet was solemnly bound by the Order-in-Council to maintain the units at the strength laid down in the Imperial establishments.

Owing to the old obstacle of being so far away from Ottawa, the "lag" in progress was too much for the sending of orders promptly for the moving of the two

9.2 inch guns left at the Ordnance Yard below Signal Hill, up to the gun platform in May, 1912. This was done later by a party of Gunners under Captain W. B. Almon, R.C.A. Up to August, 1914, the permanent Force Units never reached the necessary strength or standard of the Imperial Units and thus the maintenance and the instant readiness for war of the Defence Works suffered.

It is probable that if the transfer of the Esquimalt defences to the charge of the Dominion Forces had taken place during the time of the South African war, when the larger number of ships were on the Pacific Station and were patrolling the Empire trade route focal points, the Canadian Cabinet would have been more amenable to the advice of the professional heads of the Defence Department, to maintain the units at Esquimalt at the same strength as that of the former Imperial Units.

FOOTNOTES

(1). The distribution of the non-homogeneous ships and vessels on the Pacific Station along the 7,000 miles of that coast was uneven mainly because the Rear-Admiral considered that the appeals for help by the British traders in Central and South American ports were of greater value to British trade than from the new province of Canada, which was located on and behind Vancouver Island. In nearly every case each ship was sent separately to a port or a stretch of coast to investigate trouble and correct the same. The Captain of a ship of whatever size, supported by his ship's company and armament, made a most effective ambassador to an obstinate South American Government. It should be borne in mind at that time, 1870 to 1899, that no system of Trade Defence Strategy had been worked out, understood or accepted by Flag Officers as a whole. It was not until after 1900 that this new strategy began to be put into practice. The pioneer writer on this subject was Captain Sir John Colomb of the Royal Marine Artillery, who published his first pamphlet in 1867, entitled "The Protection of our Commerce and Distribution of our War Forces Considered", which is mentioned by his brother Vice-Admiral P. H. Colomb on p. 1, in "Essays on Naval Defence", 3rd edition, pub. London, 1899. Captain Sir John Colomb had other papers on similar subjects in the Journal of the Royal United Service Institution, London, in 1871, 1879, 1881, 1883 and 1886. That veteran scientist Admiral the Right Hon. Sir Astley Cooper Key, G.C.B., D.C.L., F.R.S., was the author of an article on "Naval Defence of The Colonies", p. 284, August, 1886, "The Nineteenth Century". In 1889, Captain P. H. Colomb, R.N., wrote an article on "Imperial Defence" which is found as Chapter I, in the above mentioned book "Essays on Naval Defence", pub. 1899. The Vice-Admiral also gave papers before the R.U.S.I., London, which are to be found in its journals for 1878 (three),

1879, and 1882. This does not claim to be a complete list of the works of the brothers Colomb. Both these writers advocated the use of cruising ships-of-war on the ocean to protect the trade routes. From the above list of thinkers and leaders in the realm of strategy for steamships of war, it is evident that the idea of ocean trade defence had not become a fashionable doctrine for flag officers until after 1900.

(1a). Denison, Lieutenant-Colonel George T., late commanding The Governor General's Body Guard. "Soldiering in Canada". Toronto, 1901, p. 101. Dunville Company Naval Volunteers.

(2). de Horsey, Algernon Frederick Rous, Rear-Admiral see "Lean's Navy List," January, 1879, London, p. 252. Entered Navy as Cadet, 1840, in which year he saw service on the coast of Syria; Mate in 1846; Lieut. 26th July, 1846; in 1851 appointed Flag-Lieut. to Vice-Admiral Sir G. F. Seymour K.C.B., in flagship *Cumberland* in West Indies; commissioned screw corvette *Brisk* in 1859, for Cape of Good Hope station. During this commission he captured, after a hard chase, the Spanish slaver *Manuala* of 702 tons with 846 slaves on board; was Senior Officer at Jamaica in the corvette *Wolverine* during the rebellion of 1865, and received the thanks of the Governor; promoted Commander in 1853, and Captain in 1857. Was Senior Officer on the Lakes of Canada in the *Aurora* (built Pembroke, 1860) during the Fenian disturbances of 1866-67, wintering the ship in the St. Charles river; A.D.C. to Queen Victoria, 1871-75; commanded the *Devastation, Victor, Wolverine, Aurora,* and *Aboukir* in the West Indies; Commodore Jamaica, 1872-75; Commanded the *Brisk* and *Hector* on the Cape and the Home stations; Commander-in-Chief in the Pacific 6th August, 1876, till 2nd July, 1879, flag in the *Shah;* Rear-Admiral 7th May, 1875; Vice-Admiral 27th November, 1879; Admiral 29th April, 1885; retired 1892, and died 1922.

(3). W. Whitelaw, letter and memorandum to the writer from the Public Archives at Ottawa, dated 17th June, 1938.

(4). Thacker, Lieut.-Colonel, H. C. "A Short History of the Royal Canadian Artillery" (Mimeographed). Halifax, 18th November, 1911. p. 19.

(5). Houghton, Charles Frederick, was born on April 27th, 1839, and held commissions from 1855 to 1863 in the Imperial Army. Ensign 57th Regiment, 1.5.55; promoted Lieut. 26.2.56.; the Crimean War, 1853, to March, 1856; Lieut. 5th Regiment of Infantry, 2.2.58; Lieut. 20th Regiment 31.3.58, promoted Captain 5.3.61. Sold out his commission on 30.6.63 when he came out to the Colony with an official letter of introduction to Governor Douglas, and he chose the Okanagan valley in which to settle. He was elected the first Federal member for Yale and Kootenay in the winter of 1871-72. On the creation of the office of Deputy Adjutant General for B. C., Captain Houghton was commissioned to the rank of Lieut.-Colonel in the Militia to date March 21st, 1873. This was also the date of his appointment as first D.A.G. in B.C., where he served until March 31st, 1881, when he was moved to Winnipeg until 1888, lastly to Montreal, where he retired.

(6). From the Terms of the Union of Colony of B. C. with the Dominion of Canada, Section 12.

(7). In Navy List, June, 1875, the sister ships *Nelson* and *Northampton* of 7,322 tons and 6,640 horsepower, were only being built by Napier of Glasgow. They were ship rigged, iron armour-plated ships, twin screws and twelve guns. In summer of 1881, the *Nelson* proceeded to Australia under Captain J. E. Erskine who became Commodore on Station. The *Northampton* proceeded in 1881 to Bermuda as flagship of Vice-Admiral Sir F. Leopold McClintock. No record can be found of either of these ships having served on the Pacific Station.

(8). Howay, "British Columbia", Vol. II, p. 402-414.

(9). Corvette *Comus,* commissioned Sheerness, October, 1879, by Captain James W. East for China Station. Built Glasgow, 1878, 2,380 tons, 2,450 horsepower, iron-sheathed and coppered.

(10). Culme-Seymour, Rear-Admiral Sir M., Bart., promoted to Flag rank, May, 1882, hoisted his flag on the armour-plated ship *Triumph,* July 4th, 1885 at Portsmouth for the Pacific. Young Seymour was born in 1836, entered the Navy in 1850, saw active service in Burma War, first year of Baltic War, then the Crimea, and the China Wars. Appointed Lieutenant, 1857, and Commander in 1859, out of Flagship *Calcutta* in China, where he was Flag-Lieut. to Rear-Admiral Sir M. Culme-Seymour, and in which ship Mr. J. K. Laughton was Naval Instructor. Promoted Captain, 1865, and private secretary to Ward Hunt, Esquire, the First Lord, 1879-82. Appointed C.-in-C., Channel Squadron, 1890-92; C.-in-C., Mediterranean, 1893-96; C.-in-C., Portsmouth, 1897. Appointed first and principal Aide-de-Camp to the Queen, 1899.

(11). The tenth *Cormorant* was launched at Chatham in 1877, and as a hulk is still in commission afloat as the flagship of the Rear-Admiral-in-Charge, Gibraltar. The seventh *Cormorant,* a paddle sloop-of-war, was launched at Sheerness in 1842, of 1.057 tons and 300 horsepower. She visited Fort Victoria in 1846 and gave her name to Cormorant Street, in the City of Victoria. This seventh *Cormorant* was broken up at Deptford in 1853.

(12). Major James Peters, see appendix "B".

(13). The sidewheel steamer *Princess Louise,* launched at New York in 1869 as the *Olympia.* She had a high walking beam engine. Was first in the Hudson's Bay Company's coast fleet, and in 1883, on the incorporation of the Canadian Pacific Navigation Company, she was taken over with other coasting steamers. On the formation of the Canadian Pacific Railway Coast Service in March, 1901, she was taken over by it from the C.P.N. Company.

(14). Mr. H. W. Wilson. "Battleships in Action", Sampson Low, Marston and Company Limited, Pub. London, 1926.

(15). Letters from the Commandant, Twelfth Naval District, Mare Island Navy Yard, to the writer in 1928, covering the years 1863-78.

(16). Sir George S. Clarke, "Imperial Defence", Pub. London, 1897, p. 177.

(17). Holmes, Colonel Josiah Greenwood. For record of service, see Appendix "A."

(18). O'Brien, Edmund Donough Collins, was commissioned as Lieut. in the Royal Engineers in 1858, became Captain in 1872, Major in 1879, Lieut.-Colonel in 1885, and brevet Colonel in 1889. Was commanding Royal Engineers in Canada, and stationed at Halifax at least during 1886-88. In 1891 he was appointed to Command the Royal Engineers in the South Eastern District with headquarters at Dover. This was the first Officer of the Royal Engineers to serve on the Pacific Coast since Colonel R. C. Moody left in 1863.

(19). See Hansard, 1894, and Sessional Papers, Ottawa.

(20). Barnes, Lieut. George Edward. Commissioned in Royal Marine Artillery in 1883, promoted Captain in 1894. Served in South Africa, 1900-02, as special service and railway Staff Officer. Was appointed Adjutant of Forfar and Kincardine Royal Garrison Artillery (Militia) on 3rd May, 1902. Became Major retired List in 1904, and Lieut-Colonel in 1919. Supplied much information concerning R.M.A. at Esquimalt to the writer on 28th March, 1928, from his home at Crofton on Vancouver Island. Died at Crofton, 1st November, 1928.

(21). Rawstorne, Lieut. George Albert Lawrence. Commissioned in the Royal Marine Artillery in 1868. Promoted Captain 1879, Major in 1887, and Lieut.-Colonel in June, 1897, retiring in October, 1898. Served as Captain with the R.M.A. battalion through the Campaign in Egypt in 1882, actions at El Magfar, Tel-el-Mahuta, Kassassin on 28th August, and 9th September, and Tel-el-Kebir, with mention in Despatches. Was Assistant to the Professor of Fortification at the Royal Naval College from 1877-78.

(22). Templer, Lieut. Frederick Napier. Commissioned in the Royal Marine Artillery in 1883, and according to Colonel Barnes, died at Bloemfontien in 1894, and had been replaced at Esquimalt by Lieut. G. R. Poole.

(23). Poole, Lieut. Gerald Robert. Commissioned in the Royal Artillery in 1885, promoted Captain, 1896, and obtained a special certificate at the Artillery College course. Brevet Major, 1906, Brevet Lieut.-Colonel, 1913. Served in the Artillery Battalion of the Royal Naval Division in the Great War. Promoted Lieut.-Colonel, 1916, Major-General in 1922, and Lieut.-General retired in 1924. Received the C.B., C.M.G., and D.S.O. Died at Crofton on 20th October, 1937.

(24). Trotter, Major Warren Francis. Born, 1858, commissioned Lieut. in R.M.A. in 1876, promoted Captain in 1886, first class Instructor of Gunnery in 1897, present in *Superb* as Lieut. at the bombardment of Alexandria, 11th July, 1882. Major, 1896, Hon. rank of Lieut.-Colonel, 1899, as Barrack Master, Eastney. Hon. rank of Colonel, 1909. During the Great War was temp. Lieut.-Col. in 1916.

(25). The names of all officers of the Royal Engineers and dates of their appointments and promotions in association with service on the Pacific Coast, are given here for the first time. It has been possible to give these details in full only with the assistance of "The Institution of Royal Engineers", Chatham, England, and the writer has to thank the Secretary, Lieut.-Col.

E. V. Binney, D.S.O., for two important letters dated 1st February and 8th March, 1938, which gave this valuable information. Having provided this framework of facts, it is left to another pen to write a full history of the contribution of the Defences of Esquimalt by the officers and other ranks of the Imperial Army.

(26). Muirhead, Major Herbert Hugh. Commissioned Lieut. in the Royal Engineers in 1871, promoted Captain in 1883, Major in 1889, and about 1893 was second Assistant, Building Works, of Ordnance Factories, Waltham Abbey, Lieut.-Col., 1897, Brevet Colonel, 1901.

(27). Bell, Arthur Sydney Gordon, was commissioned Surgeon, R.N., in November, 1892, appointed to the *Aurora,* Coast Guard ship at Bantry Bay. In December, 1894, appointed to the *Imperieuse*, flagship on the Pacific Station, for duty on shore at Esquimalt Barracks. Promoted Staff Surgeon in November, 1900; appointed to *Cambridge* at Devonport, 1904; to the *Iphigenia* in Home Fleet, in May, 1907. Promoted Fleet Surgeon retired in November, 1908. In the first part of the Great War, 1914-18, he served in *Victory* for duty ashore in Portsmouth Dockyard.

(28). The late Mr. Albert H. Maynard, son of Mr. R. Maynard who was the pioneer photographer of Victoria in Colonial Days. Mr. Albert Maynard had a large collection of old naval photographs taken in Esquimalt and in the Sealing Islands. Naval historians owe a great debt of gratitude to this artist for having saved so many old ship and vessel pictures.

(29). The "Victoria Daily Colonist," June 20th, 1893.

(30). Letter dated Crofton, B. C., in 1928, from the late Colonel G. E. Barnes, C.B.E., late R.M.A., to the writer.

(31). Letter dated 1938, from the Secretary, Royal Engineer Institute, at Chatham.

(32). The "Victoria Daily Colonist," December 1st, 1901. The 21st Company arrived at Victoria 1st December.

(33). English, Charles Ernest. First Commissioned Lieut. in Royal Artillery on July 27th, 1880. In 1882, serving in the 9th Brigade, R.A.; served with the Bechuanaland Expedition, 1884-85, with the Third Mounted Rifles. Promoted Captain January 14th, 1889, Professor at the Royal Military College, Kingston, about 1893; Major on September 8th, 1898. Commanding the 58th Company, R.G.A., in 1903, and arrived at Victoria from Halifax on December 29th, when he was given the local rank of Lieut.-Colonel, and thus became the Commander of the Esquimalt garrison. Appointed to the Canadian Forces on April 1st, 1906, stationed at the Citadel, Quebec. Promoted Lieut.-Colonel, R.G.A., July 15th, 1908; promoted Colonel, March 7th, 1912, and went on half pay on the following July 15th. During the war of 1914-18, he commanded the 84th Brigade, R.F.A., in the 18th Division of the New Armies.

(34). Lake, Major-General, Sir P. H. N., K.C.B. See Appendix "C".

(35). From a large photograph taken in 1905, of all the Imperial Officers then serving in the Esquimalt garrison. Copy in possession of the writer. The writer also has photographs of combined pictures of some of the Imperial units taken at Work Point barracks 58th Company, R.G.A., and the Royal Engineer Detachment, Christmas 1904 and for 1905.

CHAPTER IV.

THE TRANSFER OF THE SHIPS AND BASE TO THE DOMINION

Even after the transfer of the ships and the base to the Dominion on 9th November, 1910, the Imperial Government could not evade all cruising duties and responsibilities on the Pacific Coast of North America, for there was the carrying out of the International Sealing Treaty of 1893 and the protection of British trade in Central America. For a few years only one sloop, the *Shearwater,* commissioned at Chatham in 1901, was on the Station, then a second sloop was provided by commissioning the *Algerine* at Hong Kong, and she made the passage to Esquimalt via Yokohama. (See Appendix E.)

In 1905, the number of ships on the Station was reduced from seven to one, and the Command reduced from that of a Rear-Admiral to that of a Commander-in-Charge, the first of the latter being Commander T. A. Hunt, R.N., in the *Shearwater.* At the same time the Hydrographic Survey was carried on under Commander J. F. Parry, R.N. (1), in the *Egeria.* In August, 1906, Commander A. G. Allgood, R.N., took over command of the *Shearwater* with the title of "Commander-in-Charge for station duties on the West Coast of North America". There was a succession of changes or re-commissioning for each of the above vessels until the *Egeria* was sold in 1911. The *Shearwater* carried on, making annual patrols to the north in the summer and to the south in the winter, until the Great War in 1914, when she was paid off at Esquimalt and her Naval crew proceeded overland to Halifax.

In 1908, the *Algerine* (2) arrived at Esquimalt on 25th June, from Hong Kong under Commander E. H. Edwards, R.N., having been commissioned there on 5th March of that year. Both the *Shearwater* and the *Algerine* were barquentine rigged with a combined topmast and topgallant mast, as the old idea of providing sails for long ocean passage was still current for "cruising ships" on the Pacific Ocean, and the hulls were painted white for the winter patrol in Mexican waters. While Esquimalt and its reduced Dockyard staff was still the base for the two Naval sloops-of-war, yet Comox with its

fine rifle range and dry camping ground was much used for the annual rifle training in all its branches.

As regards the understanding of the principles of Empire Defence and the preparations by the Permanent Force and the Active Militia in the defence of Canada, it should be remembered that the Militia Council was only authorized and constituted on 17th November, 1904, through the prolonged efforts of Sir Frederick Borden, the Minister of Defence, and Brigadier P. N. H. Lake (3). Thus continuity and effective planning for all branches of the Permanent and Active Militia Forces was at length introduced, then enabling the Dominion Government to take over the local land defences of Esquimalt after many years of correspondence and negotiation with the Imperial Government. This all required the formation, training and arming of units and of higher commands, including much training of the Permanent Staff Officers, and Exchange of Officers with the Imperial Army, and attendance at the Staff College, etc.

The local defence of the Canadian ends of ocean trade routes in 1906, was difficult to provide for, as no Canadian Naval Force was in existence. When authorized in 1910, the Officers had to be obtained and trained, which was comparatively easy. Not so was the obtaining of recruits for the Ratings, which was made harder by ordering all Postmasters across Canada to act as Recruiters. Then ships had to be obtained, commissioned and brought out to the bases. Thus a large number of young Canadians had to be "sea-wise" or to acquire "sea-sense". This change needed the passing of many years together with the compelling force of Empire danger, and was only supplied by the Great War of 1914.

The Naval Service of Canada Act of 4th May, 1910, was not the first attempt at forming a Naval Defence Force for the Dominion. The first, but little known attempt, was made in 1881. The scheme of 1881 was to form a Naval Reserve to be recruited from Canadian fishermen and was the cause of the arrival from Plymouth of the screw wood frigate *Charybdis* at St. John, New Brunswick on 26th July, 1881. But her hull, masts and rigging were in such bad repair, that she was declared useless for even a harbour training ship. She was eventually taken to Halifax where she arrived on 27th September, 1882, and was there handed over to Vice-

Admiral Sir F. Leopold McClintoch, Kt., F.R.S., the Commander-in-Chief of the West Indies and North American Squadron. The idea of such a Canadian Reserve was first mooted by General Sir Edward Selby Smith, K.C.M.G., the General Officer Commanding the Militia in Canada, in his annual Report for 1879. He there urged the acquisition of a sea-going frigate from the British Government to serve as a training ship. The Governor General, Lord Lorne, took the matter up with enthusiasm, and the Admiralty loaned the worn-out frigate *Charybdis,* which had been built in 1858 at Woolwich, and had served on the Pacific Station for two commissions, 1862-64 and 1869-71. The idea of Sir Edward was to draft these Reservists to armed Atlantic liners in the case of war. If only a sea-worthy iron frigate with a Post Captain in command had been loaned to Canada in 1881, an effective start of a Dominion Navy would probably have been made in those early days!

Let us return from 1882 to 1905, when on the reduction of the number of ships on the Station, Commodore J. E. C. Goodrich on 28th February, lowered his broad pendant on the cruiser *Bonaventure,* and was succeeded by Captain H. H. Torless, who took her across the Pacific to Hong Kong on 4th March, to join the ships on the China Station. On 25th February, a Civic leave-taking was given to Commodore and Mrs. Goodrich, in the Provincial Legislative Assembly, when Mayor G. H. Barnard presided.

In 1907, on Wednesday, July 19th, the cruiser *Monmouth,* Captain J. A. Tuke, R.N., arrived in Esquimalt harbour from Yokohama to meet Prince Fushimi, a cousin of the Mikado. The Prince had been to England to return the Garter visit of Prince Arthur of Connaught to the Mikado in 1906. Prince Fushimi arrived from Vancouver on S. S. *Princess Victoria* of the C.P.R. on Monday, July 24th, having lunch on board, and he stayed at Government House, where he was entertained to an official dinner the same night by Lieut.-Governor Dunsmuir. On Tuesday at noon he proceeded in a naval steam launch from the Dockyard to the cruiser at anchor, there being a bluejacket guard of honour on the wharf. On reaching the *Monmouth,* the Prince's standard *Kwozokuki* was broken at the mainmast, and the ship left at once for Japan.

In 1909 a special squadron under the White Ensign, visited the Harbour of San Francisco to attend the Portola festival and the celebrations in commemoration of the reconstruction of the City after the great earthquake, consisted of the armoured cruiser *Bedford,* Captain E. E. Fitzherbert, the *Algerine,* Commander E. H. Edwards, and the *Shearwater,* Commander C. W. G. Crawford who was also "The Commander-in-charge for Station Duties on the West Coast of America". The festival opened on 19th of October with a parade depicting the arrival of the Spanish soldier explorer on the shore of the harbour which he had named after Saint Francis on 6th of November, 1769. The explorer was escorted by sixty men-at-arms, and was followed by United States Navy bluejackets and soldiers, together with parties from the warships of Great Britain, Japan, Germany, Italy and Holland.

In 1909, on the 9th of August, a flotilla of United States Navy destroyers, on their way south from Alaska, anchored in Esquimalt harbour, under the command of Lieut. J. G. Church, U.S.N., flying his pendant in the Destroyer *Whipple,* of 480 tons and 8,300 horsepower.

Another result of the Imperial Defence Conference of 1909, held in London, in July, was the determination of the Dominion Government under the leadership of Sir Wilfred Laurier to create a Dominion Navy, to consist of Canadian Officers, Ratings and Ships. A start was to be made at once in training Officers, and Ratings, the former to be trained on shore while the latter were to be trained afloat. For the purposes of training afloat two old warships were bought from the Imperial Government, and the Canadian Naval College for officers was started on shore at Halifax. Sir Wilfred Laurier had a definite plan to proceed with the building of cruisers, etc., and small craft in Canada, so that in course of time Officers, Ratings and ships would really be products of the Dominion in every way. The two old cruisers *Niobe,* built 1897, and *Rainbow,* built 1891, were bought for use as training ships for the future Canadian ratings. Unfortunately this first programme was not completed as regards provision of modern ships of war, hence there were no new cruisers to protect the focal points of ocean trade routes in August, 1914. The two old training cruisers were ordered out on active service in the emergency to act as first line cruisers, and the *Rainbow*

had the distinction of receiving the first Canadian Naval Volunteers of 1914-1918.

The Naval Service of Canada was authorized on 5th May, 1910, and in June Rear-Admiral C. E. Kingsmill relinquished his post as Commanding Officer of the ships and vessels of the Marine Service of Canada, to become the first Director of The Naval Service. At the same time the Admiralty lent two executive officers in the persons of Commander C. R. Roper and Commander J. D. D. Stewart, to assist the Director, the first as a Staff Officer at Ottawa and the second to arrange for the purchase and bringing out of the *Rainbow* to Esquimalt from Portsmouth.

The Marine Service provided the officers and men for the work ships such as the Hydrographic Survey, Lighthouse and the Buoy Service, Fishery Patrol, Customs, Quarantine, Tug Boats, etc., all of which wore the Blue Ensign with the arms and the crown of Canada in the fly. The personnel of this service were all civilians except the Fishery and Customs, who were a form of Police. Thus it was plain that though Canada had a number of civil government ships, yet they could not in any sense be considered ships-of-war, hence Admiral Kingsmill for the Canadian Naval Service had to build everything from the very foundation and this without that vital urge of self preservation or the desire for sea travel in the young men from a large number of Canadian homes.

In July 1910, Commander Stewart proceeded from Ottawa to Portsmouth, where he found the Officers appointed to the *Rainbow* were being borne on the books of the *Victory,* which was the same as the Royal Naval Barracks. The above second class cruiser *Rainbow,* built in 1891, was commissioned on the 4th August following, and proceeding south she crossed the equator in the Atlantic, rounded South America, where she was in great danger several times from the huge seas and her high solid bulwarks which prevented the water from escaping fast enough for safety. Making several calls on her way northwards, she reached Esquimalt in November and entered the harbour for the first time, on the 8th and brought a total crew of 270 Officers and Ratings. A formal welcome was extended to the Officers, Warrant Officers and Ratings, many of the latter being active service men, with a few selected pensioners for special duties.

Among the Canadians present to welcome the Canadian training ship were Lieut.-Governor T. W. Paterson, Senator the Hon. William Templeman, the Premier the Hon. Richard McBride, and Mayor A. J. Morley. It is interesting to observe that two of the officers in the ship had served on the Station before, namely Lieut. A. E. D. Moore who had served in the *Amphion* as Sub.-Lieut. under Captain John Casement from 1900 to 1902, while Staff Paymaster R. A. Jinkin had served under Captain F. G. Kirby in the *Phaeton* as a Clerk and Assistant Paymaster from 1897 to 1900. Captain T. L. Thorpe-Doubble, for a long time resident in Victoria and to whom the writer is much indebted for many historical notes, was appointed to the *Amphion* on 25th October, 1901, as the first Lieutenant on commissioning at Devonport under Captain J. Casement for the Pacific Station. The navigating officer was Lieut. J. D. D. Stewart, later to command the *Rainbow*. On arrival at Esquimalt Commander Stewart was faced with the tremendous task of carrying out a recruiting campaign all over Western Canada to build up the Permanent Naval Force, and at the same time secure the support of prominent men and organizations to build up lasting interests in the training of a Pacific Naval Force of ships for the defence of trade routes. He had also to devote much time and care to looking after the interest of the Imperial ratings who formed most of his crew. No Naval barracks were provided ashore as a training depot, nor were any officers or staff provided for the necessary recruiting organization in the four Western Provinces, nor was any attempt made to put up competition between the Provinces.

The Act authorizing the Naval Service of Canada became law on Monday, 4th May, 1910, and provided for the establishment of a Department of the Naval Service and for transfers from the Department of Marine and Fisheries. It empowered the Governor-General-in-Council to appoint a Naval Board to advise the Minister and to organize and maintain Permanent, Reserve and Volunteer Forces. The Governor-General-in-Council was also empowered to place at the disposal of His Majesty, for general service in the Royal Navy, ships or men of the Naval Service.

A start was made with a Naval College at Halifax and the first term of cadets was entered after an examina-

tion in 1911. The printed annual Reports of the Naval Service gave much information on this work of making and training officers.

During the year 1912, owing to the uncertainty of the Naval policy and to the accommodation being limited, no special efforts were made to attract recruits. Postmasters were authorized to act as recruiting officers and forward recruits who come up to the standard. In the case of the vast inland population of Canada with little "sea sense" the plan was absurd and the Western Provinces only produced fifteen boys in the first year and in all Canada only fifty-six, of which a large proportion deserted because they did not understand the conditions of life in the ships of the Canadian Navy.

Let us return to the memorable week in November, 1910, at Esquimalt. On Wednesday, 9th, the official representative of the new Naval Service took over the charge of the Royal Naval Dockyard from the Admiralty, that is to say, Mr. S. J. Desbarats, the Deputy Minister, formally took over the Naval Base from Commander Gerald W. Vivian, R.N., commanding the sloop-of-war *Shearwater,* whose title was "Commander-in-charge for Station Duties on the West Coast of America." The management of the Dockyard was carried on by Mr. George Phillips, who transferred to the Canadian Service.

On Mr. R. L. Borden becoming Prime Minister on 10th October, 1911, over a Conservative Government, and after consultation with the Imperial Government who stressed the urgency because of the German threat in the North Sea, he introduced a new scheme for Canadian Naval contribution which was relentlessly opposed by the Liberals under Laurier. This great change of policy put a big obstacle in the way of steady recruiting for the new Navy, which was fatal to success. Further, the labour market was not then overstocked with young men, hence they were not looking far afield for a life of travel and adventure such as was to be found on ships-of-war under the flag of Canada. In July, 1911, Commander Walter Hose (4), who had been promoted to that rank in December, 1908, proceeded to Esquimalt to relieve Commander Stewart, whose period of loaned service to Canada was completed. It is of special interest to note that Lieut. Hose, in the second half of 1908, attended the War Staff Course at the Royal Naval College, Green-

wich, and also a course at the Military Staff College, Camberley, in combined naval and military operations. In February, 1909, he was appointed the Commander, under Captain Cecil S. Hickley, of the *Cochrane,* of 13,550 tons, one of the newest cruisers in the Navy, and in the Second Cruiser Squadron. Thus Commander Hose had been prepared for this job of organization and training. The actual handing over took place about the 3rd of August, and Commander and Mrs. Stewart left Victoria on Saturday, 5th August, for Vancouver on the C.P.R. steamer, which was met outside the harbour by cheers from fifty officers and ratings of the *Rainbow* in the steam pinnace and two pulling boats.

The charge of the Naval Dockyard was added to the other duties of Commander Hose, so that he now had the use of an office ashore. The new Captain of the training ship *Rainbow* was already interested and experienced in the training of a Naval Reserve, because while serving in the steel cruiser *Charybdis* (built in 1893) from 1897 till 1902 as a Lieutenant he assisted in the training of a number of Newfoundland fishermen. It was this experience which caused him to have a vision of the possibilities of training the fishermen of the British Columbia coast as Naval Reservists to serve on Canadian ships-of-war. Instead of fishermen, a body of yachtsmen and landsmen at Victoria formed the pioneer Company of Volunteer Reserves in the whole of Canada, and the writer attended many of their drills. A number of Volunteer Reserve Companies were raised after the outbreak of war in 1914, but the Royal Canadian Naval Volunteer Reserve as now constituted were authorized and recruited in 1923, and strange to say companies were not formed in Victoria or Halifax. This however is another story. From the starting of the Royal Canadian Navy in 1910, there were two parts missing, those soldiers of the sea, the Marines, and the Medical Officers. Because for many years the total force was so small, one medical officer for each coast was appointed for duty from the Royal Canadian Army Medical Corps. But medical men were being commissioned in the R.C.N.V. Reserve, and they of course had to carry out so many weeks' training in barracks and afloat annually.

The idea of a Fishermen's Reserve was revived during 1938 by Lieut.-Commander Roland Bourke, V.C., D.S.O. (R.N.V.R. Ret.) who introduced the idea to Ottawa, and

in the new year of 1939 it was organized and commanded by Lieut.-Commander Colin D. Donald, R.C.N., in H.M.C. motor vessel *Skidegate*. The first batch of fishermen were trained at the Naval barracks but slept in their own motor fishing vessels lying in the old drydock.

We will return to Ottawa in 1913, where the long continued Liberal opposition to the Conservative Naval Aid Bill and its rejection by the Senate on 30th May in that year, caused a great slowing down of the work of recruiting and training officers and ratings for the Permanent Naval Service all over Canada. But in a few months the pioneer Company of Royal Canadian Naval Volunteers (their first title) was formed in Victoria and started to hold drill meetings. On the 24th of July, the Hon. J. D. Hazen received a deputation from the Company, led by Mr. Stanley Geary, a former Petty Officer of the London Division of the Royal Naval Volunteer Reserve. The Minister discussed freely the whole movement and expressed his sympathy with the work, but said that the present legislation did not permit enrolling such a force. However, he promised, with the sanction of Commander Hose, to give facilities for the drilling to take place in the Naval Dockyard pending the necessary legislation. It should be stated that the Naval Service Act of Canada did allow for the formation of a Volunteer force, but up to date no money had been authorized for the formation and equipment of such a force. The grant of money for the Volunteers was passed early in July, 1914, and the First Company enrolled on 9th of that month.

On August 8th, 1913, the Pioneer Company of R.C.N.V. was received by Captain L. Halsey, R.N., in H.M. battle cruiser *New Zealand,* when he complimented them on their efforts as pioneers and wished them every success. On 14th of August, 1913, the first drill was held in mufti, in the Naval Dockyard where the Armament building was allocated as the drill hall for the Volunteers. On the 18th of October, the first smoking concert was given by the Volunteers in the Naval Canteen on the recreation ground, when Officers and Ratings from the *Algerine, Shearwater* and *Rainbow* were the guests. The strength of the Company soon worked up to 140, and the training comprised seamanship, gunnery, pulling and sailing a naval cutter, signalling, rifle and company drill, and the training night was Thursday.

On 3rd January, 1914, Captain R. M. Corbett, R.N., succeeded Commander F. G. St. G. Brooker, R.N., in command of the *Algerine,* which had just lost a screw off Cape Flattery, and after being docked at Esquimalt, was eventually sent to Moran's Engineering works at Seattle to have a new one made and fitted. In the meantime the *Shearwater* replaced the former vessel on the Mexican patrol where she looked after British trade interests. On 25th of June, Vice-Admiral Kuroi paid a visit to Victoria in command of the Imperial Japanese training squadron consisting of H.I.M. ships *Asama* and *Azuma.*

Much assistance was given the Naval Volunteers by Captain Corbett, R.N., and the officers of the *Algerine,* and on 29th of January, 1914, Sir Richard McBride, the Premier of B. C., and Captain Corbett were present at drill display and competition with the six-inch loader, against a team from the *Algerine.* On 29th of April, Commander E. R. G. R. Evans, C.B., (now Admiral Sir Edward Evans, K.C.B., D.S.O.) inspected a crew of the Volunteers at drill on the six-inch gun and complimented them on the same. Again on 10th of June, Rear-Admiral C. E. Kingsmill, R.C.N., inspected the Company, and on 9th July, after each member had been legally enrolled, sixty-one men were kitted up, and thus became the First Company of the Canadian Naval Volunteer Reserve. In this achievement the Pacific Coast set an example of pioneer service to the rest of the Dominion.

Owing to the absence early in 1914, of the *Shearwater* and *Algerine* on the Mexican and South American seaboards, the Canadian Government offered the use of the *Rainbow* to the Admiralty to take over the six weeks of the annual Bering Sea Fur patrol, and this offer was accepted. At the Volunteer drill night of 16th July, Lieut. Henry B. Pilcher, R.N., of the *Rainbow,* called for the names of 50 ratings to take part in a six weeks patrol to Bering Sea at the end of the month. A sudden call for the services of the *Rainbow* was coming along. The Japanese steamer *Gomagata Maru,* Captain Yamamoto had arrived in Burrard Inlet on 2nd May, and had been held by the Immigration Authorities for some weeks in Quarantine. On 18th of July, the cargo of East Indians under Gurdit Sing, the charterer of the ship at Calcutta, grew violent because of the continued refusal by Inspector S. Reid of permission to land. On the same day Mr. H.

H. Stevens went off on a tugboat and eventually rescued Captain Yamamoto from his ship. The next day, the 19th, an attempt was made to take the ship by a force composed of regular and special constables which went out in the tug *Sea Lion,* but it was repulsed by a shower of missiles. Then Mr. Reid sent a telegram to Ottawa asking for the *Rainbow* to be ordered to proceed to Burrard Inlet under Commander Hose to aid the Civil Power.

When the order to proceed to the Inlet was received at Esquimalt, the training ship was alongside the coaling wharf waiting to enter the drydock for the cleaning and painting of the hull. She spent most of the 20th of July taking on guns, stores and gear and stowing the same. At 5 p.m. the C.P. Coast Service steamer *Princess Alice* arrived in Esquimalt harbour from Vancouver with 111 ratings from the *Niobe* at Halifax, to complete the old cruiser for the Bering Sea patrol, and some photographs were taken by the writer. Later in the evening Major A. T. Ogilvie, R.C.A., led on board fifty Non-commissioned Officers and Gunners of the Royal Canadian Artillery, from Work Point Barracks, armed as Infantry, and thus they might be said to be acting as Marines. It should be remembered that on the morning of the 20th there was only a skeleton crew of forty ratings in the *Rainbow* under the command of Lieutenants H. B. Pilcher and H. E. Holmes, together with the Warrant Officers.

Ashore at Vancouver City there were a hundred Officers and other ranks of the Irish Fusiliers under arms, forty Officers and other ranks of the Sixth Duke of Connaught's Own Regiment, and forty of the 72nd Seaforth Highlanders of Canada. The Sikhs aboard the *Gomagata Maru* were preparing their edge weapons. The *Rainbow* had sailed from Esquimalt at 10 p.m., on the 20th, and she anchored in the Inlet at 8.20 a.m. on the 21st. The tug *Sea Lion* took, Mr. H. H. Stevens, Captain Yamamoto, Chief of Police McLennan, Immigration Inspector Reid, Captain J. W. Warden of the Special Police, Colonel Duff Stuart, Lieut.-Colonel McSpadden and Major J. S. Tait, out to the *Rainbow* and conferred with Commander Hose for over half an hour. Then the leaders in the tug boat party presented to Commander Hose a requisition signed by two magistrates asking for aid in subduing a rebellion against the authority of the Government. In consequence of this requisition Commander Hose had the guns and fire hoses of the cruiser laid and pointed

to cover the Japanese steamer. After many attempts the Sikhs agreed to allow the crew of the ship to take her back to Calcutta, together with the 352 refused immigrants.

After the immigrant ship had got under way on the 23rd, the *Rainbow* followed her through Plumper Pass, the cruiser being piloted by Captain B. L. Johnson (then a member of the Vancouver Pilotage Association). After some delay off Trial Island and Macaulay Point, the old cruiser escorted the Japanese merchant ship to outside of Cape Flattery, and saw her heading into the Pacific for Yokohama. A special draft of Officers and Ratings, twenty in all, from Devonport arrived on the 24th, via the C.P.R. On Saturday, 25th, the *Rainbow* went into drydock for cleaning her copper sheathing only, and was there for three days. The fitting out of the ship for the Bering Sea patrol was being done, and coaling, also extra work in the engine room, and her Officers were:—Commander W. Hose, Lieut.-Commander H. N. Holme, Lieut.-Commander J. H. K. Clegg. Lieut. E. G. Hallewell. Lieut.-Commander J. C. Jenkins (E) and Mr. E Haines (Gunner) acting as gunnery officer, and a complement of over 200. Later twenty six of the Vancouver Company of Volunteers reported on board. She came out of drydock on the 27th of July, and on Thursday, 30th, the fifty ratings of the Victoria Company of Volunteers reported for duty in the cruiser and worked at stowing six inch shells. She weighed anchor at 8.45 p.m. on Thursday and a small group of Officers and Ratings and the writer, stood at the base of the brick signal tower and witnessed the old cruiser, well loaded down in the water, steam out of the harbour to ultimately face the probability of an unequal battle with the protected German cruiser *Leipzig* off the harbour of San Francisco. That evening she proceeded as far as Royal Roads, where she anchored, being delayed by the non-arrival of a wireless telegraph rating from Devonport.

The old training ship was still at anchor in Royal Roads on Saturday, 1st of August, where she remained until further orders, though she should have sailed on Friday for the Bering Sea patrol for six weeks. However, this patrol was abandoned owing to the threat of war, and the two Naval sloops were recalled and were expected to reach Esquimalt Base in ten days steaming, and the *Leipzig* was reported at Mazatlan.

On Sunday, 2nd August, all Naval Volunteers were called out for duty and were ordered to report at the R.C.N. Dockyard, Esquimalt, to the Officer in Command, Lieut. H. B. Pilcher, who was assisted by Mr. Tom Cox, Gunner, R.N. Also all ex-naval Signal and Stoker Ratings were ordered to report at the same place, by Commander Hose as the Commander-in-Charge. The red brick signal tower on the east side of the entrance of the harbour, was put into commission temporarily by men of the Militia Signal Corps under Lieut. H. R. Selfe, this small unit being detailed at the suggestion of the writer. On the same day, 2nd inst., an emergency parade of the Fifth Regiment of Artillery was ordered for 2 p.m., by Lieut.-Colonel W. N. Winsby, in order to select N.C.O.'s and gunners for special duty in the forts.

On 2nd August, Commander F. H. Walter, R.N., returned from the *Shearwater* in Mexican waters, having turned that ship over to Commander C. W. Trousdale at San Pedro, as his period of two years' command was finished. He reported quiet on the Mexican coast, but early in the year another revolution had broken out in Ecuador, and the *Shearwater* had been at Esmeralda for three weeks. The *Shearwater* had then called at Panama, when he had looked over the ocean terminals of the new canal, she then proceeded to Salina Cruz and on to San Pedro. Commander Walter reported that the *Algerine,* Captain Robert Gwynne Corbett, was at Mazatlan.

On Monday, 3rd August, Esquimalt harbour was closed to shipping and the examination service was put into action. The offer of assistance by the Government of Canada to the Imperial Government was signed by the Duke of Connaught at Ottawa. The *Rainbow* also proceeded to sea from Royal Roads at 1 a.m. under Commander Hose, southbound and ready to engage the *Leipzig* (5). At 6 a.m. on Tuesday, 4th, while at sea the *Rainbow* received a W.T. (wireless telegraph) message advising the Captain that war had been declared. On Wednesday, 5th, at 6 a.m. *Rainbow* received W.T. instructions to protect the sloops *Algerine* and *Shearwater* which were steering north from San Diego. On the same day, the two ex-Chilian submarines built at Seattle and renamed "C.S.1." and "C.S.2." arrived at Esquimalt at 8.30 a.m. from beyond Race Rocks, where they had been inspected by Mr. H. R. Woods, R.N., and Lieut. B. E. Jones, R.N., and had been paid for with a cheque handed over

by Mr. Richard Ryan, Chief Janitor of the Parliament Buildings at Victoria and a trusted civil servant of Sir R. McBride, on behalf of Sir Richard. A White Ensign had been hoisted on each submarine by C.P.O., W. H. Watson, of the Volunteers, and the guns of Black Rock battery nearly opened fire on them in mistake for German submarines, though they were accompanied by the Examination steamer. Sir Richard McBride and the District Officer Commanding, Colonel A. Roy, went out to inspect them alongside the D.G.S. *Quadra,* accompanied by the writer.

The *Rainbow* anchored in the harbour of San Francisco on Friday 7th at 9.30 a.m. On Saturday 8th, Number Three Company of the Naval Volunteers arrived in mufti from Vancouver at 4 p.m. under Lieut. Kenneth Harper, and were detailed to the Esquimalt Naval Cricket ground in charge of Chief Petty Officers, Stanley Geary and Russell Ponder (now commander), R.C.N.V.R., who arrived on the 8th August from Hazelton.

The Grand Trunk Pacific ship *Prince George,* with its three cruiser-like funnels, was chartered by the Government for a hospital ship, and carpenters and other workmen were put to work on fitting her out for this duty in Esquimalt harbour on Sunday, 9th. On Tuesday, 11th, all the Militia units of B. C., were ordered to mobilize each at its own headquarters, including Victoria and Esquimalt.

The *Rainbow* on Thursday, 13th, at 3.30 a.m., met the *Shearwater* near Cape Flattery, and escorted her to Esquimalt which was reached at 6.30 a.m. She left the Naval Base again at 5.30 p.m. Rounding Cape Flattery she sighted the *Algerine* at three o'clock the next afternoon to the southward and accompanied her to Esquimalt arriving there on Saturday, 15th, at 5.15 p.m. Both the sloops had been painted grey over the smart white and most of the movable woodwork had been put over the side. All the Officers and Ratings left the same evening for Halifax via the C.P.R.

On Tuesday, 18th, at 2.30 a.m., the *Rainbow* left Esquimalt and proceeded to sea and returned to port the next day at 11.20 a.m. On Thursday, 20th, she sailed at 2.30 a.m., on patrol, and returned on 1st of September. On Thursday, 13th August, a great historical event took place. The passage round Cape Horn was made unnecessary,

by the opening of the Panama Canal to commercial ships, the first one to pass both ways being the steamship *Cristobal* of the Panama Railroad Company, the first of any size to do so.

The coming of the Great War in 1914 prevented the peace training so necessary for the building up of an effective Canadian Naval Service. The continuance of this important and difficult work had to be postponed until after the end of hostilities.

In November, 1919, an epoch-making Naval Mission arrived in Esquimalt harbour in the battle cruiser *New Zealand* (built 1911), flying the flag of Admiral of the Fleet, Viscount Jellico of Scapa. At Ottawa on the 31st of December of that year the gallant Admiral of the Fleet reported to the Duke of Devonshire, the Governor General: "Sir, I have the honour to inform Your Excellency that in accordance with instructions received from the Lords Commissioners of the Admiralty, issued as the result of a request from the Government of Canada, I arrived at Esquimalt in H.M.S. *New Zealand* on the 8th November, 1919. The object of my visit is defined in my terms or reference as follows:—'To advise the Dominion Authorities whether, in the light of the experience of war, the scheme of naval organization which has been adopted, or may be in contemplation, requires reconsideration; either from the point of view of the efficiency of that organization for meeting local needs, or from that of ensuring the greatest possible homogeneity and co-operation between all the naval forces of the Empire; and, should the Dominion Authorities desire to consider how far it is possible for the Dominion to take a more effective share in the naval defence of the Empire, to give assistance from the naval point of view in drawing up a scheme for consideration'." This Report takes 52 pages to print the findings and suggestions of Lord Jellico. It shows four establishments of fleets, from great to small; one chapter deals with Administration, one with Personnel and a long one with Discipline.

After the discharge of the workmen from the Royal Canadian Naval Dockyard in May, 1920, when the Senior Naval Officer, Captain Edward H. Martin, acted under orders from Ottawa, unemployment began to show its head in the Dominion. This great change put Naval recruiting in a much more favourable light and found a ready

response among young Canadians who were urged by their parents to join the new senior service.

By the year 1922, the number of the Naval Dockyard employees had been reduced to the skeleton establishment, and on the 3rd of September, the Shore Establishment of H.M.C.S. *Naden* (6) was begun under the command of Lieut.-Commander C. T. Beard. Already complete designs and estimates had been drawn up by a committee of Commander C. T. Beard, George Phillips, Esq., and J. G. Brown, Esq., which had spent some time in going over the naval bungalow hospital, which was to form the basis of Canada's large training barracks on the Pacific Coast. The medical officer's house became the residence of the Captain of the *Naden*. At the same time Lieut.-Commander Beard had to organize a staff and then start training Officers and Ratings for sea service. He was appointed acting Commander on the 1st of November following, while holding this appointment at Esquimalt.

The old red brick bungalow hospital buildings eventually became converted into suitable naval barracks, and in each of the years following one or more additions were made to the buildings. Thus it became also a school for Naval Volunteer Reserves from the whole of Western Canada, and the establishment soon had all the equipment, armament, gear and instruments necessary to give the training which would be obtainable in a "light cruiser". Permanent quarters were established on shore for the training of Boy ratings, with a minesweeper attached to give training in seamanship, and destroyers were commissioned under the flag of Canada to give advanced training during ocean passages to and from the Panama Canal, and the advantage of meeting the Atlantic Division at Jamaica for combined training with the British "American Squadron" based at Bermuda was gained.

From September, 1922 until September, 1939 a great work has been carried on at Esquimalt for the Canadian Navy; a solid though small foundation has been built and fine traditions have been established during this period of seventeen years. This has consisted in the building of a Canadian practice of training (in close touch with the Royal Navy), and the erection of new buildings, as well as the arrival and departure of battle cruisers, light cruisers, destroyers and minesweepers.

The Naval College being at Esquimalt during the years 1918-21, the big red brick house in the Dockyard was used as the Sick Bay for the Cadets (7). On the 17th August, 1920 the office of a Civilian Manager of the Dockyard was reintroduced and Engineer Lieut.-Commander G. P. Clark, R.C.N., was appointed. In 1922 his successor Mr. George Phillips (8) returned from Halifax on 29th September, but chose to reside in the Engineer's House instead of the Big House. In September, 1933 Engineer Commander Tom C. Phillips, R.C.N., took over the management from Mr. G. Phillips. In 1936, Commander C. T. Beard took command of the *Naden* for the second time, but lived at the Big House in the Dockyard for the first time. The command of the Dockyard, therefore, came under the orders of an officer of the executive branch, Commander Beard, who took over from Engineer Commander Tom Caleb Phillips. In October, 1938, Commander Beard was succeeded by Captain V. G. Brodeur, who thus held two commands concurrently at Esquimalt.

We now come to the name of the present Naval Barracks, H.M.C.S. *Naden*. In 1918, the schooner *Naden*, of the Hydrographic Service (6), being laid up at New Westminster, was temporarily transferred to the Naval College at Esquimalt as a tender. The Royal Navy List does not show her as being in commission until 1920, as it was only on the 1st of July of that year that Commander Hugh E. Holme was appointed "Commander-in-Charge, Dockyard, Esquimalt" with his name borne on the books of *Naden*. Thus the title *Naden* had at last succeeded that of the old training ship *Rainbow*. There were variations in the titles for the Senior Naval Officer who commanded the naval forces both in the Shore Establishment at Esquimalt and on the Ships while in the harbour. For some years, once the destroyers were outside the waters of the harbour they ceased to be under the orders of the Commander-in-Charge. At the same time his authority extended over the units of the Naval Reserve and of the Naval Volunteer Reserve to the west of Port Arthur. Again, owing to the political desire to save money, the two separate commands of "Dockyard" and of *Naden* were held for a time by the same officer. The changes and variations in the powers conferred on the holder of the above two commands and that of "Commander D" made the work of administration very difficult at times.

Here is a chronological list of Senior and other executive officers on the West Coast and at Esquimalt. In 1914, on 12th of October, a Senior Naval Officer West Coast was appointed in the person of Rear-Admiral William Oswald Story (R.N. Ret.) who lived outside the Dockyard during his term of office (in the John Doran house). About the same time Commander John Thomas Shenton (R.N. Ret.) borne in H.M.C.S. *Shearwater II,* was appointed in charge of Shore Establishments at Esquimalt. In 1918, on 27th of February, a Captain Superintendent was appointed in the person of Captain Edward Harrington Martin, C.M.G. (R.N. Ret.) with his name borne on the books of the *Rainbow.* Two years later, in 1920, on the 1st of July, a Commander-in-Charge, was appointed in the person of Commander Hugh Edward Holme (R.N. Ret.) who lived in a house on Admiral's Road, with his name borne in *Naden.* Next came Commander Edward Atcherley Eckerall Nixon, R.C.N., who though he was commanding the Naval College, added to that the command of the Dockyard and his name was borne in *Naden* for command from 1st July, 1921, but he did not live in the large house. Commander Nixon died of pneumonia on 10th of November in 1924 at his home in Victoria.

In 1922, Lieut.-Commander C. T. Beard, R.C.N., as already mentioned, succeeded Commander Nixon in Command of the Dockyard and was the first to occupy the present *Naden* barracks. In 1925, Commander Francis Henry Brabant (R.N.) was appointed to *Naden,* on the 1st of February, as Senior Naval Officer, Esquimalt, and of the Naval Barracks. Next came, in 1925, as Senior Naval Officer, Esquimalt and the Barracks, Commander Percy Walker Nelles, R.C.N., to *Naden,* on 1st of December. Four years later, on 23rd of January, 1929, Commander Leonard Warren Murray, R.C.N., was appointed to *Naden* for S.N.O. and the Barracks. Then came Commander Ronald Ian Agnew, R.C.N., on the 24th of June, 1931, as S.N.O. and to *Naden* for the Barracks. In 1932, the command was changed to that of "Commander-in-Charge, Esquimalt" and on the 27th of May, the officer appointed to it was Commander V. G. Brodeur with his name in *Naden.*

All these successive senior officers lived in the small red brick house which had been built for the Naval Surgeon in charge of the Hospital. Commander W. J.

R. Beech was appointed (temp.) on the 1st of February, 1934. Following him came Commander G. C. Jones to the *Naden* on 15th May, 1934, and lastly Commander C. T. Beard to the *Naden* on the 13th of May, 1936, as the Commander-in-Charge, Esquimalt, and he moved to the Dockyard and took up his residence for the first time in the Big House. The old wooden office building near the Big House was enlarged about 1916, to provide for the Accountant's staff. The earliest portion, which was built in the spring of 1855 by Governor Douglas to provide hospital accommodation for the expected wounded from Kamchatka, was burnt. It is much to be regretted this pioneer building was demolished about June, 1938, to make way for a wider driveway to the Big House. It might have been preserved and fitted as the Dockyard Museum.

On the 1st of September, 1936, a separate Captain of the *Naden* (Barracks) was appointed in the person of Commander John Eric Wodehouse Oland, D.S.C., who was succeeded by Commander R. I. Agnew, O.B.E., on 31st October, 1938.

In 1938, a new and larger Command was created namely, "Captain-in-Charge H.M.C. Naval Establishment, Esquimalt, and Commanding Officer Coast of British Columbia", and the first holder was Captain Victor Gabriel Brodeur, who was appointed in October of that year.

From 1932, there was a succession of four Senior Officers of Destroyers on the West Coast with the title "Commander D" and their names were, in the *Skeena*: Commander G. C. Jones, appointed 25th May, 1932; and Commander J. E. W. Oland, on 15th May, 1934; the command next became that of a Captain, and on 25th March, 1937, Captain V. G. Brodeur was appointed to the *Skeena*. In 1938, Captain G. C. Jones was appointed on 1st August to the *Ottawa*.

The year 1928, was of great importance to the Officers and Ratings of the Royal Canadian Navy, for in this year the Militia Pensions Act was amended to make it applicable to the personnel of the Naval Service, as up to this time there had been no provisions made for pensions in any form.

The writer has been priviliged to know some of the causes of the ups and downs, during peace time, in the

building up of Canada's naval power on the Pacific Coast and to have known Rear-Admirals Hose and Nelles, the drivers and helmsmen at Ottawa, and Commander Beard who has done so much at Esquimalt and on the whole West Coast. Some day the real History of these seventeen years will be written fully, showing the progress and the good preparations made in spite of much obstruction and discouragement by politicians as well as the uninformed and thoughtless talk of Canadians who during those years derided the building up of their small Naval Service. It was a brilliant plan to establish Companies of Naval Volunteers in the chief cities across Canada, recruited first in 1923, up to 1,000 Officers and Ratings, and Commodore Hose (as he then was) builded better than he thought. Some of the keenest and most efficient Volunteers have come from the Great Northwest or Inland Empire, between the Red River and the Rocky Mountains.

It was easier to keep the training of the Canadian Navy at a high standard than that of the Militia (Permanent Force), because there were only the two naval bases or establishments of Halifax and Esquimalt, while the Militia had thirteen Military Districts.

FOOTNOTES

(1). Commander J. F. Parry, R.N. See Appendix "F."

(2). H.M.S. *Algerine*. See Appendix "E."

(3). Brig.-General P. N. H. Lake. See Appendix "C."

(4). Commander W. Hose, R.C.N. See Appendix "D."

(5). Letter from the Chief of the Naval Staff, Commodore, First Class, Percy Walker Nelles, dated April, 1938, giving excerpts from the Log of H.M.C.S. *Rainbow* during August, 1914.

(6). Dominion Government Ship *Naden,* built in the City of Vancouver in 1913, of wood, with auxiliary screw engine, 88 tons. First used as a tender to the Dominion Government Survey Ship *Lillooet,* and fitted with a deck cabin or house. About 1918, being then laid up at New Westminster, she was loaned to the Naval Department. The deck cabin was removed and she was commissioned as a tender to the Naval College at Esquimalt for training in sail. She eventually succeeded the *Rainbow* as Depot Ship upon whose books the names of Officers and Ratings were borne when serving ashore. In 1925 the ship was sold to Mr. J. W. Hobbs of Vancouver City for the sum of $1,091. However, her name persists to the present time in the form of the Naval Barracks and Training Establishment. Authority for much of the above is "Annual Report Naval Service, 1920," page 28, Hydrographic Survey.

(7). The big square brick house in the Dockyard was built in 1885, from a design by the late Mr. John Teague, for the residence of the Naval Store Officer, who was also Officer in charge of the Dockyard. The first Naval Store Officer (civil) was J. H. Innes, Esq., who was appointed on 20th January, 1873; the second was W. H. Lobb, Esq., appointed on 16th July, 1894; the third was H. S. Simmins, Esq., appointed on the 16th July, 1900, and the fourth was C. H. S. Harris, Esq., who was appointed on 25th July, 1901. The Civil Admiralty Official with the longest service in the Establishment was George Phillips, Esq., who served there from 1894 until 1917, thus having been also under the Dominion Government. He arrived in 1894 from the Admiralty as Second Officer in the Department of Architectural and Engineering Works. When Mr. Harris left in 1905 Mr. Phillips was the only Official left, so he moved into the big square house with the new appointment of Admiralty Agent, until the Dockyard was taken over by the Dominion Government in 1910. During these five years Mr. Phillips had to care for the three small vessels, the *Shearwater, Algerine* and *Egeria,* looking after their repairs, supplies and the transportation to and from England of the old and new crews, all this without even a clerk to assist him. In 1910 he transferred to the Dominion Service and stayed on as Civil Manager of the Dockyard, and he remained in the big house with his family until 1917, when he went to Halifax temporarily, but the move was soon made permanent. When the Naval College came in 1917, the house became the Sick Bay for the Cadets. After the closing of the College in 1922 the house remained empty until 1936 when Commander Beard took up residence there, and in October, 1938, he was succeeded by Capt. Brodeur.

(8). George Phillips, see note (7).

(9). Nixon, Commander Edward Atcherley Eckersall, R.C.N. Entered the Royal Navy as a Naval Cadet on 15th January, 1892, and served in H.M. Cruiser *Narcissus* in the Channel Squadron. Promoted to Midshipman on 15th March, 1894, he served in H.M. Battleship *Centurion,* flagship of the China Station. Promoted Sub-Lieutenant on 15th September, 1897, he served in H.M. Screw Vessel *Columbine,* (tender to Battleship *Renown)* engaged on the Newfoundland Fisheries Patrol. He qualified as a Navigator and was promoted Lieutenant on 1st April, 1900. In 1904 he was in H.M. Cruiser *Juno,* in the Home Fleet, and in 1908 in H.M. Battleship *Swiftsure* in the Mediterranean. In 1910 we find Lieut. Nixon had retired from the Navy, 6th December, 1910, at Halifax, and borne in H.M. Canadian Training Ship *Niobe,* on the staff of the Naval College. He was badly cut during the explosion at Halifax in 1917, when he nearly bled to death. He was promoted Commander on 1st January, 1918, when holding the position of Commander-in-Charge of the Naval College, then temporarily at Kingston. The Director of Studies at that time was Instructor Commander (R.N.) Basil S. Hartley, B.A. Commander Nixon transferred to Esquimalt with the College in July, 1918, where he remained until it closed in June, 1922. Since the start of the College 150 students had passed through and 43 were on the roll at the close. He died at his home near Victoria on 10th November, 1924.

(10). Excerpts from a Journal kept by Mr. Stanley Geary during 1913-14, a copy of which is in the hands of the writer.

CHAPTER V.

ESQUIMALT AND THE PANAMA CANAL

The opening of the Panama Canal in 1914 introduced a great change in the strategy or distribution of Naval Forces along the Western Coast of America from Cape Horn to Cape Prince of Wales (Alaska), which is a distance of 8,680 miles. Work on the Canal by the U.S. Government began on May 4th, 1904, and ten years later, namely on August 15th, 1914, the completed waterway was opened to ocean going vessels. The first ship to pass both ways was the steamship *Christobal* of the Panama Railroad Company. The first ship under the White Ensign to pass through the canal from the Pacific was H.M.C.S. *Shearwater,* under Lieut.-Commander Bertram Jones, R.N., escorting the two Canadian submarines from Esquimalt to Halifax, this took place in July, 1917. Two years later the new United States Pacific Fleet passed through the Canal to the Pacific Ocean for the first time in August, 1919. About one year later, H.M.S. *Chatham,* Captain A. G. Hotham, R.N., arrived at Colon from Bermuda on November 22nd, 1920, on her way to Auckland as the new flagship of the senior officer of the New Zealand Squadron, and she was the first ship under the white ensign to pass in that direction.

The North America and West Indies Station had the Fourth Cruiser Squadron stationed at Bermuda up till the Great War in 1914. After the armistice in 1918, the word "North" was left out and the station became known as the American and West Indies Station. It appears from the Navy List that the last Depot ship at Jamaica was H.M.S. *Urgent,* which was commissioned at Portsmouth in 1875 for this duty, and served at Port Royal until about 1903, after which the names of the shore staff officers were borne on the books of H.M. Cruiser *Ariadne,* the flagship, which also had the names of the officers of the Halifax Yard.

In the period of transition after the armistice, H.M. Light Cruiser *Raleigh,* Flag Captain A. Bromley, was the first ship on the Station to carry afloat the flag of the Commander-in-Chief, which is first shown in the Navy List for October, 1921. Just before Christmas in 1922, this ship arrived at Esquimalt with Vice-Admiral Sir W. C. Pakenham, K.C.M.G., who was appointed to the com-

mand in October, 1920, but at first flew his flag on shore at Bermuda.

From this time onward the four light cruisers based on Bermuda visited individually both the east and the west coasts of North and South America in the interests of British trade and good will. Annually one cruiser visited Esquimalt, Prince Rupert, Comox and Burrard Inlet, during July or August. In August, 1931, a South American Division was created under Commodore R. H. O. Lane-Poole, O.B.E., flying his broad pendant in H.M. Light Cruiser *Durban*. This Southern Division revived the use of Port Stanley at the Falkland Islands, while Valparaiso, Montevideo and Rio de Janeiro were visited annually to show the flag and carry out certain training and exercises in those waters each season.

In 1918 a royal visitor came to Esquimalt in the person of H.R.H. Prince Arthur of Connaught, who arrived at the end of July in H.I.J.M. battle cruiser *Kirishima*, on his return from the "Garter" visit to the Emperor of Japan.

1919

In this year, in the spring, demobilization of Officers and Ratings commissioned or taken on during the war, took place at Esquimalt. This was practically completed by June 15th. Only such officers and ratings were retained as were necessary for the maintenance of ships and establishments.

At the Imperial Conference in 1918, the Prime Ministers decided to ask the Admiralty to send a Senior Admiral to advise the Governments of the Dominions on naval affairs. Admiral of the fleet Viscount Jellico was sent to India and the Dominions, and he arrived at Esquimalt in H.M. Battle Cruiser *New Zealand* on November 8th. The Canadian Government submitted to him a list of questions on which they desired his opinion and advice. He remained in B. C. waters until November 19th and inspected Esquimalt Harbour, Victoria Harbour, Port McNeill, and Burrard Inlet. Members of his Staff inspected the harbours of Port Alberni and Prince Rupert, and Barkley Sound. Lord Jellico reached Ottawa on November 27th to confer with the Government. From there he and his Staff investigated the situation on the Atlantic Coast and the St. Lawrence.

In his report, dated Ottawa, December 31st, to Sir R. L. Borden, Lord Jellico submitted four statements showing different combinations of ships which Canada could maintain for certain definite annual sums, namely, five, ten, seventeen and a half and twenty-five million dollars, respectively. The naval force suggested by him, purely for the protection of Canada's trade and ports, under the conditions assumed comprises: 3 light cruisers, 1 flotilla leader, 12 torpedo craft with one parent ship, and several auxiliary small craft for training purposes; this fleet was the one suggested under the ten million dollar scheme. If either of the two larger plans, seventeen and a half or twenty-five million dollars were adopted, real help would be given to the Empire Naval Defence as a whole.

The Honourable Mr. C. C. Ballantyne in the House of Commons on March 25th, 1920, stated: "The Government has had under consideration for some time the question of naval defence of Canada, and the suggestions of Admiral Viscount Jellico in reference thereto. In view of Canada's heavy financial commitments and of the fact that Great Britain has not yet decided on her permanent policy (naval), and of the approaching Imperial Conference, at which the question of naval defence of the Empire will come up for discussion by the Home Government and the Overseas Dominions, it has been decided to defer, in the meantime, action in regard to the adoption of a permanent naval policy for Canada."

"The Government has decided to carry on the Canadian Naval Service along pre-war lines, and has accepted the offer of Great Britain of one light cruiser and two torpedo boat destroyers, to take the place of the present useless and obsolete training ships, the *Niobe* and *Rainbow*."

1920

This year was a period of transition when ships were being demobilized and reduced to a peace establishment and distribution. H.M.C.S. *Stadacona* was being used for training officer cadets and based on Esquimalt for the College. H.M.C.S. *Armentiers* and H.M.C.S. *Thiepval* were loaned to the Fisheries Service and based on Esquimalt. H.M.C.S. *Rainbow*, after being sold as scrap to Neider and Marcus of Seattle, left Esquimalt on

October 5th. One of her steering wheels is at the Royal Victoria Yacht Club House, while the other is at the Headquarters of the Rainbow Sea Cadets, Victoria.

H.M. Light Cruiser *Chatham,* Capt. Alan G. Hotham, C.M.G., was the first British naval ship to pass through the Panama Canal via Bermuda. She had been commissioned at Chatham on September 11th, 1920, as the Senior Officer's ship of the New Zealand Squadron and flew the broad pendant of a Commodore, Second Class. After arriving at Colon on November 22nd, then passing through the Canal, she left Salina Cruz, Mexico, on November 30th for San Diego and eventually proceeded to Auckland, the Naval Base of New Zealand, where she arrived on January 25th, 1921. Thus she did not call at Esquimalt, though a former ship of the same name arrived, under sail, at Nootka Sound on August 28th, 1792, under Lieut. William Robert Broughton, R.N.

A beginning was made at Devonport of providing ships for the Naval Service of Canada, by the commissioning of H.M.C.S. Light Cruiser *Aurora,* Capt. H. G. H. Adams, on November 1st, 1920. About the same time the two destroyers, *Patrician,* Lieut. G. C. Jones, R.C.N., and *Patriot,* Lieut. C. T. Beard, R.C.N., were commissioned at Portsmouth.

1921

This year is important as the beginning of a Canadian seagoing training half flotilla of destroyers, being a small result of the Jellico Report. The three vessels under Capt. H. G. H. Adams, R.N., H.M.C. Flotilla Leader *Aurora,* H.M.C. destroyers, *Patriot,* Lieut. C. T. Beard, R.C.N.; *Patrician,* Lieut. G. C. Jones, R.C.N., arrived for the first time at Esquimalt on March 9th. They left for Halifax on June 3rd and 7th.

The first Commander-in-Chief of the American and West Indies Squadron to arrive since the Armistice came in the person of Vice-Admiral Sir William C. Pakenham, K.C.B., K.C.M.G., K.C.V.O., in H.M.S. *Raleigh,* Flag Capt. A. Bromley, C.M.G. They arrived in Esquimalt Harbour direct from San Francisco on Tuesday, December 13th, and after being much feted departed from Vancouver City on Wednesday, December 28th. On Thursday, January 12th, 1922, H.M.S. *Raleigh* passed down the Straits from Seattle for the Pacific without a second visit to Esquimalt.

1922

Two private war-ships came to Esquimalt harbour this year, one to visit and the other to make it her home base. H.M.C.S. *Patrician,* Lieut. G. C. Jones, R.C.N., sailed from Halifax, on change of station on October 1st for Esquimalt, via Bermuda, Jamaica, Balboa, La Liberta, where she found H.M.S. *Capetown,* Captain Edward R. Jones, R.N., which she accompanied to San Pedro. The two ships reached Esquimalt base on October 30th.

The Royal Canadian Naval Barracks were organized in the building formerly used for the Royal Naval Hospital, and for the purpose of training the following new facilities were added:—Drill shed, gun battery and parade ground. These were to be used for the training of the Royal Canadian Navy, the Royal Canadian Reserve and the Royal Canadian Volunteer Reserve. These new barracks were commissioned as H.M.C.S. *Naden,* and Lieut.-Commander C. T. Beard, R.C.N., was the first captain to fly his flag on this site. He was appointed to the command on September 3rd, and given the temporary rank of Commander while holding this appointment on November 1st. His job was both to train a school staff and direct the conversion of the red brick bungalow buildings into naval barracks and a school; a hard job.

The Halifax explosion wrecked the Naval College buildings in 1917, to such an extent that they were no longer habitable. The college year was completed at Kingston and in the fall of 1918 the college was established in Esquimalt Dockyard in the gunnery building, where it continued in operation up to its being closed in June, 1922. For several years the Director of the Naval Service was authorized to spend whatever he considered necessary for the efficiency of the college. Suddenly a great cut was forced on the total estimates for 1922, and Commodore Hose had to choose between shutting down the two sea-going training destroyers or the officers' training college. He had to sacrifice the college, as it would be no use to train officers if there were no ships for them to command. This was told to the writer a few years afterwards by Commodore Hose. This closing of the college was a great set back to the building up of a permanent Canadian Navy, where the total number of ratings has to be over a thousand before a healthy spirit of service can be maintained. This number was not exceeded until

the year 1937, when a net increase of 219 ratings was effected, giving a total of 1,196.

1923

The first Canadian sea-going training ship for B. C. waters, H.M.C.S. *Patrician,* Lieut. J. E. W. Oland, D.S.C., spent the winter and spring in short training cruises in B. C. waters. During June the *Patrician* cruised in company with H.M. light cruiser *Curlew,* Captain Stanley Holbrook, M.V.O., calling at Prince Rupert and Portland, and arriving in Esquimalt harbour on Sunday July 8th. The usual entertainment were exchanged, and then on Monday, July 23rd, the two ships proceeded to Vancouver. From here, on July 26th, they proceeded to sea and met the U.S.N. transport *Henderson* with President Harding on board. The usual official functions were held both afloat and ashore in Vancouver city. The *Curlew* and *Patrician* were then at San Francisco which they left on September 9th, parting company at sea, and the destroyer arrived back at Esquimalt on September 11th.

For elementary seamanship training H.M. minesweeper *Armentieres* was returned to the Naval Service on May 5th, having been on loan to the Fisheries Department for three years.

1924

Esquimalt played an important part in two world cruises this year. H.M.C. minesweeper *Thiepval,* Lieut. W. J. R. Beech, R.C.N., made the long cruise to Hakodate, Japan, as a supply vessel in connection with the British Round-the-World flight by Major Stuart Maclaren. The director of supplies for making depots was Lieut.-Colonel L. E. Broome, M.V.O. The vessel returned to Esquimalt on August 21st after steaming ten thousand miles in northern waters, and having anchored in the harbour of Petropavlovski, in Avacha Bay on the east coast of Kamchatka, several times in July.

On June 21st, the special Service Fleet under Vice-Admiral Sir Frederick L. Field, K.C.B., C.M.G., arrived off Victoria. It consisted of H.M. battle-cruiser *Hood* (flagship of the Vice Admiral), H.M. battle-cruiser *Repulse,* and H. M. Australian cruiser *Adelaide,* Captain John B. Stevenson, R.A.N., A.D.C. The First Light Cruiser Squad-

ron, H.M.S. *Delhi,* flagship of Rear-Admiral the Honourable Sir H. G. Brand, K.C.M.G., K.C.V.O., C.B., H.M.S. *Dauntless,* H.M.S. *Danae and* H.M.S. *Dragon.* The two battle cruisers and the Australian light cruiser were berthed at Ogden Point Docks, without the use of tug boats, which was a unique feat on the World Cruise, while the ships of the First Light Cruiser Squadron went to Esquimalt harbour, two being berthed at the Naval wharf while two were anchored in Constance Cove. The battle cruisers and H.M.A.S. *Adelaide* proceeded to Burrard Inlet accompanied by Commodore W. Hose, R.C.N., in H.M.C.S. *Patrician* on Wednesday, June 25th, and were greeted off the mouth of the Fraser River by a fleet of decorated Japanese motor fishing boats, with school children singing. Entertainments were exchanged at Vancouver, and on Saturday, July 5th, the battle cruisers from Vancouver were joined by the Light Cruiser Squadron outside Trial Islands, off Victoria, at 11.36 a.m. as observed by the writer, and all the ships then proceeded out of the Straits to the Pacific Ocean. There were rounds of entertainment both ashore and afloat while the two squadrons were at Victoria.

The object of the world voyage of the fleet was well summed up by Sir Frederick Field during the civic welcome at Capetown on December 22nd, 1923. He said:—"I would like to tell you briefly the objects of this cruise as they were first thought of. First and foremost from the naval point of view, the object is to test the latest types of ships under every condition of climate and war efficiency, consequently we have a very heavy duty before us in that direction. Secondly, it was to give us naval officers and men an opportunity of seeing the great trade routes and meeting the people of the great Dominions so as to better understand not only our future work in protecting them, but also their point of view and their general way of government, the conditions of the country and not in the seaports merely, so that we could take back greater knowledge to our own country. Thirdly it was to give the people of the Dominions an opportunity of seeing some of the latest ships in the British Navy."

In July, a small naval open boat under Lieut. R. C. Watson, R.C.N., and four ratings capsized and they were drowned off Ross Bay. On Sunday, July 13th, H.M.C.S. *Patrician,* Lieut. J. E. Oland, anchored off Foul Bay, while her boats carried out sweeping operations for the

bodies. She anchored off Foul Bay again on Wednesday, July 16th.

On November 12th, while H.M.C.S. *Patrician* was at Esquimalt on training duties, she was ordered on patrol duty for two days to intercept a band of robbers who had attacked a Nanaimo bank, and who were trying to reach the United States by a fast motor launch. When her services were no longer required on this duty she returned to Esquimalt, where she remained until the end of March, 1925. During the training cruises special attention was given navigation and pilotage of the B. C. coast.

1925

On the boundaries of the Pacific Ocean two portions of the Empire continued their co-operation with the Imperial Government as regards preparation for the defence of their trade routes. Australia and New Zealand sent naval representatives to Singapore. During the first week in March, the Singapore Naval Conference was held, the host being Major General Sir Theodore Fraser, K.C.B., C.S.I., C.M.G., the General Officer Commanding; and the guests being, Vice-Admiral Sir Allan F. Everett, K.C.M.G., K.C.V.O., C.B., of the China Station; Rear-Admiral H. W. Richmond, C.B., of the East Indies Station; Commodore T. E. Wardle, D.S.O., from Australia and Commodore A. F. Beal, C.M.G., from New Zealand. The officers called on Sir L. Guillemand, the Governor. Canada did not send a naval representative to this meeting.

For the sea-going training ship *Patrician* the Spring cruise started on June 2nd, beginning with a visit to Seattle for June 2nd to 6th, when calls were exchanged. The *Thiepval* assisted in gunnery training by towing targets and co-operating in tactical exercises.

The annual visiting ship from Bermuda was H.M.S. *Capetown,* Captain G. H. Knowles, D.S.O., and she arrived at Esquimalt on Friday, August 7th, and entertainments were held ashore and afloat. She sailed for Nanaimo on Tuesday, August 18th, thence on the 22nd to Comox for three days with *Patrician* for gunnery. On August 25th, the two ships cruised to Burrard Inlet where the *Patrician* remained until the 29th, when she returned to Esquimalt. While at Vancouver official calls were exchanged and the officers were entertained by the "Naval

Officers' Association". While at Comox, naval parties tended the old naval graves. On September 4th, *Patrician* joined *Capteown* off Race Rocks and proceeded in company to San Francisco. During the passage, combined exercises were carried out. The Diamond Jubilee of the State of California was in progress and the ships' companies of the two visiting ships took part in the parades and celebrations. The two men-of-war sailed from San Francisco on September 16th for San Pedro, when day and night attacks on the *Capetown* were made by the *Patrician* and high angle firing was carried out by both vessels. They arrived at San Pedro on September 18th, and sailed on the 23rd. On parting company the Captain of H.M.S. *Capetown* signalled "Goodby and good luck. It has been a great pleasure and assistance to have you with us and the behaviour of your ship's company has been most satisfactory." The *Patrician* arrived at San Diego on September 23rd, and calling at Portland, left the river port on October 9th for Esquimalt. Thick fog was encountered throughout the passage to Esquimalt, necessitating low speed. This whole cruise was of great value to the officers and ratings of the destroyer, and they availed themselves of the opportunities afforded to familiarize themselves with the navigation of the coast. The seamanship training was of a high order and the experience gained and value received from the joint exercises when in company with the *Capetown* were of assistance in the training of the young ratings in the crew of the destroyer.

On Sunday, July 12th, Lieut.-Governor Nichol unveiled the War Memorial Statue in front of the Provincial Legislative Assembly buildings in the presence of a large parade of war veterans under Lieut-Colonel Cy. Peck, V.C. Earl Haig arrived by special steamer on Monday, 13th July, and addressed the Canadian Club at noon, and at the Royal Victoria Theatre at night.

1926

H.M.C.S. *Patrician,* Lieut. W. J. R. Beech, carried out harbour training at Esquimalt up to January 19th, then made visits to B. C. ports, Vancouver, New Westminster, Port Alberni, etc. The annual refit was carried out until 28th May. H.M.S. *Curlew,* Captain H. D. Bridges, R.N., arrived in Esquimalt harbour on Wednesday, 14th July, from the south, being met off Cape Flattery by the

Patrician who also delivered the mail to the cruiser. On 16th July, *Curlew* proceeded to Prince Rupert. From 23rd July, till 20th August, *Patrician* completed three periods of cruising with the light cruiser, visiting Beaver harbour, Topaz harbour and Comox harbour. On 4th August, both ships proceeded to Vancouver city, during which time the U.S. Pacific Fleet visited the Inlet and official calls were exchanged. On 11th August, the cruiser and the destroyer went to Seattle for the international celebrations. The *Curlew* reached Esquimalt on 25th of August, and stayed for two weeks.

The large new Songhees drydock, under the Dominion Public Works Department, was finished and the first vessel to use it was the oil tanker *Reginolite* which entered it on Monday, 13th September, 1926. The bronze tablet on the rock near the engine house was unveiled in July, 1927. Work had been begun in 1921, after many years of campaigning for it by Hon. Dr. S. F. Tolmie, so that Esquimalt was now able to take care of the largest ships in the Royal Navy as well as in the C.P.R.

The new 3,600 miles of submarine telegraph cable, capable of simultaneous both-way traffic, was laid from Banfield to Fanning Island in October. The largest cable ship afloat, S. S. *Dominia,* Captain Victor Campos, O.B.E., arrived in Esquimalt harbour on Sunday, 17th October, having left London on 10th of September. The Lieut.-Governor Hon R. R. Bruce visited the ship on the 22nd, and she left Esquimalt on Sunday, 24th October, and began laying at Banfield cable station on 27th October, and the job to Fanning Island was to take 17 days.

1927

H.M.C.S. *Patrician,* Lieut. W. J. R. Beech, carried out local training cruises during the new year in B. C. waters. The annual Pelagic sealing patrol to the Queen Charlotte Islands from May 2nd to June 3rd, was carried out by *Patrician* in company with the *Armentieres* and *Thiepval* at the request of the Department of Marine and Fisheries to prevent infringements of the Pelagic Sealing treaty of 1911. Further training cruises in B.C. waters were carried out.

H.M. light cruiser *Colombo,* Captain A. M. Lecky, D.S.O., and *Patrician* arrived in Esquimalt harbour on Tuesday, 26th July, being the cruiser's first visit to the

base. On March 15th, *Colombo* arrived at Vera Cruz from Nicaraguan waters, and Captain Lecky called on President Calles. *Colombo* and *Patrician* were at Seattle from August 6th to 14th. The German cruiser *Emden* arrived at Seattle for ten days. At Vancouver city, the C.P.R. Ocean Pier was opened for traffic on July 4th. On April 5th, *Patrician* escorted S. S. *Princess Alice* carrying their Excellencies Lord and Lady Willingdon from Victoria to Vancouver, in command of Lieut.-Commander R. I. Agnew.

On Sunday, July 31st, Captain Lecky attended Christ Church Cathedral at Victoria at 11 a.m. and presented a small War Service White Ensign for safe keeping to Bishop C. D. Schofield, it having been flown on H.M. cruiser *Bristol* during the Great War. Captain Lecky said:—"In accordance with Admiralty directions, I desire to present to Christ Church Cathedral a White Ensign flown by H.M.S. *Bristol* some time during the Great War, and deliver it for safe custody as circumstances may require. This war-marked Ensign will also be a reminder of the many occasions, from 1871 to 1903, upon which the Commander-in-Chief of Her Majesty's ships employed on the Pacific Station for the time being, attended service in this Cathedral in the Capital City of the Province of British Columbia". The Bishop of Columbia, after a word of welcome to Captain Lecky, his officers and ratings as representing His Majesty's Navy, and further word of gratitude to him for his personal share in bringing about the incident of the day, accepted the Ensign, saying:—"It is with cordial appreciation of the Admiralty's confidence that I gratefully accept this Ensign, sometime flown by H.M.S. *Bristol,* for safe custody in our Cathedral Church; praying that it may be a constant reminder to us of the brave, self-sacrificing work of the British Navy for the welfare and peace of the world during the Great War and throughout its history. May the splendid traditions of the senior service of the Empire ever be a source of inspiration to us all." The Bishop, attended by his clergy, then carried the Ensign into the Sanctuary and placed it upon the altar, when a prayer was offered on behalf of His Majesty the King and the Royal Navy. Commander P. W. Nelles, R.C.N., was present in the Cathedral for the presentation.

1928

On removal of H.M.C.S. *Patriot* and *Patrician* from sea service, the Admiralty loaned H.M.S. *Torbay* (renamed *Champlain*) and *Toreador* (renamed *Vancouver*) to the Canadian Government. They were commissioned by Canadian officers at Portsmouth in reserve in February, and fully commissioned on March 1st, and sailed from that port on March 17th. H.M.C.S. *Vancouver,* Lieut.-Commander R. I. Agnew, called at Cape Verde Islands, Trinidad and Jamaica, at which place the two destroyers parted company, the *Vancouver* proceeding via Panama, Manzanillo and San Pedro to Esquimalt, where she arrived on May 24th. H.M.C.S. *Champlain,* Lieut.-Commander J. C. I. Edwards, proceeded via Bermuda to Halifax where she arrived on May 12th.

On July 13th, H.M.C.S. *Vancouver,* Lieut-Commander R. I. Agnew, sailed from Esquimalt with Commodore W. Hose and 30 ratings, R.C.N.V.R., for Burrard Inlet. She then visited New Westminster, Nanaimo, Ladysmith, and at Comox she joined forces with H.M.S. *Durban,* Captain G. L. Coleridge, which had just crossed from the China Station. On November 26th, after the *Durban* had reached Bermuda, Captain R. Leatham was appointed to her in succession to Captain Coleridge who had commissioned the cruiser at Devonport in November, 1926. The *Durban* and *Vancouver* went to Seattle for fleet week, August 6th to 10th, returning to Esquimalt on August 10th. While *Durban* was at Vancouver about August 22nd, Lieut. H. R. H. Prince George, K.G., G.C.V.O., joined her having been appointed on July 28th, and she sailed from Esquimalt on August 31st for San Diego.

On August 11th, H.M.S. *Despatch,* Vice-Admiral Sir C. T. M. Fuller, K.C.B., C.M.G., D.S.O., Flag Captain A. T. B. Curtels, arrived at Esquimalt at 6.30 p.m. The following morning Commander Nelles, Captain Coleridge and Lieut.-Commander Agnew called on the C.-in-C. There was an exchange of entertainments afloat and ashore, and the ship left Esquimalt on September 9th. During August the D.O.C., Brigadier A. G. L. McNaughton, C.M.G., D.S.O., directed combined operations at Macaulay with the sea and land armed forces.

In the summer, *Vancouver* visited Seattle, Portland, San Francisco, San Diego, Magdalena Bay and San Pedro.

The Militia Pensions Act was amended to adapt the said Act to the circumstances of the Royal Canadian Navy, that is to say that the Officers of the R.C.N. would in future, under certain conditions, be entitled to draw a pension, which had not been the case up to now.

1929

On 23rd of January, Commander L. W. Murray, R.C.N., succeeded Commander P. W. Nelles, R.C.N., as Captain of H.M.C.S. *Naden,* and as Senior Naval Officer, Esquimalt.

This year H.M.C.S. *Vancouver,* Lieut.-Commander R. I. Agnew, confined her visiting to B. C. waters and did not proceed to the south. On May 14th, at 9.53 a.m., H.M.S. *Colombo,* Captain C. C. Dobson, V.C., D.S.O., arrived in Esquimalt harbour, the ship having been last here in 1927. She left on Tuesday, May 25th, for Prince Rupert and was to be at Comox for gunnery from July 31st to August 7th. The first combined sea and land training at Maple Bay took place over Dominion Day under the D.O.C., Brigadier J. Sutherland Brown, C.M.G., D.S.O.

1930

Early in January, H.M.C.S. *Vancouver,* Lieut.-Commander R. W. Wood, left for Bermuda via the Panama Canal and for the first time trained with the American and West Indies Squadron (*Despatch* flag, *Delhi, Durban, Dragon,* and *Dauntless*) for three months. The Canadian destroyer returned to Esquimalt on April 17th.

On Monday, June 2nd, at 10.45 a.m., H.M.S. *Dauntless,* Captain H. R. Moore, D.S.O., arrived at Esquimalt from Santa Monica, and the usual calls and entertainments were exchanged. On Monday, June 9th, she left for Comox to carry out gunnery and small arms training. On July 3rd and 4th she took part in the sea and land operations at Maple Bay, on Vancouver Island, bringing over the mainland units of the Active Militia. The training was under the direction of Brigadier J. Sutherland Brown, C.M.G., D.S.O. On July 18th the light cruiser left Esquimalt for the south.

On Thursday, July 31st, at 7 a.m., H.M.S. *Despatch,* flagship of Vice-Admiral V. H. S. Haggard, C.B., C.M.G.,

Flag Captain A. T. B. Curteis, arrived at Esquimalt from San Pedro but via Prince Rupert. On Monday, August 4th, H.M.S. *Despatch* and H.M.C.S. *Vancouver* proceeded to Seattle for the U.S.N. celebrations, returning to Esquimalt on August 10th. From August 19th to 28th, *Vancouver, Despatch* and *Dauntless* were off Vancouver city on Burrard Inlet.

Between October 2nd and 15th, H.M.C.S. *Vancouver* cruised to Prince Rupert and Naden harbour with the Chief of the Naval Staff on board (Commodore W. Hose). At Prince Rupert, the Minister of National Defence (Hon. D. M. Sutherland) accompanied by the Quartermaster General and Staff Secretary embarked for passage to Esquimalt via Alert and Maple Bays. On October 18th, *Vancouver* proceeded to sea from Esquimalt with the Hon. D. M. Sutherland, Commodore W. Hose and Commander L. W. Murray on board and carried out full calibre gunnery exercises and torpedo practice, then to Burrard Inlet where the Minister disembarked at Vancouver. As H.M.C.S. *Vancouver* was leaving the Inlet she grounded but was able to return to Esquimalt under her own power, and was repaired there.

1931

On January 26th, H.M.C.S. *Vancouver,* Lieut.-Commander F. G. Hart, left Esquimalt on her southern winter training cruise, calling at San Francisco, and San Pedro where she found the U.S. Pacific Fleet at Magdalena Bay, and joined H.M.C.S. *Champlain* and ships of American and West Indies Squadron for training, then via San Diego back to Esquimalt on April 17th.

On the afternoon of Sunday, June 21st, H.M. Light Cruiser *Dragon,* Captain E. J. Spooner, D.S.O., arrived at Esquimalt harbour from the South. On July 3rd she left for Comox to carry out musketry and gunnery training, then to Burrard Inlet, which she left on August 3rd, for Prince Rupert.

The first two destroyers to be designed and built for Canada were commissioned at Portsmouth; the *Saguenay* by Commander P. W. Nelles on May 22nd, and the *Skeena* by Commander V. G. Brodeur on June 10th. While the *Saguenay* proceeded to Halifax the *Skeena* went through the Panama Canal and reached Esquimalt on August 7th.

For this year, Commander L. W. Murray continued as Captain of H.M.C.S. *Naden,* and as Senior Naval Officer, Esquimalt.

There were no combined naval and military operations over the Dominion Day holiday this year.

1932

On January 5th, H.M.C.S. *Skeena,* Commander V. G. Brodeur (Commander "D" Division), and H.M.C.S. *Vancouver,* Lieut. Commander F. G. Hart, left Esquimalt for Panama en route for Bermuda. When near San Salvadore on January 22nd Commander Brodeur received wireless advice from the Commander-in-chief American and West Indies Squadron that a rising in that Republic had placed the lives of British subjects in danger. Though H.M.S. *Dragon,* Captain E. J. Spooner, D.S.O., had been ordered to Acajutla she could not arrive there before January 27th. The Chief of the Naval Staff at Ottawa obtained authority for the Canadian destroyers to proceed to Acajutla. The necessary wireless orders from Ottawa were received by Commander Brodeur three hours after the first message from the C.-in-C. The *Skeena* and *Vancouver* reached Acajutla at noon on January 23rd, and took on board five women refugees. Commander Brodeur kept in touch with the Government of San Salvador and British diplomatic officials. The prompt arrival of the Canadian destroyers at the place of unrest had a salutary effect with regard to the protection of British subjects and their property. By January 30th, the Republican Government had the situation well in hand and the lives and property of British subjects were safe once more, therefore the Canadian destroyers left the port that day. When they reached the Pacific entrance to the Canal, they were recalled and the *Vancouver* came ahead and arrived some days before the *Skeena,* which made many calls namely, Magdalena Bay, Manzanillo, San Pedro, San Francisco, and Astoria, where much hospitality was received. Commander Brodeur brought his ship into Esquimalt Harbour on March 19th.

On May 27th Commander V. G. Brodeur was transferred from the *Skeena* to the *Naden,* where he succeeded Commander L. W. Murray as Commander-in-Charge, Esquimalt. Commander G. C. Jones succeeded to the command of the *Skeena,* where he became Commander (Destroyers) Western Division.

The American and West Indies Station of the Royal Navy saw a change in its Commander-in-Chief on May 11th this year, when Vice-Admiral the Hon. R. A. R. Plunkett-Ernle-Erle-Drax, C.B., D.S.O., took over the command at Bermuda from Vice-Admiral Sir Vernon H. S. Haggard, K.C.B., C.M.G. The new flagship was H.M. cruiser *Norfolk* (9,925 tons) Captain H. E. C. Blagrove, which succeeded H.M. light cruiser *Delhi* (4,850 tons) Captain F. N. Attwood.

1933

On January 6th, H.M.C.S. *Skeena,* Commander G. C. Jones and H.M.C.S. *Vancouver,* Lieut.-Commander F. G. Hart, left Esquimalt for the southern training cruise. The destroyers called at San Pedro, Magdalena Bay, Guaymas Harbour, Mazatlan port, Manzanillo and Acapulco, and at the latter port the *Vancouver* turned about and proceeded back to Esquimalt. The *Skeena* continued to San Jose, Manzanillo and San Pedro, returning to Esquimalt by March 24th. At end of June, the two destroyers proceeded to Burrard Inlet and took the Militia of the Terminal City to Tod Creek, Saanich, for the Dominion Day sea and land operations under Brigadier J. Sutherland Brown, C.M.G., D.S.O., against the Permanent Force and Militia from Victoria.

On Friday, June 30th, H.M. light cruiser *Dragon,* Captain William Frederic Wake-Walker, .O.B.E., arrived at Esquimalt from the south, staying only a few hours and no official calls were made. On her way to Burrard Inlet a torpedo attack was carried out against the light cruiser and at Comox the annual musketry course was carried out by the ships' companies. The *Dragon* returned to Esquimalt on Saturday, July 8th, and the official calls were made on Monday. The usual hospitalities were exchanged ashore and afloat during her stay, and on Tuesday, 18th, all three vessels left in company for Navy week at Seattle.

The sailing ketch *Tai-Mo-Shan,* a yacht from Hong Kong, arrived on September 12th, at Esquimalt and lay at the naval barracks' landing. One of the five Royal Naval Lieutenants (Submarine Service) Mr. R. E. D. Ryder, on September 25th, read a paper on the voyage before the United Services Institute of Vancouver Island. The yacht sailed on September 27th for Dartmouth, England, via the Panama Canal.

1934

On January 5th, *Skeena,* Commander G. C. Jones, and *Vancouver,* Lieut.-Commander L. J. M. Gauvreau, left Esquimalt for the winter training cruise, this time being the first year which the Canadian half flotilla trained with the Home Fleet of the Royal Navy. On February 2nd, Commander Jones taking the Western Division through the Panama Canal arrived at Colon where the Eastern Division consisting of *Saguenay,* Commander L. W. Murray, and *Champlain,* Lieut.-Commander V. S. Godfrey, joined him to form a half flotilla under his command as Acting Captain "D" (Destroyers). The following ports were visited prior to exercising with the ships of the Home Fleet; Cartagena (Colombia), Curacao (Dutch), La Guaira (Venezuela), Trinidad (British). At the foreign ports the people were greatly impressed by the four Canadian destroyers and their ships' companies, which was a great source of satisfaction to Canadians living in these countries. The programme of visits was arranged to allow the Canadian Trade Commissioners at Jamaica, Panama and Trinidad to visit as many ports as possible in their respective areas. At sea and in harbour during this period every effort was made to work up personnel and material in flotilla routine, combined fire control and torpedo concentration in preparation for exercises with the Home Fleet. These exercises were the first opportunity the Canadian vessels have had of training with a fleet as part of a flotilla of nine new destroyers.

On February 24th, at St. Kitts, British West Indies, the Canadian Destroyer Division reported to Admiral Sir W. H. D. Boyle, K.C.B., the C.-in-C., of the Home Fleet, flying his flag in H.M. battleship *Nelson,* and he inspected H.M.C.S. *Saguenay* and H.M.C.S. *Skeena* on the following day. During the period February 24th to March 1st, the Canadian Division was placed under the orders of Captain E. K. Bodham-Whetham, D.S.O., (D. 2), in H.M. flotilla Leader *Kempenfeldt* and with H.M. destroyers *Crescent* (afterwards *Fraser*), *Crusader, Cygnet* (afterwards *St. Laurent*) and *Comet,* formed a complete destroyer flotilla.

In addition to the above-mentioned destroyers the following H.M. ships took part in these operations, *Rodney, Nelson, Malaya, Valiant, Leander, Achilles,* and

Furious. The operations included high speed manoeuvres, screening, shadowing, tactical exercises, flotilla day and night torpedo attacks, throw-off firing and evolutions. Acting Captain L. W. Murray stated in his report that, as might be expected, the results were far from perfect, due to lack of experience in working with ships in larger numbers than two. The Canadian Division was detached from the Home Fleet on March 1st, and proceeded to Trinidad where they remained until March 13th when torpedo attacks were carried out against H.M. light cruiser *Dragon.* Full calibre firing took place on March 8th. From March 13th to 31st, the Canadian destroyers visited Grenada, St. Vincent, Barbadoes, St. Lucia and Martinique. Also armed landing parties were exercised and evolutions were carried out at Barbadoes, as well as torpedo attacks against H.M.S. *Dragon.* The *Skeena* and *Vancouver* then separated from the Eastern vessels and passing through the Panama Canal returned to Esquimalt on May 4th.

The annual Dominion Day three-day camp of instruction for the Defence Forces under Major General E. C. Ashton, C.B., C.M.G., V.D., M.D., started on Saturday, June 30th, and was held near Quamichan Lake. The mainland troops were brought over by the *Skeena* and *Vancouver* to Maple Bay, where they were joined by those of Vancouver Island.

On July 1st, Commodore, First Class, Walter Hose, C.B.E., R.C.N., Chief of the Naval Staff since 1920, was retired to pension with rank of Rear-Admiral (Retired). He was succeeded by Captain P. W. Nelles (Imperial Defence College), R.C.N., who was promoted to the rank of Commodore on July 1st, 1934. H.M. light cruiser *Danae,* Captain C. H. Knox-Little, R.N., arrived at Esquimalt on July 9th at 9 a.m., and left on July 18th, when she proceeded to Comox for camping, musketry and gunnery. On Monday, July 30th, Vice-Admiral Hon. R. A. R. Plunkett-Ernle-Erle-Drax, C.B., D.S.O., with his flag in H.M. cruiser *Norfolk,* Captain H. E. C. Blagrove, R.N., arrived in Esquimalt harbour and berthed at the new drydock wharf on the north shore. A round of entertainments was carried out. On Sunday, August 5th, some Officers and Ratings from *Norfolk, Skeena* and *Vancouver* attended an open air divine service at St. Paul's Church in Esquimalt, the Rev. Alan Gardiner, M.A., B.D., officiating. The lessons were read by the

Commander-in-Chief. The flag ship sailed from Esquimalt on Monday, August 6th, for the south. Under the direction of Mayor David Leeming a most enjoyable Navy Week programme was carried out, when the Officers, Ratings and Citizens each did their part.

1935

On Saturday, January 5th, H.M.C.S. *Skeena,* Commander J. E. W. Oland, D.S.C. and H.M.C.S. *Vancouver,* Lieut.-Commander C. D. Donald, left Esquimalt for Kingston, Jamaica, via the Panama Canal. On arrival at the naval base the usual half flotilla training was carried out with *Saguenay,* Commander R. I. Agnew, and *Champlain,* Lieut.-Commander W. B. Creery. The two West Coast destroyers returned to Esquimalt on May 12th, after four months absence.

H.M. light cruiser *Danae,* Captain C. H. Knox-Little, R.N., arrived at Esquimalt on Friday, July 5th, for the week-end. She sailed on Monday, July 8th, for Comox to carry out gunnery and musketry. On Friday, August 9th, the cruiser *Danae,* from Burrard Inlet, arrived at Esquimalt for the second annual Navy Week, organized by the City Council. The United States heavy cruiser *Salt Lake City* (9,100 tons), Captain A. S. Farquhar, U.S.N., arrived at Victoria on Tuseday, August 13th. On Thursday August 15th, the Royal Marine Band of the *Danae* played the Tattoo in front of the Empress Hotel. The *Danae* sailed from Esquimalt on Tuesday, August 20th, at 3.30 p.m., with a long paying off pennant.

Neither H.M.C.S. *Skeena* nor the *Vancouver* took part in operations with the Militia on Vancouver Island during the Dominion Day holidays. There was only musketry and machine gun training at Heals Range for some 350 of all ranks of the Canadian Scottish Regiment under Colonel D. R. Sargent, for three days.

1936

H.M.C.S. *Skeena,* Commander J. E. W. Oland, D.S.C., and H.M.C.S. *Vancouver,* Lieut.-Commander C. D. Donald, sailed from Esquimalt on January 20th, for the south calling at San Diego on January 24th, Acapulco on February 1st, the Panama Canal on February 10th, and Kingston on February 20th. The four Canadian destroyers

carried out combined exercises in the West Indies. On the way back to British Columbia, the two ships called at Port Parker, Corinto, Acapulco, Manzanillo, Magdalena Bay, San Pedro and Monterey, reaching Esquimalt on May 1st. The *Naden* saw a change of Captains this year; Commander G. C. Jones being succeeded by Commander C. T. Beard, A.D.C., on July 1st, and as the Commander-in-Charge, Esquimalt.

On July 24th, H.M. cruiser *Apollo,* Captain M. J. de Meric, M.V.O., arrived at Esquimalt from the south on July 24th at 7 a.m., and lay at the wharf of the large drydock. The *Apollo* sailed for Comox on Sunday, July 26th. H.M.C.S. *Skeena* and *Vancouver* embarked the units of the Permanent Force and the Active Militia at Victoria, at the Ogden Point docks for transport to Vancouver City for the Jubilee celebrations there on July 1st.

During the visit of His Excellency, Baron Tweedsmuir to the Pacific Coast the *Skeena* was placed at his disposal for his journey from the Terminal City to the Capital City and return on August 18th. The same destroyer provided a guard of honour for the Lord Mayor of London on his arrival at Vancouver City and the ship's company took part in the parade held on that occasion.

H.M. cruiser *Apollo* returned to Esquimalt on Thursday, August 20th, at 7 a.m., to take part in the Third Annual Civic Navy Week, and her band played "Retreat" on the lawn in front of the Empress Hotel. The Naval Ball was held on Monday, at the Empress Hotel, and was attended by Lord and Lady Tweedsmuir, together with Lieut.-Governor and Mrs. Hamber. On Monday, there was a Garden Party at Government House. On Wednesday, 26th, Lord and Lady Tweedsmuir left Esquimalt on H.M.S. *Apollo* for Burrard Inlet.

H.M.C.S. *Vancouver* was paid off under the terms of the London Naval Treaty, on December 1st, (1936), and she was then demilitarized and the hull sold to Frankel Brothers Ltd., of Toronto for breaking up.

This year Canada sent her own representative to Vimy in one of her own men-of-war, but this was a Halifax ship, the *Saguenay,* Commander W. J. R. Beech, and she escorted the Vimy Pilgrimage to France and mounted a naval guard of honour for His Majesty King Edward

VIII, during the unveiling of the Vimy Memorial. She left Halifax on July 16th, arrived at Bolougne on July 24th, and then visited Tilbury, Dover, Portsmouth, St. Helier and Brest, returning to Halifax on September 12th.

1937

H.M.C.S. *Skeena,* Captain V. G. Brodeur, left Esquimalt on January 20th, to attend the Coronation of His Majesty King George VI in London. She proceeded to Halifax where H.M.C.S. *Saguenay,* Commander W. J. R. Beech, joined her on April 8th, and together they left on April 26th, for Sheerness where they arrived on May 4th. About the same time a crew left H.M.C.S. *Naden,* under Commander H. E. Reid, and proceeded overland to Halifax and thence to England to commission H.M.S. *Crescent* (completed 1932), (renamed H.M.C.S. *Fraser*), at Chatham February 17th, replacing *Vancouver.* About the same time Lieut.-Commander R. E. S. Bidwell commissioned H.M.C.S. *St. Laurent* (completed 1932), (formerly H.M.S. *Cygnet*), and these two destroyers newly under the flag of Canada proceeded in company from Chatham to Barbadoes, where they arrived on March 24th. The *Fraser* continued through the Canal and arrived at Esquimalt for the first time on May 3rd. The *Skeena* arrived back at Esquimalt from the Coronation on July 16th having sailed from Sheerness with *Saguenay* on May 22nd, which latter was left at Halifax on June 13th, the former passing through the Canal on July 2nd on her way back to Esquimalt.

H.M. cruiser *Exeter,* Captain Henry Harwood Harwood, O.B.E., (Commodore, Second Class), commanding the South American Division, arrived at Esquimalt on July 26th. Since arriving on the station in the middle of January, 1937, she had visited Montevideo, Punta del Este, Rio de Janeiro, Ceara, Barbadoes, Bermuda and Nassau (for Coronation ceremonies).

Combined (amphibian) operations were carried out at Sidney, on the Saanich peninsula over Dominion Day under the District Officer Commanding, Brigadier D. J. MacDonald, D.S.O., M.C. The *Skeena* and *Fraser* brought units of the Militia from Vancouver city and returned them there at the end of the Camp. For the first time on Vancouver Island planes of the Royal Canadian Air Force co-operated with the troops in the field training.

1938

H.M.C.S. *Skeena,* Captain V. G. Brodeur and *Fraser,* Commander H. E. Reid, sailed from Esquimalt on January 4th, for a showing of the flag cruise, and the annual southern training tour calling at San Pedro (U.S.A.), Mazatlan (Mexico), Corinto (Nicaragua), and arriving at the Port of Balbao, (located at the Panama end of the Canal) on the 28th January. The two Pacific Coast destroyers left Balbao on the 2nd of February, in company with *Saguenay,* Commander W. J. R. Beech for the Galapagos Islands (Ecuador). The *St. Laurent,* Lieut.-Commander R. E. S. Bidwell, from Halifax did not pass through the Canal until later and arrived at Balbao on 13th of February. From the Galapagos Islands the destroyers proceeded to call at Callao (Peru), and Talara (Peru), and then turning homeward they called at Puntarenas, the chief port of Costa Rica on the Pacific Coast; then at the fine harbour of Port Culebra (still in Costa Rica). The destroyers then proceeded to visit Acapulco, Mazanillo, Magdalena Bay and Guaymas, all in Mexico. The last port of call was as usual the U.S. Naval base of San Diego.

An historical event took place at Esquimalt on Thursday, 14th of April, when the four destroyers arrived at the same time, as a half flotilla, namely the *Skeena, St. Laurent, Saguenay* and *Fraser.* They docked from San Diego at 11.10 a.m., and there was a large number of the wives and mothers on the wharf of the Dockyard to welcome the Officers and Ratings. The crews of the *St. Laurent* and *Skeena* exchanged ships, so as to stay at their respective home stations, thus the *Skeena* was transferred to Halifax and the *St. Laurent* to Esquimalt to have sister ships together and thus amongst other advantages reduce the number of spare parts required to be kept in store. On 25th April at 11.30 a.m. *Skeena,* Commander H. W. T. Grant and *Saguenay,* Commander W. J. R. Beech, left Esquimalt for Halifax. Both these events were photographed, with the permission of the Senior Naval Officer.

For many years the different offices of the departments of the Coast Headquarters had been housed in separate old wooden and brick buildings, and even in the naval barracks, which caused delay in carrying out the staff work. But at last this was changed in the early summer of 1938, when the new brick central office building was

opened so that all the offices belonging to the Dockyard and the Command were put under one roof. The construction of this building had begun in the autumn of 1937.

On 25th July, H.M. cruiser *York,* of 8,250 tons and 80,000 horsepower, with Vice-Admiral S. J. Meyrick, and Flag Captain H. E. Morse, D.S.O., arrived from Prince Rupert, calling at Campbell river settlement on Sunday, in case her aid was required to evacuate settlers from the zone of the huge forest fire in that area. As she entered Esquimalt harbour a Walrus amphibian seaplane was catapulted from her deck. Because of the Court mourning for the late Queen Marie of Rumania, balls on board the ship and at Government House were cancelled. On Sunday, an open air service was held at St. Paul's Church, and a parade was held in the city on the evening of 6th August. On Monday, 1st August, the Navy Week Luncheon held at the Empress Hotel. Tuesday, 2nd August, the Officers gave a dinner on board the ship, and on Friday, 5th, a ball was given at the Empress Hotel. On Wednesday, 3rd, a march through the streets of the city was carried out by the crew of the *York.* On Monday, 8th, a large party of guests were taken for a trip on the flagship into the Straits while she engaged the *Fraser* and the *St. Laurent* for several hours, and the seaplane made some reconnaissance flights from the ship. The guests included the Premier of B. C., the Mayor, the Minister of Finance, Commander C. T. Beard, the Commander-in-Charge at Esquimalt, Brigadier J. G. Stewart, D.O.C., together with Officers and other ranks of the Staff, Permanent Force and Active Militia. The *York* went into the Songhees drydock on 5th August, (being the first Royal Naval ship to do so) in order to have one of her propellers repaired. On August 10th, the *York* arrived at Burrard Inlet and docked at Lapoint Pier, for a stay of eight days.

On November 7th, 1938, H.M.C.S. *Ottawa* (late *Crusader* of Portsmouth), Commander C. H. R. Taylor, and H.M.C.S. *Restigouche* (late *Comet* of Chatham), Lieut.-Commander W. B. L. Holms, arrived at Esquimalt for the first time. With the *Fraser* and *St. Laurent* the total on the Pacific Coast becomes four, and all are sister vessels, this being the first occasion in the history of Esquimalt that such an event has taken place, the total complements being 516 Officers and Ratings. The senior officer, Commander H. E. Reid flew his broad

pendant in *Ottawa*. The two newly transferred destroyers, after being fitted out at Portland. Dorsetshire under Captain Brodeur, left that base on 6th of September, crossed the Atlantic and arrived at Gaspé on the 13th of September, and Montreal on the 22nd, where the senior officer turned over his command to Commander Taylor. Under this officer the two destroyers left Montreal on 4th of October, called at Halifax on the 12th, then proceeded to the Panama Canal, and calling at Balbao and San Pedro headed northward to Esquimalt.

The new minesweepers were taken over from their builders (Yarrows) after trials, the *Comox* on the 25th November, and the *Nootka* on 3rd December. It is important to note that the total establishment of the Royal Canadian Navy for 1938, was 117 Officers and 1,222 Ratings, an increase of 240 Ratings over the previous year, but this was only the authorized establishment, not the recruited strength obtained. This increase was required to provide the crews for the four new minesweepers and to relieve the Ratings under training afloat and ashore in the Royal Navy.

At the end of October, Captain V. G. Brodeur was appointed Captain-in-Charge, H.M.C. Naval Establishments, Esquimalt, and Commanding Officer, Coast of B. C., and at the same time Commander R. I. Agnew was appointed Captain of H.M.C.S. *Naden,* where he succeeded Commander J. E. W. Oland, D.S.C.

1939

On the 24th of January, at 1.15 p.m., there departed from the Naval wharves at Esquimalt four sister destroyers, H.M.C.S. *Ottawa,* Captain G. C. Jones (Senior Officer "D"), *Fraser,* Commander W. B. Creery, *St. Laurent,* Lieut-Commander A. H. Hope, *Restigouche,* Lieut.-Commander W. B. L. Holms, for the usual training cruise to the West Indies, being joined at Kingston, Jamaica, by the *Skeena,* Commander H. T. W. Grant and *Saguenay,* Commander F. L. Houghton, from Halifax. The six destroyers were trained together, for three weeks, when they proceeded to Bermuda where they trained with the Imperial ships, H.M.S. *Berwick* (flag of Vice-Admiral Sir S. J. Meyrick, K.C.B.), Flag Captain I. M. Palmer, D.S.C., *York,* Captain H. E. Morse, D.S.O., *Orion,* Captain H. R. G. Kinahan, *Exeter,* Captain H. H. Harwood, O.B.E., (Commodore, Second Class, commanding South

American Division), *Ajax,* Captain C. H. L. Woodhouse.

The four sister destroyers left Bermuda, and passing through the Panama Canal returned to Esquimalt by the 28th April, having steamed a total of 13,000 miles, they had a total complement of 649 Officers and Ratings, which included some Naval Volunteers from units to the west of Winnipeg. This cruise was the first time that six Canadian destroyers had manoeuvred together at sea.

The two-night visit of their Majesties King George and Queen Elizabeth to the Capital City of British Columbia marked the end of months of preparation by all the Services. The Naval Service naturally took a large part in this work, which consisted mainly in drilling the units of sailors for the largest ceremonial parade ever to take place on the Pacific Coast of Canada. The large band of the *Naden,* which had made its first appearance on 14th April, 1938 to welcome the four destroyers, and was practically reconstituted, had to put in long hours at practice. The only rehearsal on the actual parade ground at Beacon Hill of the presentation of the King's Colour was held on Tuesday, 23rd May, by Officers and Ratings of the Royal Canadian Navy from the *Naden* and the destroyers. This presentation was the first occasion outside the British Isles on which the ruling Sovereign had personally presented His Colour, after consecration, to any of His Naval forces. This Colour is a White Ensign of silk with the Crown and Royal Cypher superimposed in the centre of the larger St. George's Cross.

The King's Colour may be paraded on shore on the following occasions only:

(a) By a Guard of Honour mounted for H.M. The King, H.M. The Queen, H.M. Queen Mary, or for a member of the Royal Family.

(b) By a Guard of Honour for a Foreign Sovereign, or the President of a Republican State.

(c) At parades to celebrate the birthday of His Majesty.

(d) On such important ceremonial occasions as may be ordered by the Admiralty or Naval Commander-in-Chief.

In no circumstances may the King's Colour be paraded on board ship or on foreign territory. On all occasions of the King's Colour being moved, a guard must be present and due ceremony observed.

Their Majesties arrived in Vancouver City on Monday, 29th May, by train over the main line of the C.P.R., and made a long drive through the streets, paying certain official calls. At 5 p.m., their Majesties embarked in S.S. *Princess Marguerite,* and escorted by H.M.C.S. *Ottawa, St. Laurent, Fraser* and *Restigouche* proceeded to Victoria, where they arrived at 9.08 p.m. They were received at the C.P.R. wharf by Provincial and Civic Officials, and a Royal Guard was mounted by the Royal Canadian Navy, while Naval and Military units lined the illuminated streets to Government House.

On Tuesday, 30th May, their Majesties drove from Government House at 10 a.m., calling at the City Hall and the Provincial Buildings, then a long drive round Esquimalt, Saanich, Oak Bay and finishing at the Empress Hotel at 12.30 for an official luncheon. At 2.30 p.m., their Majesties drove from the Empress Hotel to the large parade ground on the west side of Beacon Hill, where 15 Officers and 639 Ratings of the Royal Canadian Navy were drawn up under the command of Captain V. G. Brodeur, A.D.C. On arrival at the grandstand, their Majesties were received by a Royal Salute, and the Royal Standard was broken at the Beacon Hill flagstaff. The following clergy were standing on the south side of the piled drums upon which the uncased Colour rested: The Bishop of Victoria (Bishop J. G. Cody, D.D.), his Chaplain Rev. A. B. Wood, the United Church Minister (Rev. J. Hood), the Bishop of Columbia (Bishop H. E. Sexton, D.D.), his Chaplain the Rev. A. Bischlager. The Rev. Hood asked God's blessing on the Colour. Bishop Sexton then consecrated the Colour and set it apart, that it might be a sign of our duty towards our King and Our Country in the sight of God. The consecration service of the Roman Catholic Church by Chaplain the Rev. A. B. Wood., R.C.N., at full dress parade had previously been held at the Naval Barracks under the command of Captain V. G. Brodeur, R.C.N. After the consecration by Bishop Sexton, Captain Brodeur handed the Colour to His Majesty, who then placed the heel of the staff in the socket of the colour Belt, which was worn by Lieut. James Calcutt Hibbard.

A fine and informative official Souvenir Programme was issued by the R.C.N. Western Command.

On Wednesday, 31st of May, at 10 a.m., their Majesties drove to Ogden Point Docks where they inspected

the Royal Guard mounted by the First Battalion of the Sixteenth Regiment, and embarked on S.S. *Prince Robert,* and were escorted to Burrard Inlet by the same destroyers which had brought them on the Monday, under the command of Captain G. C. Jones, R.C.N. At Vancouver City they boarded the Royal Train which returned eastward via the Canadian National Railway.

On Thursday, 1st June, in the afternoon, H.M. cruiser *Orion,* Captain H. R. G. Kinahan, R.N., tied up alongside the drydock wharf having arrived from Bermuda for a stay of ten days. She was a Chatham ship, having been recommissioned in July, 1937. The usual calls and hospitalities were exchanged during her stay, and on Sunday, 11th, a church parade of the Royal Navy and the Royal Canadian Navy was held by Bishop Sexton on the green sward behind St. Paul's Church. The ship left for Vancouver City on 12th June, at 8.45 a.m. On the 24th June, the cruiser left Burrard Inlet for Comox, where full use was made of the rifle range for musketry and drill for eleven days; thence to Seattle for an eight-day stay, and then by easy stages down the long west coast to the Panama Canal.

From this time up to the end of August, when "the balloon went up," invisible preparations were being made for the mobilization of Canada's Naval Force for the second Great War. The writer had taken an active part in the mobilization for the first Great War at Esquimalt, but age unfortunately prevented his active participation in that for the second Great War.

CHAPTER VI.

COMMANDERS-IN-CHIEF OF SHIPS ON THE PACIFIC STATION

The Pacific Station as a Rear-Admiral's Command was in existence for sixty-eight years, from the 4th of September, 1837, until the 28th of February, 1905. It saw a succession of twenty-nine flag officers, and two Commodores for the southern division, who flew their flags and pendants in only twenty-two ships. The first four flag officers never took their flagships north to B. C. waters. The fifth flag officer, Rear-Admiral F. Moresby, was the first one to enter B. C. waters and this took place in 1851. The "Flying Squadron" on its Empire tour under the command of Rear-Admiral Geoffrey Thomas Phipps Hornby arrived in Esquimalt harbour on the 5th of May, 1870, but this officer should not be confused with Rear-Admiral Phipps Hornby who was Commander-in-Chief of the ships on this station from 1847, till 1851; Geoffrey entered the Navy in 1837, while Phipps entered in 1797. The flagship on the Station during the period of transition from Colonial to Dominion status was the *Zealous,* carrying the flag of Rear-Admiral Sir Arthur Farquhar. The *Zealous* herself was an example of transition, as her hull was of wood and this was covered with armour, thus originating the term armour-clad.

In no sense was there ever a Pacific Squadron, because that implied a number of sister ships so that they could all manoeuvre together in formation and work at the same speed, and that their turning circles were the same so that they could also keep station at all times and in all weathers. From this subject we come to that of the correct or official title which was in contemporary use, and so far searches have shown that the title was, "Her Majesty's Ships and Vessels employed and to be employed on the Pacific Station". This title is taken from a document (now in the B. C. Archives) dated 9th August, 1859, on board the *Ganges* in Esquimalt Harbour, and here it is in full:—"By Robert Lambert Baynes, Esquire, Companion of the Most Noble Military Order of the Bath, and Rear-Admiral of the Red, Commander-in-Chief of Her Majesty's Ships and Vessels employed and to be employed on the Pacific Station."

It has been difficult to compress the record of service of each flag officer who served on this Station into the small compass which is necessary here. Some of them had seen much war service before reaching the rank of Captain and some of them only after that rank. Much material in the possession of the writer has had to be omitted for want of space.

Generally the transfer of the command of the Station from one Rear-Admiral to another took place at Valparaiso, but up to the present it has not been possible to complete a list of these dates. Also some transfers took place at Callao, Panama and Esquimalt. There was therefore a delay of weeks or months from the hoisting his flag on his ship at the home port and taking over on the Pacific Station from the home going flag officer. Again much could be written about the successive flag-captains and their records of service and distinguished work on the Station, but lack of space prevents the insertion of these records. The same can be said of the flagships, but in this case a few ships have been chosen for special mention and it is believed the notes given contain facts which are new to most readers.

(I.) ROSS. Charles Baynes Hodgson, who entered the Navy in 1788. Was promoted Captain 15th October, 1802, and commanded several ships in the war against France in the West Indies from 1800, and then in the war with the United States. In 1815, was flag captain in 78-gun ship *Northumberland* under Admiral Sir G. Cockburn; sailed from Plymouth on 8th August, with Napoleon Bonaparte for St. Helena which was reached on 16th October, and the ship remained there as flagship of the guarding squadron. Captain Ross was promoted to Rear-Admiral on 10th January, 1837, and on the following 4th September, was appointed to command the ships on the newly formed Pacific Station then just cut off from the South American Station, which was first known as the Brazils Station. He flew his flag in the 50-gun sailing frigate *President* which had been commissioned at Portsmouth by Captain J. Scott on 30th August, 1837. She was a new ship as she had been launched at Portsmouth in 1829, and fitted for sea in May, 1834. She got her name from being built on the exact lines of the U.S.N. ship of that name. Rear-Admiral Ross was promoted Vice-Admiral in 1847 and died about 1849.

(II.) THOMAS, Richard. Entered the Navy in 1790, and as a junior officer served in *Victory* under Admiral Sir J. Jervis in the Mediterranean. On 22nd October, 1805, he was promoted Captain to command the 98-gun ship *Queen* carrying the flag of Lord Collingwood, under whom he continued to serve and followed the great leader into the 98-gun ship *Ocean,* then the 110-gun ship *Ville De Paris,* until the death of the great Admiral in 1810. Captain Thomas was promoted Rear-Admiral on 10th January, 1837, and on the 5th May, 1841, was appointed to command the ships on the Pacific Station, and flew his flag in the 50-gun frigate *Dublin,* which was commissioned at Portsmouth on 26th June, 1841, by Captain J. J. Tucker. Among the achievements by the Rear-Admiral on the Station were:—The settlement of the long pending claims of the owners of the British brig *Anna* (seized in 1822), and of the British merchants who had been plundered at Callao; the obtaining of compensation from the States of San Salvador and Costa Rica for injuries and losses sustained by the British residents at those places; the occupation of Tahiti by the French Rear-Admiral Du Petit Thouars; the restoration, to their lawful sovereign, of the Sandwich Islands, which had been temporarily ceded to Lord George Paulet, of the *Carysfort;* and the detention of a Peruvian squadron until redress had been made for certain injuries inflicted on British subjects. For the above work the Rear-Admiral received the approval of the Foreign Office and the Admiralty. He also received the thanks of the Government of the U.S.A. for his work on the Sandwich Islands. Prior to his return home he was presented with an address from the British merchants at Valparaiso, expressive of their acknowledgments for the "ability and zeal he had displayed, and the firm, prudent and conciliatory manner in which he had conducted many difficult questions, upholding the honour of the British flag, and maintaining peace and understanding with the Chilian and foreign powers". He also received the thanks of the Chilian Government for the aid the crews of the *Dublin* and *Basilisk* in fighting the great Valparaiso fire of July, 1844. He was promoted Vice-Admiral in 1848 and died in August, 1857.

(III.) SEYMOUR, George Francis. Entered the Navy in 1797, and as a midshipman served in *Victory* under Flag-Captain Hon. C. Paget, bearing the flag of Lord Nelson, 1802-03. As a Lieutenant he served in the 74-gun ship

Donegal, Captain Sir R. J. Strachan, which accompanied Lord Nelson to the West Indies and back in 1805, and then participated in the capture of the 100-gun ship *El Rayo,* one of the Spanish ships at Trafalgar. Promoted to Captain on 29th July, 1806, and as Captain of the 32-gun frigate *Pallas* in 1808, he took part in Lord Cochrane's attack upon the French shipping in the Basque Roads on 16th September, 1809. In 1813, on 23rd May, he, in the 38-gun frigate *Leonidas,* captured the United States privateer *Paul Jones* of 16 guns and 85 men. Captain Seymour was promoted to Rear-Admiral on 10th January, 1837, and to the command of the ships on the Pacific Station on 14th May, 1844, and flew his flag in the 80-gun ship *Collingwood,* which was commissioned at Portsmouth on 13th August, 1844, by Captain Robert Smart, Knight of Hanover. It appears the above ship was kept at Spithead for some months by reason of the threat of war with France, and let me quote the late Sir J. H. Briggs, a former Chief Clerk of the Admiralty;—"In 1841 we had a large fleet upon the coast of Syria, composed for the most part of the line-of-battleships usually kept at the home ports, which consequently left the shores of England utterly unprotected. In 1844, serious differences arose between this country and France, whilst M. Thiers was Minister for Foreign Affairs, and so grave were the apprehensions entertained by the Government at home—caused by the representation of our ambassador at Paris, and by the strongly expressed opinions of M. Thiers in reference to our proceedings in the East—that war seemed imminent. Great alarm and anxiety was felt from want of adequate protection at home, and to such an extent had our home forces been reduced that the *Collingwood,* an 80-gun ship, bearing the flag of Rear-Admiral Sir G. Seymour, then under orders for the Pacific, was actually detained at Spithead to protect the Solent, there being no other ship of the line available; and, as regards the *Collingwood* herself, her condition was so deplorable that her Captain, R. Smart, told me that at that time she had on board upwards of 200 merchant seamen who had never been placed at a great gun". Rear-Admiral Seymour was promoted to Vice-Admiral on 27th March, 1850, to Admiral on 14th May, 1857, and then appointed Rear-Admiral of the United Kingdom. He died in January, 1878.

(IV.) HORNBY, Phipps. Entered the Navy in 1797, and while yet a junior officer in the Mediterranean in

August, 1804, he was promoted from the *Victory,* flagship of Lord Nelson, to Acting Lieutenant in the 74-gun ship *Excellent.* He saw much war service on the coasts of Italy and Spain, in cutting-out expeditions and landing parties, and was present at the action off Lissa in 1811. He was promoted Captain on 16th February, 1810, and in command of the 38 gun frigate *Spartan* he was employed as senior officer, in conjunction with a Tuscan land force, to secure the accomplishment of a treaty for the surrender to Tuscany of the Island of Elba by the French. In 1832 he was appointed Superintendent of the Royal Naval Hospital and Victualling Yard at Plymouth. In 1846 he was promoted to Rear-Admiral on 9th of November, and on the 28th August, 1847, he was appointed to the command of the ships on the Pacific Station, and flew his flag in the 84-gun ship *Asia,* commissioned at Chatham by Captain R. F. Stopford on 25th August of the same year. This 84-gun ship had been the flagship of Admiral Sir E. Codrington at the battle of Navarino in 1827. From 1852-53 he was a Lord of the Admiralty, and on 21st January, 1854, he was promoted Vice-Admiral, and January, 1858, to Admiral. He was given the Knight Grand Cross of the Bath in 1861. He died in March, 1867.

(V.) MORESBY, Fairfax. Entered the Navy in 1799. Midshipman Moresby while in the 38-gun frigate *Amazon* participated in much general war service, he went with the fleet under Lord Nelson to the West Indies in pursuit of the combined fleets of France and Spain. He served two commissions in the Mediterranean seeing much boat and cutting-out work done on the coasts of Italy and France. Later he repressed pirates in the Grecian archipelago, and led landing parties to the capture of batteries at Cattero. For co-operation with Austrian troops on the coasts of the Adriatic he was awarded the insignia of a Knight of the Imperial Order of Maria Theresa. He was promoted Captain on 7th June, 1814, and on the 4th June, nominated a Companion of the Bath. In April, 1819, he commissioned the 28-gun frigate *Menai* as senior officer at the Cape of Good Hope, calling at St. Helena on the way. Later he directed the settling of 2,000 people on the shores of Algoa Bay. In February, 1821, he began an anti-slave drive at the Island of Mauritius which drew a supply from Muscat, as well as from Madagascar. These two sources were closed by treaty in about two years. His health was much impaired after five years on the East African Station, so he went home. He was promoted Rear-

Admiral on 20th December, 1849, after having been nearly 36 years a Captain, being then 62 years of age and one of the youngest of his rank. He was appointed to command the ships on the Pacific Station on 21st August, 1850, and flew his flag in the 52-gun frigate *Portland,* which Captain Henry Chads commissioned at Devonport on 26th August, 1850. Rear-Admiral Moresby was promoted Vice-Admiral on 12th November, 1856, and died about 1877.

(VI.) PRICE, David. Entered the Navy in 1801. Midshipman Price saw much war service at Martinique, both boat and frigate actions. While in 74-gun ship *Centaur,* Commodore Sir S. Hood, was at capture of four French frigates from Rochefort; was at Copenhagen under Admiral Gambier in 1807, doing boat work and trade protection in the Baltic. Confirmed Lieutenant in September, 1809, then in action near Cape Barfleur. Promoted Captain 13th June, 1815, saw service at Baltimore, the Potomac, off Jamaica, and much time at New Orleans under Rear-Admiral Malcolm, where he was on duty with landing parties at the siege on Dauphin Island and Fort Mobile. News of peace arriving from England he was sent with a flag of truce to inform the United States officers at Mobile. Promoted Rear-Admiral 6th November, 1850. Appointed to the command of the ships on the Pacific Station on 17th August, 1853, flying his flag in the 52-gun frigate *President,* commissioned by Captain R. Burridge at Chatham on 8th August, 1853. (Note: she was launched at Portsmouth in 1829, and after her active service she became drill ship for the Royal Reserve in 1861, being stationed in the City Canal, West India Docks, London. She was sold 1903.) Rear-Admiral Price died by his own hand off the harbour of Petropavlovski in Kamtchatka on 30th August, 1854.

(VII.) FREDERICK, Charles. Entered the Navy in 1810. As a midshipman saw service off Portugal, and present at the fall of Genoa. Promoted Captain on 23rd December, 1842, just before which he had taken a troopship to China where he was present at the capture of the city of Chin-Kiang-Foo and at the pacification of Nanking. He commissioned the 24-gun frigate *Amphitrite* at Portsmouth on 13th December, 1850, as a private ship for the Pacific Station and was present at the action off Petropavlovski where he was the senior Captain. On the death of Rear-Admiral Price, he took over the

command of the British ships and hoisted the Commodore's broad pendant, which he shifted to the *President* as soon as possible, Captain Burridge moving into the *Amphitrite.* When the news of the death of Rear-Admiral Price reached the Admiralty a successor was found in Rear-Admiral H. W. Bruce, who came out in the 84-gun ship *Monarch,* from the North Sea. Commodore Frederick was promoted Rear-Admiral on 20th May, 1862, and Vice-Admiral on 18th October, 1867. He died about 1875.

(VIII.) BRUCE, William Henry. Entered the Navy in 1803. Served at the battle of Trafalgar as a junior officer, at the forcing of the Dardanelles under Admiral Duckworth, at the embarkation of Sir John Moore's army at Corunna and cutting out Danish ships off the coast of Norway. He also took part in the American war of 1812-13, promoted Captain 16th November, 1821, and Rear-Admiral on 30th July, 1852. He was appointed to the command of the ships on the Pacific Station on the 25th November, 1854, and flew his flag at Sheerness in the 84-gun ship *Monarch* (launched Chatham, 1832) which was commissioned by Captain G. E. Patey on 28th December, 1854. Bruce was promoted Vice-Admiral on 2nd October, 1857, and given the K.C.B. in 1861; he died about 1863.

(IX). BAYNES, Robert Lambert. Entered the Navy in 1810. Lieut. Baynes was present at the siege of New Orleans in 74-gun ship *Conqueror* flag of Rear-Admiral Robert Plampin; was second Captain to the 84-gun ship *Asia* at the battle of Navarino on 20th October, 1827; promoted Captain on 8th July, 1828, and Rear-Admiral on 7th February, 1855. He was appointed to command the ships on the Pacific Station on 8th July, 1857, and flew his flag in the 84-gun ship *Ganges* (launched Bombay, 1821), which was commissioned at Portsmouth by Captain J. Fulford on 25th June, 1857. Baynes was promoted Vice-Admiral on 5th August, 1861, and died about 1869.

(X.) MAITLAND, Thomas. Entered the Navy 1816. From 1833-37 saw war service on the north coast of Spain during the civil war, and was promoted Captain on 19th June, 1837. He at once was made Flag-Captain in 72-gun ship *Wellesley,* Sir Frederick L. Maitland, when he commanded the seamen and marines landed to quell an insurrection on the coast of Malabar, and in 1839, was in the operations on the coast of Sind and in the Persian Gulf. Then in China he saw service at Chusan,

Tycocktow, Bogue Forts, and commanded the first naval battalion in the attack on Canton, also the handling of *Wellesley* in the attack upon Amoy, and work at Chusan and Chinghae. For these he was made a K.C.B. in 1843. Was promoted Rear-Admiral on 18th June, 1857, and appointed to command of the ships on the Pacific Station on 5th May, 1860, and flew his flag in the 51-gun steam sailing frigate *Bacchante* (launched Portsmouth, 1857), which Captain D. McL. Mackenzie commissioned at Portsmouth on April 17th, 1860. Here are two official letters (B. C. Archives) from the Rear-Admiral to Governor Douglas which will explain themselves. The first one, dated 5th October, 1861, at Esquimalt:—"I have the honour to inform your Excellency, that it is my intention to proceed to Valparaiso after the arrival of the Mail, leaving Captain the Hon. John W. S. Spencer, in the *Topaze* as Senior Officer on this part of the Station, with directions to carry out your wishes in furtherance of the Queen's Service as may be required from time to time, so far as the means at his disposal will admit. The *Mutine* will also leave for the coast of Mexico, where naval protection is greatly needed in the present distracted state of that country." The second letter dated Taboga, Bay of Panama, 7th February, 1863:—"I beg to acquaint your Excellency that ill health having compelled me to relinquish my command, it is my intention to return to England by the mail steamer leaving this day. Commodore the Hon. J. W. S. Spencer of the *Topaze* has been directed to assume temporary charge of Her Majesty's ships and vessels on the Pacific Station, until the arrival of Rear-Admiral J. Kingcome, C.-in-C., who may be expected at Valparaiso early in March." Rear-Admiral Maitland was promoted Vice-Admiral on 30th November, 1863, and died in 1878.

(Xa.) SPENCER, Hon. John Welbore Sunderland. (Note. Though this officer is not shown in the Navy List as Commodore, yet as Rear-Admiral Sir T. Maitland uses this appointment officially, this record is inserted). Entered the Navy, 1835; promoted Captain on 9th October, 1854. In 1859 he commissioned the 51-gun screw sailing frigate *Topaze* (launched Devonport 1856), which arrived at Esquimalt on 19th March, 1860, and sailed for England in June, 1863. (See under Rear-Admiral Sir T. Maitland. The *Topaze* with armament reduced to 31 guns returned to this Station in 1866 under Commodore R. A. Powell, C.B.

(XI.) KINGCOME, John. Entered the Navy in 1808. As a midshipman he was present in the 36-gun frigate *Emerald,* Captain F. L. Maitland, at the destruction of French shipping in Aix Roads in April, 1809. In May, 1813, he went to the 74-gun ship *Goliath,* North American Station; in July, 1814, he became Master's Mate of the *St. Lawrence,* bearing the broad pendant on Lake Ontario of Captain Sir Charles Lucas Yeo, who nominated him, on 9th March, 1815, acting Lieutenant of the 98-gun ship *Princess Charlotte,* Captain R. O'Connor. In October, 1815, he obtained command of the *Confiance* schooner on Lake Huron; and from October 1816 until July 1817 he was again employed on Lake Ontario in the 10-gun schooner *Netley,* Captain F. Brace. He next commanded the *Larne,* sloop on the East Indian Station, and he conveyed Lady Brisbane (wife of Commodore Sir James Brisbane) and her two daughters from Madras to Penang, and Archdeacon Scott from Sydney to Van Diemen's Land; then visited New Zealand, Norfolk and Melville Islands, Batavia and Singapore. Kingcome was promoted Captain on 28th June, 1838, and took the troopship *Belleisle* to China in 1841, and was present at the closing operations on the Yangtse-Kiang. He was promoted Rear-Admiral on 10th September, 1857, and appointed to the command of the ships on the Pacific Station on 31st October, 1862. He flew his flag on the 35-gun sail and screw frigate *Sutlej* (launched Pembroke, 1855), which was commissioned by Captain Matthew Connolly as a private ship on 18th September, 1862, at Portsmouth to relieve the *Topaze,* and during the previous six months her armament was altered four times. In the middle of October, 1862, a poop was fitted to the frigate as she was to be a flagship to relieve the *Bacchante,* carrying Rear-Admiral of the White John Kingcome, which was not justice to Captain Connolly, who had spent a large sum in fitting her out as a private ship. It was during this officer's period of command that the Bute Inlet massacre took place. He was promoted Vice-Admiral on 5th March, 1864, and awarded the K.C.B. in the same year. Died in 1871.

(XIa.) HARVEY, Thomas. Entered the Navy in 1822, and as Midshipman served in the West Indies. After becoming Mate he saw service in the Mediterranean and South American Stations, then the North Sea and off Lisbon. He next served on the North American and West Indies as Flag-Lieutenant to his father. Promoted Captain on 31st January, 1848. In 1863,

at Sheerness he commissioned the 39-gun screw frigate *Leander* on 23rd May, to carry his broad pendant on the Southern Division of the Pacific Station as Commodore Second Class. He was promoted Rear-Admiral on 2nd December, 1865, and died about 1869.

(XIb.) POWELL, Richard Ashmore. Entered the Navy in 1836, and was promoted Captain on 8th March, 1855. He commanded the 6-gun paddle sloop *Vesuvius* before Sebastopol, was awarded several foreign Orders, and the C.B. about 1859. In 1862, on 7th February, the Naval Cadet Training ship *Britannia* was moved under sail from Portsmouth to Weymouth and moored in Portland Harbour, and here on 1st of October of the same year Captain Robert Harris, the first Captain of the Training ship, was succeeded by Captain R. A. Powell. The new Captain represented that Portland Harbour was not a suitable place and he eventually recommended the narrow mouth of the river Dart at Dartmouth, and on 29th September, 1863, the old ship left Portland and arrived at Dartmouth the following day, where she became a fixture. On the 23rd May, 1866, he was appointed Commodore, Second Class, to command the ships on the Southern Division of the Pacific Station, at which post he relieved Commodore T. Harvey on the latter's promotion to Rear-Admiral, hoisting his broad pendant on the screw frigate *Leander* which was already on the Station, and subsequently took her home in 1869 to Devonport. In 1868, Commodore Powell visited the Island of Juan Fernandez and on one of the peaks erected an iron tablet as a memorial to Mr. Alexander Selkirk, master Mariner. The latter was rescued from his life of isolation by Captain Woodes Rogers on 2nd of February, 1709, in the frigate *Duke* of Bristol. Captain Harvey retired as Captain on 6th July 1871, was promoted to retired Vice-Admiral 21st March, 1878, and died in 1893.

(XII.) DENMAN, Honourable Joseph. Entered the Navy in 1823; while on the Mediterranean Station served in a severe boat action with pirates off the Island of Candia, then on the South American and the East Indian Stations; the North Sea and then South America. In 1834, his first command was the 10-gun sloop *Curlew* on the African Coast. Promoted Captain on 23rd August, 1841. From 1840, until 1842, while on the African Coast between Cape Verde and Cape Palmas he made a treaty with the Native Chiefs, by virtue of which the factories were

destroyed and the white offenders expelled; he did the same at Sierra Leone, and continued this work. He became Rear-Admiral on 15th January, 1862, and was appointed to the command of the ships on the Pacific Station on 10th April, 1864, and flew his flag in the 35-gun screw ship *Sutlej*, the ship being recommissioned on this Station by Captain T. P. Coode on 2nd January, 1864. Denman promoted to Retired Vice-Admiral on 20th November, 1860, and died 26th November, 1784.

(XIII.) HASTINGS, Honourable George Fowler. Entered the navy in 1824. He served in the Mediterranean Station, and 1841, took command of the *Harlequin*, 16-guns, in Chinese War. Thanked by the C.-in-C., for the conduct in leading her boats in an attack on the piratical towns of Murdoo and Quallo Batto, in the Island of Sumatra. Then served on the West Coast of Africa, and from 1852, until 1857, in Mediterranean and Black Seas, receiving the C.B. for his services in the Russian War. Was promoted Captain on 31st January, 1845, and Rear-Admiral on 27th April, 1863. He was appointed to the command of the ships on the Pacific Station on 21st November, 1866, hoisting his flag at Woolwich on the *Fisgard* on 16th November, before transferring to the *Zealous* at Devonport. The *Zealous* was a wooden, screw sailing, armour-clad ship, which was commissioned by Captain R. Dawkins in September, 1866. Rear-Admiral Hon. J. F. Hastings was the last Rear-Admiral to deal with the Colonial Governor in British Columbia. He was promoted Vice-Admiral in September, 1869, and died in 1876.

(XIV.) FARQUHAR, Sir Arthur. Entered the Navy in 1829. Served as Mate at the bombardment of Acre on the coast of Syria in November, 1840, when he was promoted Lieutenant. In 1844 commanded 16-gun *Albatross*, on the coast of Africa. In 1849, was in command of a force sent against the pirates in the Borneo Seas and worked with a native flotilla under Rajah Brooke. The force first took up position at the mouth of the Sarebas River, but later, on 30th June, the pirates were attacked and 70 prahus driven on shore. Promoted Captain on 27th October, 1849. In 1854, commanded the 17-gun ship *Malacca* on the North American and West Indies Station, and on 2nd April, 1866, was promoted Rear-Admiral. Appointed to the command of the ships on the Pacific Station on 1st November, 1869, and flew his flag in the wooden screw sailing armour-clad *Zealous*, she being

re-commissioned at Panama in 1869 by Captain F. A. Hume. Was promoted Vice-Admiral on 6th April, 1873, and died in 1908, at the age of 93 years.

(XV.) HILLYAR, Charles Farrel. Entered the Navy in 1831; served as Mate in *President* in South America, then as Lieutenant in the Mediterranean. Commanded a division of boats at the destruction of Lagos, and was severely wounded in 1851. Promoted Captain 20th February, 1852, and was Captain of *Gladiator* at the blockade and capture of Sebastopol, 1855. Promoted Rear-Admiral 24th May, 1867, and nominated C.B. in 1869. Was appointed to command the ships on the Pacific Station on 9th July, 1872, and hoisted his flag in the new screw armour-clad wooden ship *Repulse,* 6,190 tons and 800 horsepower. This remarkable ship was built at Woolwich Dockyard, launched in 1868, and completed at Sheerness on the closing of the former Dockyard. Her second commission was at Portsmouth on 9th July, 1872, and a very long one followed (falling short of five years by a month) in June, 1877, after she sailed round Cape Horn under Captain R. Carter, who had to be put under restraint when off the Argentine coast. The *Repulse* flew in succession the flags of Rear-Admiral Hillyar, Rear-Admiral Cochrane and Rear-Admiral Hancock, being kept constantly on the move with the screw up and funnel down, between ports from British Columbia to Patagonia under full sail. Here are her Captains during the five years continuous commission:—Captain C. T. Curme, 9th July, 1872; Captain F. W. Wilson, 7th June, 1873 and Captain R. Carter, 5th July, 1875.

(XVI.) COCHRANE, Honourable Arthur Auckland Pedro. Entered the Navy in 1839; was at bombardment of Acre, 1840; Commander of paddle vessel *Driver* in Baltic, 1854; promoted Captain 29th August, 1854; served on shore at Canton, 1856 and 1857, and was wounded. Was appointed to command the ships on the Pacific Station on 6th June, 1873, and flew his flag in the *Repulse.* (See under *Hillyar*). Promoted Rear-Admiral 1st April, 1870, Vice-Admiral 12th November, 1876, and Admiral 1st December, 1881, and died in 1905.

(XVII.) HANCOCK, George, Entered the Navy in 1834; served on the South East Coast of America and the West Indies; as Lieutenant assisted in the destruction of piratical junks in China, 1849; promoted Captain, 19th

January, 1855; and in command of frigate *Immortalite* on the North American and West Indies station during the Civil War in the United States, did well in his prompt action in connection with the *Trent* affair. He served as Flag Captain to the Commander-in-Chief at Portsmouth, promoted Rear-Admiral on 20th November, 1872, and served as second in command of the Channel Squadron, 1873-75, in *Northumberland.* He was appointed to the command of the ships on the Pacific Station on 15th April, 1876, and flew his flag in *Repulse,* (see under *Hillyar*). From this Station he was invalided, landing at Southampton in August, 1876, where he died on 20th September in the same year, in his fifty-seventh year.

(XVIII.) DE HORSEY, Algernon Frederick Rous. Entered the Navy in 1840, present in operations on coast of Syria in 1840, medals; Lieutenant in 1846, and in February, 1851, was appointed Flag-Lieut. in *Cumberland,* to Vice-Admiral Sir G. F. Seymour, C.-in-C. North American and West Indies for three years. Promoted Captain, 1857. When in command of *Brisk* captured the celebrated Spanish slaver *Manuela,* 702 tons, with 846 slaves. Appointed Commander 10th June, 1853, and Captain, 7th September, 1857. Was Senior Officer at Jamaica in the *Wolverine* during the rebellion of 1865, and received thanks of the Governor. Was Senior Officer on the Great Lakes in the *Aurora* during the Fenian disturbances, 1866-67. A.D.C. to the Queen, 1871-75. Appointed Rear-Admiral 7th May, 1872, and hoisted his flag, as Commander-in-Chief of the ships on the Pacific Station 6th August, 1876, in the 6,250-ton iron screw sailing frigate *Shah.* She was built at Portsmouth, 1873, and commissioned by Captain F. G. D. Bedford at Portsmouth on 14th August, 1876. De Horsey was promoted Vice-Admiral on 27th November, 1879, and Admiral on 29th May, 1893, and awarded K.C.B. Retired in 1892 and died on 22nd October, 1922.

(XIX). STIRLING, Frederick Henry. Entered the Navy about 1841; served as Commander of *Wasp* on the South East Coast of America from 1856, and of *Barracouta* on the East Indian Station, when in 1855 she was detached to blockade the fur trading port of Petropaulovsk. Promoted Captain on 19th November, 1860, and to Rear-Admiral on 22nd January, 1877. He was appointed to the command of the ships on the Pacific Station on 21st July, 1879, and flew his flag in the 6,640-

ton iron screw sailing ship *Triumph,* which was commissioned at Portsmouth on 1st May, 1878, by Captain R. Bradshaw. He was promoted Vice-Admiral on 31st December, 1881, and died in 1885.

(XX). LYONS, Algernon McLennan. Entered the Navy in 1833; as acting Lieutenant of *Firebrand* served in Black Sea, 1854-55, and commanded the boats of that ship in the destruction of Russian works on the Danube; present at bombardment of Sebastopol, and as Flag-Lieut. to the C.-in-C. during the capture of Kertch and Kinburn. Promoted Commander, 1858, and Captain on 1st December, 1862; commanded *Racer* on the North American Station during the Civil War, 1861-62; Commodore, Second Class, in *Aboukir,* receiving ship at Port Royal 1875-78. Promoted Rear-Admiral, 26th September, 1878; was appointed to the command of the ships on the Pacific Station on 10th December, 1881, and flew his flag in the iron screw sailing ship *Triumph,* which Captain A. H. Markham joined at Callao in December, 1879. Was promoted Vice-Admiral, 27th June, 1884, Admiral on 15th December, 1888, and Admiral of the Fleet on 23rd August, 1897, and awarded the K.C.B. on 25th May 1889, having been First and Principal A.D.C. to the Queen, February, 1895. Died in 1908.

(XXI). BAIRD, John Kennedy Erskine; entered the Navy 1845; and when Lieut. was in *Duke of Wellington,* Rear-Admiral Hon. R. S. Dundas in Baltic 1855; promoted Captain, 16th February, 1864, A.D.C. to Queen, February, 1878, promoted Rear-Admiral, 31st December, 1879. Appointed to the command of the ships on the Pacific Station on 13th September, 1884, and flew his flag in the 6,910-ton iron screw sailing ship *Swiftsure,* commissioned at Portsmouth by Captain Henry Compton Aitchison on the 27th March, 1882, and later taken over by Captain the Honourable Thomas Seymour Brand on 7th August, 1884. Promoted to Vice-Admiral on 18th January, 1886, and to Admiral on 14th February, 1892, retiring on 16th September, 1897, and died in 1909.

(XXII.) SEYMOUR, Michael Culme. Entered the Navy in 1850, and as a junior officer saw active service in Burmese War, first year in Russian Baltic War, and rest of war in the Crimea and on shore. Was Flag-Lieut. in *Calcutta* in China War, many actions, 1858. Promoted Captain on 16th December, 1865; Private Secretary to the First Lord (Mr. Ward Hunt 1874-1876); A.D.C. to the Queen,

1879-1882; Rear-Admiral on 6th May, 1882. Appointed to the command of the ships on the Pacific Station on 4th July, 1885, and flew his flag in the 6,640-ton iron screw armoured ship *Triumph* commissioned by Captain Henry Rose at Portsmouth on 1st January, 1885. This ship was very fast and handy under sail. Seymour was promoted to Vice-Admiral on 19th June, 1889, and Admiral on 13th February, 1893, awarded the K.C.B. in 1893, retired, 1901, Vice-Admiral of the United Kingdom, July, 1901, First and Principal A.D.C. to the Queen in January, 1899. In charge of the coffin of Queen Victoria from Osborne to the Royal Clarence Yard on 1st February, 1901. In attendance on H.M. King Edward VII. at his coronation on 9th August, 1902. Died, 11th October, 1920.

(XXIII). HENEAGE, Algernon Charles Fiaschi. Entered the Navy in 1845, and as a junior officer saw active service in Burmese war, the first year in the Baltic, and the rest of the war he was in the Crimea. Promoted Captain on 26th June, 1866, and Rear-Admiral on 7th July, 1884. He was appointed to the command of the ships on the Pacific Station on 20th September, 1887, and flew his flag in the *Triumph,* Captain H. Rose and then in *Swiftsure* which was commissioned by Captain James Lacon Hammet at Devonport on 24th April, 1888. Rear-Admiral Heneage was probably the first C.-in-C. on the Station to hold a review of the armed forces of sea and land for the Queen's birthday, and this was on Macaulay Plain, located between Victoria and Esquimalt. He was appointed Vice-Admiral on 29th November, 1889, to Admiral on 9th December, 1894, and retired on 19th March, 1896. He was awarded the K.C.B. on 24th May, 1892, and died in 1915.

(XXIV). HOTHAM, Charles Frederick. Entered the Navy 1856, and as a Lieut. took part in the attack at Rangariri, New Zealand, in November, 1863, and was wounded. Promoted Captain on 29th December, 1871; Flag-Captain in *Alexandra* during the Egyptian War, 1882, with medals, and awarded the C.B. Promoted Rear-Admiral on 6th January, 1888, A.D.C. to the Queen in 1886-88; a Lord Commissioner of the Admiralty 30th January, 1888 to 1889. Appointed to command the ships on the Pacific Station on the 4th January, 1890; and flew his flag in the first class armoured cruiser *Warspite* of 8,400 tons and 10,000 horsepower, Captain the Honourable Hedworth Lambton, C.B., who commissioned her at

Chatham on 14th February, 1890. Hotham was promoted Vice-Admiral on 1st September, 1893; awarded the K.C.B. in 1895; Admiral on 13th January, 1899; awarded the G.C.B. in 1902, and made Admiral of the Fleet on 30th August, 1903; retired on 20th March, 1913, and died, 1925.

(XXV). STEPHENSON, Henry Frederick. Entered the Navy in 1855. As a junior officer served in the Black Sea during the Crimean War, and was on *Raleigh* when wrecked in the China Sea on 14th April, 1857. Was in the China War, and served through the Indian Mutiny in the *Pearl's* naval brigade, September, 1857, till February, 1859. Promoted Lieut. 1861; and in command of gunboat *Heron* on Lake Ontario during Fenian raids. Wintered in Toronto, 1866-67. Captain 6th January, 1875, when he commanded *Discovery* in the Arctic expedition, 1875-76. In Egyptian War, 1882; A.D.C. to the Queen, 1888 to 1890. Promoted Rear-Admiral on 4th August, 1890. Appointed to the command of the ships on the Pacific Station on the 2nd March, 1893; and flew his flag in the steel first class armoured cruiser *Royal Arthur* of 7,700 tons and 10,000 horsepower, commissioned by Captain F. P. Trench at Portsmouth on March 2nd, 1893. The Prince of Wales and the Duke of Connaught were present to give the new ship a good send off. Rear-Admiral Stephenson was promoted Vice-Admiral on 10th October, 1896; Admiral on 7th December, 1901, and retired on 1st September, 1904; died in 1920.

(XXVI). PALLISER, Henry St. Ledger Bury. Entered the Navy in 1852. As a junior officer he saw Russian War service in the Baltic in 1854, and in the Black Sea in 1855, with the usual medals. Promoted Captain on 25th March, 1878, and in December, 1891, was appointed Commodore at Hong Kong. Promoted Rear-Admiral on 26th April, 1893. Appointed to the command of the ships on the Pacific Station on the 5th March, 1896, and flew his flag in the steel first class armoured cruiser *Imperieuse* of 8,400 tons and 8,000 horsepower, commissioned at Portsmouth by Captain Charles Henry Adiar on the 5th March, 1896. It is important to remember that the *Imperieuse* and *Warspite* were designed for auxiliary sail power, but this idea was given up before they were completed, when the utter incongruity of the proposal was realized, and sail power was given up in the last of the armoured ships to which it was attempted to apply it. There was this to be said for adhering to the idea of sail power for the two ships; they were

intended chiefly for cruising service abroad, following up in this respect the idea of ships of the *Triumph* and *Iron Duke* design built in 1870. Though it had been clearly proved that sail power in such ships was the reverse of economical, the notion of saving coal by the use of sails had been so impressed on the naval mind for a long course of years, that it was as yet absolutely impossible for the Admiralty to shake the delusion off—absolutely impossible to conceive a navy entirely discarding sail-power. Rear-Admiral Palliser did a most unusual thing, he went treasure hunting in his flagship, for in October, 1897, the mythical buried treasure on Cocos Island (which is still under the Costa Rican flag) lured him to pay the Island a visit. But there was no harvest. Another visit was paid by him in 1903, but this time the gallant Admiral made a private venture in his own steamship *Lytton,* and still no harvest. In 1905, the Admiral joined forces with the Earl Fitzwilliam in the yacht *Veronique,* but found a Mr. Harold Gray and party in possession, with the sanction of the Costa Rica Government, and so had to abandon all idea of further search. No record has been traced of anyone finding treasure on this Island. He went on the list of retired flag-officers on 22nd June, 1899, made a Vice-Admiral, retired, in July, 1899, and Admiral, retired, on 15th March, 1904. He died in 1906.

(XXVII.) BEAUMONT, Lewis Anthony. Entered the Navy in 1860, and served as Lieut. in the Arctic Expedition of 1875-76; Private Secretary to Lord Northbrook who was the First Lord of the Admiralty, 1882-85; Commodore of the Training Squadron from August, 1891; Director of Naval Intelligence, 1894-97; Rear-Admiral, 23rd August, 1897; A.D.C. to the Queen, January, 1895-97. He was appointed to the command of the ships on the Pacific Station on 20th March, 1899, and flew his flag in the steel first class armoured cruiser *Warspite* of 8,400 tons and 8,000 horsepower, commissioned at Chatham on 28th March, 1899, by Captain Thomas Philip Walker. Rear-Admiral Beaumont was appointed to the command of the ships on the Australian Station on 1st November, 1900. While holding that command he, in 1901, was in attendance on H.R.H. The Duke of Cornwall and York during the Australian part of the World tour in 1901, and was awarded the K.C.M.G. for these services; promoted Vice-Admiral on 1st September, 1902; awarded the K.C.B. in 1904; promoted Admiral on 17th October, 1906; First and Principal Naval A.D.C. on 25th January,

1911, to May, 1912; was in attendance upon the German Emperor during his visit to London for the unveiling of the Victoria Memorial in May, 1911; awarded the G.C.B. on the Coronation of King George V., 19th June, 1911; retired May, 1912; and died in 1922.

(XXVIII). BICKFORD, Andrew Kennedy. Entered the Navy in 1858 and while a Lieut. was present in *Barrosa* at the battle of Simonoseki, and as gunnery officer of the *Amethyst* in action with *Huascar* in 1877 off Chili. While a Commander he was in the transport *Thalia* during the Egyptian war in 1882. Promoted to Captain 31st December, 1884; awarded the C.M.G. in 1885, for services in the release of crew of the *Nisero* from the natives at Acheen, Sumatra; made A.D.C. to the Queen January, 1896. Promoted Rear-Admiral on 22nd June, 1899. Appointed to the command of the ships of the Pacific Station on 15th October, 1900; and flew his flag in *Warspite,* which was taken over on the Station by Captain Colin Richard Keppel, C.B., D.S.O., in November, 1900; and then the first class protected cruiser *Grafton,* 7,350 tons and 10,000 horsepower, commissioned at Chatham by Captain John Locke Marx on 14th January, 1902, who then took the *Warspite* back to Chatham to close her commission. Rear-Admiral Bickford was promoted to Vice-Admiral on 10th February, 1904; and to Admiral on 22nd March, 1908. He retired in May, 1908, and died in 1927, at Hove, England, at the age of 83 years, and was the last Rear-Admiral to have commanded the ships on the Pacific Station.

(XXIX) GOODRICH, James Edward Clifford. Entered the Navy in 1864. As Lieut. had three first class certificates; promoted Captain on 1st January, 1895, and as Captain of *London,* received M.V.O. in April, 1903, on the occasion of the visit of H.M. King Edward VII. to Naples. Appointed Commodore to command the ships on the Pacific Station from 15th October, 1903, until 28th February, 1905. It appears that Captain Robert Grant Fraser commissioned the second class cruiser *Bonaventure* of 4,360 tons and 7,000 horsepower at Devonport on 3rd December, 1903, took her to Esquimalt, handed her over to Commodore Goodrich and then took the *Grafton* home to Sheerness. In February, 1905, Captain Henry Holland Torlesse took over the *Bonaventure* at Esquimalt and steamed her to Hong Kong to relieve *Thetis.* Captain

Goodrich was promoted Rear-Admiral on 1st October, 1905, and from August, 1906, until September, 1909, was Admiral Superintendent of H.M. Establishments at Gibraltar. Awarded the K.C.V.O. in 1905; Vice-Admiral, 30th April, 1910, and Admiral on 3rd June, 1913, retiring from the Service the following day. He died at Stinchcombe Manor, Dursley, Gloucestershire on 21st December, 1925, being 75 years of age.

CHAPTER VII.

IMPORTANT DATES IN THE MARITIME HISTORY OF THE WEST COAST OF AMERICA

(List specially prepared by the Author)

1513. The Southern Ocean was first sighted by Europeans from the Isthmus of Panama.

1517. New Spain discovered by Fernando de Cordova.

1520. Magellan discovered his Straits.

1521. Magellan and several of his crew were killed in action by natives on the Island of Mactan, near the Island of Cebu in the Philippines.

1542. The ships under Cabrillo were off the Bay of San Francisco. Villalobos sailed from Navidad on 1st November, and arrived in Malaga Bay on the east side of Mindano Island (Philippines) on 2nd February, 1543.

1543. Death of Cabrillo, who was succeeded by Ferrello, who continued the voyage to the north.

1560. Viceroy Velasco appointed Legaspi to command the great expedition to the Philippines.

1564. Legaspi sailed from Navidad on 21st November, arrived at Samar Island 13th February, 1565, with the two chief assistants, Urdaneta and Isla.

1565. First ship sailing eastward from the Philippines, by discovering the route of the prevailing easterly wind, eventually reached Acapulco.

1567. Isla sailed eastward from Philippines to Acapulco with dispatches for the King, and continued his journey across the Atlantic to Spain.

1568. Legaspi's expedition was attacked off the Island of Cebu by a Portuguese squadron, which was repulsed.

1570. Legaspi founds the City of Cebu, supported by Isla and Galli.

1571. Legaspi founds the city of Manila on the island Luzon.

1572. Isla sent from Acapulco to command the squadron of ships from Manilla to explore coast of China north to 50° or 60°, and from that point to proceed east to search for the northerly coast of New Spain. Legaspi died at Manila in August, and his successor Guido de Laverzaris refused to supply a ship for Isla, who thus could not sail for the Chinese northern coast.

1573. The two ships *Espirita Santo* and *Santiago,* the first with full cargoes of precious metals and mixed goods, ever to make the voyage from West to East across the Pacific from Manila to Acapulco. The inauguration of the Manila galleons.

1574. Siege of Manila by the Chinese pirate Li-Ma-Hon, with 95 small vessels and 2,000 men, which was repulsed by the Spaniards who were supported by the natives.

1579. Drake in the *Golden Hind* reached his furthest north on the Northwest coast.

1582. Galli sailed from Acapulco, on 10th March, for Manila, and on his return voyage he called at Macao, where he loaded Portuguese goods for the vice-royalty of Peru, and eventually reached Acapulco.

1585. Galli in the *San Juan* sailed from Acapulco in March and arrived at Manila about June. He died in 1586, and Unamuno took over the work.

1586. Unamuno sailed from Manila in the summer and turned up at Macao, where his ship was confiscated by the Portuguese, however he bought a vessel of 30 tons in which he sailed from Macao on 12th July, and arrived at Acapulco on 22nd November.

Vizcaino visited Manila off and on till 1589, and was on the *Santa Ana* when she was captured on the 14th November, 1587, when he lost all his venture.

1587. Thomas Cavendish in the *Desire* of 120 tons, raided the ports on the coast of Peru and New Spain.

1592. Mythical voyage of Juan de Fuca, otherwise known as Apostolos Valerianos, on the Northwest coast and discovery of the Strait of Fuca.

1594. Cermeno left Acapulco on 21st March, for Manila.

1595. Four vessels sailed from Manila for Acapulco. Cermeno left in one of them on 4th July, arrived off Cape Mendocino on 4th November, and on the 30th, the ship was wrecked near Drake's Bay, the crew eventually reaching Acapulco.

1602. Vizcaino claimed that his expedition reached Cape Mendocino.

1615. Joris van Spielbergen raided ports on the coast of Peru, defeated the local Spanish squadron at sea, called at Acapulco and crossed the Pacific to the Ladrone Islands.

1708. Woodes Rogers raided the coast of Peru, and crossed the Pacific Ocean westward.

1718. George Shelvock raided the coast of Peru.

1728. Bering discovered the Strait dividing America from Asia.

1741. Bering and Tchirikow sighted Alaska, while in the *St. Peter* and the *St. Paul,* which were based on Avacha Bay.

1740. Commodore Anson voyaged round the world westward in the *Centurion,* returning to Britain in 1743.

1769. Bay of San Francisco discovered and shore line traced by Sergeant Ortega.

1770. Bay of Monterey discovered by Portola.

1774. Captain Perez reached the mouth of Dixon Entrance.

1776. Presidio and Mission founded on the Bay of San Francisco by Colonel Juan Bautista de Anza.

1778. Captain Cook anchored in Nootka Sound and in Cook Inlet.

1785. Captain Hanna anchored in King George's Sound.

1786. James Strange landed on the northwest coast of Vancouver Island. Captain Dixon anchored in Cook Inlet and King William's Sound. La Perouse in *L'Astrolabe* passed Nootka Sound, south bound, June.

1787. Captain Meares cruised on coast and anchored in Nootka Sound. Captain Gray in sloop *Washington* discovered the Columbia River.

1792. Expedition of Captain Vancouver anchored in Nootka Sound.

1793. Alexander Mackenzie reached the Pacific Ocean by land from Canada.

1794. Captain Vancouver finally sailed from Nootka, 17th October, southbound.

1795. Lieutenant T. Pearce, Royal Marines, received back the land at Nootka Sound from Spain, on 28th March.

1799. Alexander Von Humboldt travelled in New Spain, making observations and notes until 1804.
The Russian American Company fur trading in Alaska, under an Imperial Ukase, and continued trading until country transferred to the U.S.A. in 1867.

1803. Massacre of the crew of ship *Boston* in Nootka Sound, and the sparing of the armourer Jewitt by Maquinna.

1805. Lewis and Clarke arrived at the mouth of the Columbia River overland from St. Louis, and returned to the same place overland in 1806.

1808. Simon Fraser travelled down the Fraser River and reached salt water but not the ocean shore, and returned up the same river to Canada.

1811. Ship *Tonquin* to Columbia River with men and stores to establish Fort Astoria.

1812. Declaration of war between Britain and the United States of America.

1813. Officers of H.M.S. *Racoon* hoist British flag at Astoria, and change the name to Fort George.

1814. Treaty of Ghent, 24th December. Peace declared between Britain and the United States of America.

1818. Convention signed between Britain and the United States of America on 12th October.
Officers of H.M.S. *Blossom* return Fort George on the Columbia River to the U.S.A.
Admiral Lord Cochrane led the Chilian Navy in revolt against the Spanish Squadron, from 1818 to 1823.

1822. 28th March, H.M. frigate *Conway,* Captain Basil Hall, anchored at San Blas as the first British war ship to do so.

1823. 4th October, Mexican Federal Republic proclaimed.

1824. Governor George Simpson journeyed overland from Canada, to the Pacific Coast at the Columbia River, reaching Fort George on 8th November, with Doctor McLoughlin.

1825. Fort Vancouver established on the Columbia River.
Treaty of commerce between Great Britain and the Republic of Mexico.

1826. Fort Langley established on the Fraser River.
H.M. Arctic ship *Blossom* sailed from Bering Strait to the harbour of San Francisco, where she anchored off the Mexican Fort on 7th November. She afterwards called at the Sandwich Islands, and then at Macao, in China.

1827. Convention signed between Great Britain and the United States of America, continuing in force Article III, Treaty of 1818, re Oregon Territory Boundary.

1829. Republic of Mexico decreed the expulsion of the Spaniards.

1830. The brig *Llama,* 144 tons, of Boston, U.S.A., William McNeill master and independent trader, first visited Camosack Harbour.

1833. Hudson's Bay Company coasting vessels first shown in Records as on the coast of the Oregon Territory, *Drydale, Llama* and *Cadboro.*

1834. U.S. trading brig *Pilgrim* on the Californian coast, till 1836, per log of Richard Henry Dana, author of "Two years before the Mast".

1836. April 4th, the Hudson's Bay Company steamer *Beaver* from London, first arrived at Fort Vancouver on the Columbia River. Other Company vessels on coast:—*Nereid, Llama* and *Cadboro.*
Spain recognizes the independence of the Republic of Mexico.

1837. The Pacific Station is shown in Navy List for the first time, the former name being the South American Station.

1838. March 13th, H. B. Co. given Crown Grant for exclusive trade with natives in countries to west of Rocky Mountains for 21 years.

1839. The Hudson's Bay Company barque *Vancouver* of 324 tons, arrives on the coast for the first time.

Trading agreement signed at Hamburg between Hudson's Bay Company and the Russian American Company, on 6th of February, for ten years from 1840.

1840. Hudson's Bay Company built a post in the Sandwich Islands.

Pacific Steam Navigation Co., paddle steamer *Peru,* of 658 tons, arrived at Valparaiso from London, to start a service to Panama. Her sister ship was the *Chili.*

1841. The United States Exploring Expedition under Commodore Charles Wilkes, U.S.N., was off the Columbia River, and in Port Discovery.

The Island of Hong Kong ceded by China to Britain, and the Charter signed on 5th April, 1843.

1842. The south end of Vancouver Island reconnoitred by Douglas, to enable McLoughlin at Fort Vancouver to select a site for the new headquarters being built on the shores of Port Camosack.

1843. Council held at Red River Post, in June, selects the name Victoria for the new headquarters.

1844. H.M. Corvette *Modeste* of 562 tons, entered the Straits of Fuca and used Port Discovery, she being the first British Man-of-War to do so, since Captain Vancouver's visit.

1845. H.M. frigate *America* inside the straits, used Port Discovery. Her Captain the Hon. Gordon, R.N., visited Fort Victoria for shooting and salmon fishing. He sent officers overland to Fort Vancouver with letters. H. B. Co. deep sea ship *Vancouver,* first of annual ships direct from London, arrived off Fort Victoria this year.

1846. First complete survey of Esquimalt Harbour, and this was made by Lieut. James Wood and crew of H.M. Brig *Pandora,* who were helped

for a few weeks by H.M. Sloop-of-war *Herald.*

The Oregon Boundary Convention between Britain and the United States of America was signed on 15th June.

1847. H.M. Corvette *Modeste* moored off Fort Vancouver, Columbia River, to look after British interests, from 30th November, 1845, till 3rd May, 1847.

1848. First British war vessel to enter Esquimalt Harbour, H.M. frigate *Constance;* other vessels, H.M. surveying vessel *Herald* to Arctic: H.M. surveying brig *Pandora* inside Straits.

United States of America Military Post established at Fort Vancouver.

May - December, Presidio on Bay of San Francisco, saw increase of population from 900 to about 20,000, the start of the gold fever.

1849. H.M. frigate *Inconstant* inside the Straits and at Esquimalt.

Merchant barque *Harpooner* arrived from London with twenty-one settlers.

1850. H.M. paddle sloop *Driver* arrived with Governor Blanshard from Panama at Fort Victoria on 10th March. He read himself into office on the 11th of March.

H.M. frigate *Daedalus* first visited Esquimalt. Merchant barque *Cowlitz* arrived Fort Victoria from London with ten settlers.

1851. The 50-gun ship *Portland* and frigate *Daphne* were inside the Straits for first time.

Mr. James Douglas was appointed the second Governor of Vancouver Island on 16th of May. He built his house on the shores of James Bay.

1852. H.M. frigate *Thetis* arrived with Captain Kuper at Esquimalt.

1853. H.M. frigate *Trincomalee* arrived, (afterwards bought by the late Mr. G. Wheatley Cobb, in 1897, and renamed *Foudroyant,* was for many years moored in Falmouth Harbour off Flushing, flying

the flag of the Royal Anglesea Yacht Club). The frigate took supplies to H.M.S. *Plover* in the Arctic in 1854.

H.M. steam vessel *Virago* first time on coast.

H.M. frigate *Thetis* second year on coast.

1854. Britain and France declared war against Russia, on the 27th of March.

United States Navy took over Mare Island in the North end of San Francisco Bay, 16th September, to be made into a Naval Base.

November 27th, Hudson's Bay Company ship *Princess Royal* landed the first coal miners at Nanaimo. She had arrived at Esquimalt, November 23rd, having sailed from London on June 3rd.

1857. H.M. survey vessel *Plumper* arrived on the coast, and continued work until 1861.

1858. On 19th November, at Fort Langley, the wild and unoccupied territories commonly called and known as New Caledonia, were proclaimed to be named "British Columbia", by Governor Douglas of the Colony of Vancouver's Island. Douglas was also sworn in as the first governor of British Columbia.

1859. On 13th February, H.M. frigate *Tribune,* Captain G. T. Phipps Hornby, arrived from China, with Marines to reinforce the ships at Esquimalt, for San Juan Island dispute.

The Municipality of New Westminster was created by Proclamation of Governor Douglas, on the 20th July, and signed at Victoria.

1861. H.M. survey steamer *Hecate,* Captain Richards, surveyed the coast until 1863.

The Hudson's Bay Company closed its depot of Fort Vancouver on the Columbia River.

1862. The district about Fort Victoria was incorporated as the "City of Victoria" and this was assented to by the Governor on 2nd of August.

Civil war began between North and South in the United States of America.

1863. H.M. survey steamer *Beaver* started work under Commander Pender and continued until 1870.

1864. First railway opened from Colon (then Aspinwall) across the Isthmus to Panama.
The China Naval Station was separated from the East Indies Station.
In April, H.M. frigate *Tribune,* Captain Lord Gilford, arrived at Esquimalt from the South.

1865. Order-in-Council passed in London, creating the Royal Naval Establishment of Esquimalt. The Naval Base was put on a permanent footing on 29th of June.

1866. St. Paul's Naval Church Esquimalt consecrated 12th December.

1867. Alaska transferred from Russia to the United States of America on 18th October, at Sitka, Captain Peterschoff acting for Russia and General Rousseau for the United States.

1868. The Fenian scare spread to Victoria from Canada and lasted a few months. A guard of Royal Marine Light Infantry was placed at Government House, and retained there until October, 1870.
The schooner *Pioneer* made a successful sealing voyage to the Pribilof Islands. Hutchinson, Kohl and Co. secured the exclusive right to kill seals on the Islands of St. George and St. Paul. This grant was practically the start of the Bering Sea dispute and troubles.

1869. July 6th to 20th, the Imperial French Naval vessels *L'Astree* and *La Mothe Pique* under Rear-Admiral Cloue were at Esquimalt, from San Francisco.
November 17th, Suez Canal was opened.

1870. May 5th, arrival in Esquimalt Harbour of the Flying Squadron from Australia, under Rear-Admiral G. T. P. Hornby, with his flag in the frigate *Liverpool.* It sailed from Esquimalt on May 28th. As Captain G. T. Phipps Hornby, he had brought H.M. frigate *Tribune* to Esquimalt in February, 1859.

1871. Thursday, 20th July, British Columbia entered the Dominion of Canada, and a salute was fired from H.M. armour-clad ship *Zealous,* Rear-Admiral Arthur Farquhar.
Governor A. Musgrave having carried the Union into effect, left Victoria, on the 25th July, in H.M. gun-vessel *Sparrowhawk,* on his return to England via Panama.

In the autumn, the last of the British troops in Upper and Lower Canada, the 60th Rifles and the 5th Battery Third Brigade, R.A., sailed from Quebec, leaving the Forts and Barracks to be occupied by the Canadian Permanent Forces. British Troops were still left at Halifax.

The location survey for the Canadian Pacific Railway across British Columbia was begun under the direction of Mr. Sandford Fleming.

1872. October 28th. Lieut.-Colonel Robertson Ross and son arrived at Victoria, 70 days from Fort Garry, (crossing the prairies on horse-back), via Portland, to report to the War Office on the defence forces and works.

1873. July 26th, H.M.S. *Repulse* at Esquimalt from Portsmouth, being the first newly commissioned flagship to arrive after the Colony of British Columbia had entered the Dominion of Canada. The Commander-in-Chief was Rear-Admiral C. F. Hillyar.

March 21st, Captain C. F. Houghton, who retired as Captain in 1861, from the Imperial Army (Infantry), was commissioned as Lieut.-Colonel in the Militia and appointed the first Deputy Adjutant General of Military District No. 11.

1875. December 24th, Municipality of Nanaimo was incorporated by Letters Patent, signed by Lieut.-Governor J. W. Trutch.

1876. Coal areas of Nanaimo and Comox were examined for the first time for the Canadian Geological Survey by Mr. J. Richardson.

1877. May-November, shadow of war with Russia hangs over the South end of Vancouver Island. H.M.S. *Opal* and *Shah* at different times spend some weeks at Esquimalt on duty of trade route defence. In May, the *Shah* and *Amethyst* fought the *Huascar* off the Peruvian coast.

May 12th, the following vessels of the Imperial Russian Navy were at Mare Island anchorage under Rear-Admiral Pauzino:—*Bayan* (*Flag*), *Vsadnick, Vostock, Abreck, Tunguz, Japonitz,* and *Gomostai.* Most of these were under 1,000 tons. Later they left under sealed orders.

1878. Most of this year, shadow of war with Russia. From June 10th, Lieut.-Col. De la C. T. Irwin, R.A., directed the construction of the first earthwork batteries at Finlayson Point, Macaulay Point and Brother's Island, by civilian labour, completed by 30th August.

June 24th, the Russian Imperial war vessel *Craysser,* Captain P. Nasimoff, arrived off Mare Island Navy Yard to have her bottom cleaned.

Coast Line of the Queen Charlotte Islands was explored by Mr. G. M. Dawson for the Canadian Geological Survey.

1879. August 13th, by the steamer *City of Chester* arrived in Victoria, Colonel J. W. Lovell, C.B., C.R.E., of Halifax, Lieut.-Colonel T. Bland Strange, R.C.A., of Quebec, under instruction from the War Office to report on defence plans for Victoria and Esquimalt.

1880. May 22nd, Mr. Sandford Fleming was removed from the office of Chief Engineer of the Canadian Pacific Railway. A Royal Commission reported on this subject in 1883.

1882. September 19th, His Excellency the Marquis of Lorne, Governor-General and H.R.H. Princess Louise, arrived at Esquimalt in H.M. corvette *Comus,* Captain J. W. East, from San Francisco, which city they had reached from the East by the Central Pacific Railroad. They sailed from Esquimalt on December 7th, for San Francisco. The *Comus* had come over especially from the China Station for this Duty.

1883. January 17th, the Canadian Pacific Navigation Company was incorporated at Victoria, with Captain John Irving as manager.

February 13th, the pioneer steamer *Beaver* was wrecked in the First Narrows of Burrard Inlet.

May 1st, Lieut.-Colonel J. G. Holmes, R.C.A., was appointed the second D.A.G. Military District No. 11.

The schooner *City of San Diego,* Captains Cathcart and Daniel McLean, first left on a sealing voyage to Bering Sea.

The Outer Wharf at Victoria was completed by Mr. R. P. Rithet for the use of Ocean liners and deep-sea ships.

1885. Scare of war with Russia over the Penjdeh frontier dispute, (where the frontiers of Persia, Afghanistan and Russia march together) during March and April. The defence of the coaling stations was taken in hand at last.

The last spike was driven on the C.P.R. at Craigellachie on November 7th, thus completing the road of steel.

In the autumn, Mr. William Munsie went to Halifax and bought the schooner *Pathfinder,* and she was the first of a large number of such vessels which rounded the Horn to engage in sealing on the north Pacific Ocean. She was brought out by Captain O'Leary and arrived at Victoria in April, 1886.

The north-east coast of Vancouver Island and part of Quatsino Sound was explored by Mr. G. M. Dawson for the Canadian Geological Survey.

1886. July 29th, Lieut.-Colonel E. D. C. O'Brien, R.E., arrived at Victoria from Halifax to survey the land and select sites for the permanent forts for the protection of Esquimalt and Victoria.

July 18th, the "Colonist" published a Report on Defences of Esquimalt by Captain E. Palliser, R.A., to Sir A. Caron, the Minister of Defence.

July 4th, the first through train from Montreal arrived at Port Moody, (on Sunday) at noon, where it was met by the steamer *Yosemite,* with Mayor Fell on board from Victoria.

April 6th, the Township of Granville was incorporated as the City of Vancouver by a Special Act of the Provincial Legislative Assembly.

June 13th, the great fire broke out in the young city of Vancouver on this Sunday.

June 26th, last stone was laid in the Esquimalt Drydock.

December, Lieut. J. I. Lang, R. E., arrived to continue survey work of Colonel O'Brien at Esquimalt.

1887. April 20th, Major-General Sir R. C. Moody, died at Bournemouth.

July 20th, the Esquimalt Drydock was opened by the entry of H.M. sloop *Cormorant,* in the presence of Lieut.-Governor H. H. Nelson, and Rear-Admiral Sir M. Culme-Seymour, who flew his flag

in the masted armoured-cruiser *Triumph.*

September 29th, the first ship of the new C.P.R. Trans-Pacific Service to call at Victoria and land passengers was the *Port Victoria.* The first ship in the service was the chartered ship *Abyssinia,* followed by the *Parthia.*

November 11th, "C" Battery of the Royal Canadian Artillery arrived at Victoria from Quebec, being the first complete unit of Canadian or British troops to be carried across by the C.P.R. from the Atlantic to the Pacific.

November 24th, the Minister of Militia, Sir A. Caron arrived in Victoria on a tour of inspection, and chose Work Point as the site for the Military Barracks.

1888. March 18th, Victoria and Nanaimo connected by telephone.

March 29th, the first regular passenger train from Nanaimo entered Victoria over the iron swing bridge at the entrance to the Inner Harbour.

July 6th, arrival off Royal Roads of the chartered mail steamer *Parthia* from China, for the C.P.R.

July 26th, wreck of pioneer steamer *Beaver* on Prospect Point, Vancouver Harbour.

1889. June 3rd, Messrs. Dunsmuir's tug *Lorne,* 150 ft. long by 25 ft. beam, was launched at Victoria.

In the summer a start was made in clearing the primeval forest on Work Point, for the artillery barracks. The work was done by the labour of the Officers, N.C.O.'s and Gunners.

November 6th, H.M. second class cruiser *Amphion,* Captain E. G. Hulton, while proceeding to Burrard Inlet with the Governor-General, Lord Stanley, on board, struck a reef off Kellett Bluff, on the east side of Haro Strait, which damaged her keel, so she had to return to Esquimalt with all her pumps going.

1890. May 21st, the Duke and Duchess of Connaught arrived in S.S. *Abyssinia* at Victoria from Yokohama, and were taken ashore in the *Lorne.* They proceeded to Burrard Inlet on the 23rd.

June, H.M.S. *Warspite,* arrived at Coquimbo from England, and took over from H.M.S. *Swiftsure.*

July 1st, the Dominion Meteorological Service

Station was opened at Esquimalt, Mr. E. Baynes Reed being in charge.

A start was made in building red brick stores and offices in the Naval Yard, and the first big repairs were made to ships.

The Burrard's Inlet Towing Company this year became the "Union Steamship Company of B.C.", with Mr. Legg, of Glasgow, as the first president and manager. Mr. Webster, of New Zealand, was the promoter.

The Dominion Government telegraph line from Victoria to Cape Beale was opened this year.

Work Point Artillery Barracks were completed and "C" Battery moved in.

1891. February 15th, great fire at New Westminster, loss about a quarter of a million dollars, and many important records were burnt.

April 1st, first branch of the Bank of Montreal opened in Victoria.

April 28th, the *Empress of India,* Captain O. P. Marshall (Lieut. R.N.R.), the first of the new C.P.R. mail steamers, arrived at Victoria from Yokohama, and proceeded to Burrard Inlet the same day. The sister ships were:—*Empress of China* and *Empress of Japan.* All three had white hulls and swan bows, and displaced 5,700 tons.

June 15th, the agreement between the United States of America and Great Britain, concerning the Sealing in Bering Sea, was signed. After this date H.M.S. *Nymphe,* Commander C. T. Turner, proceeded to the Bering Sea.

1892. January 5th, the new Dominion Government Lighthouse steamer *Quadra,* 573 tons, arrived at Esquimalt, from the Clyde, under Captain J. T. Walbran.

March 25th, plan of the Vancouver Island Development Syndicate, of London, England, was considered by the B.C. Government, in relation to the settlement of Fishermen on the West Coast and the development of deep sea fisheries.

July 7th, the Bering Sea patrol sailed, consisting of H.M. ships:—*Melpomene,* senior officer Captain A. A. C. Parr, *Daphne, Nymphe* and the Canadian Pacific Navigation Company ship *Danube,* with Mr.

A. H. Maynard, on board to photograph the Seal rookeries etc.

1893. June 19th, H.M. cruiser *Royal Arthur* arrived at Esquimalt, after the fastest passage ever made from Portsmouth, which port was left on March 18th, making 84 days, and steaming 64 days. Passed the *Warspite* homeward bound in the Straits of Magellan.

August, Saturday 19th, "C" Battery left Victoria via the C.P.R. for the Citadel at Quebec, and on arrival there, it became No. 2 Company, R.C.G.A.

August. Major H. H. Muirhead, R.E., arrived at Victoria very quietly to organize the Royal Engineer Services and prepare for much new work in the forts. Per R. E. Records at Chatham; no mention in local papers.

August 25th, Lieut.-Colonel J. Peters became the third D.A.G. for M. D. No. 11, and a room in his house was used as his office.

1894. Victoria and Saanich Railway to Sidney was opened.

March, Friday 23rd, detachment of Royal Marine Artillery under Major Rawstorne arrived at Montreal from England, on their way out west. March 30th, the S.S. *Premier* brought the detachment of R.M.A. from Vancouver to Victoria, for Work Point Barracks. Per "Colonist."

May 19th, the flagship *Royal Arthur,* Rear-Admiral Sir H. F. Stephenson, arrived in Esquimalt Harbour, with the usual detachment of R.M.A., under Lieut.-Colonel A. L. S. Burrows.

June 14th. First mention in "Colonist" of Royal Engineers at this period. They are mentioned as attending the funeral of Sir M. B. Begbie, coming between the B. C. Garrison Artillery and the Royal Marine Artillery. The Corps records at Chatham say Lieut. H. W. Gordon, R.E., arrived in Victoria with 20 Sappers from 18th Co. at Halifax.

All the Imperial troops on the Pacific Coast are under the command of Lieut.-General Sir John Ross at Halifax. The laying out and building of the earth and concrete forts was proceeded with.

1895. The building of Fort Macaulay was completed by the R.E.

May 10th, Flag-Captain F. P. Trench of *Royal Arthur,* died, and Captain F. Finnis was sent to fill the office.

Surgeon A. S. G. Bell, R.N., came out for duty with detachments of R.M.A. and R.E.'s, and made a host of friends.

1896. May 24th, Point Ellice Bridge disaster, with great loss of life. Large review of Imperial troops and Militia held on Macaulay Plain.

May 31st, H.M.S. *Icarus* arrived at Esquimalt, after a long passage from Chatham, owing to consistant rough weather and break down of engines; also she made search in the Straits of Magellan for an English steamer supposed lost.

June 7th, removal of powder from Beacon Hill magazine to that at Work Point.

June, Tuesday 16th to Friday 19th, two flagships present in Esquimalt Harbour. H.M.S. *Royal Arthur* relieved by H.M.S. *Imperieuse,* Flag-Captain C. H. Adair, Rear-Admiral H. St. L. B. Palliser, the new C.-in-C. of Station.

1897. The rifle range on Goose Spit at Comox was first used by Officers and ratings of H.M. ships.

October. Rear-Admiral Palliser in H. M. S. *Imperieuse* sailed to the south to hunt for treasure on Cocos Islands.

1898. January, arrival of H.M. torpedo boat destroyers *Sparrowhawk* and *Virago* from Devonport. They had been commissioned for the Jubilee Review at Spithead, and after recommissioning on August 18th, were escorted out by H.M. cruisers *Phaeton* and *Leander.* After six years on station proceeded to China Station, escorted in April, 1903, by H.M.S. *Amphion* to Honolulu, where H.M.S. *Amphitrite* took over.

February 8th, H.M. survey vessel *Egeria,* Commander Smythe, arrived from the China Station, where she had served several commissions.

1899. April 11th, Philippine Islands annexed by the United States.

June to September, H.M.S. *Egeria,* Commander M. H. Smythe, surveying route of projected Pacific Cable to Australia.

September 28th, Royal Marine Artillery, under Major Trotter, with Captains Barnes and Poole left Victoria for England, after 6 years tour of duty.

September 29th, 19th Company Royal Garrison Artillery, under Major A. E. C. Myers, arrived at Victoria via Vancouver on S.S. *Islander*.

1900. January, the 48th Company Royal Engineers, Lieut. R. W. B. Bowden, arrived at Victoria from Chatham, to take over the fixed mine defences of the entrance to the harbour.

May 25th, half the 44th Company Royal Engineers, Lieut. G. C. E. Elliott, arrived at Victoria from Chatham to take over the electric lights of the forts.

April, "A" Company of Third Battalion (Special Service), The Royal Canadian Regiment of Infantry, under Lieut.-Colonel McKay, arrived at Victoria and was quartered at Hospital Point in the Marine Hospital.

October 23rd, presentation of farewell address to Rear-Admiral Sir L. Beaumont on his leaving to hoist his flag on the Australian Station. Mayor C. Hayward presented the address.

1901. October 1st, Tuesday, the Duke and Duchess of Cornwall and York, arrived at Victoria from Vancouver City, on S.S. *Empress of India,* landing at 11 a.m. at Rithet's wharf. They were escorted and received by H.M.S. *Amphion, Phaeton, Condor* and *Sparrowhawk,* also D.G.S. *Quadra.* They had arrived by train at Vancouver, and left the same city eastbound, on Thursday, 3rd October.

December 1st, Sunday, No. 21 Company Royal Garrison Artillery, under Major W. Gurdon arrived at Victoria from Halifax via Vancouver.

December 3rd, Tuesday, No. 19 Company, R.G.A., under Major Wynne sailed from Victoria on *Empress of China.* This was the first unit of Imperial troops to leave Victoria for Hong Kong.

1902. May 25th, Saturday, Vice-Admiral Sir Cyprian Bridge was guest of Rear-Admiral Bickford, and sailed Monday 27th, on *Empress of Japan* to hoist his flag in H.M.S. *Glory* as C.-in-C. China Station.

May 27th, Tuesday, Major-General Sir C. Parsons, G.O.C. troops in Canada, arrived on first visit of inspection. Guest of Colonel Grant at Barracks.

Left on Wednesday, June 4th, after thorough inspection of works and troops.

June 4th, arrival on *Empress of Japan* of Coronation Contingent from Hong Kong and Singapore, under Major P. A. Chapman of the Hong Kong Volunteers, Assessor of Taxes, Hong Kong, total of 83 of all ranks. Lieut.-Colonel J. G. Holmes, R.C.A., called on Major Chapman on behalf of the Lieut.-Governor and two officers from the flagship *Grafton* called.

1903. January 13th, Siberian Railway opened from Port Arthur to St. Petersburg, round Lake Baikal.

October 15th, Commodore Goodrich appointed to succeed Rear-Admiral Bickford on H.M.S. *Grafton.* December 3rd, H.M.S. *Flora* stranded at Village Point, Denman Island, and salvage vessels sent to her aid.

December 29th, No. 83rd Company R.G. Artillery, under Lieut.-Colonel Gurdon, left in *Empress of India* from Victoria for Hong Kong.

December 30th, No. 58 Company R.G. Artillery from Halifax arrived at Victoria, per S.S. *Charmer,* under Lieut.-Colonel English.

1904. H.M.S. *Grafton,* flagship, became a private ship, returned to Portsmouth to pay off and then replace H.M.S. *Narcissus* as tender to H.M.S. *Excellent.* December 9th, H.M.S. *Flora* arrived at Devonport from Pacific to pay off.

1905. February 28th, Commodore J. E. C. Goodrich lowered his flag on H.M.S. *Bonaventure,* leaving only H.M.S. *Shearwater* and *Egeria* on the Station, under Commander A. T. Hunt, Senior Officer.

March 4th, H.M.S. *Bonaventure* steamed out of Esquimalt for the China Station, under Captain H. H. Torlesse, to relieve *Thetis.*

1906. May 17th, the main body of the Imperial Troops, Artillery and Engineers, finally left Victoria for Vancouver in S.S. *Charmer* at 8 a.m., en route to England.

March 27th, H.R.H. Prince Arthur of Connaught, arrived on S.S. *Empress of Japan* from the Garter Mission to the Mikado. He spent three days on Vancouver Island before going on to Vancouver for the eastbound train.

1907. April 15th to May 14th, Colonial conference in London.

July 23rd, Prince Fushimi, G.C.B., a cousin of the Mikado, returning to Japan from Mission to England, arrived at Victoria, via the C.P.R. Sailed the next day in H.M.S. *Monmouth,* Captain J. A. Tuke, from Esquimalt, for Japan.

1908. June 25th, H.M. sloop *Algerine,* arrived at Esquimalt, 26 days from Yokohama, on transfer from China Station. Was at once sent on the Bering Sea Seal Patrol, Commander E. H. Edward.

July, visit of H.R.H. Prince of Wales to Quebec in H.M.S. *Indomitable,* accompanied by H.M.S. *Minotaur,* Captain H. G. King Hall, A.D.C.

1909. August 9th, arrival at Esquimalt of U.S. Naval Torpedo Flotilla from Alaska, under Lieut. J. G. Church, U.S.N.

October 18th, Portola Festival at San Francisco. H.M.S. *Bedford,* Captain E. S. Fitzherbert, came over especially from China Station. Other ships were *Shearwater* and *Algerine.* Also ships from Japan, Germany, Italy and Holland.

July, Imperial Defence Conference held in London.

1910. April 1st, Commander G. W. Vivian appointed to H.M.S. *Shearwater,* as Commander-in-Charge for station duties on the West Coast of America. This sloop recommissioned at Esquimalt, November 25th.

November 8th, H.M. Canadian ship *Rainbow* arrived at Esquimalt, Commander J. D. D. Stewart, from Portsmouth via the Straits of Magellan.

November 9th, Transfer of Esquimalt Yard to Canada.

June, Rear-Admiral C. E. Kingsmill appointed from Commanding Marine Service to the Director of Naval Service.

1911. June 24th, Commander W. Hose, appointed to command H.M.C.S. *Rainbow,* succeeding Commander Stewart.

Early in November, the Navy League Training Ship *Egeria,* under Captain Eddie, taken by volun-

teer crew to Burrard Inlet, to which place she was towed.

May 23rd, Imperial Conference, London.

1912. April 24th, Commander F. H. Walter appointed to *Shearwater,* and recommissioned her at Esquimalt on 27th November.

April 6th, Commander F. G. St. Brooker recommissioned *Algerine* at Esquimalt.

1913. July 25th to 27th, H.M. battle cruiser *New Zealand,* Captain Lionel Halsey, arrived at Esquimalt on World Tour. To Vancouver and back to Esquimalt, August 4th to 9th, for landing large party of Marines and Seamen for review by the Lieut.-Governor on Beacon Hill, along with the 5th Regiment, Canadian Artillery and the 88th Fusiliers.

November 22nd, H.M.S. *Suffolk* and *Berwick* left Barbadoes for Tampico and Puerto; while H.M.S. *Algerine* and *Shearwater* left Esquimalt for western coast of Mexico to co-operate with former ships. The *Algerine* lost a propeller off Cape Flattery.

December 10th, *Algerine* again recommissioned at Esquimalt, but by an officer of higher rank, namely Captain Robert G. Corbett, who then became the Senior Naval Officer West Coast of America, and who was the first Captain to be so appointed since the departure of Commodore J. E. C. Goodrich on February 28th, 1905.

May 20th, the new lighthouse tender *Estevan* was first commissioned by Captain C. Barnes. She had been in port two months after arrival from the Collingwood Shipbuilding Company.

August 14th, the Civil Aid Force, detachments of the Militia under Lieut.-Colonel J. A. Hall, went into being at Nanaimo, etc., to keep order among the coal miners on strike.

July 8th, all the time-expired R.N. Pensioners to the number of 50, on conclusion of their engagement on *Rainbow,* left for England. This left 30 ratings on the training ship under Lieut. H. B. Pilcher, R.N.

August 30th, R.M.S. *Empress of Asia* (16,909 tons, and second of name) made her first call at Victoria from Hong Kong.

APPENDIX "A."

HOLMES, Colonel Josiah Greenwood, born in 1845 at St. Catherines, Ontario, where his family had been settled since its arrival from England in 1835. In 1865, young Holmes joined the three year old Nineteenth (Militia) Battalion of Infantry, being commissioned Ensign on December 15th. He was posted to No. 3 Company (St. Catherines) amongst whose members were two gentlemen, F. W. Benson and H. C. Thacker, who afterwards reached high rank in the Permanent Force. On the 14th of November, 1868, Ensign Holmes was commissioned Lieut. in the St. Catherines Battery of Garrison Artillery, being promoted to Captain on 26th April, 1872. He served in the Fenian Raids of 1866 and 1870, receiving the medal and two clasps.

On the formation of the two batteries of Garrison Artillery, "A" battery was formed in Ontario by taking volunteers from Artillery units in that Province, while "B" battery was formed in the Province of Quebec, being authorized in Militia General Orders on 20th October, 1871. Lieut. Holmes having offered his services, he was ordered by telegram of 28th October, 1871, to join "A" battery. After a period of trial and special training, during which time he was borne supernumerary to the establishment of the St. Catherines battery, he was commissioned Lieut. in the Permanent Artillery on 10th July, 1874, being then stationed at Kingston, where the battery was in charge of the forts, armaments and stores, as well as forming a School of Artillery for Officers and Non-Commissioned-Officers of the Militia.

He was promoted Captain on 1st August, 1882, having already been given brevet rank of Major on 26th April, 1877. In 1878, he wrote a fine essay:—"On the Proportions of Artillery (field, siege and garrison) required for the present force of Active Militia of the Dominion, with suggestions as to their organization, equipment and localization", and this was awarded the first prize by the Dominion Artillery Association. In the spring of 1883, Major Holmes was specially selected for duty on the Pacific Coast and appointed acting Deputy Adjutant General, with Sergeant-Major Kinsella from Kingston, as the only member of the Permanent Force under his command. Major Holmes was appointed D.A.G. on 1st May, 1883, and was promoted

Lieut.-Colonel on 10th of August following. His duties were to train the Militia, report as to new units to be formed, changes in the defence works, and to conduct schools of instruction for Officers and N.C.O.'s of the Militia. Sergeant-Major Kinsella acted as the Brigade Sergeant-Major of the Militia Artillery, in addition to his other duties.

The long overdue "C" battery arrived via the C.P.R. on 11th November, 1887, when Colonel Holmes was then confirmed in the office of D.A.G., which was then antedated to 1st May, 1883, and on 10th August, 1888, was appointed Commandant of the School of Artillery at Victoria. On the 25th August, 1893, he was moved to Winnipeg, returning to M. D. No. 11, on 1st April, 1901, as District Officer Commanding, and retired in 1909. He died in Victoria on the 13th May, 1928. Many of the above records have been obtained from a unique scrap album kept by the late Colonel Holmes and now in the possession of his son, Colonel W. J. Holmes of Victoria.

APPENDIX "B."

PETERS, Colonel James. He was born in September, 1853, at St. John, N.B. He first served as a bugler in 1870, when the 62nd St. John Fusiliers was called out for service during the second Fenian Raid. In 1872, he was commissioned as Lieut. in the same regiment. On 10th July, 1874, he was commissioned as Lieut. to "A" Battery of Garrison Artillery and School of Gunnery at Kinston. In 1880, the two Batteries changed stations, "A" going to Quebec, and "B" to Kingston. In 1883, by which time a third Battery "C" had been authorized, the three Batteries were formed into a Regiment to be known as The Regiment of Canadian Artillery. In May, 1893, Queen Victoria approved the several Corps of the Permanent Force being designated "Royal", and this of course included The Regiment of Canadian Artillery. On 6th of May, 1878, Lieut. Peters was given the brevet rank of Captain. In 1881, he was the adjutant of the first Canadian Artillery Team to compete at Shoeburyness.

During the Second Riel Rebellion, 1885, he commanded "A" Battery in the actions at Fish Creek, Batoche, and operations against Chief Big Bear's band. The details are as follows:—On 26th March, (1885) "A" and "B" Batteries were both ordered out on active service and left at 8 p.m., on 27th. Captain Peters commanded "A" and Major Charles John Short commanded "B", but at Qu'Appelle the Batteries parted company, "A" joining the main column under Major-General Middleton, which marched on Prince Albert, while "B" went to Swift Current, where it joined Colonel Otter's column. At Fish Creek, on 24th April, "A" Battery came under fire for the first time. One portion of the enemy, consisting evidently of picked shots, made a stand in good rifle pits in a ravine, and it was while attempting to drive these men out that the Battery suffered its greatest loss. In his despatch after the action, Major-General Middleton reported: "Captain Peters with great pluck and dash led the dismounted men of "A" Battery, supported by a party from the 90th Regiment (Winnipeg Rifles), under Captain H. N. Ruttan, and gallantly attempted to dislodge them, but they were so well covered and were able to bring such heavy fire on the party advancing, without being seen, killing three men, two

of the Battery and one of the Rifles, that I resolved to leave them . . ." For his services Captain Peters was mentioned in Despatches. During the campaign he acted as correspondent for the "Quebec Chronicle" and also carried a carbine camera, with which he took many photographs, some of which appeared in "The Illustrated London News" and in the "Graphic". These were the first photographs probably ever taken in action in Canada.

Captain Peters was promoted Major on the 6th October, 1887, and in the following November was in command of "C" Battery when it left Kingston. Travelling on the C.P.R. the Battery arrived at Burrard Inlet, where it took a steamer to Victoria and arrived on 10th November, 1887. On the return of "C" Battery to the Eastern Provinces in 1893, it proceeded direct to the Citadel at Quebec, having left Victoria at midnight on Saturday, 19th of August. Major Peters was promoted to Lieut.-Colonel on 20th August, 1893, and remained behind at Victoria as D.A.G., while Colonel Holmes went to Winnipeg as D.A.G. Lieut.-Colonel Peters remained in Esquimalt until the South African War, when he served for a short time at Toronto, relieving Colonel W. D. Otter; then a brief period at Montreal. On 1st April, 1901, he was appointed to London, Ontario, as District Officer Commanding, Military District No. 1, remaining eight years. He was posted back to Work Point Headquarters, Esquimalt, on 1st September, 1909, and retired from the service in 1910, having completed 37 years of service in the Active Militia and Permanent Force of Canada. He made his home on Peters Street, Esquimalt, where he died on 7th May, 1927, and was buried at the Naval Cemetery.

APPENDIX "C."

LAKE, Lieut.-Gen. Sir Percy Henry Noel. The people of Canada owe the modernizing, in 1893, of the Defence Forces of Canada to Colonel P. H. N. Lake of the East Lancashire Regiment, as well as in 1904 the organization of the units and formations into a real Home Defence Army. This latter included the substitution of an Army Council for the Office of Commander-in-Chief. During both these periods, Lake was the technical adviser of the Minister of Defence, who placed the greatest reliance on his judgment and advice.

The replacing by units of Canadian Permanent Militia of the Imperial garrisons of Halifax in 1905, and Esquimalt in 1906, was mainly made possibly by the spade work of Colonel Lake.

When the Canadian Government substituted an Army Council for a Commander-in-Chief, it left out a most important part of the necessary machinery, namely a "Selection Board" for promotion of senior officers, which would have eliminated all possible political or personal patronage. This board at the Imperial War Office consists of: President—the Chief of the Imperial General Staff; Members — Adjutant-General to the Forces, the G.O.C.-in-C. of the Aldershot Command, the G.O.C.-in-C. of the Eastern Command and the G.O.C.-in-C. of the Southern Command. Secretary—the Military Secretary to the Secretary of State.

Young Lake was born at Tenby, South Wales, in 1855. He was educated at Uppingham, and passed for the Army at the first competitive examination to be held after the abolition of the purchase system. On the 9th August, 1873, he was commissioned as a Lieutenant in the 59th Foot, now the 2nd Battalion, the East Lancashire Regiment. The Regiment took part in the Afghan War of 1878-80, and during the campaign Lake was appointed Assistant Field Engineer with the Southern Afghanistan Field Force. He passed out of the Staff College in 1884 with "Honours," and was given his Captaincy on 1st October, 1883.

In 1885 Captain Lake saw service in Egypt on the Red Sea littoral on the Intelligence Staff, and was in the midst of the hot fighting at Hasheen and Tofrek and

the advance on Tamai. He then served at the War Office on Intelligence work under Lord Wolseley, who was the Adjutant-General.

In June, 1890, Captain Lake returned to regimental duty, but was soon appointed Secretary to Lord Wantage's Committee on Terms and Conditions of Service in the Army, a duty which brought him into contact with many of the Army Chiefs, including the Duke of Cambridge, then in his thirty-fifth year as Commander-in-Chief, Wolseley, Buller, Evelyn Wood and others. Captain Lake was promoted Major on 1st July, 1891. On the 31st August, 1892, he was appointed D.A.A.G. of the Dublin District under Lord Wolseley, and one year later was offered and accepted, with effect from 14th September, 1893, the newly created post of Quartermaster-General in Canada, with the temporary rank of Colonel.

Colonel Lake found the Militia had been long neglected and starved; for instance, the field artillery was armed with the 9-pounder muzzle-loader, and the infantry was armed with worn-out Sniders dating back to 1861, and equipment was antiquated and useless. The few small P.F. units were rendered incapable of properly fulfilling their functions, for want of sufficient opportunity to train themselves and through the comparatively enormous number of desertions and other military "crimes". The Non-Permanent units, especially rural, were sometimes grotesquely low in strength; units trained only in alternate years for a few days, and both the cavalry and infantry regiments were a collection of individual units with no experience of working with other arms or in brigade formations. Major-General Ivor Herbert, the new General Officer Commanding, insistently urged the necessity of reform and among the measures which he carried through was the creation of the appointment of Quartermaster-General. An important camp for six weeks was held at Levis, near Quebec, at which were assembled some artillery, the scattered companies of the Royal Canadian Regiment of Infantry, and some Militia details, which involved considerable Quartermaster work and Colonel Lake's plans for the concentration were made a subject of special study by the officers who attended. This was probably one of the first examples of combined training for the Permanent Force, to provide a proper standard of professional practice for District Staffs and Officers and Non-Commissioned Officers on Training Duties.

In the winter of 1896-97, the Venezuelan difficulty drew attention to the grave deficiencies in arms and equipment, which still existed and accomplished what the urgings of the General Officer Commanding had failed to do. Colonel Lake was hurriedly despatched to England to purchase arms. He placed orders for 40,000 Lee Metford and Lee Enfield rifles, sufficient twelve pounder breech loading field guns for existing batteries and a small number of Maxim Automatic Machine Guns.

Early in 1898, the Dominion and Imperial Governments appointed a joint Commission to examine and report upon the defence of Canada, and Colonel Lake represented the Dominion. The submission of the committee's Report coincided with the expiry of Colonel Lake's appointment and much to the regret of the Minister and many members of the Militia, he proceeded to join his regiment in India. For his work in Canada, he was given the brevet of Lieut.-Colonel from the 11th January, 1890, when he had 26 years' service. On the 13th of November, 1899, he was made substantive Lieut.-Colonel.

On the outbreak of the South African War, Lieut.-Colonel Lake was recalled from Army Headquarters in India to the War Office to take charge as A.Q.M.G. of the mobilization of the troops. In this work he was practically the confidential staff officer of the Commander-in-Chief, Lord Wolseley, during the period of the war. He was awarded the C.B., and promoted to substantive Colonel on the 11th January, 1902. During this period Colonel Lake was freely consulted by Lord Strathcona and his Secretary, Mr. Colmer, about the organization of Strathcona's Horse. Colonel Lake was referred to for assistance and advice by Sir Frederick Borden, when the latter attended the 1902 Colonial Conference, with Sir Wilfred Laurier, and again when the Minister was in London, a year later conferring with the Committee of Imperial Defence on certain questions connected with the defence of Canada.

In 1904, on the 2nd of March, Colonel Lake was appointed Brigadier-General to Field Marshal Sir Evelyn Wood, of the Southern Command, in England. Developments were taking place in Canada, to which reference must now be made. From 1873, the Militia had been commanded by a General Officer Commanding, who was always an Imperial Officer. These generals had usually been good and earnest officers—much too earnest sometimes for the

complacency of Ministers committed to a minimum of expenditure on defence—and some of them were brilliant soldiers, but they had the disadvantage of coming new to conditions in the Dominion and were compelled to decide or advise upon important questions without the assistance of any experienced, responsible body of professional opinion. Sir Frederick Borden's experience as Minister with past commanders—Generals Gascoigne, Hutton, O'Grady Haly and Dundonald — had not, except perhaps in respect to O'Grady, been entirely satisfactory, and though much had been accomplished between 1896 and 1904, especially in the direction of organizing departmental services, modernizing the Militia, and improving its efficiency by giving annual training to all units. Without doubt more would have been done and with less friction had there been greater confidence between the Minister and his principal military adviser.

The reorganization of the Home Forces by the substitution of an Army Council for the Commander-in-Chief came at the moment that Sir Frederick Borden was engaged on a complete overhaul of the Militia Law and a revision of the powers and functions of the General Officer Commanding. He at once saw the advantage of a body such as the Army Council; he closely examined the organization, several times consulting Brigadier-General Lake in England how the system was working. The result was that Sir Frederick revised the Amendment to the Militia Act, and on the new law being passed a Militia Council was constituted from 17th of November, 1904. But no provision was made for the constitution of a Selection Board (for the promotion of Senior Officers) after the plan of the Imperial Army, which had been introducted by Lord Wolseley, when he was Adjutant-General under the Duke of Cambridge, 1885-1890.

To introduce the new system at Headquarters in Ottawa, which was adjusted to meet the problems of Canadian Defence, Sir Frederick turned to his old friend Brigadier-General Lake, who was given six months' leave of absence and lent to Canada, from 1st November, 1904, but later was given an extension to the normal time of four years, and on 23rd March following, was promoted to Major-General.

In 1907, General Lake accompanied Sir Frederick to the Imperial Conference and also to the Defence Conference in 1909. The essence of the Conferences was

contained in the agreement of the Dominions in the statement:—"That each part of the Empire is willing to make its preparations on such lines as will enable it, should it so desire, to take its share in the general defence of the Empire;" and that as a corollary, "war organization, establishments, equipment, arms and methods of training should be assimilated throughout the Empire as far as local conditions will admit."

Although these conclusions were only formally arrived at in 1909, Canada had been working on the same line for some years, and General Lake was more closely concerned than any other man at Headquarters, with the more important measures which were taken to this end, namely, the production of matured land forces of Canada. Included amongst these measures were the expansion of the courses for Permanent and Non-Permanent officers wishing to qualify for the staff; admission to the Staff College at Camberley; the interchange of officers with the other Dominions, India and Great Britain; agreement under which Permanent Corps officers sat for the same examinations for promotion as did the officers of the British Regular Army; the further development of the Departmental Corps and the formation of additional ones; the purchase of the training ground at Petawawa; the grouping of Military Districts in Eastern Canada into higher commands; the arming of the artillery with the 18-pounder quick firer and the 60-pounder quick firer and an increase in the number of 5 inch howitzers and 4.7 inch quick firer already under order; the organization of the cavalry and artillery into brigades; the more thorough training of the Militia, both Permanent and Non-Permanent; the preparation of new establishment tables and the introduction of many new books of regulations and manuals. The ultimate object was the provision of 100,000 officers and men immediately available in the first line of defence, with the necessary machinery for raising and organizing another 100,000 in the second or home defence line.

In 1906, the Imperial General Staff was organized by the British authorities and Major-General Lake was freely consulted by the War Office through Major-General D. Haig, then Director of Staff Duties, during the process. Lake was appointed a Major-General, General Staff, on the Imperial General Staff, which was limited to the C.I.G. Staff and a few other high staff officers in Great Britain,

India and the Dominions. To Lake was given the job of taking the first steps in organization of a General Staff in Canada. He was made a Companion of the Order of St. Michael and St. George in 1905, and Knight Commander of the same Order in 1908.

When Sir Percy's term as Chief of the General Staff expired in 1908, he took over for two years the position of "Inspector General and Chief Military Adviser", with a seat on the Militia Council as a special case. Almost simultaneously he was offered the position of Quartermaster-General in India. The appointment carried more pay than his post in Canada, but he was interested in his work in the Dominion and preferred to carry it through to completion.

The new appointment of Major-General Sir P. H. N. Lake was very convenient as it enabled him to study at first hand the result which the reorganization had upon the efficiency of the Militia. But he continued to carry on his shoulders many other burdens, for as Sir John French stated in the Report of his inspection in 1910:—"His advice and assistance have been sought and obtained in every department, and the result of his knowledge, skill, tact and patience is apparent everywhere. Sir P. Lake has only been able to devote a part of his great ability to the work of actual inspection and direction of the inspectors under him, and I believe there are few men who could, under the circumstances, have done anything like so much in the way of supervision. His hand and his direction are apparent in all the training work of the troops I have seen."

The advance made by the militia between 1904 and 1910, towards efficiency for war was immense. The standard which had been reached surprised Sir John French. General Lake would be the first to admit that without such able men to co-operate with him as Colonel W. D. Otter, C.B., Colonel F. L. Lessard, C.B., and Colonel B. H. Vidal, his task would have been almost impossible, and credit must be given to his fellow members of the Militia Council and the officers administering the higher commands who worked so earnestly with him. The new spirit of progress extended to the last joined private and it was wonderful raw material that Lake and his brother officers were given to shape and temper.

After all this, it is true of Sir Percy that his was the planning brain and the steering hand. Wherever he went, he gained the confidence of officers and men by his manner and his clear ability. "Even the opinion of a junior subaltern on the occasion of a visit of inspection would be asked and weighed and General Lake would patiently explain what was being done, what it was hoped to do, why it was not yet possible to carry through, exactly what had been suggested, and how it was proposed to get over the difficulty."

Officially General Lake's connection with the Militia ended on the 11th of November, 1910. The Minister, Sir. F. W. Borden, marked the occasion with the issue of a Special General Order, in which he set out the character of the work done by the General and expressed on behalf of the Government its high appreciation of Sir Percy's able, earnest and self-sacrificing services in the interest of the Canadian Militia. His Excellency The Right Hon. The Earl Gray, G.C.M.G., G.C.V.O., P.C., the Governor-General endorsed the words of the Order and brought Sir Percy's services to the notice of the War Office.

After leaving Canada, Major-General Sir Percy Lake was given the command of the 7th (Meerut) Division in India, taking up the command on the 7th of February, 1911, and on the 19th of March was promoted Lieut.-General. He was present at the King's Durbar at Delhi in December and on the 24th of February, 1912, succeeded Sir Douglas Haig in the post of Chief of the General Staff, the Commander-in-Chief at that time being General Sir O'Moore Creagh, V.C., G.C.B. During his service in India, Sir Percy co-operated with General Sir Robert Scallon in fighting to have the Indian Army kept prepared in every way for war and stood up against the Finance Member of the Viceroy's Executive Council (Sir William Meyer), who demanded great reductions. There was a long fight to have the Army kept up to war strength and well equipped for war. Even after the outbreak of the War in 1914, the Indian Government continued a parsimonious policy in military affairs. In regard to the Mesopotamian Campaign, it was Sir Percy alone in India, who had the courage and foresight to urge that the request of the Commander in Mesopotamia for a railway should be at least submitted to the Secretary of State, although it had been refused by the Finance Department and the refusal concurred in by the Viceroy.

In short, the Official History of the Mesopotamian Campaign is a vindication of Sir Percy's career as Chief of the General Staff in India and shows that he practically alone, of the government and military heads, foresaw and provided against, so far as he could, the disastrous outcome of the first attempt on Bagdad. In January, 1916, Sir Percy took over the command of the Mesopotamia Force, with Lieut.-General Sir Fenton Aylmer, V.C., G.O.C., Tigris Corps, as the senior officer under him. At the end of August, 1916, Sir Percy was called back to England (being torpedoed on the way) to give evidence before the Mesopotamia Commission. On the 3rd of May, 1917, General Lake took an important office under the Ministry of Munitions and continued there until the end of the war.

In 1918 Sir Percy and Lady Lake visited his brother at Regina, where Sir Richard Lake was Lieut.-Governor. Later they went to the Pacific Coast and visited Colonel and Mrs. Belson. Sir Percy retired from the Army on 29th November, 1919. After a few years of world travel, they came to Victoria in 1925 to settle, and made their home at 1004 Terrace Avenue. Sir Percy took on his shoulders the heavy burden of Dominion President of the newly formed Canadian Legion. He was a great supporter of the United Service Institution of Vancouver Island (formed in 1927); and also of the local Unit of the Victoria (and Vancouver Island) Company of the Canadian Corps of Commissioners (formed 1937). He died at Victoria on 16th November, 1940, in his eighty-sixth year.

APPENDIX "D."

HOSE, Rear-Admiral Walter, C.B.E., R.C.N. (Ret. to date 1st July, 1934). Admiral Hose is the son of the late Bishop of Singapore, being born at sea in the P. & O. steamship *Surat* in the Indian Ocean. He entered the *Britannia* in January, 1890, and in January, 1892, as a Cadet went out to join the armoured cruiser *Imperieuse,* flagship of the China Station; flying the flag of Admiral Sir Edmund Freemantle. Promoted to Midshipman on 15th March, 1892, he was, on change of flagships, transferred to the battleship *Centurion* in March, 1894, in which ship he was present during the Japanese operations against China, including the capture of Wei-hai-wei. In March, 1895, Midshipman Hose returned Home and was appointed to the masted third class cruiser *Calypso* in the old sailing training squadron. In September, 1895, he passed for acting Sub-Lieut., and did the courses at Greenwich and Portsmouth, and in August, 1896, was appointed to the command of torpedo boat No. 44 for the naval manoeuvres. In the following September, Sub-Lieut. Hose joined the armoured torpedo ram *Polyphemus* on the Mediterranean Station. In April, 1897, he joined the destroyer *Dragon* on the same Station, and was present off the Island of Crete during the Turko-Greek War. He was promoted to Lieut. in December, 1897, and on 3rd of March, 1898, was appointed to the second class cruiser *Bonaventure* for the China Station. She arrived at Hong Kong in May of the same year and reached Cavite, the day after Admiral Dewey had destroyed the Spanish Squadron. On November, 1899, he was appointed to the command of the gunboat *Tweed* on the West river in China. From 1900 to 1901, the cruiser *Bonaventure* was stationed in the Yangtse to protect British interests during the Boxer outbreak, and Lieut. Hose received the China medal for the operations. Returning Home in October, 1901, he served in the battleship *Jupiter* of the Channel Squadron for six months, then joined the second class cruiser *Charybdis* (built 1893) of the North American and West Indies Station as Lieut. in charge of the training of Newfoundland fishermen as R.N.R. seamen, and before the end of the commission had become her First Lieut. In 1904, the *Charybdis* was sent to the Republic of Venezuela to bring pressure to bear on the President, who had not paid

his debts to British firms and had seized and imprisoned the crew of a British ship. Returning Home in the cruiser in April, 1905, he commissioned the gunboat *Ringdove* as Lieut.-in-Command and proceeded to Newfoundland. He had a slow passage to Halifax of 13 days, coal ran short and the gunboat was towed for several days by the second class cruiser *Scylla* Commander F. A. R. Bowles. At the end of the fishery season in October, 1905, *Ringdove* returned Home. In October of the same year, Lieut. Hose was appointed to the command of the destroyer *Kale,* and in January, 1906, posted to the command of the gunboat *Redbreast* on the East Indies Station. She cruised in the Persian Gulf to prevent gun running from Muscat for the Afghans. She surveyed the pearl fishery beds in the Gulf and the young Captain received the thanks of the Indian Government. He then accompanied Sir Percy Cox, when visiting the Arab tribes at each place of call. On returning Home in 1908, he was appointed to the command of the torpedo gunboat *Jason* in the Home Fleet. Later in the year, he attended the War Staff Course at the R.N. College, Greenwich, and also a course at the Staff College, Camberley, on combined naval and military operations. He was promoted to the rank of Commander on 31st December, 1908, and in February, 1909, was appointed Second-in-Command of the new cruiser *Cochrane* in the Home Fleet.

In June, 1911, Commander Hose was lent by the Admiralty to the Canadian Naval Service for the command of the Canadian Naval Training ship *Rainbow,* (built in 1891). In February, 1912, he retired from the Navy, to join the Royal Canadian Navy. On 1st January, 1916, he was given the rank of Acting Captain, and in April, 1917, was appointed to Headquarters at Ottawa and thus took up his first shore appointment after 25 years continuously afloat. In August, 1917, he was appointed Captain of Patrols on the Atlantic Coast, and on 19th March, 1918, he was promoted to Captain, R.C.N., and on 1st December, 1918, was posted to Headquarters at Ottawa, for demobilizing the Patrol Service. In March, 1920, he joined Headquarters as Naval Assistant to the Minister, Hon. C. C. Ballantyne, and in July, he was appointed Assistant Director of the Naval Service. In January, 1921, he at last reached the highest post, that of Director of the Naval Service. In August, 1923, he was appointed Commodore, First Class, and in the

following October, he accompanied the Prime Minister, Hon. Mackenzie King, to London to the Imperial Conference, as Naval Adviser.

On 1st July, 1934, Commodore Hose was retired to pension with the rank of Rear-Admiral, R.C.N. (Retired), thus bringing his active service to a close. He is now living in England.

APPENDIX "E."

RECORD OF WAR SERVICE OF H.M. SLOOP-OF-WAR *ALGERINE*

The earliest action between any steam vessels on the Pacific Station was in May, 1877, when the Peruvian turret-ship *Huascar* on the one hand, and the steam frigate *Shah* and corvette *Amethyst* on the other, exchanged many shots while under way. None of the vessels suffered any serious damage. The *Shah* and the *Amethyst* were not hit, though the *Huascar* was struck sixty-five times, one shell (a 9-inch) perforating her armour above the water-line, where it was 3½ inches thick. This killed one man, wounded an officer and two men, but did not affect the ship's fighting qualities. The *Shah* fired 280 shells.

After the *Shah* and *Amethyst,* the little *Algerine* comes, twenty-three years later, on to the stage of action. She earned greater distinction because some of her crew were wounded. She lost her funnel and her ventilators were pierced, in action in China in 1900, under Commander Johnston Stewart. The Allied Squadron during the action on the Peiho River consisted of ships under the flags of Great Britain, Germany, Japan, France and Russia.

The sloop-of-war *Algerine,* sixth of the name, was launched at Devonport in 1895. She was steel with a clipper bow and at first was barque rigged, later became a barquentine, but never had topgallant masts. She was 185 feet in length by 32 feet 6 inches beam and mean draft of 11 feet 3 inches. She displaced 1,050 tons and her twin screw engines of 1,200 horsepower gave her a speed of 12.7 knots.

In 1897 the *Algerine* was first commissioned at Devonport on 11th of February, for service on the China Station. She was recommissioned at Hong Kong on the 13th of April, 1900, by Commander Robert Hathorn Johnston Stewart (from the Boys Training Ship *Impregnable,* at Devonport) who was to so gallantly command her in the actions on the Peiho River. The action (according to Admiral Sir Roger Keyes in his Memoirs) began on the evening of 16th June, 1900, by the Chinese garrison in the Taku Forts opening fire, while there

were 350 officers and men sleeping on the upper deck of the *Algerine*. These were at once sent down into the boats, which were lying alongside the starboard (disengaged) side, ready to land. The bugle for cooks was sounded, and Commander C. Cradock (late Rear-Admiral Sir C. Cradock sunk on Good Hope in 1914), saw that every man had a bowl of hot cocoa before the boats shoved off. They then landed abreast of the *Algerine*, where the foreign detachments, which had marched from Tongku, joined them about 2 a.m., the total Allied force being 904 officers and men. The German and Japanese Senior officers proposed that Commander Cradock direct the attack. Meanwhile the guns of the *Algerine* had been bombarding the North-West Fort, but as it was impossible to see the enemy's guns, and the Allied guns could only aim at the flashes, fire was checked and only one gun was kept in action. Later the *Iltis*, (German) joined the *Algerine*, taking up the *Whiting's* berth and the *Lion* (French) took the *Fame's*. At 2:45 a.m. on 17th, Cradock signalled to say that the assault was about to be launched, and asked the *Algerine* to cease fire. It had been arranged that half the British force, with the Italians on their left, should be in the firing line; the remainder of the British, the Germans, Japanese, Russians and Austrians were to form the supports and reserves. The object of the British force was the West Gate, and it was proposed to scale the walls, or if possible blow in the gate. The force advanced to within a thousand yards of the North-West Fort, but as the rest of the advance would have been made over a sun-baked mud flat without a vestige of cover, and the fort seemed to be intact with all its guns in action, Cradock halted. After consulting the other senior officers, he decided it best to retire to the cover afforded by a bend in the river until the fort was silenced, and at 3.45 a.m. Cradock signalled this to Stewart. By this time it was daylight, and the *Algerine*, and *Iltis* opened fire on the North-West Fort and had silenced it by 4:30 a.m. Johnston Stewart then signalled the assault, and two field guns, formerly silenced on land, were the only pieces to fire on the fort.

At 5 a.m., Johnson Stewart proceeded in *Algerine*, followed by the foreign ships, down the river, firing on the North Fort with his forecastle guns, and on the South Fort with the remainder of his starboard broadside. The North Fort did not reply and had been deserted by the garrison, but the South Fort was the most heavily armed

and also undamaged by the fire of the Russian and French ships. Keyes (p. 227) says, "When the *Algerine* anchored in the new position she was so close to the fort that the guns could not be depressed sufficiently to hit her low-lying hull, but her rigging was cut, and her upper works were repeatedly hit. The *Iltis,* being much higher out of the water, with a considerable superstructure forward, suffered much more severely. Every hit but one on her hull would have passed over the *Algerine.*

"It had been arranged between Lans and Johnston Stewart that the *Iltis* was to anchor just astern of the *Algerine,* but, much to the latter's annoyance, the *Iltis* went by, nearly fouling her and masking her bow gun for some time, and anchored with her stern almost touching the *Algerine's* bow. This was no doubt due to Lans being badly wounded just before she reached her appointed berth. The gallant action of these two ships and their accurate shooting made the fort untenable, and the Chinese evacuated it. The *Algerine* then sent in her boats to pick up Cradock, who crossed the river with about thirty men and hoisted the British Flag in the South Fort. The losses of the Allies amounted to 35 killed and 137 wounded. The Chinese losses were very heavy."

The "Times," 21st June, gives casualties: wounded, Assistant Paymaster H. J. Hargraves and 12 men. "Times", 23rd June: dangerously wounded, H. W. Wiltshire, O.S., No. 190171; seriously wounded, J. Oliver, A.B., No. 173838; slightly wounded, F. L. Hales 2nd Class P.O., No. 127090. "Times," 26th June: seriously wounded, S. Symons Corber, A.B., No. 163299. The *Algerine's* funnel was hit and carried away; the cowels of the ventilators were torn and some of these were still marked with patches in June, 1908.

On the 6th September, Commander Johnston Stewart in the *Algerine* was relieved by Commander Edward D. Hunt, and continued on the China Station. On May 1st, 1902, Commander Rowland Nugent (later Admiral, retired, living in Crofton, B. C.) was appointed to the command of the sloop, and recommissioned her on May 15th, 1903. After this she was on the sale list from 1905 till March 5th, 1908, when she was commissioned by Commander Edwin Harold Edwards for Sealing Patrol duties in the Bering Sea, and to be based on Esquimalt. It is interesting to note that her first Lieut., Cecil Hendy

Hulton Sams, had served in her as Midshipman at the time of the action with the Taku Forts. She left Hong Kong on May 2nd, 1908, and arrived at Esquimalt on Thursday, June 25th, being 26 days from Yokohama. On arrival the *Algerine* went alongside the coaling wharf, where that old Esquimalt photographer, the late Mr. J. W. Jones, took a fine picture of her showing her sails dropped for drying, and this appeared in the "Colonist" of June 26th. She found the *Shearwater* at Esquimalt and at once proceeded to Bering Sea on the Sealing Patrol, one of the main objects for which she was called to Esquimalt. The annual routine was the Bering Sea Patrol, and in winter a cruise to Mexico and Panama. She was next recommissioned at Esquimalt in 1910, on February 22nd, by Commander Alexander Keith Jones. Two years later, Commander Francis Gerard St. George Brooker recommissioned her at Esquimalt on May 6th, 1912, the new crew coming from England overland by the C.P.R.

The *Algerine* was recommissioned for the last time (in the Royal Navy) at Esquimalt in December, 1913, but this time by an officer of higher rank, namely Captain Robert Gwynne Corbett (seniority, June 1912), who thus became the Senior Naval Officer West Coast of America, and who was also the first Captain to be so appointed since the departure on February, 28th, 1905, of Commodore James Edward Clifford Goodrich (in 1913, was Admiral Sir J. F. C. Goodrich, K.C.V.O., retired list) from Victoria on the occasion of the reduction of the ships on the Pacific Station. There had thus been an interval of seven years during which time the Senior Officer only held the rank of Commander. Evidently, in 1913, the Lords of the Admiralty considered that the increased duties for the ships on the Station required the attention of a Captain.

About Christmas, 1913, the *Algerine* broke one tail shaft while off Cape Flattery, and after a survey at Esquimalt it was decided that the work would get the best attention at the Moran Shipbuilding Company at Seattle. This engineering company made and fitted a new tail shaft at a reasonable cost and to the complete satisfaction of the local representative of the Admiralty.

At the end of July, 1914, there was an International Squadron in Mazatlan Harbour, where Rear-Admiral Howard, U.S.N., with his flag in the cruiser *California,* was

looking after the interests of foreigners during one of the periodical revolutions in Mexico. The Squadron consisted of the sloops-of-war *Algerine* and *Shearwater* (British), the protected cruiser *Albany,* armoured cruiser *California* (U.S.A.), the armoured cruiser *Idzumo* (Japanese) and the protected cruiser *Leipzig* (German) which had just arrived from Tsing-tau and relieved the protected cruiser *Nurnberg.* At this time the Mexican rebels cut the shore cable and the telegraph systems, while "atmospherics" for some days prevented long distance wireless instruments from working.

According to the Official History of the War, the *Algerine* received the first news of the declaration of war with Germany on August 3rd, through the courtesy of Rear-Admiral Howard, while she was off the coast and at once set her course for the north, and the Straits of Fuca.

On August 5th, at 6 a.m., Commander W. Hose, R.C.N., commanding H.M.C.S. *Rainbow,* while at sea received instructions via wireless to proceed and protect the *Algerine* and *Shearwater,* which were both steering north from San Diego. On August 7th, at 9:30 a.m., the *Rainbow* anchored in the harbour of San Francisco. On August 13th, at 3.30 a.m., *Rainbow* met *Shearwater* in the Straits of Fuca and returned to Esquimalt at 6.30 a.m., escorting the sloop-of-war whose white hull had been at sea daubed over with war grey paint and much of the removable woodwork had been put over the side. At 5.30 p.m., on the same day the old cruiser again left Esquimalt and sighted the *Algerine* on the next day, August 14th, at 3 p.m., to the south of Cape Flattery and also escorted her to the Naval Base, arriving there at 5.15 a.m., on 15th. The crews of both the sloops-of-war were at once landed and took a steamer for Vancouver, whence they proceeded overland to Halifax under Captain Corbett.

The *Algerine* was handed over to the Canadian Naval Service at once, and commissioned as the Depot ship for Esquimalt Base. The *Algerine* carried on this duty as Depot ship all through the Great War, and in 1919, on March 10th, she was sold to the Pacific Salvage Company, and on July 21st following, she was put on the Canadian Register as belonging to that company. The forward part of her waist was covered over by extending the forecastle aft and a large wheel house was built forward. This

made extra stowage space for lumber and salvage gear. Towing bitts were built on the poop, and a thick stump mainmast was shipped and fitted with derricks. She became a familiar sight lying alongside the Island Tug and Barge Company's wharf in Victoria Harbour. In 1923, her career came to an end, for on October 13th, at 5.30 p.m., she went ashore on Brodie Rock in Principe Channel, inside Banks Island. This occurred whilst proceeding to the aid of the motor vessel *Kennecott,* which was ashore on Hunter Point, Graham Island. The *Algerine* was floated on the 14th and towed to Victoria by the C.P.R. tugboat *Nanoose,* where she was drydocked for survey. It was decided to sell her for junk and this was carried out at the end of January, 1924. It is interesting to note, that her successor the *Salvage King* arrived at Victoria in July, 1925.

APPENDIX "F."

PARRY, John Franklin. Reached rank of Commander R.N. on June 30th, 1899, and recommissioned the *Egeria* at Esquimalt on March 28th, 1903, and continued in command until March, 1906. Young Parry was born on August 15th, 1863, being the third son of the late Dr. Edward Parry, Bishop Suffragan of Dover. In January, 1877, Parry entered the Navy, in which he had an hereditary interest; his grandfather, Rear-Admiral Sir William Edward Parry, Kt., F.R.S., was Hydrographer of the Navy from 1823-29, except for short intervals when he was absent on surveying duties and Polar explorations, for he was a celebrated explorer. On passing out of the *Britannia* at Dartmouth, John, the grandson, became a midshipman in January, 1879, and then joined his first ship the iron armoured cruiser *Minotaur* (of 10,690 tons, 4,000 horsepower, five masts, built 1861 at Blackwall) flying the flag of Vice-Admiral Lord John Hay, in the Channel Squadron. From her young Parry joined the iron sheathed and zinced cruiser *Northampton* (of 7,630 tons, 4,500 horsepower, built at Glasgow) flagship in the North American and West Indies Station, where he came under the influence of Captain E. C. Drummond, and Admiral Sir Leopold McClintock, the famous Arctic explorer. Promoted to Sub-Lieut. in 1883, Parry received in the following year his first appointment in the Survey Branch of the Navy. He joined the *Triton*, a paddle vessel of 410 tons, but only for a few months, as he was transferred to the screw survey vessel *Rambler* of 835 tons in which he served for four years, being promoted on January 20th, 1885, to Lieutenant. In the *Rambler* he saw service at Suakin, 1884-5; and was awarded the Egyptian medal and the Khedive's bronze star. In 1888, he was landed in command of a party at Mempakol, British North Borneo, to protect the Resident Commissioner from attack of a hostile tribe. His next ships, which were all employed in hydrographic work, were the *Penguin*, the *Triton*, and the *Dart*. He joined the last named in 1895, as First Lieut., and some two years after succeeded to the Command, being employed in the survey service in Australian waters up to March, 1900, by which time (1899), he had been promoted to Commander. For the next three years he served at the Admiralty as Chief Civil Assistant to the Hydrographer, and in March, 1903, he recommissioned the *Egeria* for

duty in the Pacific. This was his last work afloat, and in April, 1910, he was appointed Assistant Hydrographer of the Navy, while on August 16th, 1914, he became Hydrographer, which post he held until September 1st, 1919. He was awarded the C.B., in 1916 and made a K.C.B., in 1919. In June, 1916, he was promoted to Rear-Admiral and retired on leaving the post of Hydrographer. His last important work was to preside at the International Hydrographic Conference in London in 1919, when 45 delegates, representing 25 nations, assembled in an endeavour to apply the lessons and experiences of war, on an international scale, to the needs of peace. Considerable progress in the direction of standardized practice was made. He was promoted to Vice-Admiral on November 25th, 1920. Sir John married in 1893, Emily Lempriere, daughter of the Hon. Henry Dobson, then Premier of Tasmania and had one daughter. He died on April 21st, 1926.

CHAPTER VIII

DESCRIPTIONS AND ILLUSTRATIONS

Because the number of illustrations is strictly limited, it has been difficult to make a selection where there are so many interesting and important photographs from which to choose. The plan decided upon is to give, as far as possible, a picture of each of the main classes of older ships and vessels which have used the harbour of Esquimalt and to insert them in chronological order. Further to give one picture of the class from outside and one of a deck view. In some cases the deck view is not that of the same vessel as the outside view. Later it may be possible to publish an album of pictures of the succession of ships, groups, and the dockyard, together with a short description of each subject. The B. C. Archives have a huge collection of glass negatives and prints of the above subjects, taken by professional photographers, the late Mr. A. H. Maynard of Victoria, Mr. J. W. Jones of Esquimalt, Mr. Harold Fleming and Mr. Edgar Fleming of Victoria, each of whom have sold the author some fine prints of ships.

Much help has been received from Mr. George McGregor, a pioneer tugboat and scow owner, who is an endless source of information about the ships and vessels of the Imperial Navy, its coaling and its big repairs on the Pacific Coast.

The author has a small collection of photographs, obtained from the above gentleman, and some of his own taken from as far back as 1911.

FRONTISPIECE. A group of typical sailors and Marines taken in 1888, on the third class cruiser *Hyacinth* while at anchor in harbour of Honolulu about Christmas time. Then beards were the fashion and the Ratings made their own sennit grass hats. The cruiser was the third of the name, was composite built of 1,420 tons and one screw of 940 horsepower. She could sail well being barque rigged and had the usual solid high bulwarks. She was commissioned by Captain J. W. Brackenbury, C.M.G., on 27th January, 1886, at Devonport for the Pacific Station. The *Cormorant* lay within a cable's length of her during Christmas festivities.

The earliest ship to be illustrated, Plate I, is Her Majesty's frigate *Tribune,* fifth of the name, and she was

remarkable in several ways. She was launched at Sheerness in 1853, of 1,370 tons, 300 horsepower, mounted 31 guns and had a complement of 300, being a typical wooden screw steam frigate of the transitional period in which both the outgoing reign of sail and the incoming reign of steam were represented. That period, though short, not lasting longer than ten years from 1853, was an important one, as besides forming an epoch in naval history it was productive of some of the most beautiful specimens of naval architecture. The *Tribune* was one of the fifteen 6th Rates designed by Captain Sir William Symonds, C.B., F.R.S., Surveyor of the Navy from 1832 to 1847. She was launched as a sailing frigate but later converted to a screw and had the usual fine lines which were one of the main features of Sir William's work. Her war service included the Second Chinese War, taking part in the action in Escape Creek, and the battle of Fatsham Creek (Canton River), in which one of her officers was killed. She was at the first bombardment of Sebastopol. After several years service in the Mediterranean and the North Sea under Captain Hon. S. T. Carnegie (who commissioned her on 14th May, 1853) she was taken over by Captain Harry E. Edgell on 13th August, 1855, for the Pacific Station. Her fourth Lieutenant was Francis Marten Norman, who in 1902, as a retired Commander, wrote a book on the commission entitled "Martello Tower in China and the Pacific, 1856-60." Proceeding round Cape Horn *Tribune* called at Valparaiso and then at Arica, at which port she protected British interests during the revolution proceeding in that Peruvian town. During January, 1857, the frigate paid a visit in the interests of law and order (representing the U.S.A. as well as Britain) to the Chinchas Islands, where guano (Huano native word meaning dung) was being loaded into ships (1846-72). Returning to Callao, Admiralty Orders for the frigate to proceed to China were received on the 10th March, 1857. The *Tribune* left Callao the next day for Hong Kong, calling at Honolulu and reaching the British port on the sixtieth day of the voyage from the Pacific coast. A large portion of her crew was employed in boat expeditions and in the land operations against the Chinese on the Canton River. In October, 1858, Captain Edgell was appointed a Second Class Commodore and hoisted his broad pendant in Her Majesty's screw 51-gun frigate *Chesapeake,* on the East Indies Station. He was succeeded in the *Tribune* by a

Post Captain thirty-three years of age, Geoffrey Phipps Hornby, who had just arrived from England, and the frigate was his first independent command, (though he had been seven years on half-pay.) Yet he had every detail, low and aloft, at his finger-ends, and not only revealed himself as an organizer, a disciplinarian, a leader of men, but a "sailor-man". The frigate returned to Hong Kong where she refitted and shipped 164 Marines for British Columbia. She sailed for Vancouver Island, calling at Nagasaki on 30th December, 1858, and arrived at Esquimalt on 13th February, 1859, where she found Her Majesty's wood screw 21-gun corvette *Satellite,* Captain J. C. Prevost. The *Tribune* carried out many jobs on the B. C. coast, including guard ship at the San Juan Island post of the U.S. Army. Proceeding under sail for Valparaiso she passed round Cape Horn and arrived at Portsmouth in July, 1860, where she went out of commission.

After being nearly two years "in Ordinary" the *Tribune* was brought forward and commissioned on the 13th March, 1862, at Portsmouth by Captain Lord Gilford (afterwards the Earl of Clanwilliam) who was one of the finest of seamen, and he made his ship one of the smartest in the Service. Nothing would induce him to use steam. The *Tribune* again rounded Cape Horn and so reached her Station on the Pacific Ocean. She made several visits to Valparaiso, Callao, Panama and Vancouver Island. During her commission she carried Midshipman Lord Charles Beresford on her books from December, 1865, until the following February, when he was transferred to the 51-gun sailing frigate *Sutlej,* Captain Trevenen P. Coode, who was Flag-Captain to Rear-Admiral John Kingcome. During June, 1864, *Tribune* was aground in the Fraser River at a bend just inside the mouth, and at that time she was probably drawing 19 feet 2 inches abaft and 17 feet 6 inches forward. The Colonial newspaper of those days contained a full detail of the salvage. On 11th August, 1864, Rear-Admiral Kingcome and Rear-Admiral Denman exchanged salutes from their respective flagships, the *Sutlej* and the 6-gun paddle sloop *Devastation,* Commander J. W. Pike, of 1,058 tons and 400 horsepower engines.

The *Tribune,* after being much in the news on the B. C. coast, finally sailed from Esquimalt on 10th December 1865, and anchored at Spithead on Sunday 6th May, 1866, according to the private log of Midshipman J. D. Nicholls,

now in the library of the writer. The frigate disappears from the Navy List in 1866.

Plate II is an early photograph of the main or gun deck of the *Satellite,* a wooden corvette which served on this station from 1856 to 1860. Reliable records state that the first vessel bearing the name *Satellite* was built in 1806. Then came a vessel of which few particulars are available. In 1826 an 18-gun sloop, the third of the name, was built at Pembroke and served many commissions up till about 1850. In 1856 a wooden sailing corvette with auxiliary screw, and the subject of our illustration, was built at Devonport. She was the fourth of the name and was armed with 21 muzzle loading cast iron smoothbore guns with quoin elevators and mounted on truck carriages, all of which are shown on Plate II, which is looking forward from aft. She displaced 1,402 tons and her engines developed only 400 horsepower. The *Satellite, Wolverine* of 1,703 tons, and *Charybdis* of 1,506 tons, were the largest wooden corvettes ever built for the Royal Navy, and were very fast under sail. It was the *Charybdis,* in bad repair in 1882, which was offered to Canada as a Naval Reserve training ship and arrived at St. John, N.B., on the 26th July, 1882, from Plymouth. Her rigging and gear were found to be rotten, and hence she was refused acceptance and was returned to the Navy at Halifax in the same year, all of which is described in the Halifax newspapers. In these corvettes the hammocks were stowed in a trough along the top of the high bulwarks which was covered with long canvas aprons. Observe the iron cannon balls stowed round the hatch combings, as well as the temporary nature of the conning platform abaft the compass, which at that period was anything but standard. The brass rods of the platform are secured by means of butterfly nuts. There is a stand of the old fashioned boarding pikes around the base of the mainmast and that of the foremast; these weapons were also to be found in H.M. survey vessel *Egeria* as late as 1910 while on this Station. The uniforms of the Ratings shown in Plate II were probably all made by the men themselves, their trousers, jumpers and caps. The corvette was commissioned at Devonport on the 30th September, 1856, by Captain James C. Prevost for the Pacific Station. He was later the first British Commissioner for the settling of the San Juan boundary dispute. The *Satellite* arrived at Esquimalt on the 13th of June, 1857, and, with the exception of one cruise to San Francisco in April, 1858,

for provisions and stores, was employed for upwards of three years in the waters around Vancouver Island. The Officers and Ratings of the *Satellite* saw the rise of the settlement from a Hudson's Bay Company trading centre to that of the busy capital of the Colony of Vancouver Island and the free port of entry for the growing stream of men lured by the gold mines of Cariboo. Her main duty was being guard ship at San Juan Island from the time it was first occupied by the United States troops until the time of the joint occupation with the Company of the Royal Marine Light Infantry. The *Satellite* finally left Esquimalt on the 30th of July, 1860, for home, and arrived at Devonport on the 13th of January, 1861. She served two more commissions, one on the South East Coast of South America, one on the East Indian Station and is last shown in the Navy List for 1877.

The fifth vessel of the name *Satellite* was built at Sheerness in 1881, as a composite screw corvette of eight guns, 1,420 tons, 1,110 horsepower and was commissioned in 1883 by Captain C. B. Theobald for the Pacific Station. The corvette had on board Midshipman Bertram M. Chambers, who retired in 1926 as an Admiral and wrote an interesting book in which he devoted much space to this station. The *Satellite* spent her time in making cruises up and down the whole Pacific Coast, and Sub-Lieutenant Chambers has much to say about the social life on Vancouver Island. The corvette sailed to Hong Kong where she was recommissioned in July, 1886, by Captain A. H. Alington, and proceeded home to Sheerness at the end of 1889.

Plate III shows a group of officers, in the uniforms of about 1871, on the quarterdeck of the sloop-of-war *Reindeer* of 7 guns, 953 tons and engines of 200 horsepower. The senior officer, a Commander, in the centre of the group is probably Commander W. R. Kennedy, as he does not wear any medals, for Commander Nares wore the China war medal. Note the name of the ship on the cap ribbons of the Ratings. The *Reindeer* was a composite built vessel launched at Chatham in 1860, with her engines by Messrs. J. and G. Rennie. She served on the Pacific Station from 1866 until about 1874, and saw much patrol service on the B. C. coast, being commissioned by Commander Edward Nares on 27th October, 1866, at Chatham. Nares had served as a Lieutenant in the China war of 1857, in the flagship *Calcutta,* and

was awarded the China medal, retiring as a Captain in 1873. The sloop returned to Portsmouth from Esquimalt in the spring of 1871, where she was recommissioned for the Pacific by Commander William R. Kennedy on the 10th August 1871, and proceeded round Cape Horn to Esquimalt. Commander Charles V. Anson succeeded Kennedy on 20th June, 1874, and the *Reindeer* returned in the autumn of 1875 to Sheerness, where she was paid off. She was sold out of the service in 1877.

Plate IV shows a picture of the gun vessel *Sparrowhawk* lying off the old Naval hospital, now much enlarged and named H.M.C.S. *Naden*. This *Sparrowhawk*, the third of the name, was launched at Chatham in 1855, was armed with 4 guns, displaced 676 tons and had engines of 200 horsepower. She was commissioned by Commander Edwin A. Porcher at Chatham on 4th March, 1865, for the Pacific Station, having recently completed one on the East Indies Station. During her patrol duties in 1866 she struck a rock in Cunningham Passage, near Port Simpson, after which the rock was named *Sparrowhawk*. After doing nearly three years on the B. C. coast, the gun vessel was recommissioned at Esquimalt in August, 1868, by Commander H. W. Mist. Her Surgeon, Peter Comrie, had a strange duty in May, 1869, at Hesquiat: to examine the bodies of the crew of the wrecked lumber laden barque *John Bright*, bound from Port Gamble to Valparaiso. About the same time *Sparrowhawk* had another important but sad duty: on 17th May, 1869, she sailed from Victoria with Governor F. Seymour and Mr. J. Trutch for Metlakahtla and the Queen Charlotte Islands, where the former investigated accusations and counter accusations of the Naas and Tsimshean Indians, which he settled. The Governor's health had been failing for some time and this additional fatigue aggravated his attack of dysentery. His condition became worse when the gun vessel sailed for the south and he died when off Bella Coola on the 10th June. The *Sparrowhawk* arrived at Esquimalt on the 13th, and the body of the Governor was buried in the Naval cemetery. The coast and inlet patrol duties were of such a routine order that few records exist outside the Ship's Log, or the files of the Indian Department. The vessel was sold out of the service in 1872, for $20,000 and her engines were taken out at Moodyville lumber mill on Burrard Inlet and installed in the mill, where they were in use

as late as 1909. As a sailing vessel the ex-gun vessel made two or three voyages to China with lumber, and was eventually lost in a typhoon in the China sea.

Sparrowhawk, the third of the name, has a special interest as she was an antecedent of the Corvettes and Minesweepers of today. The rakish little vessel was the successor to the gun-boat *Forward* (2 guns) and *Grappler* (3 guns), which arrived at Esquimalt in July, 1860, under the escort of the 25-gun frigate *Termagant,* from Woolwich. The two gun-boats of 233 tons and 60 horsepower were found so useful for Indian and other patrol duties on the coast of Vancouver Island that more of the class were eventually sent out. It is interesting to note that these two vessels came from amongst the large number built in 1855 for service in the shallow Russian waters of the Baltic, to work ahead and inshore of the British line of battleships. All their engines were made by Penn and were of 60 horsepower only.

It is important to remember that there was a *Sparrowhawk* the fourth on this coast, namely the early torpedo boat destroyer with twin screws, four funnels, low forecastle, of 300 tons and 6,200 horsepower, giving a speed of 30 knots. There were two destroyers, the other being the *Virago,* and both were built in 1895 by Laird of Birkenhead, with a complement of 58 and coal capacity of 80 tons. These two left Devonport in September, 1897, for the Pacific Station, being escorted by the *Phaeton* and *Leander* and arriving at Esquimalt in January, 1898. They were on the Station for six years and then proceeded to the China Station.

Let us continue the list of gun vessels, which were increasing in size, doing patrol duties in B. C. waters and forming a link with the Minesweepers of today. The twin screw gun vessel *Boxer,* of 465 tons, shallow draft and composite built, was similar in appearance to the *Sparrowhawk* and first arrived in Esquimalt early in 1869, direct from Chatham.

The *Rocket,* a twin screw gun vessel of 584 tons, arrived at Esquimalt in 1874, having been commissioned at Sheerness by Lieutenant C. R. Harris in September of that year. She was recommissioned at Esquimalt in 1878 and continued the usual coast and Indian patrols until she left the Station for Sheerness in 1882 to pay off. The screw gun vessel *Myrmidon,* of 877 tons, was

commissioned in October, 1872, by Commander the Honourable Richard Hare at Sheerness, and arrived at Esquimalt on 2nd July, 1873, having come up under sail in 41 days from Callao. In June, 1875, she proceeded from Esquimalt to Seymour Narrows to bring down the crew of the U.S.S. *Saranac* wrecked on Ripple Rock. In 1877 the *Myrmidon* returned round Cape Horn to Sheerness, where she was paid off. In 1881 the sloop *Kingfisher,* of 1,130 tons, came out to Esquimalt and carried out the same duties as her predecessors, having been commissioned at Sheerness by Commander R. H. Thornton in August, 1880, for the Pacific Station, and in 1884 she returned home to pay off. In 1887 the sloop *Espiegle,* of 1,130 tons, came to Esquimalt, having been commissioned at Devonport by Commander A. C. Clarke in August, 1887, and in 1891 she returned home to pay off.

In 1889 the gun boat *Pheasant,* of 755 tons, came to Esquimalt, having been commissioned at Devonport in May, 1889, by Lieutenant T. Hadley. She was recommissioned at Esquimalt in November, 1891, October, 1894, and October, 1897, returning home in 1901 to pay off. In 1902 the steel sloop *Shearwater,* of 980 tons, came out to Esquimalt having been commissioned at Chatham by Commander C. H. Umfreville on 24th October, 1901, and recommissioned several times until the Great War in 1914. The sloop *Algerine* came to Esquimalt in 1908 from Hong Kong. For particulars see Appendix E.

In 1914 the Department of Naval Service went in for small steel minesweepers of trawler design and ordered the *Malaspina,* of 850 tons, to be built on the Clyde, and she was used for Fishery Patrol duties. In 1918 the Naval Department had the three minesweepers *Theipval, Givenchy* and *Armentieres,* of 136 tons each, built on the Clyde. On the 13th August, 1919, the *Givenchy* was loaned to the Department of Fisheries, and after many years of service under the blue ensign was returned to the Canadian Navy on 15th April, 1939. In 1938 four Admiralty pattern minesweepers were built for Canada, the two on the Pacific coast being the *Nootka* by Yarrows and *Comox* by Burrard Drydock, 460 tons, and they were taken over by the Canadian Navy from their builders on 25th November, 1938, in Royal Roads.

Between the years 1923 and 1939 the two vessels *Theipval* and *Armentieres* spent most of their time taking young ratings for short training cruises in B. C. waters,

the subjects being steering, boating, anchoring, lookout and heaving the sounding lead. The ratings were provided by the R.C.N., R.C.N.R. and R.C.N.V.R. These notes only give a brief outline of the varieties of vessels which have carried out patrol duties in B. C. waters from 1865 until 1939.

Plate V displays a group of Officers, Ratings and Marine Light Infantry on the quarter deck of the gun vessel *Rocket,* taken in B. C. waters. The Captain is Lieutenant V. B. Orlebar and the civilian gentleman is Mr. A. C. Anderson, of the Fisheries Department. This vessel built at Poplar in 1868, was the fifth of the name since 1805. She was composite built (iron frames covered with wood), 427 tons and twin screw engines of 632 horsepower. Commissioned at Sheerness on 9th October 1874, by Lieutenant C. R. Harris for the Pacific Command, she proceeded round Cape Horn to Esquimalt, where she made her headquarters for inspection trips by the new Superintendent of the Indians, Dr. I. W. Powell, to visit their Reserves. She was recommissioned at Esquimalt on 25th July, 1878, by Lieutenant V. B. Orlebar, when she continued her trips to Indian Reserves.

During the summer of 1877 her guns shelled the Indian village of Kimsquit, north of Bella Coola, and destroyed it, under the impression that the natives had been concerned in the massacre of the crew of the United States mail steamer *George S. Wright* in January, 1873. On her way south from Sitka with the mails the *George S. Wright* called at the small way point of Kluvok, after which the steamer completely disappeared and only a few very small fragments were ever found. (For details see Lewis & Dryden, p. 204.) The *Rocket* proceeded home to Chatham in the winter of 1882-83, and was paid off, being sold out of the Service in 1888.

Plate VI shows frigates and corvettes of the Detached Squadron lying in Esquimalt harbour in 1879, where they remained from 5th until 28th May, under the command of Rear-Admiral G. T. Phipps Hornby. The wooden armour clad ship *Zealous,* Rear-Admiral A. Farquhar, C.-in-C. Pacific Station, was supported by the corvette *Charybdis,* Captain Algernon McL. Lyons, the gun vessel *Sparrowhawk,* Commander H. W. Mist, and the gun vessel *Boxer,* Lieutenant F. W. Egerton. The ships of the visiting squadron had the chequered appearance, the gun deck level out-

side being painted white and the port-lids black, the rest of the hull black, this being sometimes called "Nelson-fashion". The local vessels had their hulls all black, which was kept smart and clean by constant oiling, not painting. During this year the *Charybdis* had her bow injured, and to effect its repair it was placed in a ship-made cofferdam (or three-sided box) the work of her First Lieutenant Frederick A. Sargeant. This was the same *Charybdis* which in September, 1881, went to Halifax to serve as the drill ship for the first Canadian Naval Reserve. Rear-Admiral G. T. Phipps Hornby had only been promoted to flag rank on 1st January, 1869, and was soon afterwards given command of the "Detached Squadron for Particular Service" (Official title). The number of ships in the squadron remained at six, but the individual ships were exchanged at some of the ports of call. The squadron sailed from Plymouth on the 19th of June, 1869, and after many calls in the southern hemisphere arrived at Esquimalt on 5th May, 1870, and was composed of the following ships:—

Liverpool—(flagship), 30-gun frigate, Captain J. O. Hopkins.

Liffey—30-gun frigate, Captain J. O. Johnson.

Endymion—21-gun frigate, Captain E. Lacy.

Phoebe—30-gun frigate, Captain J. Bythesea.

Scylla—16-gun corvette, Captain F. A. Herbert.

Pearl—17-gun corvette, (from China) Captain J. F. Ross.

All the ships had auxiliary screw engines of from 400 to 600 horsepower. The objects of the world cruise were: "To teach officers and men, to elicit smartness, both in appearance and execution, by competitions." The Rear-Admiral issued detailed orders to ensure that full advantage was taken for every officer and rating to obtain as much training and experience as possible. Here are a few of the orders:

"3. My orders are minute, but it is only by attention to minutiae that we can teach the young officers thoroughly.

"4. That the first requisite for improvement is to know your own deficiencies and wants; and these can be—as regards ships—more easily seen by outsiders than by ourselves.

"5. I have ordered a signal to be filed by which we can ask one another the appearance of our own ships.

"6. This may always be used by semaphore from ship to ship, and the senior of two adjacent ships should call a junior's attention to a yard not squared, a rope towing overboard, etc.

"7. In so doing, it is not to be considered that one man is finding fault with another.

"8. Captains to make officers of watches trim upper yards, not to be relieved until the relief has been round to see everything right, and not to take charge without calling the Captain if the ship is not in station. Officers of watch to make and reduce sail in minute proportions and to watch the compass narrowly. Officers of watch to keep ship in station and to carry on. If any of them are bad their names will be shown.

"9. To converse with them, to see if they understand the principle of a station bill, the principle on which manoeuvres are executed, and generally on the current events of the cruise.

"12. To watch midshipmen when boat sailing, and encourage them."

"Precision under sail will lead to precision under steam, which otherwise cannot be learnt without great expense. I am myself anxious to learn—always ready to discuss all questions—my own orders as much as anything else—with the captains, and wish to give every information. But my great wish, and I trust the hope of every captain, is that we may be able to do the country good service by training a large body of young officers in a good school."

The Detached Squadron and the *Charybdis* sailed at 7:30 a.m. on Saturday, 28th May, 1870, from Esquimalt for the Sandwich Islands, Valparaiso, Falkland Islands and home. It was estimated the officers and men of the squadron spent nearly $140,000 while in port of Esquimalt. The squadron arrived at Plymouth on 15th November, 1870, and the ships were all inspected by the C.-in-C. at Devonport, Admiral Sir Henry J. Codrington, K.C.B. Soon afterwards the Rear-Admiral took leave of the officers and men drawn up at the Keyham dockyard gates. "It was a parting much felt on all sides, this separation of old comrades, who had been so intimately associated for so many months, and who would soon be scattered to the four quarters of the globe. A farewell it was also to wooden ships, to sails and yards, to the old navy of

Nelson's time. Henceforward came the era of steam and iron, of torpedoes and electricity; of what is called science *versus* the keen observation which gained every advantage possible to be taken from wind and weather, and which used to be called seamanship." (The Biography of Admiral of the Fleet Sir Geoffrey Phipps Hornby, by Mrs. F. Egerton. 1896).

Plate VII is a photograph of the quarter deck and the poop of the wooden armour clad ship *Zealous,* showing a group of all the officers sometime between 1867 and 1870. The lady on the poop is the wife of Rear-Admiral Honourable G. F. Hastings, C.B. Note the variety of cut of the frock coats with large number of buttons. There were many officers over the establishment, being as the Navy List states "Additional for disposal".

The *Zealous,* the second of the name, was begun about 1860, as an oak 91-gun ship and launched at Pembroke about 1864. She was cut down and plated with 4½ inch armour, provided with engines and boilers, etc. Her hull weighing 3,067 tons carried only 3,055 tons of armour, armament, engines, coal, and equipment of all kinds. The engines were of 800 horsepower. Her armament consisted of 20 guns, each 6½ tons weight. The hull was 252 feet in length, 58 foot beam, draft forward 24′ 6″, draft aft 26′, and barque rigged. She was commissioned at Devonport on 13th September, 1866, by Captain Richard Dawkins, and there were four nephews of Admiral Hastings serving on the ship. She came out to Esquimalt round Cape Horn and Valparaiso. She was recommissioned at Panama on 25th January, 1870, by Captain F. A. Hume, and the old crew, proceeding homewards by train across the Isthmus, passed the new crew at a siding. Rear-Admiral Arthur Farquhar was appointed to the Station on the 1st November, 1869, and he took Lieutenant S. H. Rickman for his flag Lieutenant. (The writer met Commander S. H. Rickman at Seaford, Sussex, in 1918.) The *Zealous* returned home in the autumn of 1872, being relieved by the *Repulse.*

Plate VIII shows the iron central battery screw ship *Triumph,* sixth of the name, which was launched at Jarrow on Tyne in 1871. She displaced 6,640 tons, had engines of 3,500 horsepower, coal capacity of 550 tons and a speed of 12.6 knots. This family of experimental third class battleships consisted of the *Audacious, Iron Duke, Vanguard, Invincible, Triumph* and *Swiftsure.* The loss of the *Van-*

guard by collision with the *Iron Duke* on 1st September, 1875, left five. The whole class was built for ocean going purposes, but the *Triumph* and *Swiftsure* alone were sheathed with wood and coppered for service in distant seas. Within six years of completion four of the ships, the *Triumph, Audacious, Invincible* and *Iron Duke* required heavy repairs to the boilers and engines; one reason given for these defects was that the engineers had been changed too often. The *Triumph* was the first case of copper sheathing being applied to an iron ship, and in 1878 she was fitted with one of the first self-adjusting arc lamps, for searchlight projectors.

The *Triumph,* a Portsmouth ship, spent two commissions on the Pacific Station, 1878-82 and 1885-88, covering two periods when important defence measures were being forced by circumstances on the Dominion Government. She was commissioned on 1st May by Captain R. Bradshaw, who was succeeded by Captain F. G. D. Bedford on the 2nd December, 1878, and in the Bay of Panama by Captain A. H. Markham on 8th October, 1879. She cruised the whole distance from Cape Horn to Esquimalt several times and on her way home met the *Swiftsure* outward bound at Punta Arenas on 2nd August, and the *Triumph* reached Spithead on the 2nd October, 1882, and was paid off on 13th October following. After undergoing a large repair she was commissioned by Captain Henry Rose on 1st January, 1885, and proceeded to Esquimalt. During March and April, 1885, on the coast there was the scare of war with Russia, which revived the interest of B. C. voters in Colonial Defence works at Esquimalt and Victoria. Rear-Admiral Sir M. Culme-Seymour was the Commander-in-Chief and he was present at the opening of the Esquimalt drydock on 20th July, 1887. For most of her time on the Station *Triumph's* hull was painted white, as much of her cruising was in tropical waters.

Rear-Admiral Heneage came via the C.P.R. and took over the command about the 9th of November. In August, 1888, the *Triumph* was ordered home to Portsmouth, on being relieved by the *Swiftsure.*

The *Triumph* put in many years of service as a harbour ship under several names. In 1901 she was commissioned at Devonport as depot ship for Torpedo Boat Destroyers, and about 1904 her name was changed to *Tenedos,* as tender to *Halcyon.* In 1906, she was moved to Chatham where she became *Tenedos I,* becoming part of

the establishment for training Boy Artificers. In 1912, *Tenedos I* was employed in a similar capacity at Devonport as *Indus IV,* and about 1918 *Indus IV* was removed from the harbour establishment and was not shown again in Navy List.

Plate IX. Her Majesty's screw sloop *Cormorant,* tenth of the name, has an interesting record of service, and is still in commission at Gibraltar, flying the flag of the Rear-Admiral. She was launched at Chatham in 1877, and has to date a total of 64 years' service. In her more active days she was a survival of the sailing navy in that she had top-gallant and royal yards on her fore and main masts, with studding sails fitted to her lower yards, topsail yards and top-gallant yards. She was composite built. There were fourteen sister ships in this class, *Dragon, Espiegle, Gannet, Kingfisher, Mirander, Mutine, Osprey, Pegasus, Pelican, Penguin, Phoenix, Wild Swan* and *Dotrel,* which latter vessel was blown up on 26th April, 1881, in the Straits of Magellan, with a loss of 143 lives. Their armament was originally two 7-inch 90-cwt. rifled muzzle loading guns, and four 64-pounders. Length of hull 170 feet, beam 36 feet, draft of water 15 feet 3 inches, displacement 1,130 tons, horsepower 950, crew of 138 officers and ratings, single screw engine by Humphreys and speed 11.81 knots. Her ordinary coal capacity was 100 tons, but an extra 50 tons could be carried, and her three boilers had a steam pressure of 60 pounds. She was a beautiful vessel, a black hull with a swan or clipper bow and fully rigged bowsprit with nettings. Her one buff funnel was rather squat. Her boats were carried on the modern iron davits and the lower rigging leading to the projecting chains outside the bulwarks. On either side of the bow was a large gun port for a bow chaser, but this was made to close when at sea. She was also fitted with a raised poop which gave better accommodation for the officers.

The *Cormorant* was first commissioned at Chatham on the 2nd July, 1878, by Commander James Andrew Thomas Bruce (promoted Admiral, 1907) for duty on the Australian Station. In 1879, white men were being murdered in the New Hebrides, and a boat's crew belonging to the British trading vessel *Mystery* had been massacred. The *Cormorant* was one of the five vessels under Commodore John Crawford Wilson (who flew his broad pendant in the *Wolverine*) which proceeded to the Islands and punished the natives. She went home in the autumn of 1882, to pay off and her

Home Port was changed to Portsmouth. In April, 1884, she was brought forward and given a skeleton crew under Navigating Lieutenant George A. C. Webb and Boatswain C. Baker, and in September Chief Engineer W. J. Harding was appointed to her.

In 1885, on 26th May, the *Cormorant* was commissioned by Commander Edmund T. S. Nicolls (who died about the end of 1889), with Lieutenant Charles Edmund Kingsmill on 5th June, 1885, Lieutenant Edmund Radcliffe Pears on 4th July, 1885, and Navigating Lieutenant G. A. C. Webb. Young Kingsmill afterwards became Admiral Sir C. E. Kingsmill (retired in 1917), and was appointed Director of the Naval Service of Canada. Young Pears also reached flag rank and became a Vice-Admiral Retired in 1919. Both these officers spent some of their retired life in or near Victoria, B. C. The *Cormorant* proceeded to the Pacific via Rio de Janeiro, Valparaiso and Callao and so along the coast north to Esquimalt. While on the coast she carried out much police work among the Indians. She is best known as being the first vessel to use the new drydock at Esquimalt, which event took place on the 20th of July, 1887, and in a photograph (by Mr. A. H. Maynard) the third class armoured battleship *Triumph* is seen in the back ground in a suit of white paint, being newly arrived from the tropics. In the autumn of 1889 the *Cormorant,* under Commander Nicolls, returned home to Portsmouth to pay off and in the following December is shown at Gibraltar as tender to *Goshawk,* a gunboat of 430 tons, which flew the flag of the Senior Officer. In July, 1892, the gunboat *Bramble* succeeded the *Goshawk* as Senior Officer's ship at Gibraltar with *Cormorant* as tender. The turn of the old *Cormorant* came in the new century, when on 1st June, 1900, she was commissioned as flagship of the Admiral Superintendent of Gibraltar Dockyard, and on her books were shown the Officers on the Island of Ascension. New books were opened on the 1st of June, 1909, and these continued through the Great War, 1914-18, when much expansion took place at this the senior overseas Base of the Navy. A second set of books was opened on the 1st July, 1918, and these are the current ones in use. While she was still a tender to the ship of the Senior Naval Officer at Gibraltar her engines, masts and bowsprit were removed and a standing awning was rigged. In a picture taken in 1926, a main lower mast with a signalling topmast is shown as she lies alongside the dockyard wall in one of the basins. In the same years the British Columbia

Historical Association, through the Maritime Standing Committee, carried on Correspondence with the Senior Naval Officer and presented a photograph of the vessel entering the first drydock at Esquimalt in 1887, together with a history of all the ships of the name. These records have been framed by the officers and hung up outside the Wardroom.

Plate X shows Her Majesty's second class cruiser *Amphion,* the fourth vessel to bear that name. She was designed as the pioneer steel cruiser in the Navy (former vessels had been iron) and was built at Pembroke in 1883. She had two sisters, *Arethusa* and *Leander,* both built at Glasgow in 1882. The *Amphion* displaced 4,300 tons, had twin screw engines (in separate engine rooms) of 5,000 horsepower, giving a speed of 16.5 knots, and during her first commission carried one second-class torpedo boat on her port bulwarks. Her lines were fine and sharp, but masts and sails were fitted for passages across distant oceans. She was first rigged as a barquentine, with yards only on foremast. The cruiser served three commissions on the Pacific Station, in 1888, 1897 and 1900. The yards on foremast were probably removed after her 1888 commission, and the torpedo boat was removed at end of the first commission as its hull was frequently damaged, owing to its thin plating being dented when being hoisted out or in. The *Amphion* had a crew of 297, and a coal capacity of 1,000 tons, which gave a distance of 10,000 miles at 10 knots. Her main armament was ten 6-inch quick firing guns. After being in Reserve at Devonport she was commissioned on 11th December, 1888, by Captain Edward G. Hulton, and one of the Sub-Lieutenants was Robert Falcon Scott, later to command the Antarctic exploration ship *Discovery.*

The photograph on plate X was taken during this commission, 1888, judging from the presence of yards on the foremast. It was also at this period that the cruiser hit the rocks of Kellett Bluff on 6th November, 1889, when her keel was badly damaged. The *Amphion* was again commissioned on the 7th January, 1897, by Captain Frank Finnis at Devonport for the Pacific Station, where she relieved the third class cruiser *Satellite* (composite built and barque rigged). After completing her second commission on the Pacific Station she returned to Devonport to pay off. She was commissioned for a third time for the Pacific Station on 20th September, 1900, by Captain J.

Casement at Devonport, and there is a detailed account of her passages and visits in "Log Series" No. 11, (published by Westminster Press, London, in 1904.) This third commission was full of special incidents: She relieved her sister ship *Leander,* meeting her at Montevideo; then called at Callao, and was at Panama during the fighting of a civil war in January, 1901. At San Diego on 29th of January news came of the death of Queen Victoria. After the squadron, consisting of the *Warspite, Amphion, Icarus, Condor, Egeria* and *Virago,* had spent Dominion Day, 1901, in Burrard Inlet, the vessels on the 6th July proceeded on a cruise round the north end of Vancouver Island and spent two days in Forward Inlet, part of Quatsino Sound. The Duke and Duchess of Cornwall and York arrived by train at Vancouver on 30th September, and embarked on the *Empress of China.* The naval vessels escorted the *Empress of China* on her way to Victoria the next day and the Royal Party landed at Rithet's Wharf while the *Phaeton* and *Amphion* dressed ship and fired salutes and the former also manned her yards.

When the torpedo boat destroyers *Virago* and *Sparrowhawk* proceeded to China (after serving six years at Esquimalt) in April, 1903, they were escorted by *Amphion* to Honolulu, where the cruiser *Amphitrite* took over that duty to Hong Kong. At the end of 1903 the *Amphion* was ordered home to Devonport and was relieved by the second class cruiser *Bonaventure,* Captain R. G. Fraser. In 1904, the *Amphion* was on the sale list at Devonport.

Plate XI shows what was probably the last gathering in Esquimalt Harbour of all the ships on the Pacific Station, and the photograph was probably taken during May, 1904. The names of the ships in the picture from left to right are: *Egeria,* Commander J. F. Parry; *Bonaventure,* Captain R. G. Fraser; *Grafton,* Commodore J. E. C. Goodrich; *Shearwater,* Commander A. T. Hunt; *Flora,* Captain G. J. Baker. About this year the use of battleship grey paint had begun on warships, and it had evidently reached Esquimalt. All the ships except the *Egeria* had twin screws, and the cruisers had engines of from 10,000 to 7,000 horsepower.

Here are a few more details of the ships: *Egeria,* sloop, 940 tons, built at Pembroke, 1874, employed on survey duty; *Bonaventure,* second class cruiser, 4,360 tons,

built at Devonport, 1892; *Grafton,* first class cruiser, 7,350 tons, built at Blackwall, 1892; *Shearwater,* sloop, 980 tons, built at Sheerness, 1900; *Flora,* second class cruiser, 4,360 tons, built at Pembroke, 1893.

Plate XII shows the sloop *Algerine* alongside the naval coaling wharf at Esquimalt on her arrival from Hong Kong, on 25th June, 1908. Her sails are loosed for drying. See Appendix E for further details of this war torn sloop-of-war.

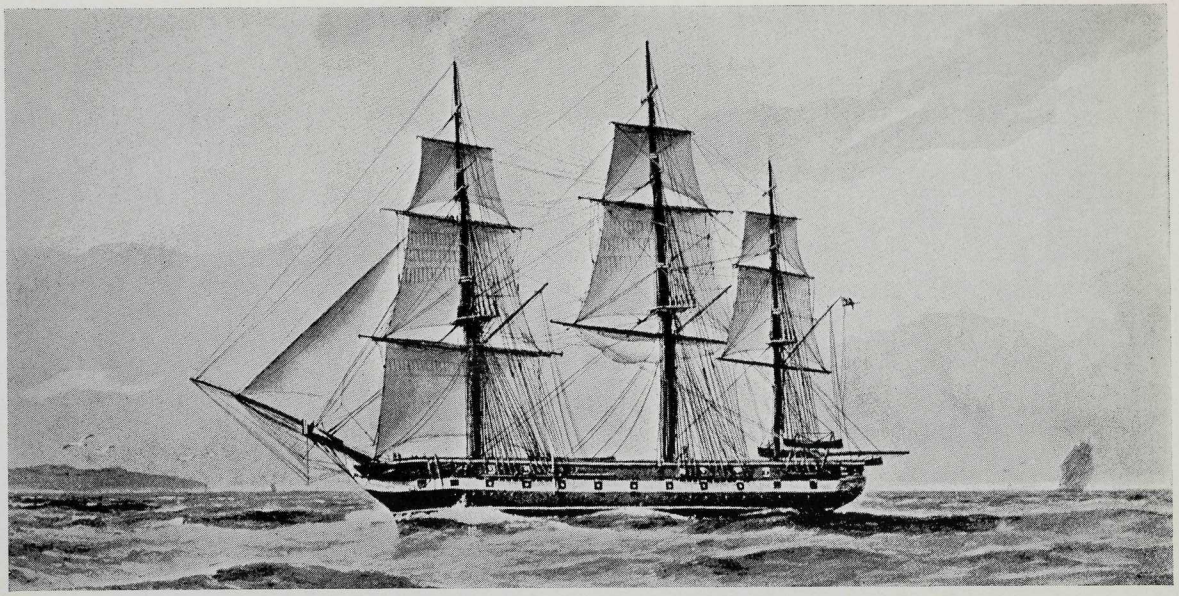

Plate I. *H.M. frigate "TRIBUNE," on the Station 1855-60 and 1862-66.*

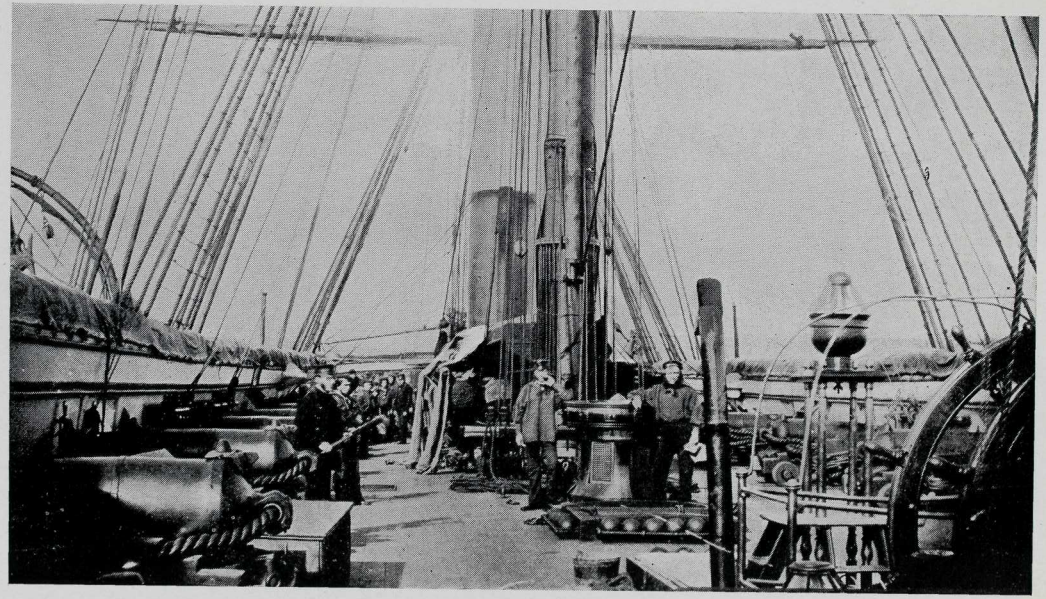

Plate II. *H.M. corvette "SATELLITE," on the Station 1856-61.* (B. C. Archives)

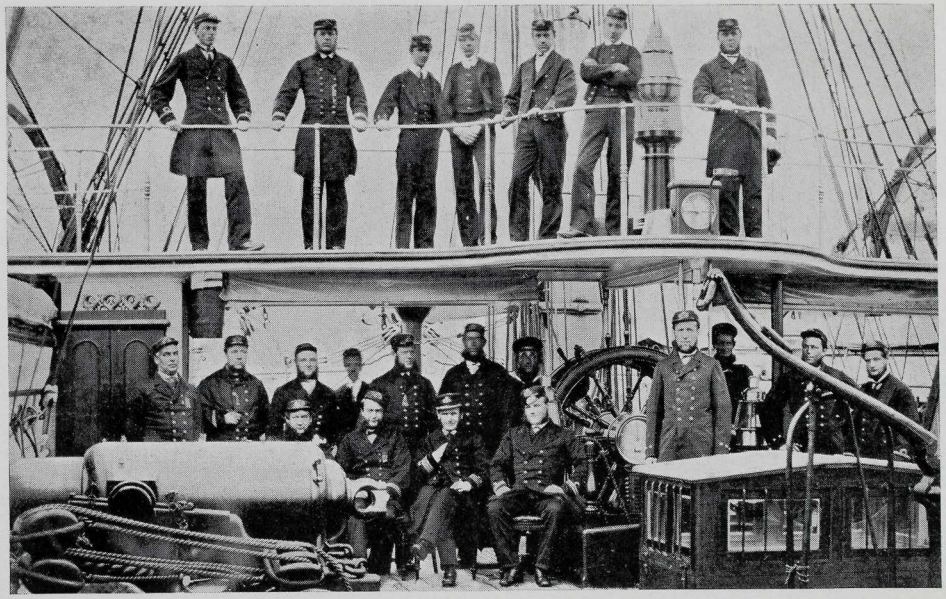

Plate III. *H.M. sloop "REINDEER," on the Station 1866-72; 1872-75.* (B. C. Archives)

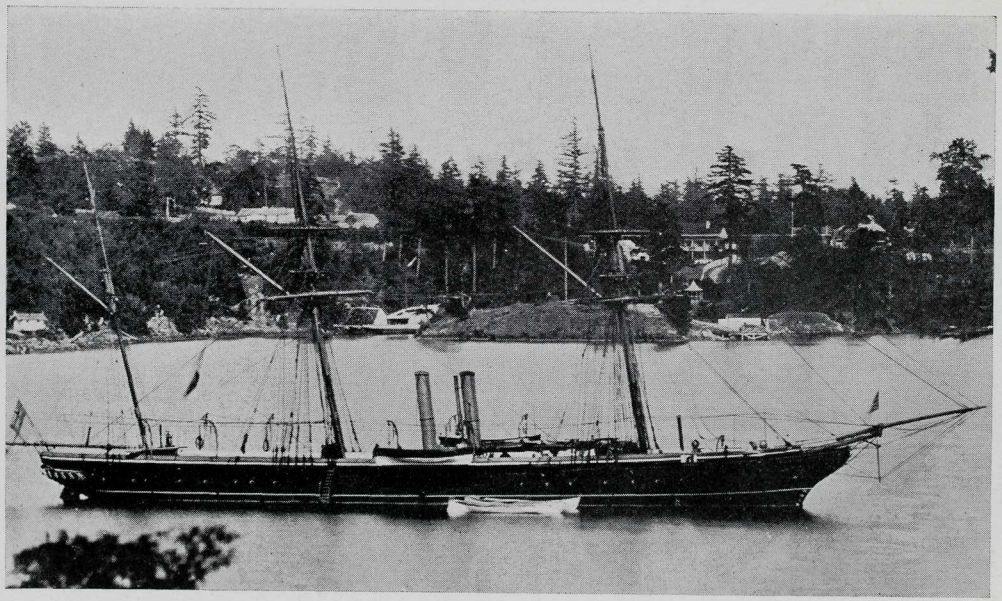

Plate IV. *H.M. gun-boat "SPARROWHAWK," on the Station 1863-72.*

Plate V. *H.M. gun-boat "ROCKET," on the Station 1874-82.* (B. C. Archives)

Plate VI. *The Detached Squadron at Esquimalt, 5th May, 1870.* (B. C. Archives)

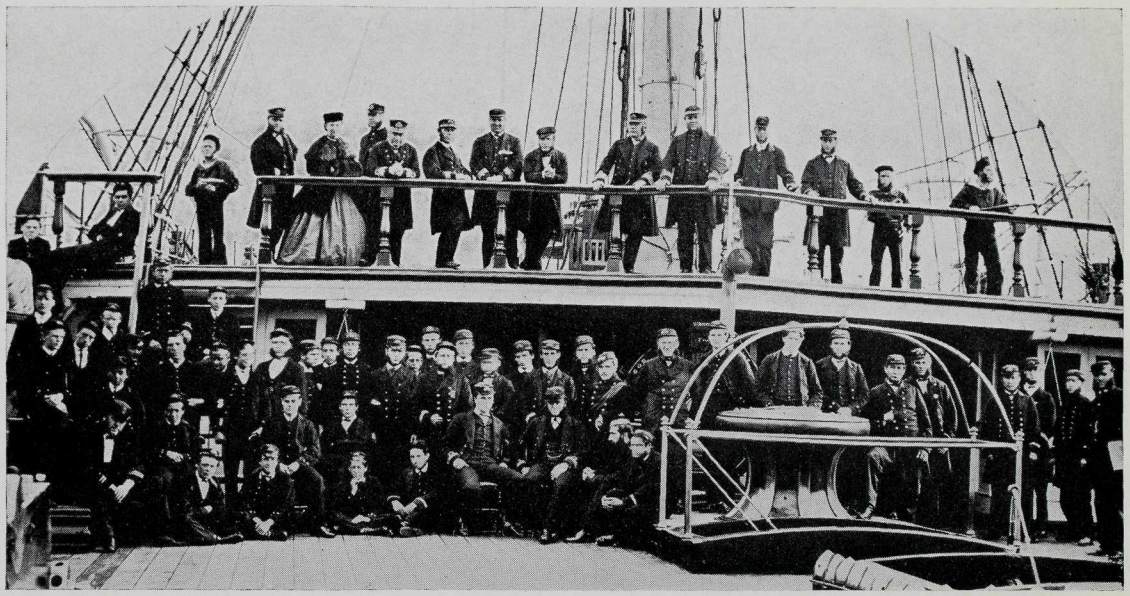

Plate VII. *H.M. armour-clad "ZEALOUS," on the Station 1866-72.* (B. C. Archives)

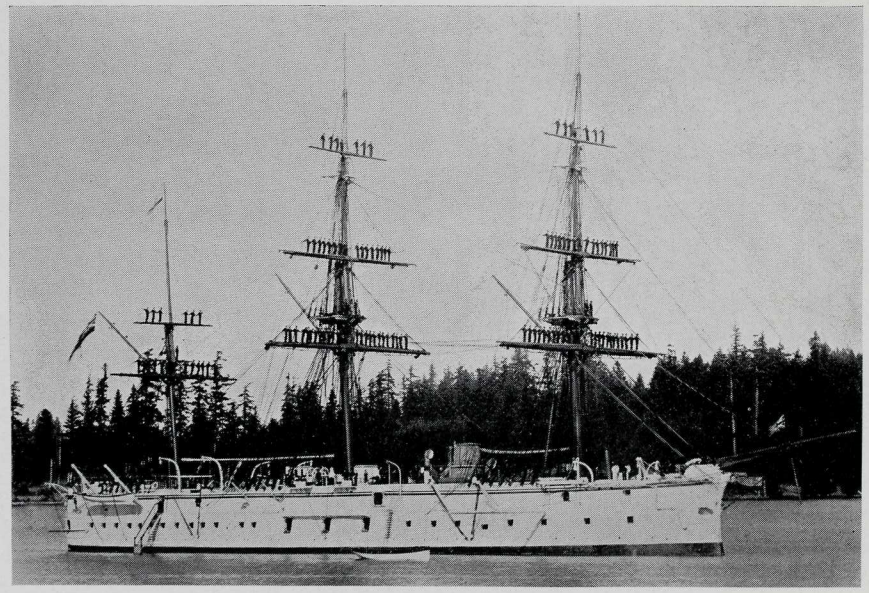

Plate VIII. *H.M. battleship "TRIUMPH," on the Station 1878-82 and 1885-88.* (B. C. Archives)

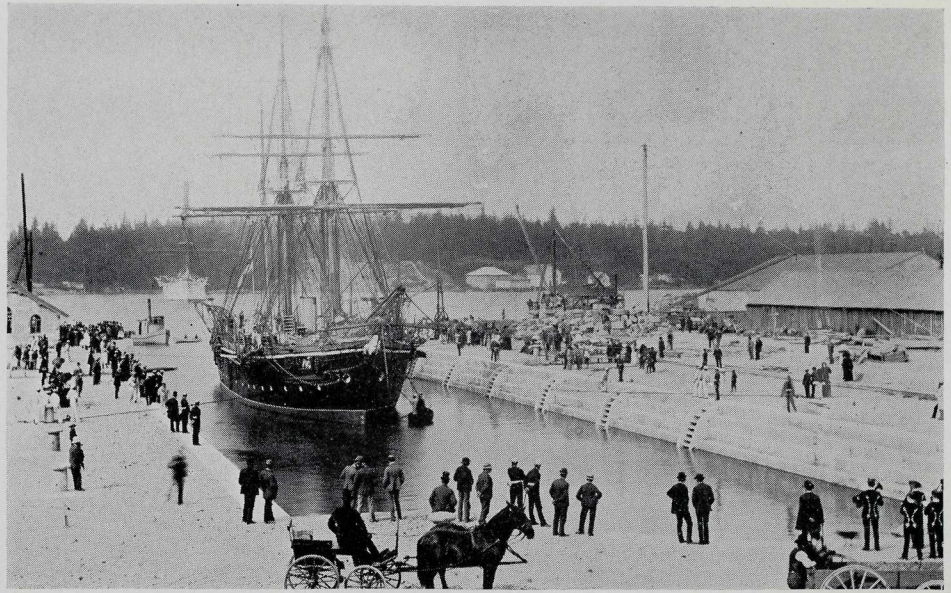

Plate IX. *H.M. sloop "CORMORANT," on the Station 1885-89.* (B. C. Archives)

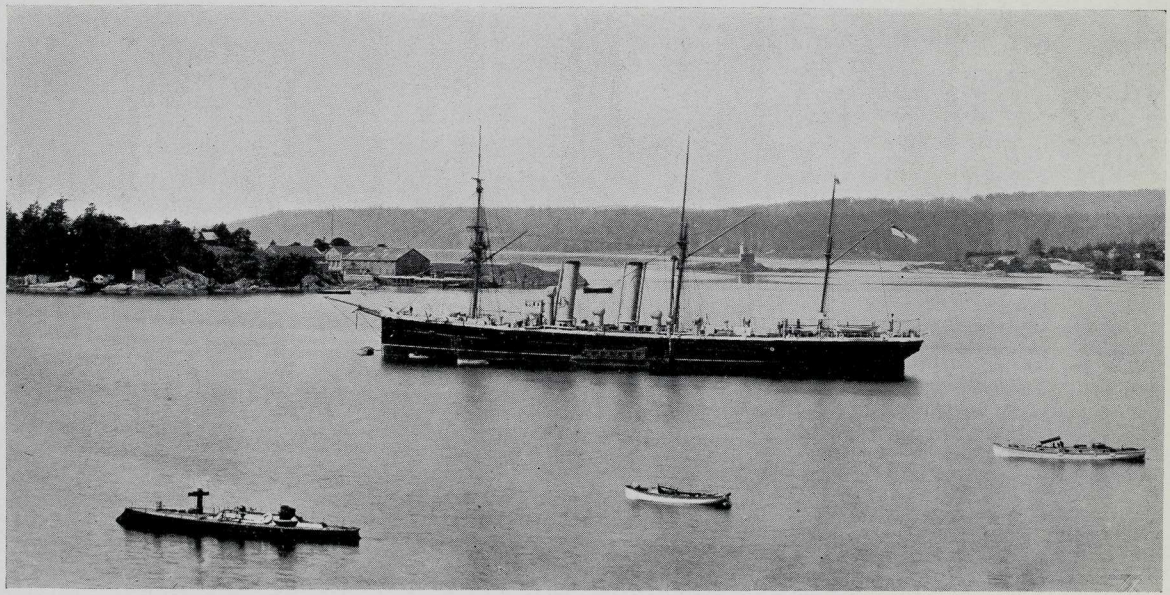

Plate X. *H.M. cruiser "AMPHION," on the Station 1888, 1897 and 1900.*

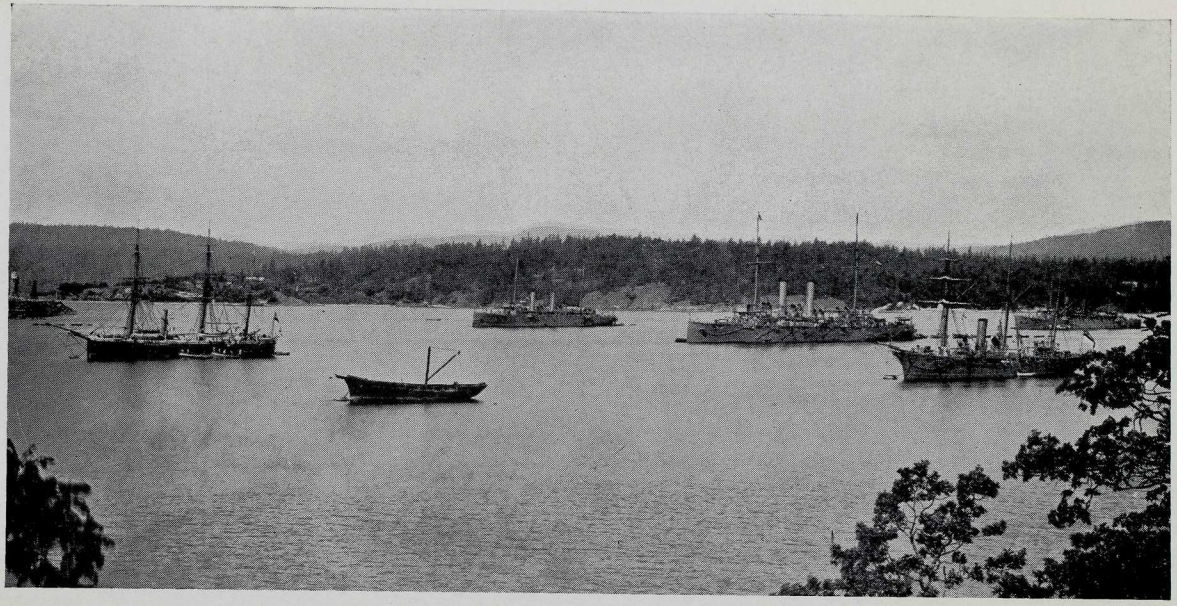

Plate XI. *"EGERIA," "BONAVENTURE," "GRAFTON," "SHEARWATER" and "FLORA," Esquimalt, May, 1904.*

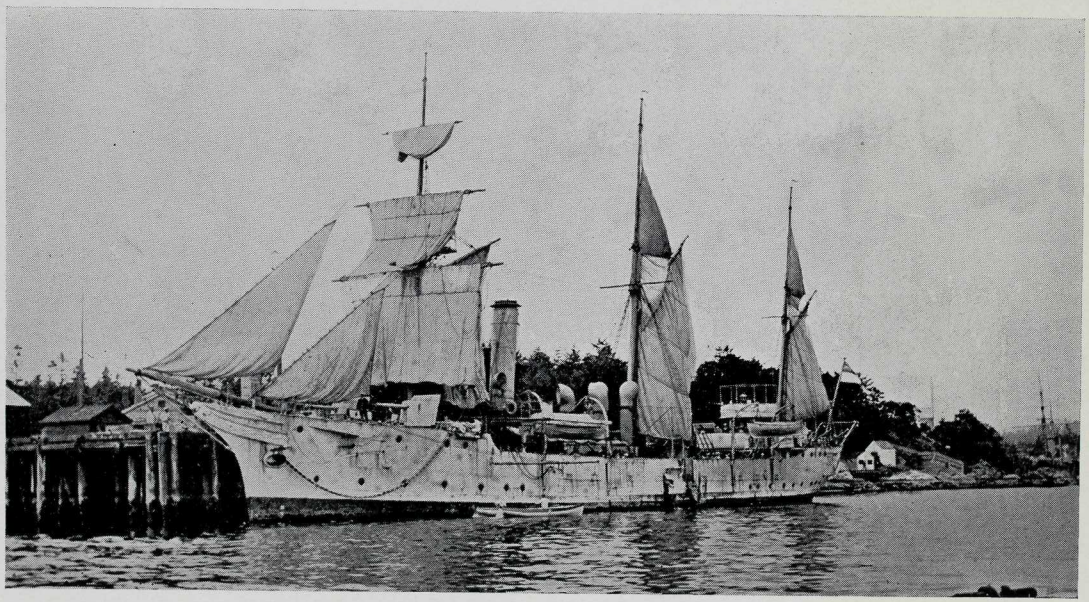

Plate XII. *H.M. sloop "ALGERINE," on the Station 1908-1919.* (B. C. Archives)

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