

NW 10/10

A History of the Defence of Victoria and Esquimalt: Royal  
Garrison Artillery Period 1899-1906

by Ronald Lovatt

1983



FC  
3814  
.F67  
1983  
no.89  
c.2

A History of the Defence of Victoria and Esquimalt: Royal Garrison Artillery period **1899-1906**

by Ronald Lovatt

<b>ix</b>	Abstract
<b>1</b>	Introduction
<b>9</b>	Abbreviations Used
<b>12</b>	Chronology
<b>28</b>	Gunners and Sappers; Fortifications and Barracks
	General
	Royal Garrison Artillery Company titles
	Royal Engineers of the garrison
	Service corps representatives
	<b>19</b> Company arrival
	Officer changes
	Royal Engineer arrival
	Defence works
	Militia training
	Defence Scheme rehearsal
	Militia firing practice
	Second annual mobilisation
	<b>19</b> Company departure
	<b>21</b> Company arrival
	Royal Engineer draft
	<b>21</b> Company renumbered
	<b>1902</b> Defence Scheme
	Garrison life
	Expansion of Work Point Barracks
	Defence Works
	<b>83</b> Company departure
	<b>58</b> Company arrival
	Change of command of garrison
	Responsibility changeover

58 Company and Royal Engineer departure

51 Submarine Mining

General

Historical development of defensive minefields

Royal Naval interest

Royal Artillery interest

The first submarine mining company

Recruit training

Advanced training

Regular and militia companies

Initial difficulties at Esquimalt

Arrival of 48 Company

Officers of the company

Training local militia

Esquimalt minefield

Responsibility transferred

Departure of 48 Company

66 The Esquimalt Defence Scheme

General

Scheme development

Use of natural features

Esquimalt coast defence batteries 1902

Esquimalt garrison

Four parts of the Defence Scheme

Fortress command and communications

Mobilisation of the troops

Administration

Harbour entrance control

Colwood Field Force

Troops at Rodd Hill

Preparation of 6-inch gun batteries, Rodd Hill

6-inch gun engagement procedures

Belmont Battery preparation

12 pdr. gun characteristics

Belmont Battery engagement procedures  
Defence Electric Light operation  
Rodd Hill Defence Electric lights  
1903 operational trial  
Annual Defence Scheme rehearsal  
Firing practice  
Annual mobilisation

/00

## The Militia

General  
Reorganisation  
Volunteers for Boer War  
Events in 1900  
5 Company reversion  
Annual programme  
Firing practice  
Mobilisation practice  
Inspections  
Bands  
Appointments  
Dress  
Reorganisation

//5

## Transfer of Responsibility to Canada

General  
Revision of scale of attack  
Admiralty policy on Esquimalt  
War Office position  
Memorandum to Committee of Imperial Defence  
Coast defence artillery organisation  
Discussion of transfer of responsibility to Canada  
Admiralty paper 1904  
Preparation in Canada for takeover  
Canadian request  
Local opinion  
Royal Navy reduction of Esquimalt

- War office pressure for policy on Esquimalt .  
 defence  
 Colonial Defence Committee recommendation  
 Canadian government informed  
 Minister of Militia and Defence recommendation  
**The** garrison's last year  
 Handover  
 Departure of British garrison
- 138 Appendix A  
 Brief biographies of officers of the British  
 garrison at Esquimalt **1899-1906**
- 140 Appendix B  
 Nominal Roll of non-commissioned officers and men  
 of 58 Company Royal Garrison Artillery who applied  
 for and were recommended for transfer to the  
 Canadian Permanent Force 1906.
- 151 Appendix C  
 Garrison Staff Roll **1900**
- 153 Appendix D  
 Nominal role of Victoria volunteers for South  
 Africa war service with 2nd (Special Service)  
 Battalion Royal Canadian Regiment, 22 October  
**1899.**
- 154 Appendix E  
 Deceased members of Esquimalt garrison **1900-1906**
- 156 Appendix F  
 48 Company/Squadron R.E. lineage diary.
- 158 Appendix G  
 44 Company/Squadron R.E. lineage diary.
- 159 Appendix H  
 Outline histories of Royal Garrison Artillery  
 Companies of Esquimalt Garrison

- 161 Appendix I  
Account of the move of a detachment of 18 Company R.E. to Esquimalt in April 1894.
- 164 Appendix J  
Report by Lieutenant P.H. French R.E. of the Royal Engineers at Work Point barracks, Esquimalt on the station.
- 172 Appendix K  
Synopsis of four courses of instruction for submarine miners of the Royal Engineers from the Royal Engineers Journal, 1 September 1902.
- 178 Endnotes
- 187 Glossary
- 190 Bibliography
- 194 Illustrations
1. Sketch map showing the main geographic features of the Victoria-Esquimalt area.
  2. 19 Company Western Division Royal Garrison Artillery.
  3. 83 Company Royal Garrison Artillery.
  4. Officers of 83 Company Royal Garrison Artillery at Work Point barracks, Esquimalt, c. 1903.
  5. Work Point barracks, Esquimalt, c. 1903.
  6. Work Point barracks, Esquimalt, c. 1903.
  7. Christmas card of 58 Company Royal Garrison Artillery, 1905.
  8. Sketch map of minefield and defence electric lights, c. 1904.
  9. Diagram of 100 pound electro-contact mine and mooring.
  10. Christmas card of Royal Engineers at Work point barracks, Esquimalt, 1904.
  11. 2/44 (Fortress) Company Royal Engineers, February 1905.

12. Christmas card of Royal Engineers at Work Point barracks, Esquimalt, 1905.
13. 48 (Submarine Mining) Company and 2/44 (Fortress) Company R.E., c. 1906.
14. Officers of Esquimalt garrison 1906.
15. Cup presented to garrison on departure 1906.
16. Militia lineage chart.
17. Carriage Field R.M.L. 13 pdr. Mark I.
18. Carriage Field Machine Gun Infantry MAXIM Mark I L.
19. Carriage Parapet Machine Gun MAXIM Mark II.
20. Carriage Q.F. Recoil 6 pdr. Hotchkiss Mark I L.
21. Carriage Garrison Q.F. 12 pdr. (Mark I) L.
22. Carriage Garrison Disappearing B.L. 6 inch Mark IV hydro-pneumatic for Mark IV gun.

## Abstract

This is the third in a series of studies which together will relate the history of the defence of Victoria and Esquimalt. It covers the Royal Garrison Artillery period of the history, **1899-1906**. In the introduction, there is a brief description of the historical events which led to the British-Canadian agreement of **1899** to provide for the defence of Esquimalt. It is followed by a historical account of the last seven years of British responsibility for the defence. It shows that under British control there was a steady improvement in the quality of the defences and the efficiency of their operation from **1899** until **1904**. Nevertheless the British authorities began a reappraisal of their commitment in **1902**. The progress of that reappraisal to the eventual negotiation of the British withdrawal in **1906** is described in some detail. There were sound British naval and military reasons for the withdrawal, but also a distinct reluctance to break the agreement with Canada unilaterally. Canadian acceptance of the British withdrawal, and the Canadian plan for the future of the defences and of the garrison, were almost entirely politically motivated. When the British garrison withdrew, it left behind, in the care of a small Canadian regular garrison and the local militia, a military legacy of training, organisation, equipment, fortifications and armament.



## Introduction

By 1871, Esquimalt was the main station of the Royal Navy's Pacific Squadron, stores and staff having been transferred there from Valparaiso. It was, therefore, very much in the Royal Navy's interest to have Esquimalt protected by coastal batteries.

The government of British Columbia considered the continuation of the Royal Navy's station at Esquimalt and the defence of both Esquimalt and Victoria to be important enough matters to have them included in the terms of the confederation agreement of 1871. Victoria had been an isolated colonial capital and the chief port for British Columbia for many years. It would remain so after confederation, at least until an overland link, the transcontinental railway, was established with the remainder of the Dominion of Canada. There was a great fear of American aggressiveness and expansionism, and only a few days journey by steamer across the Pacific lay Russia, another aggressive and expansionist nation and a long time adversary of Great Britain possessed of a sizeable Pacific fleet of warships. The Royal Navy's base at Esquimalt linked British Columbia directly with a protective naval and military strength not available from Canada. And there were considerable economic benefits to be derived from the naval presence in commerce and employment with more yet to be gained from the construction of fortifications and the presence of a garrison.

When the Dominion's militia system was extended into British Columbia after confederation, some thought was given

in militia headquarters to the mounting of spare guns from the navy yard, Esquimalt, in coastal batteries, but no practical steps were taken to put the plan into effect. The Dominion government had too few military resources at the time. The militia units raised on Vancouver Island were infantry,

The catalyst which brought Royal Navy requirement, local desire and Dominion government support together to produce a practical result was the crisis in British-Russian affairs in **1878**. In the emergency, the Colonial Defence Committee was formed in London, England, to take immediate action to defend the important naval ports of the Empire from attack by marauding warships of *the* large Russian navy. To protect Esquimalt the committee coordinated the loan of guns from Esquimalt navy yard, the raising of local volunteers in Victoria to man them and the dispatch of an artillery officer by the Dominion's militia headquarters to see to their mounting in earthwork batteries along the Victoria-Esquimalt waterfront.

War did **not** occur between Britain and Russia in **1878**, but the emergency did bring home to the authorities in London the critical need for the development of a long term policy with regard to the defence of coaling stations and other ports essential to the Royal Navy's defence of the British Empire. A Royal Commission, the Carnarvon commission after its chairman Lord Carnarvon, was formed to examine the defences of such stations and ports and make recommendations. The commission-conducted extensive enquiries from 1879 to **1882**.

Sir John A. Macdonald, the Canadian Prime Minister, gave evidence before the commission in London. He described Canada as a developing nation heavily committed at the time to the completion of **a** transcontinental railway. He was confident that the completion of the railway would bring

prosperity to the West coast and that the line would be a strategically important link for the British Empire. Under these circumstances, it was suggested that it would be foolish for Britain to abandon Esquimalt, guardian of trade and the western terminus of the railway. Macdonald went on to appeal to the Imperial conscience, arguing that, because of the Dominion government's commitment to British Columbia at the time of confederation, confederation itself was threatened, and this was occurring at a time when the Dominion resources were fully committed. Only the British could ease the situation.

In spite of Macdonald's eloquent presentation, the Carnarvon Commission recommended the Esquimalt base be abandoned and the Pacific Squadron be dispersed to the China station. But the Prime Minister's presentation did have some effect for a rider was added to the recommendation to the effect that if the Dominion government felt that the Pacific Squadron and its base at Esquimalt should be retained, then the base should have a garrison and defence works and armament which could be provided with Britain and Canada sharing the cost. This, and the dissension of the Royal Navy's representative on the committee, who recommended the continuation of the squadron and the protection of the base in a separate paper, combined to neutralise the commission's recommendation.

The possibility of fortifying Esquimalt on a cost sharing basis was taken up again by the Colonial Defence Committee in 1885 at a time when there was another crisis in British-Russian affairs and when the transcontinental railway was close to completion. The idea was accepted in principle by both the British and Dominion governments, but settling the details of an agreement took another eight years.

Under the terms of the British-Canadian agreement of 1893, the Dominion government would provide all sites for works and buildings and Work Point barracks for the garrison, pay half the cost of the works and their maintenance, pay the full cost of a British garrison of 75 marine artillerymen, contribute to the cost of their accommodation, maintain a force of 100 militia artillerymen in an eastern province ready to move by rail to Esquimalt in an emergency, and reorganise the local militia to help man the new defences. The British government would construct and maintain all works and buildings, supply the marine artillerymen, the armament, equipment and submarine mining stores for the defences. The defences were to consist of batteries of three 6-inch B.L. guns each at Macaulay Point and Rodd Hill, a battery of four 9-inch R.M.L. High Angle guns in a location to be decided, a submarine minefield protected by two 6 pdr. Q.F. guns at Esquimalt harbour entrance, and a battery of six 16 pdr. field guns and six machine guns on field carriages for field defence of the fortifications. The effective date of the agreement was 1 April 1894 and it was to last five years, at the end of which it was expected that the Dominion government would assume all responsibility for the defences.

The Royal Marine Artillery Detachment advance party arrived in Esquimalt on 18 August 1893. The Canadian garrison left the next day. A British officer of the Royal Engineers arrived the same month to supervise construction of the defences and on 29 March 1894 the remainder of the marines marched into Work Point barracks.

The achievements of the next few years were considerable. By the end of the period, the batteries of 6-inch guns scheduled for Macaulay point and Rodd Hill were complete, the guns mounted. The two 6 pdr. guns, six 13 pdr. field guns, six machine guns and most of the minefield

stores had all arrived from England. In 1896, Major H.H. Muirhead, the officer in charge of construction, and Lieutenant W.O. Boothby, torpedo Lieutenant of H.M.S. Royal Arthur, the flagship of the Pacific Squadron, had submitted a joint report with recommendations for siting the minefield and defence electric lights and for including two more 6 pdr. guns in the defence plan. The War Office accepted the recommendations and went further, approving two batteries of two each of the new 12 pdr. Q.F. guns instead of the 6 pdrs. Accordingly, Belmont Battery was started on 3 September 1898 and Black Rock Battery on 15 October 1898. While construction was under way, the Royal Marine Artillery Detachment trained the local militia gunners, running a school of instruction in 1894, another in 1895 and two more in 1896. In 1897 and 1898, after the 6-inch guns were mounted, the detachment instructed the militia in their use and the use of artillery instruments such as the Depression Range Finder. On 5 November 1898, the militia fired the 6-inch guns at Rodd Hill and Macaulay Point for the first time and on 20 ~~May~~ 1899, fired the 13 pdr. field guns from a position in front of Beacon Hill, Victoria. The marines had also written the first defence scheme for Esquimalt and submitted it to the War Office for approval.

But the five years of the marine artillery garrison had also encompassed some failures and difficulties. The majority of the submarine mining equipment had not arrived until 1898 and the 16 submarine miners in the Royal Marine Artillery Detachment were too few for the work of laying, maintaining and operating the minefield. The 1893 agreement had not contained any specific reference to Canada supplying militia submarine miners to work with the marines, although this had been under discussion, and so none were supplied. Major Muirhead had recommended that the proposed battery of four 9-inch R.M.L. High Angle guns be replaced by a battery

of two 9.2 inch B.L. guns to be sited on Signal Hill. The recommendation had not been approved by the War Office until 1899. Canada's contribution of 100 men stationed in an eastern province had had no opportunity to train on the new armament at Esquimalt and because of this their role in the defences was considered of doubtful value. Most importantly, it was not at all clear whether the Dominion government or the British government was responsible for the defence of Esquimalt, nor who held local executive command.

Many of the failures and difficulties were known to the authorities in London by 1896. Over the next two years they were discussed by the Colonial Defence Committee, the War Office, the Admiralty and the Colonial Office. By the end of 1898, there was general agreement among them that Esquimalt should continue to be defended only on a scale sufficient to resist the attack of a force of up to one or two cruisers and the troops that might be landed from them, and not on a scale to protect it from an attack which might be made by the United States of America. It was also agreed that the Imperial government should assume responsibility for the defence of Esquimalt with responsibility for the land defence resting exclusively with the War Office. Further, the British regular garrison should be increased and Canada and Britain should share costs.

Proposals for a new agreement on the defence of Esquimalt were sent by the British government to the Dominion government on 1 February 1899, two months before the 1893 agreement would expire. The proposals were favourably received. Under the terms of the final agreement, Britain would supply a permanent garrison of 322 all ranks, assume for the duration of the agreement full responsibility for the defence, appoint an Imperial officer to command, continue to supervise construction of the works and buildings and supply armament and equipment. Canada would contribute a

fixed sum of 21,000 pounds annually toward the cost of maintenance of the Imperial garrison and another fixed annual sum of **12,500** pounds for the prime charges for barrack accommodation for the Imperial troops. The Dominion government would be relieved of the responsibility for maintaining 100 artillerymen in readiness to reinforce Esquimalt, but would provide a militia force of **623** all ranks for the garrison: 5 officers and 155 other ranks of the artillery, **3** officers and 53 other ranks submarine mining engineers, 15 officers and 415 other ranks of the infantry. This militia force would be subject to annual inspection by the Imperial officer commanding Esquimalt or the Lieutenant-General commanding in Canada - the British commander of Halifax - and on the imminence of war the force would be placed under the orders of the Imperial officer commanding Esquimalt. The agreement was for ten years, at the end of which it was expected that Canada would be ready to assume all responsibility for the defence of Esquimalt. The new arrangements would start on 30 September **1899**.

The practical results of the first British-Canadian agreement for the defence of Esquimalt, in force for the period **1893-99**, were a better trained local artillery militia and permanent batteries of modern guns at Macaulay Point and Rodd Hill. These results, though very valuable in themselves, were not sufficient, even with the presence of **75** Royal Marine Artillerymen, for the defences of Esquimalt to be viable. The British authorities drew on their experience of the first agreement when composing the second. The agreement of **1899** was intended to provide a viable defence for the naval station at Esquimalt against a limited scale of attack for a period of ten years during which the responsibility for the defence would lie with the British War Office. It was expected that at the end of ten years the Canadian military would be ready to assume complete

responsibility from the War Office.

This study, the third in a series relating the history of the defence of Victoria and Esquimalt, shows that the agreement of 1899 did not run its full term. It contains a historical account of the period from 1899 to the withdrawal of the British garrison in 1906. It begins with a chronology of the period. The first chapter contains a narrative history of the garrison and of the fortification and barrack expansion programmes of the period. Two more chapters provide narrow focus studies on two particular aspects: submarine mining and the 1902 Defence Scheme. Then there is a history of the local militia for the period 1899-1906 and, finally, a description of the events which led to the evacuation of the British garrison. The narrative is supported by ample appendices of detail, numerous photographs and drawings, a bibliography, endnotes, a list of abbreviations and a glossary of the military terms used.



Abbreviations used

A/Bombardier	Acting Bombardier
A.O.D.	<b>A</b> rmy ordnance depot
A.Q.M.G.	Assistant Quartermaster-General
B.A.O.R.	British Army of the Rhine
B.C.	British Columbia or Battery Commander
B.L.	Breech loading
C.B.	Commander of the Order of the Bath
C.G.S.	Chief of the General Staff
C.M.G.	Commander of the Order of St. Michael and St. George
co.	Company
coy.	Company
Cpl.	Corporal
C.P.R.	Canadian Pacific Railway
<b>C.S.M.</b>	Company Sergeant Major
cwt.	Hundred weight
Det.	Detachment
D.S.O.	Distinguished Service Order
E.C.	Electro-contact
F.C.	Fire Commander
F.S.	Field Service
G.C.	Gun captain
G.C.B.	Knight Grand Cross of the Bath
G.G.C.	Gun Group Commander
G.O.C.	General Officer Commanding
G.S.O.	General Staff Officer
<b>H.M.S.</b>	Her Majesty's Ship
<b>H.M. Ss.</b>	Her Majesty's Ships

H.P.	Hydro-pneumatic
H.R.H.	His Royal Highness
K.C.B.	Knight Commander of the Bath
K.C.M.G.	Knight Commander of the Order of St. Michael and St. George
lb.	Pound
M.D.	Doctor of Medicine
M.F.W.	Military Foreman of Works
M.S.C.	Medical Service Corps
N.C.O.	Non-commissioned officer
N.S.	Nova Scotia
O.C.	Officer Commanding
O.C.R.E.	Officer Commanding Royal Engineers
O.C.S.M.	Officer Commanding Submarine Mining
pdr.	Pounder
Q.E.	Quadrant elevation
Q.F.	Quick firing
Q.M.S.	Quartermaster sergeant
R.A.	Royal Artillery
R.A.M.C.	Royal Army Medical Corps
R.C.A.	Royal Canadian Artillery
R.C.E.	Royal Canadian Engineers
R.C.G.A.	Royal Canadian Garrison Artillery
R.E.	Royal Engineers
R.G.A.	Royal Garrison Artillery
R.M.A.	Royal Marine Artillery
R.M.C.	Royal Military College
R.M.L.	Rifled muzzle loading
R.M.S.	Royal Mail Ship
R.N.	Royal Navy
R.S.M.	Regimental Sergeant Major
S.	South
S.A.	South Africa
Sergt.	Sergeant

Sgt.	Sergeant
S.M.	Submarine mining
Spr.	Sapper
S.S.	Steamship
S.W.	Southwest
U.S.A.	United States of America
W.	West
W.D.	Western Division
W.O.	warrant Officer or War Office

## Chronology

- 1898 Esquimalt Defence Scheme drafted by officers of Royal Marine Artillery Detachment and submitted to British War Office for approval.
- 1899 26 July Militia General Order authorises reorganisation of 5th B.C. Regiment Canadian Artillery: 1st Battalion in Victoria becomes new 5th Regiment, 2nd Battalion in Vancouver/New Westminster becomes 6th Battalion of Rifles.
- 9 September Advance party of R.E. submarine miners arrives in Esquimalt.
- 23 September Advance party of relieving garrison arrives in Esquimalt: Lieutenant V.L. Beer, two sergeants and 10 gunners of R.G.A. and Quartermaster Sergeant E. Morris of the Army Service Corps.
- 28 September Royal Marine Artillery Detachment leaves Esquimalt for England.
- 29 September 19 Company Western Division Royal Garrison Artillery arrive in Esquimalt from Halifax, N.S.

30 September	Effective date of second British-Canadian agreement for defence of Esquimalt. Ten year term.
9 October	Outbreak of Boer War.
18 October	Major-General E.T.H. Hutton inspects Esquimalt fortifications and Work Point barracks.
22 October	South African war detachment of volunteers of one officer and 25 other ranks from 5th B.C. Regiment Canadian Artillery leave Victoria to form part of A Company 2nd (Special Service) Battalion Royal Canadian Regiment.
October-November	Reorganisation of 5th B.C. Regiment Canadian Artillery in accordance with Militia General Order of 26 July.
8 November	Authority given for the construction of the submarine mine-field test room and observing station at Duntze Head.
30 November	2nd (Special Service) Battalion Royal Canadian Regiment disembarks in Capetown, S.A.
1 December	Construction of the test room at Duntze Head commences.
1900 1 January	Official return of British garrison Esquimalt: Royal Artillery - 5 officers, 141 N.C.O.s and men. Royal Engineers - 1 officer, 31 N.C.O.s and men.

1 February	48 (Submarine Mining) Company Royal Engineers formed at Chatham, England, for service at Esquimalt.
18 February	Battle of Paardeberg, S.A. Four men of 5th B.C. Regiment Canadian Artillery killed in Action.
10 March	Two 6 pdr. Hotchkiss Q.F. guns mounted in two barbette emplacements at Duntze Head by this date.
18 April	Submarine minefield observing station at Duntze Head completed. All minefield land cables laid.
April	Right half of A Company 3rd (Special Service) Battalion Royal Canadian Regiment of Infantry raised in Esquimalt. Quartered in the naval hospital buildings at Hospital Point.
9 May	48 (Submarine Mining) Company R.E. embark on <u>Tunisian</u> , Liverpool, England, for Halifax, N.S.
May	Militia General Order 38 authorises retitling of 6th Battalion of Rifles as 6th Regiment The Duke-of Connaught's Own Rifles.
24 May	Queen's Birthday military and naval review at Macaulay Point.
26 May	48 (Submarine Mining) Company R.E. and a detachment of R.G.A. arrive in Esquimalt.

May	Rear Admiral Andrew Bickford C.M.G., takes over as Commander-in-Chief Pacific Station from Rear Admiral Lewis Beaumont.
28 May-1 June	Annual inspection of 5th B.C. Regiment Canadian Artillery.
11-15 June	19 Company Western Division R.G.A. annual firing practice at Macaulay Point
15 June	Captain M.G. Blanchard, former adjutant of 5th B.C. Regiment Canadian Artillery died of wounds in South Africa.
16 June	5th B.C. Regiment Canadian Artillery practice 6-inch gun drill under supervision of 19 Company Western Division R.G.A.
2-3 September	Esquimalt Defence Scheme annual mobilisation.
3 October-11 November	19 Company Western Division R.G.A. School of Artillery for militia.
5 October	5 Company (Submarine Mining) of 5th B.C. Regiment Canadian Artillery ordered to revert to artillery training.
18 October	5th B.C. Regiment Canadian Artillery rehearses drills at Macaulay Point for 6-inch and 13 pdr. firing.
2 November	Submarine Mining Test Room at Duntze Head completed.

	30 November	Duntze Head engine room completed.
1901	22 January	Death of Queen Victoria. Succeeded by King Edward VII.
	30 March	Fort Rodd Hill engine room completed.
	April	Right Half of A Company 3rd (Special Service) Battalion Royal Canadian Regiment leaves Esquimalt to join the battalion in Halifax.
	4 June	Increase in strength of 48 (Submarine Mining) Company R.E. to replace militia authorised in London, England.
	14 June	Visit of Colonel B.R. Biscoe to Esquimalt.
	28 June	1 and 2 Companys 5th B.C. Regiment Canadian Artillery fire 13 pdr. field guns at Trial Island.
	29 June	3-6 Companys 5th B.C. Regiment Canadian Artillery fire 6-inch guns and Maxim machine guns at Macaulay Point.
	2 September	Esquimalt Defence Scheme annual mobilisation.
	13 September	5th B.C. Regiment Canadian Artillery complete firing practice at Macaulay Point.
	1-3 October	Duke and Duchess of Cornwall and York (later King George V and Queen Mary) arrive Victoria from Vancouver aboard R.M.S. <u>Empress of India</u> escorted by H.M.Ss.



Amphion, Phaeton, Condor and Sparrowhawk and C.G.S. Quadra for two day visit.

1 December 21 Company Western Division R.G.A. arrive Esquimalt from Halifax.

3 December 19 Company Western Division R.G.A. sail from Victoria aboard R.M.S. Empress of China for Hong Kong.

11 December Lieutenant-Colonel F.B. Gregory hands over command of 5th B.C. Regiment Canadian Artillery to Lieutenant-Colonel R.R. Munro.

1902 12 January H.M.S. Condor reported overdue after leaving Esquimalt 2 December. Disappeared with all hands.

29 January Report of Lieutenant-Colonel A. Grant R.E., Garrison Commander, calls for revision of scale of defence of Esquimalt.

30 January Anglo-Japanese alliance.

February Two 12 pdr. Q.F. guns mounted in Black Rock Battery.

12 April Admiralty informs War Office that in event of war with U.S.A., Esquimalt could not be defended.

April 21 Company Western Division R.G.A. retitled **83** Company R.G.A.

May Telephone hut, R.G.A. cookhouse and bathhouse, Officers

27 May-4 June	quarters, R.E. recreational establishment completed in Work Point barracks. Major-General Sir Charles Parsons, General Officer Commanding Troops in Canada inspects Esquimalt defence works and troops.
31 May	Treaty of Verieniging ends South African war.
7 June	Site for new 12 pdr. Q.F. gun battery at Duntze Head approved by British War Office.
15-29 June	5th B.C. Regiment Canadian Artillery in camp at Macaulay Point
28 June	1 and 2 Companys 5th B.C. Regiment Canadian Artillery fire 13 pdr. field guns at Trial Island, and 3-6 Companys fire 6-inch guns and Maxim machine guns at Macaulay Point.
30 June	Authority given for construction of Defence Electric Light emplacements 3 and 4 at Duntze Head.
June	R.G.A. company office and latrines completed in Work Point barracks.
July	Married Quarters completed in Work Point barracks.
12 September	Construction of Defence Electric Light emplacements 3 and 4 at Duntze Head commences.
September	Stable and Garrison Recreation Establishment completed in Work Point barracks.
4 October	5th B.C. Regiment Canadian Artillery order stipulates no promotion for

		N.C.O.s and gunners in future without certificate from School of Artillery.
	October-December	5th B.C. Regiment Canadian Artillery school of artillery including signal training.
	6 October	<b>83</b> Company R.G.A. inspected by Lieutenant-Colonel R.A. Rigg R.G.A.
	31 October	Cable completed from Bamfield, Vancouver Island to Brisbane, Australia.
	October	Two R.G.A. accommodation blocks, the Garrison Regimental Institute, an isolation ward and a mortuary and disinfecting room completed in Work Point barracks.
	November	Barrack room for R.A.M.C. personnel, R.G.A. sergeants mess and two W.O. quarters completed in Work Point barracks.
	<b>4</b> December	Authority given for construction of fighting post for Officer Commanding Submarine Mining at Duntze Head.
	24 December	Defence Electric Light emplacements <b>3</b> and <b>4</b> completed at Duntze Head.
	29 December	3rd (Special Service) Battalion Royal Canadian Regiment disbanded in Halifax, N.S.
1903	9 January	Construction of Submarine Mining post at Duntze Head starts.
	28 February	Lieutenant-Colonel R.R. Munro, Commanding Officer of 5th B.C. Regiment Canadian Artillery, resigns due to ill health. Lieutenant-Colonel J.A. Hall succeeds.

31 March	Submarine Mining fighting post at Duntze Head completed. 45 seat infant school completed in Work Point barracks.
24 May	War Office memo to Committee on Imperial Defence shows neither Admiralty nor War Office consider Esquimalt to be of any war time strategic consequence.
29 May	Original concrete walled magazine for 6 pdr. Hotchkiss Q.F. ammunition at Duntze Head reappropriated as R.A. store. Construction of Electric Light Directing Station in Upper Battery, Fort Rodd Hill, starts.
June	Defence telephone communications installed by this date.
15-16 June	Esquimalt Defence Scheme night exercises to test anti-torpedo boat defences.
22 June	Esquimalt Defence Scheme annual mobilisation.
24, 25 June	83 Company R.G.A. fire Macaulay Point guns in practice.
26 June	83 Company R.G.A. inspected by Lieutenant-Colonel R.A. Rigg R.G.A.
28 June	Authority given for construction of 12 pdr. Q.F. battery at Duntze Head
June	5th B.C. Regiment Canadian Artillery fire 13 pdr. field guns, 6-inch guns and Maxim machine guns at Macaulay Point.
29 August	Construction of 12 pdr. Q.F. battery at Duntze Head starts.

	14 September	Major-General Sir Chas. Parsons K.C.M.G. visits Esquimalt garrison.
	21, 22 September	Major-General F.G. Slade C.B., R.A. inspects Esquimalt defence works and troops.
	September-December	5th B.C. Regiment Canadian Artillery school of artillery.
	15 October	Commodore James Goodrich appointed Commander-in-Chief Pacific Station, relieving Rear Admiral Andrew Bickford, C.M. G.
	1 December	Possibility of Canada assuming re- sponsibility for defence of Halifax and Esquimalt discussed at meeting of Committee on Imperial Defence.
	29 December	<b>83</b> Company R.G.A. sails from Victoria aboard R.M.S. <u>Empress of India</u> for Hong Kong.
	<b>30</b> December	<b>58</b> Company R.G.A. arrives Esquimalt from Halifax. 36 sappers, 4 R.A.M.C. 16 women and 20 children in party. Lieutenant-Colonel C.E. English, com- manding <b>58</b> Company R.G.A., appointed to command the garrison vice Major E.H. Bland R.E.
1904	January	Garrison laundry completed in Work Point barracks.
	<b>8</b> February	Outbreak of the Russian-Japanese war. Japan attacks Port Arthur bottling up the Russian fleet.
	<b>8</b> April	Entente Cordial between Britain and France.
	4 June	Sergeant Major A. Mulcahy, permanent militia, R.S.M. of 5th B.C. Regiment

	Canadian Artillery for 11 years hands over to Company Sergeant Major E. McDougall of the regiment and continues to serve on the District Staff as instructor to the regiment.
17 June	5th B.C. Regiment Canadian Artillery fire 6-inch guns at Macaulay Point.
18 June	5th B.C. Regiment Canadian Artillery fire 13 pdr. field guns at Macaulay Point.
20 June	Esquimalt Defence Scheme annual mobilisation.
30 June	Duntze Head Battery for two 12 pdr. Q.F. guns completed.
June	Lieutenant-Colonel R.R. Munro, Former Commanding Officer of 5th B.C. Regiment Canadian Artillery dies and is given a military funeral by the regiment.
26 September	Earl Grey appointed Governor-General of Canada.
30 September	Provost establishment completed in Work Point barracks.
13 October	St. Pauls church, Esquimalt, the naval and garrison church, reconsecrated on its new site after being moved.
11 November	R.S.M. E. McDougall confirmed in appointment as R.S.M. of 5th B.C. Regiment Canadian Artillery.
30 November	Bandmaster Finn of 5th B.C. Regiment Canadian Artillery resigns after 11 years service.
6 December	First Lord of the Admiralty, Lord Selbourne, discloses plan for

redistribution of the British fleet.  
Pacific Squadron to disappear.

**16** December Admiralty informs Colonial Office that Esquimalt naval establishment is to be reduced to a cadre on which no money would be spent in peace.

**1905** **20** January Canadian Government formally requests takeover of Halifax and Esquimalt.

**27** January **S.S. Keemum** loads naval stores in Esquimalt harbour.

**25** February Commodore J.E.C. Goodrich, Commander-in-Chief Pacific Station, attends official R.N. farewell party in legislative buildings Victoria.

**1** March Commodore J.E.C. Goodrich lowers his broad pennant aboard H.M.S. **Bona-**  
**venture** in Esquimalt harbour.

**8** March Submarine mines and mining equipment loaded aboard **S.S. Penthlisea** in Esquimalt harbour.

**9** March Lieutenant-Colonel English, garrison commander, announces 1 July **1905** as day on which Canada will assume responsibility for the Esquimalt defences.

**9** May Militia General Order (Special) authorises reorganisation of 5th B.C. Regiment Canadian Artillery with reduction in number of companys.

**13** May British-Canadian agreement. Canada to take over Halifax on 1 July **1905** and Esquimalt by 1 July **1906**.

26 May	Colonial Defence Committee recommends abandonment of Esquimalt as a fortified port and concentration of a Canadian defence efforts on Halifax.
27-29 May	Naval battle of Tsushima Straits. Russian fleet <del>of</del> 32 vessels from European waters annihilated by Japanese under Togo.
23 June	5th B.C. Regiment Canadian Artillery fire 6-inch guns and Maxim machine guns at Macaulay Point.
24 June	5th B.C. Regiment Canadian Artillery fire 13 pdr. field guns at Macaulay Point.
27 June	Exercise to test field force of Esquimalt Defence Scheme.
June	Committee <del>of</del> Imperial Defense endorses recommendations of Colonial Defence Committee of 26 May.
June	5th B.C. Regiment Canadian Artillery issued dress forage caps.
1 July	Traditional Dominion Day gun salute normally fired by the Royal Navy fired by 5th B.C. Regiment Canadian Artillery from Macaulay Point.
July	48 (Submarine Mining) Company R.E. retitled 48 (Fortress) Company R.E.
12 August	Renewal of Anglo-Japanese agreement for ten years.
August	Colonial Office informs Canadian government of Committee of Imperial Defence and Colonial Defence Committee recommendations.



	1 September	Formation of the provinces of Alberta and Saskatchewan.
	5 September	Treaty of Portsmouth ending the Russian-Japanese war.
	18 September	Sir Frederick W. Borden K.C.M.G., Minister of Militia, inspects Esquimalt defence works and troops.
	1 October	5th B.C. Regiment Canadian Artillery adopts white pugaree to be worn on helmets.
	11 October	5th B.C. Regiment Canadian Artillery School of Instruction begins.
1906	10 February	Launching of the <u>Dreadnought</u> by the Royal Navy, the first all big gun battleship mounting ten 12 inch guns, a revolutionary development in naval warfare.
	21 February	Colonial Office requests answer from Canada to despatch of August 1905 on Esquimalt.
	20 March	Corps of Royal Canadian Engineers reorganised on increased establishment of 25 officers and 368 other ranks and authorised to form companies in Halifax and Esquimalt. 3 (Fortress) Company R.C.E. at Esquimalt was known as a detachment until 1909 when it reached company strength.
	27 March	H.R.H. Prince Arthur of Connaught arrives in Victoria aboard R.M.S. <u>Empress of Japan</u> for stay of three days before going on to Vancouver.

30 April Canadian Minister of Militia and Defence, Sir Frederick W. Borden K.C.M.G. recommendation to Privy Council on Esquimalt defences approved by Governor General: No change in policy toward Esquimalt defences to be made public: school of instruction of one company of R.C.G.A. and detachment of R.C.E. to maintain the armament and works to replace British garrison.

2 May Copy of Privy Council Proceedings passed by Governor-General of Canada to the Secretary of State for the Colonies.

7 May 5 Company R.C.G.A. formed in Work Point barracks, Esquimalt. with transfers from 58 Company R.G.A. Lieutenant P. Elliston commands with Sergeant Major Warder as Company Sergeant Major.

7-10 May Lieutenant Elliston and Sergeant Major A. Mulcahy of District Headquarters take over defences:

7 May Fort Macaulay

8 May Duntze Head Battery, Black Rock Battery

9 May Fort Rodd Hill

10 May Signal Hill Battery - all work had stopped on this battery on orders from Ottawa.

9 May Gala evening at Militia drill hall on Menzies Street, Victoria, with Mayor presenting a cup to Lieutenant-Colonel

- English to commemorate the departure of the British garrison.
- 12 May First schedule day of departure for the garrison.
- 17 May Main body of British garrison leaves Victoria aboard S.S. Charmer for Vancouver.
- 23 May Secretary of State for Colonies passes copy of Canadian Privy Council Proceedings on Esquimalt to Committee of Imperial Defence.

## Gunners and Sappers: Fortifications and Barracks

Three companies of the Royal Garrison Artillery and one and a half companies of Royal Engineers completed periods of Garrison duty at Esquimalt during the period 1899–1906. They were there under the terms of an agreement signed by Canada and Britain in 1899 to provide for the defence of Esquimalt. During their period of service the defence scheme reached a high level of technical, organizational and operational efficiency. When the last companies left in May 1906, they left behind a strong local militia artillery regiment, which they had trained for duty in the defences, and men from their own ranks who had transferred to Canadian service to form the nucleus of a Canadian regular garrison. This was the legacy of the British garrisons at Esquimalt.

, The first companies of Royal Garrison Artillery that served in Esquimalt were numbered and titled in accordance with a system applied world wide by the British army. A Royal Warrant of 1 June 1899 divided the Royal Artillery, the gunners of the British Army, into two corps: one *of* the Royal Horse Artillery and Royal Field Artillery, and another of the Royal Garrison Artillery. The Royal Garrison Artillery supplied the officers and men, in companies, for the fixed batteries of guns in fortifications in Britain and in many stations throughout the British Empire. Stations at home and abroad were grouped in divisions and the companies of a division carried a divisional number and title and rotated among the stations of the division. Thus the first company to reach Esquimalt in 1899 was titled 19 Company

Western Division Royal Garrison Artillery.

This system, with its duplication of company numbering, quickly proved unsatisfactory and was amended by a Special Army Order in November 1901 which abolished both the divisional organization and divisional numbering of companies. From 1 January 1902, all Royal Garrison Artillery companies were numbered in one sequence from one to 105, served short periods at each station and moved between stations on prescribed circuits beginning and ending in Britain. *Two* of the three companies stationed at Esquimalt were affected by these changes, one being renumbered and retitled while at Esquimalt, the second arriving bearing a number and title under the new system.

By contrast, the one and a half companies of Royal Engineers of the garrison were specifically formed for service in Esquimalt. They served in the garrison for the whole period 1900-1906. The half company was responsible for the maintenance of the defence works and the garrison barracks at Work Point and would carry out field engineering when the defences were mobilised. The full company was responsible for all aspects of the planning, maintenance and operation of the submarine minefield intended for the entrance to Esquimalt harbour. See Submarine Mining.

There was a Royal Engineer element at Esquimalt, in Work Point barracks, when the one and a half companies arrived.<sup>1</sup> The detachment of sappers of 18 Company Royal Engineers who had arrived in May 1894 were dispersed, some being absorbed in the newly arrived companies and some returning to Halifax. The officer commanding the detachment, Lieutenant G.C.E. Elliott, commanded the new half company. The Royal Engineer works staff responsible for the planning, construction, and maintenance of the defence works and barracks remained the small entity it had always been. See Appendix C. A small advance party of seven submarine

miners who had joined the garrison in September 1899 were able to welcome the remainder of their company when it arrived.

As well as gunners and sappers, there were representatives of the Royal Army Medical Corps, the Army Ordnance Corps, the Army Pay Department and the Army Service Corps in the British garrison. They were the garrison administrators, looking after the sick, supplying weapons and equipment, accounting for financial expenditure and supplying food and fuel. These men were few in number and did not arrive together, in a body, but trickled in to assume their duties from the officers and men of the Garrison Artillery company over the whole period 1890-1906. Because of their individuality, their administrative role and their very limited numbers, the details of their history are often vague. Their role and their presence in the garrison should not be forgotten, but they are given lower priority in this narrative than the gunners and sappers who formed the bulk of the garrison.

The citizens of Victoria were well aware that the old small British garrison of Royal Marine Artillerymen was to be replaced by a larger garrison in the last weeks of 1899. The Daily Colonist had carried news reports of the British-Canadian agreement and, eventually, a report from Halifax that a large advance party of the new garrison had left that city at 4 p.m. on Saturday, 16 September.<sup>2</sup> It appears that the report was inaccurate for the advance party which arrived in Victoria was very much smaller. It consisted of Lieutenant V.L. Beer, a graduate of the Royal Military College, Kingston, and an officer of 19 Company Western Division Royal Garrison Artillery, with two sergeants and ten gunners of the company and Quartermaster Sergeant E. Morris of the Army Service Corps.<sup>3</sup> Colonel Collard also travelled from Halifax to discuss plans for the expansion of Work Point barracks with the Royal Engineer staff. The

advance party arrived in Victoria on 22 September 1899 and immediately began the task of taking over the barracks, fortifications, equipment and stores from the Royal Marine Artillery Detachment. The transfer was completed before the marines left Victoria six days later on 28 September 1899.

The main body of 19 Company Western Division Royal Garrison Artillery left Halifax on 23 September 1899 to the cheers of a large crowd. It had been stationed in Halifax for seven years and before that had completed a tour of duty in Barbados. The company was commanded, temporarily, by Captain W.A. MacBean. Major A.E.C. Myers, the company commander, died shortly before the departure from Halifax. Some 140 of all ranks, the full strength of the company, made the journey by rail across Canada. Within their ranks was a band of 18 pieces under Sergeant Callum. They were accompanied by their company medical officer, Major James Moir of the Royal Army Medical Corps, and about a dozen families. On arrival in Victoria on 29 September 1899, the company was cheered by a waiting crowd as it disembarked and moved immediately to Work Point barracks. About 40 of the company were temporarily accommodated in Casemate barracks, Fort Rodd Hill, until Work Point barracks could be expanded.<sup>4</sup>

War fever was running high in Victoria when 19 Company arrived. The possibility of a Canadian contribution to the British and Empire army in South Africa was a regular topic for discussion among the citizens and a desire to serve in the field was present among many-members of the company. Within a few weeks of the company's arrival, the first detachment of local militia volunteers left Victoria for service in South Africa with 2nd Battalion (Special Service) Royal Canadian Regiment. See The Militia. Two officers of 19 Company left Esquimalt individually for the war zone. Major Moir, the company's medical officer, left on 18

January 1900 after auctioning his furniture and personal effects.<sup>5</sup> His duties with the company were assigned to the civilian practitioner who was the local militia regiment's medical officer. Captain MacBean, the temporary Company Commander, left in February 1900 after handing over to the new company commander Major J.G.E. Wynne. MacBean's replacement as a captain of the company, Captain R.J. MacDonald, arrived in March. Although it is clear that some other ranks of the company also left for service in South Africa, the details of the individuals involved are unknown.

The appointment of Major J.G.E. Wynne to command 19 Company, was timely and wise. At the time of his posting he was an instructor on the staff of the School of Gunnery at Shoeburyness in England.<sup>6</sup> His experience there and his extensive knowledge of equipment and gunnery techniques would be invaluable to the company's role of training the local militia gunners and to the improvement of the Defence Scheme for Esquimalt. Major Wynne, as senior artillery officer in the garrison, would assume the duties and responsibilities of Fire Commander of all the coast artillery batteries in the defences when the Defence Scheme was put into effect.

The company Major Wynne commanded was also well suited to the task of raising the standard of training of the militia for it had achieved an above average standard of training for itself. A short report in the Victoria Daily Times of 12 May 1900 announced this fact:

A proud distinction - No. 19 Co., W.D., R.G.A. stationed here, has just received notice from Halifax that they will be entitled henceforth to wear gold cross guns and crown in recognition of the fact that they have proved to be the best shooting company in Canada.<sup>7</sup>



The shooting was done with coast artillery guns and the insignia of cross guns and crown was normally worn by non-commissioned officers and men of the prize company on the lower left sleeve of the uniform jacket for one year, from **one** annual competition to the next.

The news of the award was quickly followed by the first public engagement for the company since its arrival. On 24 May 1900, together with sailors and marines from warships lying in Esquimalt harbour, Royal Engineers of the garrison, 5th B.C. Regiment Canadian Artillery and A Company, 3rd Battalion Royal Canadian Regiment, the company paraded in review at Macaulay Point to celebrate the Queen's birthday. This spectacular and colourful occasion was attended by a large crowd of holidaying citizens of Victoria and Esquimalt.

Two days after the celebrations, reinforcements for the garrison arrived from England.<sup>8</sup> A contingent of four officers and 120 other ranks accompanied by a few families disembarked in Victoria on 26 May. The contingent included 48 (Submarine Mining) Company Royal Engineers, half of 44 (Fortress) Company Royal Engineers and a small detachment of gunners, commanded by Lieutenant C.E. J. Wahl, to reinforce 19 Company. The sappers were temporarily accommodated in tents in Work Point barracks. With this reinforcement the garrison had reached its full strength.

The defence works that the garrison were to man in time of war were not complete. Almost all the deficiencies were among the quick firing gun batteries intended to counter torpedo boat attacks on Esquimalt harbour. In May 1900, the core of the defence scheme, the 6-inch disappearing gun batteries at Rodd Hill, Upper Battery of one gun and Lower Battery of two guns, and Macaulay Point, three guns, were complete. Belmont Battery at Rodd Hill was complete with its two 12-pdr Q.F. guns but the guns had not been fitted

with auto sights. The sister battery at Black Rock on the opposite side of Esquimalt harbour entrance had not yet received its guns. Two 6-pdr. Q.F. Hotchkiss guns were in emplacements at Duntze Head and were due for replacement by a new 12-pdr. Q.F. battery. Six 13-pdr. field guns for the field force and six Maxim machine guns on parapet mountings for the fixed defences were held in store in Work Point barracks. There were also six 9-pdr. field guns in the barracks for saluting purposes. While the gun batteries and casemate barracks were complete at Rodd Hill, the electric light positions and engine room were under construction and there was, as yet, no Battery Commanders Post or Fitters Shop.

In overcrowded Work Point barracks, the troops would have to suffer their conditions for another year before some relief was obtained with new construction. In the spring of 1900, the additional land for the expansion of the barracks was transferred and clearance and preparation of the site began. To ease the pressure on accommodation in the barracks some of 19 Company continued to be quartered in Casemate barracks at Rodd Hill.

In spite of the discomforts of their accommodation and the deficiencies in armament, 19 Company, after its public appearance in May 1900, was very soon involved with practice of its role in the Defence Scheme. Even while the company was rehearsing for the Queen's Birthday parade it was working up its gun drills for annual firing practice. This practice, an important test of the efficiency of the company, started on 11 June 1900, lasted four days, and was conducted at Fort Macaulay. On each of the four days different gun crews carried out a ten minute series of firings beginning at 10 a.m. The results were very satisfactory but not sufficiently good enough to earn the company the crossed guns champion badge for the second year.

The company began its direct association with militia training as early as April 1900. In that month Sergeant Meades was loaned to A Company 3rd (Special Service) Battalion Royal Canadian Regiment, when it formed, to instruct the company in infantry drill.<sup>9</sup> In June it was the militia gunners turn to receive assistance. The members of 5th B.C. Regiment Canadian Artillery were invited to observe all stages of the company's annual firing practice. There was a good number of spectators from the militia and considerable training benefit was derived from the occasion.

Both the regular garrison and the militia were involved in the first practice of the Esquimalt Defence Scheme on 2,3 September.<sup>10</sup> The first day was spent assembling the troops and issuing stores and equipment. 5th B.C. Regiment Canadian Artillery and the 6th Regiment Duke of Connaught's Own Rifles camped on the plain behind the battery at Macaulay Point. By the end of the day both the militia and the regular garrison were clear as to their role in the Defence Scheme, officers had reconnoitered routes and positions, and equipment was ready. At 9 a.m. on the second day all troops came under the command of Lieutenant-Colonel A. Grant, Royal Engineers, the officer commanding the garrison. Full mobilisation of the defences was ordered and lasted until 11 p.m. During daylight, the drills in the fixed defences were practised, particularly those for the control of the fire of the 6-inch disappearing guns, and A Company 3rd (Special Service) Battalion Royal Canadian Regiment, acting as an enemy landing party, attacked Rodd Hill from the rear. At night, the steam launch Sadie, simulating an enemy torpedo boat, attempted to run into Esquimalt harbour past the defence electric lights, Belmont quick firing battery and the submarine minefield. Sadie was deemed to have been unsuccessful, but A Company achieved its objective of reaching a position in rear of the 6-inch batteries at Rodd Hill from

which it could neutralize them with small arms fire. Inevitably for the first practical trial of a Defence Scheme, there were many errors and points of criticism to be noted and corrected to refine the scheme to an acceptable standard. Major Wynne, commander of 19 Company, now had a clear indication of where emphasis should be placed in winter training programmes.

19 Company had already assisted the local militia gunners with gun drill instruction in June. Now, in October, it began an intensive assistance programme which included a School of Artillery class lasting three months, with instruction on two nights per week and each Saturday, a lecture on artillery practice by Major Wynne and supervised rehearsals of drills at Macaulay Point Battery. The programme **was** intended to end with the militia annual firing practice at Macaulay Point in February 1901. Unfortunately, the practice was postponed at the last moment for financial reasons on orders from Ottawa. Instead, it took place in June. See The Militia.

Major Wynne supervised the practice, assisted by time-keepers and judges from his company. Two series of ten minutes each were fired with the militia gunners managing to get off eight rounds in the first series and eleven in the second. **As** each series was in progress, casualties were nominated among the gun crews by the judges, forcing immediate replacements in a variety of duties and an appreciation of the realistic conditions of an actual engagement of warships, as well as thoroughly testing the standard **of** training. The towed target escaped unscathed, but there were several near misses which would have been hits had the target been a warship.<sup>11</sup> It was a sobering experience for the militia gunners and a clear indication of the training standards they were expected to achieve.

On 2 September 1901, the second annual mobilisation of the Esquimalt Defence Scheme took place. The general pattern of events of the previous year was repeated but not the errors. The attempt by torpedo boats to force entry to Esquimalt harbour failed again and the infantry assault on the rear of Rodd Hill, this time by a mixed force of sailors and marines, again succeeded. Afterwards there was another list of training weakness to be corrected and 19 Company was once again involved with running a School of Artillery for the militia gunners.

The company commitment was short lived, for its tour of duty at Esquimalt ended in December 1901. A farewell tea and concert for the company was given by the Wesleyan Methodist Mission at the Masonic Hall, Esquimalt on 30 November. The gunners "sat down to two long well filled tables"<sup>12</sup> and afterwards were entertained by readings of poetry, piano and violin **solos**, various solo singers and a male voice quartet. On 3 December, 19 Company left Work Point barracks aboard special streetcars provided by the B.C. Electric Railway company. When the cars reached the wharf in Victoria harbour the troops were greeted by a large crowd of civilians and militiamen. The band of 5th B.C. Regiment Canadian Artillery played ragtime selections whilst farewells were concluded and the company embarked on R.M.S. Empress of China. To the cheers of those on the dockside, the troops lined the decks and the lower rigging **as** the ship sailed at 10 a.m. to the music and singing of Auld Lang Syne.

The company was bound for a tour of duty in Hong Kong. Those sailing included Major Wynne, Lieutenants Gregory, Langdon and Wahl, some 120 other ranks and eight families. The Daily Colonist reported 19 Company was "the first body of troops **to** leave this western portal of the Pacific for the Empire's gateway to the Orient, Hong Kong, by the

Empress liners."<sup>13</sup> It was indeed a move which heralded the new system of moving garrison artillery companies among foreign stations on circuits which began and ended in England.

One of the officers of 19 Company, Captain R.J. Macdonald, remained in Victoria. During his tour of duty with the company he had acted as Army Service Corps Officer for the garrison. He would continue in this role until a replacement arrived from the Corps although he was listed as an officer of the next Royal Garrison Artillery company to serve in Esquimalt. In December 1901, Macdonald was one of three officers on the garrison headquarters staff, the others being Lieutenant Carl Wiggins of the Army Ordnance Corps and Surgeon Major E.C. Hart M.D., 5th B.C. Regiment Canadian Artillery, the medical officer for the garrison.<sup>14</sup>

During 19 Company's tour of duty in Esquimalt four members of the garrison died. They were given military funerals and were buried in Esquimalt Naval and Military Cemetery where their graves are maintained immaculately to this day. Gunner Field of the company was accidentally drowned off Macaulay Point in June 1900. Staff Sergeant Major E. Morris of the Army Service Corps died on 19 June 1901. Both he and Field were buried in the Naval portion of the cemetery. Sergeant Edward George Meades, the drill instructor of A Company 3rd (Special Service) Battalion Royal Canadian Regiment, shot himself with a carbine at Work Point barracks and was interred on 13 August 1901. Gunner G.F. Clinnick was shot by Sapper Gill in the artillery canteen at Work Point barracks. He was buried on 15 October 1901, like Meades, in the military portion of the cemetery. The fact that only one of these four deaths can be termed of natural cause reflects something of the nature of garrison duty. See Appendix E.

The unit which replaced 19 Company in the garrison, 21 Company Western Division Royal Garrison Artillery, disembarked from the steamer Charmer in Victoria harbour on the evening of 1 December 1901, two days before 19 Company left. It had previously been stationed in Bermuda for three years. In its last year there, it had guarded several thousand Boer prisoners at Burnt House and George's Bay on the larger island, sharing the duty with another Royal Garrison Artillery company and the Royal Warwickshire Regiment. This responsibility did not prevent the company from conducting live firing practices during the year with the coast artillery armament of forts in Bermuda, including 10-inch R.M.L. and 4.7-inch Quick Firing guns. It sailed from Bermuda aboard S.S. Acamo to Halifax on 5 November 1901. On arrival in Esquimalt, 21 Company was commanded by Major W. Gurdon. The other officers of the company were Captain A.E. Harrison, Lieutenant C.G. Sladen and Second Lieutenants T.A. Whyte, A.M. Cameron and O.R.E. Millman, the last two having joined the company with a large draft of three non-commissioned officers and 109 gunners from England the previous October. On arrival in Victoria, the company strength was 6 officers and 165 other ranks and it was accompanied by 8 wives and 11 children.<sup>15</sup>

A draft of 27 Royal Engineers with three wives and three children disembarked with 21 Company. They had travelled from England and joined with 21 Company in Halifax for the rail journey west. Second Lieutenant F.G. Hood should have travelled with the draft to Esquimalt but was detained on temporary duty in Halifax. He would join later. The draft included some replacements to cover the normal attrition of the Royal Engineers stationed in Esquimalt and a small reinforcement for 48 (Submarine Mining) Company R.E. to allow it to carry out the duties of the defunct militia submarine mining company. See Submarine Mining.

Just four months after it had arrived in Esquimalt, 21 Company was renumbered and retitled in accordance with the Special Army Order of November 1901. From April 1902 it was to be known as 83 Company Royal Garrison Artillery.

The company was the first garrison unit to wear the new service dress with puttees introduced for wear by all British artillery units at home or abroad in 1902. Not only was the style of the new uniform very different, it was khaki coloured, a colour quite unlike the dark blue worn by artillerymen until then and still worn at that time by the local militia. A wide brimmed hat of thick felt, with one side fastened up, was worn instead of the pill box cap. Officers carried swords on the Sam Browne belt and other ranks wore the distinctive, white strapped, 1888 pattern, valise equipment, commonly known as the Slade-Wallace equipment. See Figure 3.

Unlike its predecessor, 83 Company did not run training courses for the militia artillerymen during its tour of duty in Esquimalt. It seems that the company was obliged to spend more time on its own training due to the fact that it received such a large draft of men so shortly before leaving Bermuda that it was virtually a newly formed company when it arrived in Victoria. The company did provide individual instructors for the militia, staff for militia practice firings, and it opened its own annual firing practices in September and October of 1902 and June of 1903 to militia viewing.

Perhaps the biggest contribution the company made to the improvement of the Esquimalt defences was assistance with the drafting of the Defence Scheme in 1902. The majority of the staff work of rewriting earlier drafts, in the light of the experience gained from rehearsals in 1900 and 1901, involved the officers of the company. Criticisms of earlier drafts by the British authorities also had to be



included or answered. When the 1902 Defence Scheme was approved by the British War Office, it provided, in one brief document, all the essential orders and instructions for the mobilisation and operation of the Esquimalt defences. See Defence Scheme. It was first rehearsed in 1903, proved practical, was rehearsed again in 1904 and 1905, and remained valid with little change until after the First World War.

Garrison life during the two years of 83 Company's spell of duty had characteristics which were common to many other garrisons spread throughout the British Empire. There were always routine daily tasks to be completed about the barracks to ensure that these were kept in spotless condition with all equipment in clean working order. Day and night there was a guard of several men on duty in the guard house at the barrack entrance gate, checking the dress and pass of every soldier leaving the barracks, patrolling the perimeter fence, turning out at least once each day for inspection by the Orderly Officer, guarding prisoners in the guardroom cells and providing escorts when called for. Each day there were routine maintenance tasks to be completed on weapons, ammunition and equipment in the various forts and barracks to ensure all would be immediately ready in any emergency. Duty in fort detachments for this purpose, and for ensuring the security of the forts, was rotated among men of the Royal Garrison Artillery company. Whenever a notable visitor came to the garrison or city, a parade would be held in his honour. The Esquimalt garrison was inspected by Major-General Sir Chas Parsons K.C.M.G., Commander of British troops in Canada on 29 May 1902 and 14 September 1903, and by Major-General F.G. Slade C.B., R.A. on 21, 22 September 1903. 83 Company was inspected as well by the senior British artillery officer in Canada, Lieutenant-Colonel R.A. Rigg R.G.A., on 5 October 1902 and 26 June

1903. Each year, the garrison paraded in public with sailors and marines from Royal Navy warships in Esquimalt to help celebrate the Queen's birthday and Dominion Day, both days being important festive occasions and public holidays in the local calendar. Occasionally, members of the garrisons would assist with some worthy cause such as the memorial concert held to raise funds for relatives of the crew of H.M.S. Condor, lost with all hands on a voyage from Esquimalt in 1902.<sup>16</sup> Perhaps the closest liaison with the local population was maintained through the garrison's sports teams. There were many of these which regularly competed in local competitions and leagues in the sports of rowing, field hockey, basketball, soccer, canoe racing, tug of war, track athletics, cricket and golf. In addition individuals hunted the gamebirds and deer which abounded in the area and fished for trout and salmon with local clubs and sportsmen. Steady routine and considerable sport, together with the pleasant climate and friendliness of the citizens of Victoria and Esquimalt, made garrison duty in Esquimalt a very enjoyable affair and the end of a tour of such duty a time for regret.

This was particularly true by the end of 1902 because most of the long awaited improvements to Work Point barracks were completed during that year. The acquisition of additional land for the expansion of the barracks in the spring of 1900 had included a house which was adapted for use as the garrison hospital steward's quarter and medical mobilisation equipment store. The land was cleared in 1900 and work on many new buildings began in 1901. A small oil store and an Army Service Corps barrack expense store were completed in March and October. In May 1902 a telephone hut, a cookhouse and bathhouse for the Royal Garrison Artillery company, officers quarters, and a recreational establishment for the Royal Engineers were all completed.

1903. Each year, the garrison paraded in public with sailors and marines from Royal Navy warships in Esquimalt to help celebrate the Queen's birthday and Dominion Day, both days being important festive occasions and public holidays in the local calendar. Occasionally, members of the garrisons would assist with some worthy cause such as the memorial concert held to raise funds for relatives of the crew of H.M.S. Condor, lost with all hands on a voyage from Esquimalt in 1902.<sup>16</sup> Perhaps the closest liaison with the local population was maintained through the garrison's sports teams. There were many of these which regularly competed in local competitions and leagues in the sports of rowing, field hockey, basketball, soccer, canoe racing, tug of war, track athletics, cricket and golf. In addition individuals hunted the gamebirds and deer which abounded in the area and fished for trout and salmon with local clubs and sportsmen. Steady routine and considerable sport, together with the pleasant climate and friendliness of the citizens of Victoria and Esquimalt, made garrison duty in Esquimalt a very enjoyable affair and the end of a tour of such duty a time for regret.

This was particularly true by the end of 1902 because most of the long awaited improvements to Work Point barracks were completed during that year. The acquisition of additional land for the expansion of the barracks in the spring of 1900 had included a house which was adapted for use as the garrison hospital steward's quarter and medical mobilisation equipment store. The land was cleared in 1900 and work on many new buildings began in 1901. A small oil store and an Army Service Corps barrack expense store were completed in March and October. In May 1902 a telephone hut, a cookhouse and bathhouse for the Royal Garrison Artillery company, officers quarters, and a recreational establishment for the Royal Engineers were all completed.

In June the Royal Garrison Artillery company office and latrines were finished and the following month 24 married soldiers quarters were occupied. Work on the major part of the expansion pushed ahead during the summer months with a stable of 10 stalls and a garrison recreational establishment being completed in September, followed by two brick company blocks for the Royal Garrison Artillery, a garrison regimental institute, a two-bed isolation ward and a mortuary and disinfecting room for the hospital in October. By the end of November, a barrack room for Royal Army Medical Corps personnel, a Royal Garrison Artillery sergeants mess and two warrant officers quarters were also completed.

After 1902 the barrack building programme slowed down. In the next two years there were four major projects: a 45 seat infant school completed on 31 March 1903, a coal yard to hold 150 tons completed in October 1903, a garrison laundry completed in January 1904 and a provost establishment completed on 30 September 1904. These projects completed the expansion of Work Point barracks to accommodate the larger British garrison agreed to by both Britain and Canada in 1899.

There were improvements too in the defence works and armament. By 4 June 1902, plans for a new 12-pdr. battery at Duntze Head and for the 9.2-inch battery at Signal Hill had been approved. The submarine mining stores were practically complete and two steel launches for submarine mining were under construction in a local shipyard. All engine rooms, the Submarine Mining Test-Room and Observation Station, and the Fitters Shop at Fort Rodd Hill were complete. Six Maxim machine guns on field carriages had recently arrived for the use of the field force in the Defence Scheme. The installation of telephone communications between all defence sites and the barracks under

the direction of a specialist Royal Engineer, a non commissioned officer of military telegraphs, was well advanced, and workshops and offices were under construction at the Army Ordnance Depot at Signal Hill. By the end of the year, the two, long awaited, 12-pdr. Q.F. guns had arrived for Black Rock Battery and had been mounted, and Defence Electric Lights 3 and 4 had been installed in their new permanent emplacements. In 1903, a new macadam road was constructed up Signal Hill to the site of the proposed battery there. On 31 March 1903, the submarine minefield commander's fighting post was completed. Construction of the Electric Light Directing Station began in Upper Battery, Fort Rodd Hill on 29 May and, at the same time, the original magazine for the two 6-pdr. Q.F. guns at Duntze Head was reappropriated as a Royal Artillery Store. Three months later, on 29 August, construction started on the new 12-pdr. Q.F. battery which was to replace the two 6-pdr. Q.F. emplacements at Duntze Head. By the end of the year construction of the defence works and the mounting of armament had reached a final phase with the 9.2 inch battery at Signal Hill as the major project to be completed.

83 Company's tour of duty in Esquimalt ended in December 1903. On 29 December, the company marched from Work Point barracks to Head Street where it boarded special tram-cars for the ocean docks in Victoria to embark for Hong Kong. It was to relieve 89 Company Royal Garrison Artillery which would move from Hong Kong to garrison duty with the defences in Rangoon, Burma, two links in a chain of moves circling the globe. Major Gurdon, Captain Wakefield, Lieutenants Milman, Cameron, White and Allan, 111 other ranks and 12 women and children of 83 Company boarded the R.M.S. Empress of India at Ocean dock. After official and personal farewells, the liner sailed to the cheers of the crowd on

the dockside and the answering cheers of the troops on the decks of the ship.<sup>17</sup>

There are six graves in the Esquimalt Military Cemetery which mark 83 Company's tour of duty at Esquimalt. Of the six, four are of children: two daughters of C.S.M. Thomas, Grace Agatha and Victoria; and the twin daughters of Sergeant Hazell, Maud Lilly and Gwendoline Victoria. Sergeant Arthur William Daly of the company died of diphtheria and was buried on 16 March 1902. His is the only gunner grave of this period. The sixth grave is of Private Dugald McMasters of the Royal Army Medical Corps who was buried on 27 December 1903. One other member of the garrison, Staff Sergeant William Chapman, died on the train in October 1902 while en route to Halifax and was buried in Montreal. See Appendix E.

58 Company Royal Garrison Artillery replaced 83 Company in the Esquimalt garrison. The company had been stationed in Halifax, Nova Scotia, and was relieved of its duties there by 103 Company from Bermuda. The journey across Canada was by rail. It took seven days to reach Esquimalt and the opportunity was taken to experiment with the use of hammocks in the railcars. On arrival in Victoria, Major C.E. English, the company commander, commented:

We had a very good run through, and the C.P.R., which took charge of every detail of the transportation, certainly handled it well. We encountered some very cold weather en route and at Rat Portage and White River, along the north shore, the thermometer registered 35 below zero. In one instance two cars were frozen up while a change of engines was being effected, but the inconvenience was only temporary, being soon remedied.

The experiment in hammocks, is, I think, worthy of adoption. The men are not altogether in

favour of this method of transportation, but it is convenient, especially when sleeping cars are not available. More men can be carried, and the ventilation is better. The Imperial authorities fitted up one of the first class cars with hammocks. These were slung from beams in the car, some longitudinally and some latitudinally. It was found that the former worked more successfully as the latter swung together when rounding curves. The former too allows of more men being accommodated in a car. The hammocks were used in the nature of an experiment to ascertain whether, in case of an emergency, box cars could be used for troops when passenger coaches could not be had, in case of declaration of war, and when it was found necessary to rush a large number of troops across the continent.<sup>18</sup>

58 Company arrived in Victoria aboard the Charmer on 30 December 1903. In addition to Major English, the officers of the company were Captain R.L. Musprat-Williams, Captain P. Elliston, and Lieutenants J.A. Geary and Fall. The company was slightly larger than its predecessor at Esquimalt with a strength of 144 other ranks. Some 36 sappers, 4 men of the Royal Army Medical Corps, 16 wives and 20 children made up the contingent aboard the Charmer. They were welcomed at the dockside by a large crowd and the band of 5th B.C. Regiment Canadian Artillery-. After disembarkation was complete and formal greetings had been exchanged, the contingent was soon on its way to Esquimalt, the troops by streetcar from the corner of Government and Yates to Work Point barracks and the married men and their families in hacks.

With the arrival of Major English the command *of* the garrison changed. Major English was the senior military officer in the garrison, senior to Major E.H. Bland R.E. who had succeeded Lieutenant-Colonel A. Grant R.E. on 26 October 1903 as the officer commanding the Royal Engineers of the garrison. Major English was appointed garrison commander with the local rank of Lieutenant-Colonel, the first Royal Artillery officer and the last British army officer to command the garrison and fortress.

The new troops of the garrison quickly settled in to the routine established by their predecessors. In February 1904, 58 Company ran a signalling class for the militia. On 14 May, Lieutenant-Colonel English inspected 5th B.C. Regiment Canadian Artillery. The highlight *of* the year was the annual rehearsal of the Esquimalt Defence Scheme which took place 20-23 June. As in previous years, the field force was exercised in the Colwood area with an attack on the rear of Fort Rodd Hill. See Defence Scheme. It is doubtful that anyone taking part knew that it was the last major exercise for the British garrison in Esquimalt.

The validity of the defence of Esquimalt and of maintaining a garrison there had been under review by the British War Office since the beginning of 1902. See Transfer of Responsibility to Canada. At first, the War Office was simply anxious to ensure that the scale of the defence and garrison was adequate for the expected form of attack, a particularly pertinent question after the Anglo-Japanese alliance was signed on 30 January 1902. War Office enquiries revealed that the Royal Navy did not envisage any naval defence of Esquimalt in time of war. By the end of 1903, neither the War Office nor the Royal Navy considered Esquimalt to be of any wartime strategic consequence and the question of how best to diplomatically withdraw from the ten year agreement with Canada was being seriously discussed.



Matters were precipitated when, in December 1904, the Admiralty announced its intention of dispersing the Pacific Squadron and reducing its Esquimalt establishment to a cadre. With these announcements the *raison d'etre* for the defences and garrison disappeared.

On 20 January 1905, the Canadian government, not fully aware of the British military and naval attitude toward the future of the Esquimalt defences and garrison, made a formal request for the takeover of the Halifax and Esquimalt defences. An agreement for the transfer was signed on 13 May. Arrangements were made for the British garrison in Esquimalt to remain until 1906 while a Canadian regular garrison was raised. During the last year of the British garrison, the Canadian government was informed of the recommendation of both the Committee of Imperial Defence and the Colonial Defence Committee that the Esquimalt defences should be abandoned. It chose to maintain a Canadian garrison in Esquimalt as a matter of internal political expediency and to train local units, while preserving the defence works and armament. See Transfer of Responsibility to Canada.

In the summer of 1904, it ~~was~~ becoming very clear to the British garrison in Esquimalt that the station would be closed in the near future. Officers and men alike would have appreciated an early announcement of a specific closure date. Instead, while the British and Canadian governments discussed various aspects and *moved* slowly to a final solution suitable to Canada, the garrison was left in a state of limbo with little or no activity-or information and frustrating postponements.

To maintain morale the garrison spent even more time than usual in sporting activities. Teams of every description competed in local leagues and events. The officers of 58 Company owned several horses and competed regularly with

local horsemen. Captain Musprat-Williams, an ardent yachtsman, sailed his own boat in local waters. The extent of 58 Company's commitment to sport of every kind was summarized in the Christmas card which it designed for its members in 1905. See Figure 7.

Eventually, 1 May 1906 was accepted by the British garrison as the date on which they would hand over to a Canadian garrison. Some of the garrison volunteered to continue serving in Esquimalt, transferring to the Canadian service. They anxiously awaited news of the terms of service, pay and seniority under which their transfer would occur. Their comrades packed, sold personal effects, and by the 1 May were ready. No orders came before the day. The garrison blamed the Canadian government.

Suddenly, after months of waiting all was intense activity. It was as well that the garrison was ready. On 7 May, 5 Company Royal Canadian Garrison Artillery was formed in Work Point barracks from 58 Company personnel transferred to Canadian service. Lieutenant Elliston, the commander of the new company, began taking over the fortifications, armament and barracks from the British the same day. The takeover took a week. It was supposed to end with the departure of the British garrison on 12 May, but on 11 May, two days after the city of Victoria had hosted the departing troops at a gala evening and presented them with a distinctive cup to mark the occasion, the departure was postponed until 17 May. The extra days were used to clear last minute details and finalise postings of some individuals.

On Thursday 17 May 1906, the departing garrison boarded the steamer Charmer in Victoria harbour. They sailed to the cheers of a large crowd of citizens who had come to see them off. It was an auspicious occasion, the departure of the last British garrison from Canada.

In Halifax, N.S., 2/44 (Fortress) Company Royal Engineers split from their comrades to join the other half of their company in Jamaica. 58 Company Royal Garrison Artillery and 48 (Fortress) Company Royal Engineers - the change from Submarine Miners to Fortress Engineers had occurred in 1905 - travelled on to disband in England.

The departed garrison left behind a large comfortable barracks, fortifications and armament for the protection of Esquimalt needing only the completion of Signal Hill Battery, a strong local militia artillery regiment trained for duty in the defences, and men from their own ranks as the nucleus of the new regular Canadian garrison.

## Submarine Mining

Land mines - buried explosive charges detonated by powder fuse under an enemy - were used by British army engineers long before the development of submarine mines. It was really only a matter of time before equipment and techniques were developed to allow charges to be exploded under water. In 1838, a Royal Engineer Officer, later General Sir C. Pasley R.E., successfully destroyed the wreck of the Royal George using electrically detonated submerged charges.<sup>1</sup> The explosion marked the beginning of the history of British submarine mining, one chapter of which was conducted at Esquimalt.

General Sir John F. Burgoyne, Bart., G.C.B., Inspector General of Engineers, was one of the first to seriously suggest that the technique used at the Royal George could be developed for use in the defence of harbours. Further experiment was encouraged. Widening interest in the subject and steady technological progress led to the formation, in 1863, of a committee to consider and report on the application of "Floating Obstructions and Submarine Explosive Machines in the Defence of Channels."<sup>2</sup> The committee fostered numerous experiments at the School of Military Engineering, Chatham, during the next five years. From the results, the general conclusion was drawn that effective submarine mine defence of ports and bases was not only feasible but desirable.<sup>3</sup> It was a conclusion which encouraged further experiment at the school after the committee had dispersed and prompted Lieutenant-Colonel Stotherd R.E.,

the executive officer for the experiments, to write a submarine mining manual.

By 1870, study and experiment had reached that level of maturity at which the detailed specifications of submarine mines and mining equipment for service use could be considered. To do this, and to make recommendations, a committee was formed at the Works and Fortifications Branch of the War Office, London, presided over by Lieutenant-Colonel C.H. Nugent R.E. with Lieutenant-Colonel Stotherd R.E., Lieutenant Anderson R.E., Lieutenant Hall R.N. and Mr. Abel as members. The committee's first report, dated 3 October 1870, contained recommendations for the type of mine case and its explosive content, for the sea bed mooring of mines and for electric cable and batteries necessary for their firing. A series of reports containing further recommendations on equipment followed.<sup>4</sup>

Another War Office committee presided over by Sir Frederick Chapman K.C.B., Inspector General of Fortifications, studied the tactical deployment of mines and the requirements for personnel to establish, maintain and operate submarine minefields. Minefields were to be placed under the protection *of* the guns of coastal forts, no further out than the range at which shell penetration of the new iron clad ships, and therefore artillery superiority, could be guaranteed. The minefield would be patrolled by armed vessels by day and would be illuminated by night to prevent enemy minesweeping. If, in spite of all precautions, the enemy was able to start minesweeping, the task would be made as difficult as possible by the use of dummy mines and heavy chains laid on the sea bed parallel to all electric cables. The committee recommended a Royal Engineer staff of two officers, six non commissioned officers and 44 sappers for each principal port having a minefield. Some of these men were to be trained divers, able to inspect mines

which were permanently laid, thus reducing the expense which would otherwise be incurred in the periodic lifting of minefields for maintenance. The committee went on to draw up plans, with detailed lists of stores and personnel, for the mine defences of every harbour in the United Kingdom and for foreign stations. A cloak of secrecy was drawn tightly over all details.<sup>5</sup>

Two types of electrically fired mines were prescribed. The first of these, an observer fired mine, was usually of large explosive capacity, up to 500 lb, which allowed for errors in observation, and was laid at a depth of 30-60 feet. Position finders, or marks, on shore allowed an observer to assess the position of a ship entering the minefield so that the mine could be detonated to maximum effect. The second type of mine, the contact mine, was not fired by an observer but was connected to a circuit closer on shore which, when closed, rendered all mines of this type within the field active so that any one of them would explode when it was struck by a ship. Contact mines were laid closer to the surface than observation mines and were smaller, 100 lb capacity or less. Neither type of mine offered any restriction to friendly shipping unless activated by the shore control station, with the exception that ships were not allowed to anchor in a minefield for fear of damage to the electrical cables on the sea bed.<sup>6</sup>

The technical and tactical development of defensive minefields was monitored with great interest by the Royal Navy for whom the concept of forbidding the entrance channel of a harbour to an enemy force by using a minefield had considerable appeal. However, many mariners were alarmed at the thought that a minefield would require them to navigate a friendly harbour entrance with considerable precision and that this would only be allowed during certain hours. Few sailors relished the thought of such tight controls in the

hands of the army and, even if all control procedures worked, the thought that a sudden necessary maneuver might involve bumping an inert mine did not make for complete peace of the naval mind. Naval interest and worries would eventually grow sufficiently strong for the Royal Navy to argue successfully for all responsibility for submarine minefields and torpedoes, the general term applied to all underwater explosive devices in the early years of development, but this did not occur until 1904. Meanwhile, particularly in the early years, naval attention was largely captured by the development of powered submarine explosive devices: the Whitehead torpedo, fired from a vessel, and the Harvey torpedo, towed by a vessel, forerunners of the modern torpedo so closely associated with submarine warfare. To develop this type of weapon, and to provide instruction in its use, the Royal Navy established a torpedo school in Portsmouth, England. There was a continuous exchange of information between this school and that of the Royal Engineer's at Chatham. In addition, the Royal Navy was represented on War Office committees charged with responsibility for developing submarine mining.

The Royal Artillery also had more than a passing interest in the development of submarine mining in the 1860's and early 1870's. The gunners argued that a submarine minefield was, in effect, another aspect of the defensive fire power of the coast defences of a port and since the rest of this fire power was operated and controlled by artillerymen, the minefield also should be in gunner hands. This unity of command theme was developed to the stage of a serious proposal by the Director Royal Artillery, but to no avail for the army regularly practiced the cooperation of various arms to good effect in its field operations and the methods used in the field could be applied to fortress defence.<sup>8</sup> Submarine mining remained the responsibility of the Royal

and the Inspector General of Fortifications, a senior Royal Engineer officer, until it was relinquished to the Royal Navy.

A series of events spaced over a decade saw submarine mining established as a sapper specialisation. The first submarine mining company Royal Engineers, 4 Company, was formed in 1871. Two years later an old line of battle ship, H.M.S. Hood, moored at Chatham, was converted to a submarine mining school. Soon afterward, the first submarine mining militia were formed in England. The techniques associated with the new weapon spread to the defended ports of the self governing colonies of the British empire in 1885 when Captain E.F. Rhodes, a Royal Engineer submarine mining officer, was posted to Melbourne, Australia.<sup>9</sup>

Submarine miners were selected from volunteers and were trained at the new school at Chatham. Although sappers of any trade or qualification were eligible to volunteer for the submarine mining service and training, selective preference was given to those having particularly useful trades e.g. boatmen, electricians, instrument repairers. About 150 volunteers, 170 in the early 1900s, were trained annually at the school on recruit courses of five months duration. Of these men, some 120 underwent continuation training on courses of up to ten months duration to fit them as submarine mining electricians, engine drivers, divers, instrument repairers, etc.<sup>10</sup> See Appendix K.

The five month recruit course was technically and physically demanding. It included some 31 working days of general instruction in the nature and use of ropes, chains, blocks, tackles, cables, mines and mining stores, and in the use of boats. A further 34 working days were spent in practising techniques while connecting up, embarking, slinging, laying out and raising mines, and preparing the multiple and group cables, buoys, moorings and junction boxes



necessary for establishing a minefield. To complete the course, an additional 15 working days were spent in instruction and practice with the stores, installations and fittings used in the operation of Defence Electric Lights, or, alternatively, in operating and servicing the oil and steam engines used to generate electricity for the lights.<sup>11</sup> Flag and lamp signalling was practiced throughout the course as the standard means of communication between boat and shore parties. The sheer physical demands imposed on the recruit were high for in the five months a class of 12 would move a total of some 200 tons of mines, moorings, cables and chains during practice with little mechanical aid as well as pull for many hours at the oars of a variety of boats.<sup>12</sup> Outdoor practice was cancelled in only the most severe weather. Nor did course attendance excuse the sapper from the parades, drills, inspections and duties which were part of the general daily routine at Chatham.

The successful recruit attending a subsequent course at the school to qualify as an electrician or engine driver before posting to a submarine mining company found no relief in the pace of instruction. The courses concentrated on providing the participant with a thorough understanding of the theory of electricity and of the practical use of, batteries, junction boxes, electric detonators, electric circuits of all types, test equipment such as galvanometers and the Wheatstone bridge, accumulators, dynamos and the oil and steam machinery used to produce electricity and to power submarine mining vessels. The hours of study were long, the standard of achievement high.<sup>13</sup>

Skilled though he was, training did not cease for a submarine miner after posting to a company. Regular practice and periodic testing ensured he maintained his skills and fitness and he was encouraged to upgrade his qualifications with further courses. Reductions and advances in

ratings and consequently the individual's pay, were made after periodic testing and all details of training achievements and failures were carefully recorded on various standardised forms kept with each sapper's personal documents in regimental records. The aim of all this was to ensure that the efficiency and readiness of each company to lay, maintain and operate its allotted submarine minefield was constantly at the highest level.

The ideal was to have enough Royal Engineer companies of submarine miners to undertake all duties at all minefields. But this was impractical because it was too expensive and because the available skilled manpower was limited. Instead, the practice was to provide a regular company as part of the permanent garrison at each defended port and supplement these companies with militia submarine mining units which were trained by the regular garrisons in peace and provided the additional manpower necessary for the full operation of the minefields in war. This was the system tried at Esquimalt, but not at first due to a particular set of circumstances stemming from the British-Canadian agreement of 1893 for the provision of the permanent defences there.

Under the agreement Britain was to provide a Royal Marine Artillery detachment to be the regular garrison at Esquimalt. Canada would provide militia. The plan for the defences included a submarine minefield with Defence Electric Lights and two 6-pdr. Q.F. Hotchkiss guns. As no Royal Engineers were to be supplied to operate the minefield some of the marines were trained at Chatham as submarine miners before the detachment was sent to Esquimalt. It was supposed that on arrival the marines would train a number of militiamen to supplement their number in operating the minefield in war.

In theory these arrangements seemed to provide adequately for the submarine mining defence of Esquimalt, but in practice they failed miserably. One reason for the failure was that priority was given to providing the 5-inch gun batteries and training the militia to man them. This demanded the full resources of the garrison and of the construction force for the first three years, 1893-96. Another reason was that the actual plan for the minefield was in outline only in 1893, was not revised to a practical possibility until 1896 and was under discussion and revision in London, England for a further two years before finally being approved. Submarine marine mining stores were not sent out before the plan was approved and so did not reach Esquimalt until the summer of 1898. Without the equipment training was impossible. Even if the stores had been present, the officer commanding the marine detachment had no specific orders to train the militia and the militia bore no obligation to train as submarine miners.<sup>14</sup>

Both the Admiralty and the War Office were aware of the unsatisfactory state of affairs at Esquimalt by 1896 and resolved to correct matters by improving the terms of the agreement when it was renewed in 1898. Meanwhile orders were given to construct the submarine mining shore establishment and that work progressed rapidly.

A new agreement for the defence of Esquimalt was signed to take effect from 30 September 1899. It provided for a Royal Engineer submarine mining company to be assigned to the British regular garrison and for a Canadian militia submarine mining unit of 3 officers and 53 other ranks to be raised in Victoria and trained by the Royal Engineers. At last an adequate force of submarine miners would be available to carry out the approved plan for the minefield using the new facilities and equipment provided.

The advance party of seven Royal Engineer submarine miners left England on 9 September 1899 for Esquimalt.<sup>15</sup> On arrival, they took charge of the submarine mining establishment in the lee of Signal Hill, on Esquimalt harbour, with its pier, slip, stores, shops, offices and all the newly arrived submarine mining equipment and stores stored there. The seven members of the party; No. 21249 Cpl. W. Walker (electrician), No. 523 Spr. M. Hefferman (engine driver), No. 553 Spr. E. Midlane, No. 543 Spr. J. Osborn (engine driver), No. 882 Spr. T. Salmon, No. 29880 Spr. A. Shuttleworth (electrician) and No. 28629 Spr. B. Stone (smith and engine driver), would be absorbed into the assigned submarine mining company when it arrived.

48 (Submarine Mining) Company Royal Engineers was formed at Chatham, England, on 1 February 1900 for duty at Esquimalt. It embarked on the steamship Tunisian at Liverpool for Montreal on 9 May 1900 under the command of Lieutenant B.W.B. Bowdler, joining with half of 44 (Fortress) Company Royal Engineers, commanded by Second Lieutenant P.H. French, and a small detachment of gunners of the Royal Garrison Artillery, commanded by Lieutenant C.E.J. Wahl, to form a reinforcement for the Esquimalt garrison with a total strength of four officers and 120 other ranks accompanied by a few families.

The contingent, commanded by Bowdler, arrived in Victoria on 26 May after crossing Canada by rail.<sup>16</sup> The band of 5th B.C. Regiment Canadian Artillery led the disembarked troops from the wharf to the power house along streets lined on both sides by cheering crowds. At the power house the marchers boarded cars of the electric railway for the remainder of their journey to Work Point barracks. There they were accommodated in tents temporarily until the single storey, wooden barrack blocks which were to be the sappers' permanent home were evacuated by 19 Company Royal Garrison Artillery.

48 Company was stationed at Esquimalt until the withdrawal of the British garrison in 1906. In the course of its six years of duty, there were some changes among the company officers. Captain Bowdler handed over command to Captain Daniel Brady in 1903. Lieutenant L.F. Blandy, who had arrived at Esquimalt with Bowdler, served with the company throughout its tour of duty. Lieutenant F.G. Hood joined the company in December 1901 and Lieutenant A. St. J. Yates in September 1904, both serving until May 1906. It is interesting to note that all of these officers reached the rank of Lieutenant-Colonel before retirement and one of them, Brady, retired with the rank of Brigadier-General. See Appendix A.

Under the terms of the British-Canadian agreement of 1899, the company was expected to train local militia submarine miners but this plan was foiled by a militia failure. 5th B.C. Regiment Canadian Artillery, the militia unit in Victoria, was reorganized in accordance with the agreement with one of its companies assigned to a submarine mining role.<sup>17</sup> It was intended that the new company would draw its personnel from voluntary transfers from the other companies of the regiment, but very few militiamen were willing to commit themselves to achieving and maintaining the stiff technical standards set or to a compulsory three week annual camp. Due to lack of volunteers, the militia submarine mining company was unable to participate in the annual mobilisation practice in 1900. Sensibly, the authorities ordered its reversion to artillery duties in October 1900.<sup>18</sup>

Having failed to raise a force of militia submarine miners, Ottawa met its obligation under the agreement by agreeing to a British suggestion that, as an alternative, Canada should pay for a small increase in the strength of 48 Company of one officer and fourteen sappers.<sup>19</sup> The increase was authorised in London on 4 June 1901 and subsequently

these men were sent out from England. The effect of the new arrangement was that all submarine mining at Esquimalt during the British garrison period was entirely in British hands.

It is true that the submarine minefield defence of Esquimalt reached a state of operational readiness for the first time with the arrival of 48 Company in May 1900. But this was a basic state with enough trained personnel, equipment and facilities at Esquimalt for the minefield plan to be carried out when ordered. A period of refinement and rehearsal was necessary to bring this basic readiness to a higher level of efficiency. Such a period occurred between 1900 and 1902. By 10 March 1900, the two 6-pdr. Q.F. Hotchkiss guns had been mounted in two separate concrete barbette emplacements at Duntze Head.<sup>20</sup> An Observing Station was completed on 18 April and a Test Room on 30 November,<sup>21</sup> both at Duntze Head. The engine room there to supply power for the minefield and for two Defence Electric Lights at Duntze Head was finished on 30 November.<sup>22</sup> Another engine room was completed at Fort Rodd Hill on 30 March 1901 to power the two Defence Electric Lights on the foreshore there.<sup>23</sup> Lead sheathed cables were laid onshore at Duntze Head between the Observing Station, Test Room and connection points for underwater cables, stores and equipment to complete inventory arrived from England, and 48 Company regularly practiced preparing and establishing the minefield and the techniques for its operation in the face of an enemy attempt to enter the harbour. In 1902, the final touches were added to the shore arrangements. Authority was given on 30 June for the construction of the permanent emplacement for Defence Electric Lights 3 and 4 at Duntze Head and, on 4 December, for the construction of a permanent Fighting Post for the officer commanding submarine mining, also at Duntze Head. By 1902, the submarine minefield had become an integral part

of the Esquimalt Defence Scheme, a sophisticated plan approved by the British War Office which coordinated all aspects of the defences and which was to be rehearsed annually.

The precise details of the minefield are not known. The matter was classified secret at the time. However, grains of information assembled from surviving unclassified documents do suggest a pattern of arrangements very close to the general British service practice of the period. See Figure 8. The minefield was to be placed across the narrow part of the entrance to Esquimalt harbour between Fisgard Light and Duntze Head with the outer edge on the examination line, a line from Black Rock to the west end of the salt lagoon on the west shore of the harbour approaches, and the inner edge on a line between Grant Knoll and the Fort Rodd Hill wharf.<sup>24</sup> A friendly controlled channel, 200 yards wide, sown with twenty-two 500 pound observation mines, was established in the deepest water with its centre aligned on Inskip Island white post beacon and Dyke Point beacon.<sup>25</sup> On both sides of this channel 100 pound electro contact mines were sown with some additional 50 pound contact mines in the shallow water between Fisgard Light and the Fort Rodd Hill wharf. All of the mines were to be connected by cable to permanently established points on shore at Duntze Head and then through buried circuits to the Test Room, where continuity and switching were monitored, and the Observing Station, where the firing of the observation mines was controlled. Replacement mines, spare cables and vessels used in maintaining the minefield were to be kept in a state of readiness at the submarine mining shore establishment. The mobilisation plan<sup>26</sup> allowed four days for preparing and laying the minefield and bringing it to a state of operational readiness.

To expect all preparations to be completed in two days

may have been to expect *too* much in certain circumstances for in 1902 all of the vessels and many of the small boats which would be used to lay the mines would first have to be requisitioned and there was no guarantee that they would be at hand when wanted. The steamships Maude and Selkirk were considered the most suitable vessels as they had both clear decks and lifting gear of the necessary capacity.<sup>27</sup> But both ships were regularly employed along the British Columbia coast and might be fully loaded with cargo at some distance from Esquimalt when the call came.

When two steamships, the Beryl and Topaz, were built locally for 48 Company for minelaying and minefield maintenance between 1902 and 1904, probably in 1903, the problems associated with reliance on the Maude and Selkirk were eliminated. It appears that both Beryl and Topaz conformed to the standard construction plans for such vessels formulated in England by the Royal Engineers.<sup>28</sup> Their distinctive appearance became a familiar sight in Esquimalt harbour. See Figure 10. Possession of their own vessels meant that the sappers of 48 Company could practice minelaying much more frequently and made it possible for the company's divers to operate a regular inspection and maintenance schedule for any permanently laid cables and mines.

How much, if any, of the minefield was permanently laid in the harbour entrance is not certain. The 1902 Defence Scheme indicates that the mines and cables were held in store at the Submarine Mining Establishment in a state of immediate readiness.<sup>29</sup> By contrast, a passage in the local newspaper at the time when the Royal Navy had started to reduce its base at Esquimalt suggests some mines, at least, were laid permanently:-



The mines laid at Esquimalt by the submarine mining branch of the Royal Engineers are being raised and will be shipped to England by the British ship Penthlisea, now loading stores, ordnance and naval supplies being returned to England as a result of the dismantling of the station.<sup>30</sup>

It is possible that a change of policy occurred with the acquisition of the Beryl and Topaz, between 1902 and 1904. If this did happen, then 48 Company would have been operating in accordance with general submarine mining practices of the period.

The eventual removal of the submarine mining equipment from Esquimalt was a practical step resulting from two changes in British naval and military policy. Firstly, the responsibility for submarine mining had been transferred from the army to the Royal Navy. Secondly, and coincidentally so far as Esquimalt was concerned, the Royal Navy was concentrating its strength in home waters to meet the new threat to Britain emanating from Germany. Esquimalt was one of many Royal Navy establishments throughout the empire which were closed or reduced to a caretaker status. Thus in one step 48 Company handed over its responsibilities to the Royal Navy and the navy evacuated the submarine mining equipment with other naval stores while reducing its establishment at Esquimalt.

There was no submarine mining equipment at Esquimalt on army charge when the British garrison was withdrawn in 1906. None of the many official and newspaper reports of the handover of the Esquimalt defences from the British to the new Canadian garrison mention submarine mining or submarine mining equipment. Nor is there any record of 3 (Fortress) Company Royal Canadian Engineers undertaking any

submarine mining duties even though some members of 48 Company were among the 31 sappers of the Royal Engineers who transferred to Canadian service to form the nucleus of 3 Company.<sup>31</sup>

The end of army submarine mining at Esquimalt was also the end of 48 (Submarine Mining) Company Royal Engineers. Formed specially for the task of establishing and maintaining the minefield at Esquimalt in 1900, the company was one of many units affected by the handover of mining responsibility to the Admiralty, as the local Victoria newspaper reported :

Moreover, the submarine mining corps now affiliated with the Royal Engineers of the Work Point Garrison are to be disbanded: This decision has been reached by the War Office.. ..The reduction of the submarine mining branch of the corps of Royal Engineers will involve thirteen regular and ten militia companies. The foreign service units are stationed at Bermuda, Malta, Halifax, N.S., Hong Kong and Esquimalt...<sup>32</sup>

48 (Submarine Mining) Company R.E., less those few who elected for transfer to the Canadian service, returned to England with the other troops of the British garrison in 1906, as 48 (Fortress) Company R.E. The company was disbanded shortly after arrival.

## The Esquimalt Defence Scheme

The appointment of a Colonial Defence Committee in London, England, in April 1885, marked the beginning of an era of coordinated defence of ports and stations in the colonies of the British Empire. The committee's immediate task was to provide a suitable scale of armaments for each port and station at a time of crisis in English-Russian affairs. Subsequently, an ever widening range of colonial defence matters was dealt with. On 1 November 1886, the committee issued a memorandum for the guidance of the governors of colonies as to local preparations required in anticipation of war. **The** committee advised that "...it is essential that there should be at each port or station a detailed scheme of defence which could be put in force immediately on the outbreak of war"<sup>1</sup> and continued with a series of relevant subjects which would eventually become the standardised main headings of the sections of all defence scheme documents. The committee stipulated that:

Copies of the schemes drawn up by the Local Defence Committees and Reports of their proceedings, should, as soon as possible, be forwarded to the Colonial Office, in order that the arrangements proposed may receive the approval of the Home authorities from whom, also, advice on any doubtful points should be asked.<sup>2</sup>

Thus every defence scheme of every defended port or station throughout the British Empire was regulated by the British War office.

In the five years following the committee's memorandum, 19 of 37 colonies developed approved defence schemes. In Canada, a defence scheme for Halifax was approved by 1891, but the first scheme for Esquimalt was not submitted until 1898 due to indecision over the scale of garrison and armament. The Esquimalt Defence Scheme went through a number of revisions in the next four years until it reached its final form and was printed.

The 1902 Esquimalt Defence Scheme<sup>3</sup> was the climax of all previous planning for the provision and function of permanent defences for Victoria and Esquimalt. It was the control document for all rehearsals and practice of the defences until the British garrison left Esquimalt in 1906 and remained an important reference as late as 1928. Although brief, the scheme document contained all of the instructions and plans for the mobilisation of the defences and the principles upon which they would operate in war. With the addition of some detail from other sources of contemporary gunnery practice and annual exercises, a fairly complete picture can be drawn of the Esquimalt-Victoria defences in their operational mode 1900-1906, a mode which remained largely true until at least 1928.

There were natural features of the ground about Esquimalt which would be used to advantage in its defence. The naval yard was on the West side of a small peninsula formed by the extension of an arm of Victoria harbour known then as The Arm and today as Portage Inlet. The inland tip of the inlet was joined by a narrow stream, Deadman's River, today Craigflower Creek, and thick woods to Parsons Bridge at the

head of Esquimalt harbour. Three wooden bridges and one iron swing bridge to the peninsula across the inlet could easily be destroyed at short notice making it "...possible for a defending force to hold an enemy in check along this boundary for some considerable time, even though the town of Victoria was in their hands."<sup>4</sup> To the west of Esquimalt harbour, there were thick woods and only one road from Colwood to the Rodd Point promontory at the harbour entrance. An enemy force would be confined to this road when advancing on Rodd Hill. All of these natural advantages were used in planning the Esquimalt Defence Scheme.

The scheme also took into account the nature of the attack which could be expected. The prospect of a naval bombardment by one or two enemy cruisers, an attempt by torpedo boats to enter the harbour, or a small scale landing directed at putting any coast defence batteries out of action so that a naval attack could be pressed home, suggested batteries of artillery in fixed defences with a variety of guns to deal with the naval attack, a minefield to block the harbour entrance to any enemy ship which might run past the guns, and some infantry, mobile artillery and machine guns for general defence to defeat any landing or attempt to take the fixed defences from the landward side.

By 1902, most of the artillery allotted for the defence of Esquimalt by the British War Office had been shipped from England and mounted, The following coast defence batteries were complete:

Macaulay Point Battery	three 6-inch B.L. guns on H.P. mountings
Rodd Hill Upper Battery	one 6-inch B.L. gun on H.P. mounting

Rodd Hill Lower Battery	two 6-inch B.L. guns on H.P. mountings
Duntze Head emplacements	two 6-pdr. Q.F. Hotchkiss guns
Black Rock Battery	two 12-pdr. Q.F. guns
Belmont	two 12-pdr. Q.F. guns. 5

The battery of two 9.2-inch B.L. guns approved for Signal Hill was still in the design stage. It would be several years before it was ready and could be included in the Defence Scheme. It was expected that the 6-pdr. guns at Duntze Head would be replaced very soon with a 12-pdr. Q.F. battery of two guns of the same pattern as those at Black Rock and Belmont. The weapons allotted for general defence were :

six 13-pdr. R.M.L. guns on field carriages  
six Maxim machine guns on parapet mountings.<sup>6</sup>

The latter were scaled two to each 6-inch gun battery for both an anti-torpedo boat and a general defence role. An additional six Maxim machine guns on field carriages had been authorised but had not yet arrived in 1902.

The troops to man both the fixed and general defences were drawn from the British regular garrison stationed in Work Point barracks and the local militia, 5th B.C. Regiment Canadian Artillery of Victoria and 6th Regiment The Duke of Connaughts Own Rifles, an infantry unit of Vancouver and New Westminster. The British regulars included gunners, sappers and personnel of the service, ordnance, medical and pay corps. Their commander commanded the Esquimalt defences. The total number of troops involved was 65 officers and 994 other ranks of which 49 officers and 651 other ranks were from the militia.

There were four parts to the Defence Scheme for Esquimalt. Firstly, a Fire Command. This included all the guns of the fixed defences and the troops that manned them. The Fire Commander was the Officer Commanding the Royal Garrison Artillery company of the British garrison. The primary task of this command was the engagement and defeat of enemy ships attacking Esquimalt. A secondary task was for the guns of Macaulay Point battery to fire across the entrance to Victoria harbour. All of the regular artillerymen of the garrison and about half of 5th B.C. Regiment Canadian Artillery, 10 officers and 117 men, were assigned to this command, the militia gunners completely manning Macaulay Point battery. The second part of the Defence Scheme was that concerned with the submarine minefield in the harbour entrance. The Company Commander of 48th (S.M.) Company Royal Engineers of the British garrison was in charge and his company was responsible for laying, maintaining and operating the minefield. Thirdly, a force was assigned to the patrolling and protection of Esquimalt naval yard and the Dominion government graving dock. A company of the 6th Rifles was given this task. Lastly, there was a field force which included seven companies of the 6th Rifles, a company of six 13-pdr. field guns of the 5th B.C. Regiment Canadian Artillery and a half company of engineers, the 2/44th (Fortress) Company Royal Engineers of the regular garrison. This force was tasked "To patrol and watch the coast in the vicinity in order to resist any attempt that might be made to land a hostile force at points out of reach of the batteries, or under cover of darkness or fog, and, in case of a landing being effected to concentrate as rapidly as possible to oppose any advance."<sup>7</sup> Initially, the force was to be deployed in two groups: one group of three infantry companies, the field artillery company, a detachment of engineers and the field force headquarters concentrated on

Macaulay Plains behind Macaulay Point battery, and the other group of four infantry companies and a detachment of engineers at Colwood crossroads, behind Fort Rodd Hill.

The whole defence, the coast defense batteries, the submarine minefield, the naval yard guard and the Field Force was described as a Coast Defence Fortress. The Fortress Commander was the Officer Commanding the regular garrison. In 1902 he was a Royal Engineer officer, Lieutenant Colonel A. Grant R.E. When the Fortress was mobilised, it was commanded from a post established on Signal Hill adjoining the Fire Commanders Post, where both had an excellent view of the water covered by the guns of the fixed defences, the general approaches to Esquimalt harbour, most of the batteries of the fixed defences and much of the coastline and inland area behind the batteries.

Good communication between Signal Hill, the Senior Naval Officer in the Naval Yard, the civil authorities and all elements of the defences was essential. No military telephone system existed in 1902, although it had been approved by the War Office on 21 July 1900. The written orders for the Defence Scheme in 1902 correctly anticipated the installation of the system in 1903-04. Communication until then was by lamp, flag and messenger, three methods which were retained as alternatives after telephones were installed. If an emergency had occurred before the telephone system was completed a plan would have been put into effect whereby the Victoria and Esquimalt Telephone Company were to be immediately mobilised to install essential lines.<sup>8</sup>

It was expected that the order to put the Defence Scheme into force would come by telegraph from the General Officer Commanding in Canada. From the moment of receipt of that order, the troops would be assembled and the defences would be manned in accordance with standing orders included



in the Defence Scheme document. The drills involved were rehearsed annually by all units. The alarm would be given in Work Point barracks by trumpet call. Within the hour, the regular garrison would parade in Field Service Order with full scales of personal arms, clothing and equipment. Small arms ammunition and stores would be issued and in a very short time the barracks would empty as the troops marched to their batteries and posts. The Fortress Commander, the Fire Commander and their staffs would march to set up their respective posts on Signal Hill. Meanwhile, in Victoria, the prolonged ringing of the fire bell would have brought the militia gunners to their drill hall on Menzies Street, in uniform with their personal arms and equipment. As they arrived, they would be issued with ammunition and stores. In a short time, small advance parties of them would be marching for Macaulay Point to take over the 6-inch battery there from the Master Gunner of the Royal Garrison Artillery, for Macaulay Plains to start erecting the tented camp for the field force, and for Work Point barracks to take charge of it from the garrison. When the remainder of 5th B.C. Regiment Canadian Artillery was assembled, companies would follow the advance parties to man the coast battery at Macaulay and to draw the field guns from Work Point barracks while the remainder of the unit, almost half, prepared for its role of infantry defence of Victoria by sending out patrols to establish lookout posts and prepare defence works on the outskirts of the city. While all of this activity was going on in Esquimalt and Victoria, the alarm would have been given in New Westminster and Vancouver, calling the militia there to assemble in their drill halls. After assembly, companies of the 6th Rifles would concentrate in Vancouver and cross to Victoria as soon as possible on the Canadian Pacific Navigation Company steamer diverted from regular ferry service for the purpose. On

arrival, the battalion would make a short march from the Victoria harbour wharf to the drill hall on Menzies Street, receive its small arms ammunition and then disperse to Macaulay Plains, Signal Hill and across Esquimalt harbour to Rodd Hill for Colwood tented camp.

While the troops were assembling and moving to man the defences, the regular service, ordnance and medical personnel of the garrison, augmented by designated civilians called to duty by the alarm, would begin the very large task of administering the fortress in accordance with preplanned arrangements. The Army Service Corps personnel would allot wagons and horses for the very large task of moving stores, equipment, rations and field guns. This transport would come from a pool of civilian companies in Victoria, notably from the Victoria Transport Company yard where 40 wagons, teams and drivers were to assemble at the ringing of the fire bell.<sup>9</sup> An administrative depot would be established in Work Point barracks using the vacated accommodation of the regular garrison to which supplies, rations, horses, forage, carts and stores would be brought from the Victoria area before being distributed as required, or on a daily basis, to the troops in the defences. The hospital in Work Point barracks, normally having accommodation for only twenty-five patients, would be expanded by using marquees held and issued by the Army Ordnance Department for the purpose. The expanded reserve medical hospital would be supplied with equipment and 600 field dressings from Ordnance. Civilian practitioners and nurses reporting for duty on the alarm would be assigned to the hospital or to outlying medical posts established for the first treatment of the sick and casualties among the troops.<sup>10</sup>

The sound administration of the mobilised defences was a vital and an enormous task which relied heavily on pre-planning. A large part of the 1902 Defence Scheme document

was devoted to tables of detail and organisation designed to ensure that every shovel, bale of hay, pound of meat, bandage, match, pencil, hammer and nail would be available when needed. Every item not held in reserve in stores was the subject of a requisition prepared and held on file by the garrison's service, ordnance and medical offices ready for immediate despatch on the order to mobilise the fortress. All local businesses who would receive these requisitions were given advance notice of what was expected of them and their ability to supply personnel and material was regularly checked. The whole administrative plan was a task of immense detail where one small error or omission could have had enormous consequences for the efficiency of the defences.

When the Defence Scheme was put into force, the entrance to Esquimalt harbour would be mined. The Royal Navy would mark the channel through the minefield and establish booms, gates and gate vessels at its entrance. At the same time, the navy would introduce Harbour Traffic Regulations<sup>11</sup> to control all vessels entering and leaving Esquimalt harbour.

Such control required close cooperation between the navy and the army. The Chief Boatswain of Esquimalt Naval Yard was appointed Chief Examination Officer of Shipping with authority to enforce the regulations. He acted in conjunction with the Fortress Commander with whom he was in constant close contact. Two civilian vessels would be requisitioned as examination steamers, crewed by pilots, officers and seamen from the harbour, and used to examine all vessels wishing to enter the harbour. The inner limit of the examination ground in the Royal Roads, where all vessels would be brought to for examination, was a line bearing  $s.70^{\circ} W$  from Black Rock Battery. Black Rock Battery was the supporting battery for the examination service and

was in constant communication with the examination steamer by a system of agreed signals, using flags, sound and lights at the steamer and black ball signals and lights in the hal-yards at the supporting battery mast. Any vessel approaching the harbour which did not obey the orders of the examination vessel would be fired upon by the supporting battery, at first with a warning shot across the bow to indicate she should stop. Any hostile vessel, including any vessel which did not bring to after warning shots, would come under the fire of the batteries of the defences directed by the Fire Commander.

When the mobilised militia reached their assigned positions in the defences there was much work to be done before all was considered ready to meet an attack. Nowhere was this more true than with the Colwood Field Force.<sup>12</sup>

The first task of the troops assembling at Colwood crossroads, now the Colwood Inn junction, was to establish a base camp for the whole force. The detachment of the 2/44 (Fortress) Company R.E. of the regular garrison assigned to the force would begin the work as soon as they arrived, a few hours after the alarm, marching up the track from the Rodd Hill jetty past Lower and Upper Batteries and then along the old Belmont Road to the crossroads, followed by a horse drawn two wheeled cart carrying their tools and stores. In the vicinity of the crossroads, they would mark out and clear the site of the camp, erect their own tents and then begin the construction of latrines, cookhouses and stores. Some 24-48 hours later, - they would be joined by the first company of the 6th Rifles from Vancouver marching in along the same route from the Rodd Hill jetty.

When the Colwood Field Force was assembled at the new camp, it would immediately deploy to prepare defensive positions, post sentries and begin patrols to prevent a surprise land attack on the batteries at Rodd Hill. A piquet of one

officer and 20 men would march the two miles to Langford station on the Esquimalt-Nanaimo railway to establish a post there which would warn of any enemy approach from Goldstream by road or rail. The Goldstream trestle bridge would be prepared for demolition. Langford station itself was important also as the detraining point for reinforcements which might arrive by rail from Russell's station, now Victoria West, the passenger terminus of Via Rail. Another picquet of the same size would go to the high ground in rear of the Rodd Hill batteries, about the area of the present 218 Belmont Road, to post sentries and construct a defensible position there. Work parties would leave the main camp to build defensible posts in Hatley Park, to be occupied if the enemy approached along the lagoon shore, and on the Sooke road at a defile, today the area about Allandale Road junction, to be occupied if an enemy advanced from Sooke. Up to one company of the force with eight sappers would be detached to establish a protected camp on the Albert Head road, thought to be the most likely enemy approach route. This camp would be at what is today the North end of the gravel pit with an advanced breastwork further along the road, today the South end of the gravel pit on Farhill Road.

All of the preparations, the patrols and the sentries, would be coordinated and controlled by the Force Headquarters established in the Colwood crossroads camp. There, the Commanding Officer was in communication with the Fortress Commander at Signal Hill and the Field Force Commander on Macaulay Plain by telephone from Colwood Inn or by flag, lamp and messenger. There was also a flag, lamp and messenger link through the picquet on the high ground at the rear of Rodd Hill to the Battery Commander of the 6-inch batteries there. If an enemy attack occurred, the Commanding Officer was expected to concentrate the Colwood force

at one or more of the prepared works on the route of the attack, reporting the situation to the Fortress Commander and warning the Battery Commander at Rodd Hill. If necessary, the force would be reinforced by infantry and field artillery from Macaulay Plain routed across Esquimalt harbour by boat to Rodd Hill jetty, or to Langford station by rail, on the Fortress Commander's order.

The fixed defences at Rodd Hill, normally quietly maintained by an outfort detachment of an N.C.O. and a handful of gunners of the Royal Garrison Artillery company, became a hive of activity when the fortress was mobilised. Troops of the regular garrison and mobilised civilians would be ferried across Esquimalt harbour to land at the Rodd Hill jetty.<sup>13</sup> Two officers and 78 other ranks of the Royal Garrison Artillery company would be quartered in Casemate barracks. They were to man the 6-inch batteries and the Battery Commanders Post. Another officer and 36 other ranks of the company would be accommodated in two huts and tents behind Belmont Battery. They would man the 12-pdr. Q.F. guns of that battery. 48th (S.M.) Company Royal Engineers would send 6 men, including a Foreman of Works Warrant Officer, two engine drivers and three electricians, to work the two Defence Electric Lights, the Engine Room and the Electric Light Directing Station. 2/44 (Fortress) Company Royal Engineers would send one N.C.O. and 15 sappers who were accommodated in tents and who came under the command of the 6-inch Battery Commander for the maintenance of the structures, water supply and services at Rodd Hill. A mobilised civilian doctor, medical attendant, eight stretcher bearers and a horse drawn ambulance with civilian driver would arrive to set up a dressing station in the Warrant Officers Quarter. The Army Service Corps would send a civilian storekeeper to take charge of the canteen building. The building would be filled as soon as possible with

a 14 day reserve of rations for the Rodd Hill and Colwood troops and would become the point at which daily rations, received in bulk from Work Point barracks, would be broken down before issue to the troops. There would be other mobilised civilians with the troops; 3 officer's servants, 2 cooks and 6 fatigue men with the gunners and another man who drove the one horse water cart which distributed water from the reservoir outside Lower Battery gate.

When the party of 2 officers and 78 gunners of the Royal Garrison Artillery reached Casemate barracks, they would quickly settle in and within a very short time would be marching again, in three groups this time, to ready the 6-inch disappearing guns for action. The largest squad, commanded by a subaltern, would go to Lower Battery, another squad, commanded by a warrant officer, would go to Upper Battery and the Battery Commander and his small staff would go to the Battery Commanders Post.

At the post the staff would assemble and check the instruments, equipment, charts and maps to be used to control the fire of the guns of Upper and Lower Batteries. The Depression Range Finder would be placed on its pedestal and oriented to the datum marker near Brothers Island. Dial circuits for transmitting ranges and fire orders to the guns would be checked together with signalling lamps and flags, Range Indicator and Correction Indicator if these were in use. The staff would obtain and record the barometer and thermometer readings, tide state and level, and the muzzle velocity of each 6-inch gun for the ammunition in use, regularly updating this information so that initial corrections for range could be rapidly calculated for each gun group. Such corrections would be applied to the range of the target measured by the Depression Range Finder before being transmitted to the guns in any engagement.

The preparations of the gunners in Upper and Lower Batteries would be similar.<sup>15</sup> Some men would work on the ammunition in the underground magazine. Projectiles would be checked for cleanliness and gauged if necessary. Cartridges would be examined and type and lot numbers recorded and passed to the Battery Commanders Post. The davit and all ammunition tools and stores would be checked and positioned. Some shells, cartridges, fuzes and firing tubes would be distributed in both batteries. The lamp men would prepare and distribute lamps as necessary. Other men would prepare the guns themselves, checking and testing the equipment including breech and firing mechanisms, electric firing circuits, sights, cylinders, racers and pumps. Gun stores and tools would be checked and positioned, repository stores would be drawn from the shed in Lower Battery and positioned at each emplacement. Electric dial circuits would be checked to ensure communication with the Battery Commanders Post.

When the work was completed, a series of reports and inspections would follow. The Gun Captain (GC), a non-commissioned officer, would report "ready to load" to his Gun Group Commander (GGC), the subaltern in Lower Battery and Warrant Officer in Upper Battery. The GGC who was "...responsible to the B.C. [Battery Commander] that his group and all details and stores connected with it were efficient and fit for action...and for the quick, quiet and efficient service of his gun(s) in action,"<sup>16</sup> then thoroughly inspected his group. Afterward he would report "Ready for Action", or "Group Ready to Load" if the order to load the guns had not been given, to the Battery Commander. If time allowed, the Battery Commander would then inspect both batteries and, when satisfied, signal the Fire Commander at Signal Hill "Ready for Action". The Fire Commander would reply "Cease Firing" and this order, passed on through the



GCCs, would result in the posting of lookouts and essential details while the rest of the men stood down, returning to Casemate barracks, ready to take post at once when the alarm was sounded.

There were two main sources of information which could cause the alarm to be given and the guns of Upper and Lower Batteries to be fully manned: the Fire Commanders Post at Signal Hill or lookouts in the batteries or the Battery Commanders Post. The post at Signal Hill was the most likely to originate an alarm because it could receive reports of enemy action from a wide range of sources including the Fortress Lookout Post at Albert Head, the examination vessel, any battery of the fixed defences and the Fortress Commanders Post itself, many of which were likely to report the approach of an enemy force before it would be seen by the lookouts at Rodd Hill.

After an alarm had been given, the Fire Commander would assess the nature of the threat, the type and number of attacking ships, and allot the target(s) to a battery(s) which could engage it to the greatest effect. Although the maximum range of the 6-inch disappearing guns at Rodd Hill was 10,000 yards, a long range engagement was expected to take place at 3500-5000 yards and a medium range at 1500-3000 yards.<sup>17</sup> Thus an enemy cruiser at up to 5000 yards range would have been a most suitable target to be engaged by Upper and Lower Battery, Rodd hill, and the Fire Commanders Post would have signalled it to the Battery Commanders Post at Rodd Hill by lamp or flag using two or three code letters which the Battery Commander could quickly decipher to establish the grid square that the target was in and the type of vessel it was. The order to engage would be acknowledged and from that moment the whole conduct of the engagement would be the Battery Commander's responsibility until it was concluded or a new target was ordered by the Fire Commander.

In the Battery Commanders Post, the Battery Commander would order the Depression Range Finder trained on the target to obtain its range. The operator would steadily follow the target while his assistant would regularly read and call out the range on the range drum of the instrument. Corrections for tide and ammunition variations would be applied and the corrected ranges for each battery would be set mechanically on dials in the post. The data on the dials was electrically transmitted through underground cable to the dials at each gun emplacement. Other orders identifying the target, the method of laying the guns to be used, the training of the target, the range at which fire was to be opened, the method of fire and the order to open fire, would be passed using other dials or alternatives such as signal lamp, flag, colour code plates, code numbers on a board, range indicator or correction indicator.

In both Upper and Lower Batteries the Battery Commander's orders would be eagerly awaited. The alarm would have brought the gunners running to their positions. A short period of hectic activity would follow when the guns and ammunition were speedily prepared for action. The report "Ready for Action" would probably be followed by minutes of silence with everyone's attention focussed on the Gun Group Commanders.

Suddenly, orders would be signalled from the Battery Commanders Post giving the type and location of the target. The Gun Group Commanders would order their signallers to acknowledge. The silence in the batteries would be shattered by the voice of the Gun Group Commanders indicating the target to the Gun Captains and Gun Layers. Men would spring into activity as the orders continued, directing the guns to be layed continuously on the target and ammunition to be prepared and moved to the breech of each gun ready for loading. In the pause before the next orders,

every man in both batteries would be conscious of the closeness of action as the guns slowly followed the target.

A gunners voice would ring out from each dial recess at each gun emplacement, calling the range showing on the dial. Gun Group Commanders would hurriedly consult their book of tables and calculate the group difference for their own group, the variable difference in range between the range from the Battery Commander's Post to the target showing on the dial and the range from the gun group to the target. The group difference would be applied to the range read from the dial. The gun group range would be set on the range indicator visible to each gun layer, a 3 foot diameter board resembling a clock face mounted on an easel.

As the range of the target decreased to near that at which fire was to be opened, the order to load would be given in each battery.<sup>18</sup> On that order, at each gun, a projectile would be placed in the barrel and rammed home, a cartridge loaded behind, a tube inserted in the firing mechanism and the breech closed. The order to "run up" would follow. Raising valves would be opened and the barrels would rise to the firing position. At the same time, the last elevation ordered would be put on the gun and the Gun Captain would insert the plug to complete the electrical firing circuit. With the guns fully up, the Gun Layers would complete the laying of the guns and report "ready". Normally, by this time, the order "Commence Firing" would have been given by Gun Group Commanders. As soon as his layer reported "ready", each Gun Captain would fire his gun according to the type of fire ordered. See below.

As soon as each gun had fired, the barrel would sink to the loading position and the sequence of action in the emplacements would be repeated with any fresh orders being applied between rounds. An action would end with the order

"Cease Firing", initially given by the Battery Commander and ordered at each battery by the Gun Group Commanders.

In 1902, any one of three methods of laying the guns in Upper and Lower Batteries might have been used. The Battery Commander's orders for an engagement would have specified which method by ordering simply "Case.. .". The three methods were:<sup>19</sup>

Case I. The telescope or open sight on the gun set for deflection and elevation and then the sight alone used to train the gun on the target.

Case II. The telescope or open sight on the gun was set for deflection and used to train the gun on the target for direction. The elevation was set on the graduated scale plate or, alternatively, by using a clinometer.

Case III. The gun was pointed in the direction given to the gun using the traversing arc on the floor of the emplacement. The elevation was set on the graduated scale plate or, alternatively, by using a clinometer.

In both Case I and Case II, the Gun Layer would lay the gun continuously while standing in the manhole in the overhead shield, or on the rear sighting step. The point of the target to be laid on was the bow waterline, unless otherwise ordered. Case I offered the quickest method of laying with the whole operation completed by the Gun Layer, but was the most susceptible to error. Case II was slower, involved the

Gun Layer and a gun number laying for elevation, was the least susceptible to error, and was slower still but extremely accurate when the clinometer was used. Case III offered the least accuracy in direction. The normal method used was Case II with the elevation coming from the Depression Range Finder and being set on the gun graduated scale plate by the number laying for elevation.

The Battery Commander, when ordering the engagement of a target, could direct any one of four types of fire to be used: Deliberate fire by single guns, Salvo Fire with all of the guns firing together, Salvo fire with an interval between guns, and Independent Fire with each gun firing as fast as it could be loaded and layed.<sup>20</sup> Ranging on to a target as a standard drill was not practised. Salvo Fire with an interval, to allow the Battery Commander and his staff to observe the splash of each round, was normally used to start an engagement. Corrections to training and range were then ordered for each gun as necessary before a second round was fired. As soon as the Battery Commander was satisfied that no corrections were necessary, he would normally order a different method of fire, usually "Independent Fire", which was the most rapid rate of fire with each gun firing one round every two minutes. The type of fire ordered would continue until "Cease Firing" or another type of fire was ordered.

If the target was obscured by weather, smoke or darkness the 6-inch guns could not engage it with any accuracy. It was possible to predict the position of the target and to fire the guns at that predicted point using Case III method of laying, but prediction calculations were primitive and the method of laying not the most accurate. Predicted fire amounted to little more than a guess with slightly reduced odds.

If a target was illuminated by a defence electric light, then it could be engaged by Upper and Lower Battery. The procedures used were the same as those for a normal daylight engagement. The very limited range of the lights in 1902 dictated that any such engagement would have been at very close range, within 2000 yards, and probably for a very short time, which, given the slow rate of fire of the gun, would have minimised the possible effectiveness of the engagement.

The type of vessel most likely to be a target at under 2000 yards range, running in under cover of the weather or darkness, was not likely to be a cruiser, but an old vessel to be scuttled as a blockship, a small boat or boats bent on attacking the minefield at the harbour entrance, or a torpedo boat or boats attempting to enter the harbour to attack warships at their moorings. The small boat or torpedo boat, no more than 150 feet long, unarmoured, fast moving, with less than five feet of freeboard, running through shallow water, was an almost impossible target for the 6-inch disappearing gun. The best weapon to deal with these vessels was a Quick Firing gun with a high rate of fire, a light but effective shell, capable of penetrating the side of a first class torpedo boat, a flat trajectory and an accurate sighting arrangement. In fact, the 12-pdr. Q.F. gun. But such a gun could not be operated with the same techniques and procedures as those used with a 6-inch battery. Thus the role and operation of Belmont Battery at Rodd Hill was entirely different and separate from that of Upper and Lower Batteries.

With the Defence Scheme in force, the officer and 36 other ranks of the Royal Garrison Artillery company assigned to Belmont Battery, arriving at Rodd Hill jetty, would have marched straight to the battery to occupy the two small huts there and erect some tents for extra accommodation. Perhaps

a dozen men would have been employed with readying the camp while the rest would have prepared the battery for action, checking and preparing ammunition, drawing and checking gun stores, and checking the two 12-pdr. Q.F. guns of the battery for the serviceability of the electrical firing system, the mechanism of the gun and the function of the auto-sight and ordinary sights. When the preparation was finished, the guns would have been ready to fire with about 150 rounds of ammunition stored ready in the recesses immediately below each gun. The officer in charge, known as the Gun Group Commander, but also referred to as the Battery Commander, would thoroughly inspect the battery and after satisfying himself that all was indeed ready for action, would report the battery ready to the Fire Commander at Signal Hill by signal flag or lamp. If no attack was imminent, the battery would be stood down except for duty detachments in the crew shelter and lookouts at each gun.

The auto-sight was a key element in the effectiveness of the gun. It eliminated the need to constantly change the setting of the sights as the range of the target changed, an almost constant need where the target was fast moving and the duty of a Setter working with the Gun Layer when the ordinary gun sights were in use. The auto-sight mechanically solved a simple mathematical relationship.<sup>21</sup> It recognised that, given a certain height of the gun above sea level, every horizontal range to the target had a corresponding angle of sight or depression. and with every range there was also a corresponding quadrant elevation, the angle to which the barrel should be elevated for the shell to obtain the range. The principle of the auto sight was to maintain the relationship between the angle of sight and the quadrant-elevation so that when the sight was laid on the water line of a target the gun had the correct quadrant elevation to hit the target. The sight was set to allow for

the height of the gun above mean sea level and could be adjusted using a tide lever, shifted in accordance with readings on the tide gauge observable from the battery. Thus with the auto-sight set and in use, the Layer could continuously lay on the target using the telescope with only minor adjustment for deflection, and occasionally for tide level, when necessary.

Two other features of the gun are worthy of note: It was fired electrically by the Layer using a pistol grip and the projectile and cartridge, though separate, were loaded as one by one man and were light enough—total weight per round of 14 1/2 pounds—for a rapid loading rate to be achieved.

Thus the 12-pdr Q.F. gun could be layed continuously and accurately on the target using the auto sight and could be fired by the Layer as fast as it could be loaded. That was fast indeed. A trained crew was expected to be quite capable of firing 15 rounds per minute with great accuracy. The winning company in the British service prize firing in 1903 fired two series, casualties being made at each gun during each series, with the following results.<sup>22</sup>

57 rounds from 2-12 pdrs. Q.F. guns in 2 1/4 minutes, and 56 hits obtained. Average range of 800 yards, varying 365 yards in the run. Average speed of target, 18 1/2 knots.

61 rounds from 2-12 pdrs. Q.F. guns in 2 1/4 minutes, and 56 hits obtained. Average range 1,100 yards, varying 625 yards in the run. Average speed of target, 20 knots.

Any hit on a torpedo boat of that period would have penetrated the hull.



Such an engagement would most likely occur in murky weather or at night when the attacking boats would be illuminated by the searching Defence Electric Light or as they entered the illuminated area at the entrance to Esquimalt harbour. Hopefully, some warning would have been given to the Battery Commander by the Fire Commander, but it is quite probable that the Battery Commander would have to act on the reports of his lookouts on the guns and in accordance with the standing orders he would have for an engagement.

When the alarm was given at Belmont Battery, it would bring men running from the crew shelter to man the guns and magazine and the Battery Commander to a position of observation between the two guns or on a windward flank. The two Gun Captains would report "Bore clear, ready to load" as soon as they were satisfied their guns were ready with *m u -* nition boxes open and rounds ready to load. The typical orders from the Battery Commander would then have been:<sup>23</sup>

"A Group Action"

"A Group Shell, load"

"A Group. Tide levers. One foot rise.

Deflection. Two minutes, right.

Independent Fire. "

The Gun Captains, on these guns also the Layers, would order their guns loaded and set the tide levers and deflection. The No. 2 on each gun would signal the gun loaded to his Gun Captain by tapping the latter's right shoulder. As soon as the Battery Commander had pointed out the target, the Gun Captains would lay continuously on it. When the Battery Commander ordered "Commence Firing" the guns would be fired as rapidly as possible until "Cease Firing" was ordered.

The procedure would be repeated for each target to be engaged.

If either gun misfired or malfunctioned the crew were expected to take immediate action to remedy the problem. Many hours were spent practising the drills for this, stripping and assembling the mechanism. The following timings for the 6-pdr. Q.F. gun give an indication of *the* standard expected: 24

Changing firing hammer	17 seconds
Dismounting the mechanism	35 seconds
Assembling and mounting the mechanism	50 seconds
Dismounting wedge	8 seconds
Assembling wedge	10 seconds

and this in the dim light, noise and excitement of an engagement with the gun in action.

Independent Fire was the normal method of fire for Belmont Battery guns to engage a target, with the Layers on the two guns working independently, observing their fire and correcting deflection, and the Battery Commander generally supervising the action and ordering fresh targets. There were two other methods which could be used; Single gun and Group. Single Gun was only used for instructional purposes. Group Fire was used at long ranges out to a maximum range of 8000 yards, particularly if an accurate range finding instrument such as a Depression Range Finder was available, or if the target was a particularly small one. At Group Fire, both guns were fired under the command of the Battery Commander who would also order any corrections necessary.

No matter how well trained the gunners of Belmont Battery were, they and their guns were useless at night

unless the target was illuminated. In the Defence Scheme of 1902 there were four Defence Electric Lights at the entrance to Esquimalt harbour. Three of these were fixed divergent beam lights intended to illuminate an area of water which included the submarine minefield. The fourth light was a concentrated moveable beam light which could search the water beyond the illuminated area out to a distance of about 2000 yards. In 1902 the lights were 90 ~~cm~~ low current density lamps of Siemens Schuckert or Clarke Chapman type mounted in temporary shelters, two at Duntze Head and two on the Rodd Hill foreshore. Two engine rooms supplied electricity. One of these, at the naval yard, was equipped with two Robey steam engines and a Hornsby Ackroyd oil engine and the other, at Rodd Hill, had **two** of the latest type Hornsby Ackroyd oil engines.

The operation and maintenance of the lights was the responsibility of 48 (S.M.) Company Royal Engineers, the unit of the regular garrison which also had responsibility for the operation and maintenance of the submarine minefield.<sup>25</sup> The lights were originally intended to illuminate enemy ships attempting to enter the harbour so that the observation mines could be exploded at the right moment to achieve maximum effect. They were also to be used to illuminate any attempt by an enemy to lift or neutralise the mines so that the 6-pdr. Q.F. guns in the emplacements at Duntze Head could fire upon such an attempt. But almost immediately after the lights were assigned to the defences, the new threat posed by torpedo boats extended their role. Torpedo boats were a new class of naval vessel in the 1890's, alarming naval authorities throughout the world with their promise of being able to run in under the coastal forts at high speed and in shallow water to torpedo warships at their moorings. The lights, as well as illuminating targets for the submarine miners, were now to illuminate

targets for the new batteries of 12-pdr. Q.F. guns charged with engaging torpedo boats.

The Company Commander of 48 Company, the Officer Commanding Submarine Mining, commanded the Defence Electric Lights in 1902 from the Submarine Mining Test Store in the Naval Yard while awaiting the completion of a post at Duntze Head. The operational command of the lights was exerted by the Fortress Commander whose post at Signal Hill was linked by telephone to the Mining Test Store.<sup>26</sup> The two lights at Duntze head and their engine room were linked by telephone to the Mining Test Store also and orders could be passed by flag or lamp from the Store to the Electric Light Directing Station in Upper Battery, Rodd Hill. The Directing Station controlled Nos 1 and 2 lights on the Rodd Hill foreshore, No. 1 being the concentrated search beam, and their engine room. In 1902 the Directing Station was merely a position on the upper terreplein of Upper Battery. A concrete post to house the personnel and instruments was not completed until 1903 when the full telephone system linking all lights, engine rooms, the Directing Station, and the Officer Commanding's post was installed. Permanent posts for the lights were also completed in 1903.

When the Defence Scheme of 1902 was in force, the six men sent to Rodd Hill by 48 (SM) Company were responsible for the operation and maintenance of the two lights there. On arrival, the detachment would establish its own camp and then set about checking all of the equipment and communications. The Hornsby Ackroyd engines and generators in the engine room would be started and both lights run. At the lights, each operator would ensure the elevation and focus of the lamps, the easy movement of shutters and the presence of spare carbons and the necessary tools and other spare parts. The directional setting of No. 2 light, a fixed divergent beam light, would be checked and No. 1 light would

be traversed throughout its operational search arc. At the Directing Station the Warrant Officer commanding the detachment and his assistant would set up and check the remote control for No. 1 light. As all checks and tests on all of the equipment were completed, reports would be sent to the Officer Commanding Submarine Mining. If all of this work was completed during daylight the detachment would then be stood down and the equipment closed down until shortly before dark.

The lights were operated at night in accordance with standing orders or orders issued from the Fortress Commander's Post at Signal Hill. Normally, the lights would be turned on just before dark and would remain on all night.<sup>27</sup> If a light malfunctioned or there was need to change carbons, a periodic necessity, every effort would be made to have the light out of action for the shortest time. When an enemy vessel was picked up by No. 1 light, that light would remain on it while the Q.F. batteries engaged it, only shifting away to resume searching or to illuminate another vessel when the engagement was completed or when the vessel moved into the illuminated area. Standing Orders prescribed how No. 1 light would be used when several enemy vessels were attacking together. Usually, the leading vessel would be illuminated by No. 1 light and engaged by one battery with other batteries engaging other targets as they in turn were illuminated and passed to the illuminated area. Any technical adjustment of the four lights for focus or elevation, the tactical reassignment of No. 1 light to temporarily fill any gap in the illuminated area caused by a fixed light being out, and the direct control of No. 1 light were all the responsibility of the Searchlight Director, the Warrant Officer in charge of the Searchlight Director's Post in Upper Battery, Rodd Hill.

The first real test of the efficiency of the Defence Scheme of 1902 with regard to the operation of the Defence Electric Lights and the Q.F. batteries occurred on 15, 16 June 1903. By then, the military telephone system was in operation and the lights were in permanent emplacements. For two nights Royal Navy torpedo boats Nos 39 and 40 and several steam launches from other warships attempted to get into the harbour during the hours of darkness in a series of attacks mounted by single boats and the whole flotilla in various formations. Both nights were dark with no moon and some rain. A squall which threatened to swamp the launches forced postponement of the exercise on the first night after two attacks. Four attacks were launched during the second night. The chief umpire for the exercise, Commander W.S. Bowman R. N., reported :

We [the umpires] are of the opinion that the only successful attacks were those by No: 39 Torpedo boat in the second attempt on the night of the 15th and by the same boat again in the fourth attempt on the night of the 16th.

On the first of these occasions the boat was favoured to a certain extent by the search light on the Western side of the Harbour having gone out for half a minute, and on the second occasion by the guns in Belmont Battery not having fired on her as they saw her just too late to train their guns on her.<sup>28</sup>

Lieutenant-Colonel A. Grant R.E. the Fortress Commander commented:

The latter [No. 1] is a very powerful and effective light and appears to have given much trouble to the attacking boats. Much however must

depend on its skillful employment by the Electric Light Director in discovering the movements of hostile torpedo boats and in warning the Q.F. gun detachments of their approach.<sup>29</sup>

Captain R.J. Macdonald R.G.A., reporting on the artillery aspects of the exercise, wrote:

...the targets were clearly seen in the illuminated area, and were easily picked up and followed by the Gun Layers. Distribution of fire was correct on each occasion: No. 1 gun firing on the leading boat of each attack, while No. 2 gun fired on the second boat to appear in the illuminated area.

2. The communications and telephones worked very satisfactorily, all messages dispatched to and from the F.C. [Fire Commander] being correctly transmitted and replied to. The want of a "general alarm circuit" distinct from any of the F.C. or other lines was much felt and I would strongly urge the installation of such a circuit.

3. The searchlights appeared on the whole satisfactory....<sup>30</sup>

While Captain B.W. Bowdler, R.E., Director of Submarine Mining Esquimalt, commented:

1. The lights ran very satisfactorily on the whole, a short breakdown on the Engines at Rodd Hill being the only mishap....

2. The water supply at Rodd Hill was not sufficient and the Engines could not be run at their

regular speed. This will be remedied when the new water supply is installed....

3. The O.C.S.M.'s post was used for the first time and is of great advantage.. . .

5. I consider that the Electric Light Director should be in communication with the Q.F. Batteries to give them early intimation of the approach of hostile vessels, which he is in a better position to observe.

6. The S.M. Telephone system was tested for the first time and was very satisfactory. Orders could be transmitted at once from the O.C.S.M.'s Post to the Lights, Engine Rooms, Observing Station S.M. and S.M. Establishment. 31

There was some discussion of the fact that the fixed lights illuminated Scroggs Rocks at the entrance to the harbour making it easier for attacking boats to avoid that navigational hazard, and some suggestion of reducing the illuminated area to avoid this, but when the full report on the exercise reached the War Office in London the Adjutant-General to the Forces wrote:

2. The Commander-in-Chief is of the opinion that the present arrangement of Electric Lights meets all requirements. It is unfortunate that No. 4 beam bears on Scroggs Rocks when uncovered: but it cannot be avoided unless the illuminated area is reduced, which is to be deprecated.<sup>32</sup>

No one was dismayed by the success of Torpedo boat 39 in twice penetrating the light and Q.F. gun defences successfully for had the whole Defence Scheme been in force she would then have had to run through the minefield safely



before being able to attack the warships in the harbour.

The thorough trial of Q.F. guns and searchlights in their anti-torpedo boat role, with the new military telephone system, on the nights of 15, 16 June 1903 was of considerable importance, but it was not the only occasion when the Defence Scheme was tested during the period 1900-1906. Each year, except 1902, almost every aspect of the scheme was tried in the course of the annual training season. As well as night exercises to test the anti-torpedo boat defence, there were annual practices for both the regular and militia units during which the artillery and Maxim machine guns were fired at targets at sea, both fixed and moving, to test the technical ability of the gunners. An annual mobilisation of the Fortress was ordered, spread over two or three days, to practice the manning of the Fortress and its land defence.

Annual firing practice with the armament usually occupied two days at the end of an extensive training period. The regular garrison and the militia practised separately. The Royal Garrison Artillery company usually used the guns at Rodd Hill, occasionally those at Macaulay Point, and invited the militia to watch. The regular gunners normally fired a ten minute series with each gun crew from the 6-inch disappearing guns on each of two consecutive days, and, on a different day, fired a similar series with the 12-pdr. Q.F. gun and used the Maxim machine guns. The militia fired the 6-inch disappearing guns at Macaulay Point, the battery they were to man in war, under the supervision of Royal Garrison Artillery officers. Nos. 1 and 2 Companies of 5th B.C. Regiment Canadian Artillery fired the 13-pdr. field guns, the guns they were to use in war, at Trial Island in 1901 and 1902, and from the level area in front of the 6-inch battery at Macaulay point in the following years. Both the 6-inch and 13-pdr. militia practices usually occurred at the

the annual summer camp at Macaulay. In 1901, the first series from the 6-inch guns were fired at a rate of 8 rounds from 3 guns in 10 minutes. The rate increased in the second series to 11 rounds in the same time. No hits were scored but all rounds were judged to have been close.<sup>33</sup> In 1904, the militia obtained 10 hits per 16 rounds fired,<sup>34</sup> a considerable improvement in skill, but still below the standard of the regular gunners who were obtaining a higher percentage of hits and were reported to achieve "...on the average from 7 to 8 rounds with each gun during the 10 minutes."<sup>35</sup>

The annual mobilisation of the Fortress was the climax of the training season. In 1900 and 1901, it occurred in September as a separate exercise. Thereafter, it took place during the last two days of 5th B.C. Regiment's annual camp at Macaulay Point. On each occasion, except in 1905, the mobilisation included an exercise to test the land defence of Fort Rodd Hill. In accordance with the Defence Scheme, 6th Rifles would deploy a force of some 300 men in the Colwood area to protect the fixed armament at Rodd Hill from an enemy land attack. In 1900, the enemy were represented by A Company of 3rd Battalion Royal Canadian Regiment then stationed in Esquimalt<sup>36</sup> and a year later by a Royal Navy force of sailors and marines. In 1901, the Royal Navy landed a second force at Albert Head behind the main body of the attack. It moved inland along the Happy Valley Road to outflank the defence, used the daily train to Parsons Bridge, from there used the stern wheeler Water Lily to land near Rodd Hill jetty, and finally occupied the Rodd Hill batteries, sending a success signal to the enemy naval commander who then demanded a million dollar ransom of the Mayor of Victoria with the alternative of a naval bombardment to destroy the city. The exercise was fully reported in the local press with a detailed sketch map<sup>37</sup> and it is

significant that when the 6th Rifles deployed in the following years the 1902 Defence Scheme plan was closely adhered to with no more chance of such an enemy surprise and complete success. In 1904, the 6th Rifles were given the opportunity to play the role of enemy while 5th B.C. Regiment provided the infantry and field artillery defence based on Colwood. The next year, the 6th Rifles camped in the agricultural exhibition grounds between Victoria and Oak Bay and 5th B.C. Regiment, with a Royal Engineer company, turned out to establish a defensive line east of the city, hinging on Beacon Hill. The subsequent advance pushed the enemy, the 6th Rifles, back to their supposed landing place at Oak Bay.<sup>38</sup> Each year, after the day's infantry battle had ended, there was a night exercise during which a vessel or vessels would attempt to pass the Q.F. guns and searchlights to enter Esquimalt harbour. After every practice mobilisation the chief umpire would circulate a written criticism. Mistakes were not repeated and with each practice the officers and men involved grew more familiar with the ground over which any enemy might come in war, more skillful in the tactical deployment of their commands and more practiced in all aspects of the Defence Scheme.

It can be appreciated that the 1902 Esquimalt Defence Scheme was a practical and practiced exercise for the defence of Esquimalt and Victoria. The vital part of the scheme, upon which all else hinged, was the use of fixed batteries of coast artillery to protect Esquimalt harbour from attack by an enemy naval force, either bombarding cruisers or torpedo boats seeking to enter the harbour. These batteries of 6-inch disappearing and 12-pdr. Q.F. guns, together with the submarine minefield at the harbour mouth, were largely manned by the regulars of the British garrison. The militia gunners of Victoria manned Macaulay Point Battery. A large field force of regular and militia

troops of all arms deployed under the same command to protect the fixed defences from attack by enemy landing parties. All aspects of the scheme were practiced annually until the British garrison withdrew from Esquimalt in 1906. While the scheme was not tested by an enemy attack during these years, the rehearsal and live firing reports give every indication that the defences would have been quite capable of repelling an enemy naval attack of the scale expected.

## The Militia

The local militia had always played an important role in the plans for the defence of Esquimalt and Victoria from attack from the sea. From the time of the first British-Canadian agreement for the provision of permanent coast defences, the militia artillery units in Victoria and Vancouver had been assigned to manning the works and batteries alongside the British regular garrison. By the time of the second British-Canadian agreement, signed in May 1899 to be effective on 30 September 1899, the militia gunner authorised strength was 610 all ranks and that of the British garrison was about 100. The new agreement provided for an enlarged regular garrison of 322 all ranks and called for the reorganization of the militia element to undertake the duties of gunners, submarine miners and infantrymen. It was hoped that by the end of the ten year term of the agreement Canada would be able to take over the defences completely, providing both regular and militia elements of the garrison and maintaining all to an excellent standard. Thus the charter for the local militia for the period beginning in May 1899 was to reorganize and train over a wider range of responsibility than ever before to improved standards of efficiency. Almost as soon as a start was made to give practical effect to the charter, the militia became involved with the South African War. But the involvement was never so great **as** to completely divert attention from the major commitment to the defence of Esquimalt and Victoria.

The reorganization of the militia artillerymen of Victoria, Vancouver and New Westminster was authorized in Militia General Orders on 26 July 1899. The 5th B.C. Regiment Canadian Artillery with two battalions, one in Victoria and one on the lower mainland, which had existed since 1896 and had proved difficult to administer and command from Victoria, was dismembered. The battalion in Vancouver and New Westminster, 2 Battalion, was converted to an infantry battalion with the title of 6th Battalion of Rifles. It would be given the role of landward defence of the fortifications against enemy landing parties in the Esquimalt Defence Scheme. The battalion would receive a new title in May 1900: 6th Regiment The Duke of Connaught's Own Rifles. In Victoria, 1 Battalion and Regimental Headquarters became the new 5th B.C. Regiment Canadian Artillery. The three companies of 1 battalion were reformed as six smaller companies with 1 and 2 Companies assigned to the field artillery of the Esquimalt Defence Scheme, 5 Company to be formed from volunteers from the other companies for submarine mining duties and 3, 4 and 6 Companies assigned to the 6-inch disappearing guns of Macaulay Point Battery.

Reorganization in the Menzies Street drill hall in Victoria did not get under way until the beginning of the new training season in October. Lieutenant-Colonel E.G. Prior, who had served in the 5th since 1884 and had commanded since 1888, retired. Lieutenant-Colonel F.B. Gregory, the former commanding officer of 1 Battalion, a barrister and later one of the judges of the Supreme Court of British Columbia, was given command of the new 5th B.C. Regiment Canadian Artillery. Two Regimental Orders on 7 and 22 November 1899 contained detailed instructions for the completion of the reorganization of the companies of the regiment. Normally, such a reorganization would have been

completed in much less time, but the transition had been seriously interrupted in October.

Throughout the summer there had been speculation that a Canadian force would be sent to the war in South Africa. On 14 October, the speculation became fact when a Militia General Order was published announcing that the Governor General in Council had approved the despatch of Canadian volunteers for active service in South Africa in a unit of eight companies of infantry totalling 1,000 all ranks.<sup>1</sup> Volunteers would be accepted between the ages of 22 and 40 providing they were over 5'6" tall and had a chest measurement greater than 34 inches. They would serve for six months, subsequently extended to one year, and would be paid at standard permanent militia rates except while in South Africa where the British army rate would apply. The details were posted on the notice board in the drill hall in Menzies Street, Victoria, together with a Regimental Order calling for volunteers who wished "...to enlist for service in the Transvaal"<sup>2</sup> to parade at the Drill Hall on 20 October.

There were more volunteers to serve Queen and Empire than were needed. Eventually, one officer, Captain M.G. Blanchard, the regiment's adjutant, a bachelor and a veterinary surgeon by profession, was selected together with 25 other ranks. Over three days, 20-22 October 1899, the detachment was reequipped with the best rifles, equipment and clothing the unit could muster.<sup>3</sup> At 9 p.m. on 22 October, they paraded at the Drill Hall for the last time. Led by the regiment's band and escorted by the remainder of the regiment, the detachment marched to the wharf in Victoria harbour to embark on the night steamer to Vancouver. They were given an enthusiastic send off by the citizens of Victoria who had raised a purse of \$2,000 for their welfare en route to the Transvaal.

In Vancouver, the detachment joined other volunteers from Vancouver, New Westminster and the interior of British Columbia at the old militia drill shed on Pender Street West, where the Yukon Field Force had assembled before departure in 1898. A few hours later, on 23 October, the whole group of 50 other ranks commanded by Captain Blanchard boarded the train for the journey East as half of A Company 2nd (Special Service) Battalion, Royal Canadian Regiment. In Winnipeg, they were joined by the other half of the company, formed of volunteers from the prairies, before travelling on to assemble in Quebec with companies raised in other parts of Canada as the 2nd Battalion. The Battalion disembarked in Capetown on 30 November 1899.<sup>4</sup>

Three months later, on 18 February 1900, the new battalion fought its first major action at Paardeberg on the Modder River as part of 19 Brigade under Brigadier Smith-Dorrien. Battle was joined after a week of marching on half rations and a final march which began at 5 p.m. the previous afternoon. Wading chest deep across the river in the early morning, by 3:30 p.m. on the 18th the battalion was in an extended line on the right of the brigade front about a mile and a half from the lines of wagons and trenches of Cronje's Boers, close enough to hear the fearful sound of Mauser magazine rifle fire. At 5:15 p.m., when the British troops on the right of the Canadians attacked, the battalion rose to its feet and rushed forward without waiting for orders from the Brigade Commander.<sup>5</sup> The attacks, like all others of that day and three subsequent days, failed. Nevertheless, the action was counted a victory as Cronje and some 4000 Boers did surrender. The Canadian battalion paid dearly with thirty men killed and sixty-nine wounded in the battle. Four former members of the militia gunners of Victoria were among the dead, among them Sergeant W.I. Scott, a celebrated local oarsman.<sup>6</sup> Their sacrifice and



that of Captain Blanchard, who died of wounds received in a separate minor action a little later was marked by their comrades in Victoria, British Columbia, with a drum head service and a church parade. A memorial to them exists today just inside the main gates of the militia armoury on Bay Street.

In September, after taking part in the advance to Pretoria and suffering more casualties, the battalion ended its service in South Africa. Some 16 officers and 413 men chose to return directly to Canada from Capetown in accordance with their terms of service while 12 officers and 250 men, including the complete A and B companies, preferred to prolong their service for a few weeks to take part in the annexation services in Pretoria and to return via England where they were reviewed by the Queen and Prince of Wales and feted by the populace before leaving for Canada on 2 December 1900.<sup>7</sup> The companies were paid off in Halifax so that the Victoria volunteers did not return as they had departed, as an organized detachment, but in small groups and individuals. Their regiment in Victoria, 5th B.C. Regiment Canadian Artillery, escorted the first group of four men through cheering crowds when they disembarked. Subsequent arrivals were met in a less formal, though no less welcoming, manner. The returning men wore Khaki uniforms, the first of the local militia to do so.

In addition to the volunteers for 2 (Special Services) Battalion Royal Canadian Regiment, other volunteers left individually for service in Lord Strathcona's Horse when it was raised as a mounted infantry unit for South African service,<sup>8</sup> or joined the local company of the 3rd (Special Service) Battalion Royal Canadian Regiment, raised to relieve the Leinster Regiment of the Halifax garrison for service in South Africa.<sup>9</sup> Mustered in April 1900, the company was retained in Esquimalt for one year. It was

quartered in the old marine hospital until it moved to Halifax. The Battalion was disbanded in Halifax on 29 September 1902.

Proud of its volunteers for war service, although under strength because of them, the 5th B.C. Regiment Canadian Artillery experienced a remarkable first year after completing its reorganization in 1899. As if to mark the end of one era of soldiering and the beginning of another, the regiment's first public event of the year, the Queen's birthday review at Macaulay Point on 25 May 1900, was not the public demonstration of battlefield drills in a sham fight seen in previous years, but a ceremonial review with the unit parading with units of the Royal Navy, the Royal Marines, Royal Garrison Artillery, Royal Engineers and A Company of 3 Battalion Royal Canadian Regiment.<sup>10</sup> Three days later, in a not so public setting, the regiment began four days of inspections by the District Officer Commanding when gun drill, battalion and company drills and the administration of the unit were all judged and awarded points, the scores being recorded for the annual General Efficiency Competition. The shield awarded to the best company went to Captain B.C. Drake's No. 6 Company, but it was noted that companies had suffered from absenteeism and that a shortage of officers was also of concern. Two weeks later, the regiment turned out in strength to watch 19 Company Royal Garrison Artillery complete their annual firing practice with the 6-inch disappearing guns at Macaulay Point. Immediately afterward, on 16 June, the regiment completed gun drill on the same guns with the assistance of 19 Company. At the drill hall on Menzies Street, in June, the Regimental Sergeant Major began a series of drill classes for all recent recruits. With all these training activities, the first six months of the regiment's year had begun moderately, but with a new realism in training emphasising

efficiency and the regiment's role in the Esquimalt defences. Even during the pause over the summer months, courses were offered in ambulance and stretcher drill and first aid at the station hospital at Work Point barracks while a special infantry training course was available in Vancouver.<sup>11</sup>

The winter training season began in September with the first mobilisation of the Esquimalt fortress. See Defence Scheme. For this, the regiment went into camp at Macaulay Point for two days. They were joined there by 6th Regiment The Duke of Connaught's Own Rifles from Vancouver. The first day, 2 September, was a very busy one with all of the companies of the 5th training on the 13-pdr. field guns drawn from Work Point barracks and the 6-inch disappearing guns and Maxim machine guns of Macaulay Point Battery. Major Hibben, commanding 5 Company, took his few volunteers to Signal Hill to work with the Royal Engineer submarine miners. Training stopped at 6 p.m. and an hour later all those in camp attended a band concert given by the band of the 6th Regiment. The following day, the militia came under the command of Lieutenant-Colonel A. Grant R.E., the Fortress Commander, for exercises designed to practice all aspects of the Esquimalt Defence Scheme. While 5th Regiment manned Macaulay Point Battery and practised the drills for engaging various targets and defending the battery from landward attack, 6th Regiment was deployed behind Rodd Hill to protect the batteries there from attack by a supposed enemy landing party represented by A Company, 3 (Special Service) Battalion Royal Canadian Regiment. In the evening the tug SADIE simulated an enemy torpedo boat and attempted, unsuccessfully, to run into Esquimalt harbour.<sup>12</sup> The ground attack on the batteries at Rodd Hill was deemed to have been successful and many valuable lessons were learned from the days events both about the Defence Scheme itself and about the standard of training of the troops taking part.

It was clear that 5 Company was unable to fulfill its role as a submarine mining company. The company was woefully under strength and the standard of training of the few members was such that it would obviously take a number of training seasons to bring them to even a moderate level of technical skill. A month after the mobilization, on 5 October 1900, the company was ordered to revert to artillery training and the following year the Canadian government agreed to pay for an increase of one officer and 14 sappers in the strength of **48** (S.M.) Company R.E. of the Esquimalt garrison to fill the gap caused by the militia deficiency. See Submarine Mining.

There were other matters to be put right to enable 5th Regiment to fulfill its role in the Esquimalt Defence Scheme. When evening drills were resumed in the middle of September, after the summer break, Lieutenant-Colonel Gregory drew particular attention in a Regimental Order to a requirement for higher standards in gun drill, guard duty and sentry duty. On 3 October, a School of Artillery class began at Work Point barracks for members of the regiment. It was conducted by instructors from 19 Company Royal Garrison Artillery and ran until 8 December. Among those who qualified on this course was Corporal Currie who was one of three who obtained a first class grade B certificate of proficiency.<sup>14</sup> Later, as a Lieutenant-General, he would command the Canadian Corps in France during the First World War. Gunnery standards were also improved by a lecture on artillery practice given to all ranks of the regiment on 12 October by Major J.G.E. Wynne, a former instructor at the British Coast Artillery School of Gunnery at Shoeburyness and, in 1900, commanding 19 Company. To put theory into practice, the regiment spent the whole day at Macaulay Point on 18 October rehearsing gun drills on both the 6-inch

disappearing and 13-pdr. field guns for their next live firing practice.

This annual programme of individual training, summer camp at Macaulay Point and practice was repeated in 1901 and for a further four years. Only specific dates and some detail varied.

From January until May and from the end of September until December of each year, the emphasis was on individual training. The cycle began in September with an artillery school of instruction, recruit drills and courses in musketry and signalling. The artillery schools were run by 19 Company Royal Garrison Artillery in 1901 while 5th Regiment ran its own schools in 1902, 1903, 1904 with the assistance of the Royal Garrison Artillery. From October 1902, no non-commissioned officer or gunner could be promoted to a higher rank without first earning a certificate from one of these schools.<sup>15</sup> Recruit drills were conducted by the 5th's Regimental Sergeant Major for all newly joined members of the regiment before they were placed in companies. Although some signal training had occurred in previous years, winter courses became an annual event in 1902, just prior to the installation of the Fortress telephone system. Special musketry courses were started in 1904 to improve the overall standard of the regiment's annual rifle classification results. Schools and courses were usually completed by December. In the new year, until June, the emphasis was on company activities where the individual skills could be put to use to achieve group results in inter company competition. Days of rifle classification shooting in May marked the end of the training begun the previous September.

The first of two important events of the training year was the summer camp at Macaulay Point. The camp was 10 to 15 days long and always under canvas on the plain behind

Macaulay Point Battery. Daily routine included all the bugle calls, camp duties, guard duties, and protocol of the active militia and regular garrison. Long hours of daily training were spent in preparing for an inspection of the regiment's ability to drill on the parade ground and for the firing practice with the 13-pdr. field guns and armament of Macaulay Point Battery. The field guns were fired by 1 and 2 Companies who would be responsible for manning them when the fortress was mobilised. In 1901 and 1902, the practice was on Trial Island, and, from 1903, the guns were brought into action on a level area in front of Macaulay Point Battery for some 60 common and shrapnell shells to be fired at targets at sea at a range of about 2000 yards.<sup>16</sup> The annual practice with the 6-inch disappearing guns of Macaulay Point Battery occupied one full day. Timekeepers, judges and directing staff were provided by the regular Royal Garrison Artillery company. The practice was usually conducted in two series of ten minutes each with different detachments manning the guns to engage a towed target at ranges up to 5000 yards, some 20-30 shells being fired in all from the three guns. On the third day of the firing practice the Maxim machine guns were fired from their parapet mountings in Macaulay Point Battery at towed targets at sea. The stutter of these guns provided the grand finale to annual camp. Tents were usually struck immediately afterward.

One other event, the mobilisation of the Esquimalt Fortress, took place annually from 1901 to 1905, except in 1902, to end the training year. See Defence Scheme. On these occasions 5th Regiment, the regular garrison and 6th Regiment The Duke of Connaughts Own Rifles practised their roles in the Defence Scheme for one day. On the mobilisation signal, 5th Regiment manned the guns of Macaulay Point Battery and the field guns. Throughout the day, their

drills and procedures were observed by umpires who afterward submitted reports with suggestions for improvement which could dictate emphasis in training in the next season. The field guns were usually exercised on the plain behind Macaulay Point Battery. The infantrymen of 6th Regiment defended the Rodd Hill batteries in the face of an attack by landing parties. In 1904, 5th Regiment provided the enemy force. In 1905, the 6th Regiment acted as an attacking force landed at Oak Bay and directed upon Victoria which was defended by 5th Regiment. After the infantry battle had ended, the militiamen could watch the testing of the Quick Firing Batteries, Defence Electric Lights and the Submarine Minefield during a night attack by torpedo boats. When the lights went out the training year was over.

**As** each year passed the militiamen steadily improved their ability to fulfill their role in the Esquimalt Defence Scheme. The annual calendar was dominated by training events, and rightly **so**, but courses, firing practices, camps and mobilisation rehearsals were not all the calendar content. Each year there were a considerable number of ceremonial events.

A list of **all** of the ceremonial events of the years 1899-1906 is not necessary, mention of the **more** important occasions will suffice. The provision of a guard of honour for the opening ceremony at the beginning of each session of the Provincial Legislature was routine. Every time there was a major change of unit in the regular British garrison, 5th Regiment gave the departing unit a send off and welcomed the new arrival. The first of these occasions in 1899 and the last in 1906 were both notable for the silver cups presented to the outgoing unit. **See** Transfer of Responsibility to Canada. There were a number of inspections of the regiment by senior officers.

The General Officer Commanding the Militia, Major-General E.T.H. Hutton, inspected the regiment on 19 October 1899 and, as a separate squad, its 40 volunteers for service in South Africa commenting that "...in all Canada he had not seen a better or more soldierly regiment than the Fifth."<sup>17</sup> He was followed by Colonel B.R. Biscoe, Commanding British troops in Canada, on 14 June 1901. Major-General Sir C. Parsons made a lengthy visit from 27 May to 4 June 1902 before submitting the report on the defences that stirred the British War Office to a reconsideration of its commitment. On 22 September 1903, General Slade visited and on 18 September 1905 the regiment received Sir Frederick W. Borden K.C.M.G., Minister of Militia, at a time when the arrangements for the transfer of the Esquimalt defences to Canada were in process of completion. Every year the regiment marked the Queen's birthday with ceremony, usually participating in a public review at Macaulay Point with the troops of the garrison and marines and sailors of Royal Navy ships at Esquimalt. There were several other ceremonial occasions of note: The visit of the Duke and Duchess of Cornwall to Victoria, 1-3 October 1901; the despatch of one officer and five other ranks to participate in the ceremonies surrounding the coronation of King Edward VII in London, England, and the first firing of the Dominion Day traditional gun salute by the militia from Macaulay Point Battery. All ceremonial events were open to public attendance and criticism. The regiment was judged according to its performance and steadiness on parade. They were all occasions when the link between local civilian and military authorities could be reaffirmed and strengthened.

Military music was an essential part of all ceremonial occasions. Whenever and wherever the regiment paraded its bands paraded too. The regiment had both a full military band and a bugle band. The latter was reorganized, after a



dormant period, in May 1900 under Bandsman Kasalowsky, came under the control of Bandmaster J.M. Finn a year later, fell on hard times, and was reformed again in November 1903 with more success. The regimental band was by far the most important to the regiment and to the local populace. As well as parading with the regiment, the band gave a series of Saturday night concerts throughout each winter in Victoria. They became a much appreciated feature of the local entertainment calendar. There was considerable sadness when the popular bandmaster resigned, at his own request, in December 1904 and was succeeded by Bandmaster Sidney Rogers.<sup>18</sup> Bandmaster Finn had led the militia band since 1893 and had taught music locally for an even longer period. His influence had been widely felt and his music well appreciated.

There were two other militia appointments which held even greater influence: that of Commanding Officer and Regimental Sergeant Major. Lieutenant-Colonel F.B. Gregory handed over to Lieutenant-Colonel R.R. Munro in December 1901 on completion of his term as Commanding Officer. Colonel Munro resigned due to ill health on 28 February 1903. He died in June 1904 and was given a funeral with full military honours by the regiment.<sup>19</sup> Three senior officers of the regiment waived their right to promotion to allow Captain J.A. Hall to be appointed commanding officer with the rank of Lieutenant-Colonel.<sup>20</sup> The regiment's senior non-commissioned officer position, Regimental Sergeant Major, was occupied until 4 June 1904 by Sergeant Major A. Mulcahy, Master Gunner, a member of the permanent militia. He had come to Victoria with C Battery in 1887 and had held the appointment of Regimental Sergeant Major with 5th Regiment for eleven years before handing over to one of the regiments Company Sergeant Majors, E. McDougall, who was promoted and confirmed in the appointment on 11 November 1904. Mulcahy continued to serve on the Militia District

Staff, as instructor to the Regiment, being eventually appointed Master Gunner 1st Class with the Royal Canadian Garrison Artillery company formed at Work Point barracks in 1906 to replace the British company.<sup>22</sup> With the appointment of Colonel Hall and Regimental Sergeant Major McDougall the regiment entered a term of strong leadership when it was fully master of its own house. In Master Gunner Mulcahy's appointment a link was forged between the regiment and the fortifications it would man in war for Mulcahy was responsible for the maintenance of those fortifications and armament in peace after the British withdrew in 1906.

Although the regiment's volunteers had worn khaki in South Africa and the British garrison in Work Point barracks had worn khaki since 1902, 5th Regiment continued to wear the blue artillery uniform throughout the period with some changes in style and headdress.<sup>23</sup> Old pattern greatcoats and capes were recalled in 1900 together with the leather leggings which had once been worn. A new pattern of greatcoat was issued, and new helmets in 1901. Although the white puggaree was authorized for wear on the helmet by Militia General Order No. 32 in April 1900, the regiment did not adopt it until 1 October 1905. Dress forage caps were issued in 1905 and an issue of new blue serge uniforms occurred during 1905-06. Photographs of the period show considerable variations in the dress of individual numbers of the militia due to the many changes coming into effect over a lengthy period. By the end of the period, 1906, the regiment was once again able to parade in one style of uniform.

The last phase of the reclothing of 5th Regiment coincided with a reorganization of its companies. Early in 1905, the regiment was given a new establishment with a total authorized strength of **367** all ranks. At the same time the six companies were reduced to three by combining

the old companies in pairs in order of seniority. The need had been felt for some time. The new organization had no effect upon the role of the regiment in the Esquimalt Defence Scheme. The new companies, their commanders and their roles were:

- 1 Company - Capt. Currie (13-pdr. R.M.L.)
- 2 Company - Maj. McConnan (6-inch)
- 3 Company - Maj. Hibben (6-inch)<sup>24</sup>

The regiment would not reorganize again until 1920.

It was as if the reorganization to three companies was a graduation ceremony for the regiment. It came at the end of five years of hard training in the skills and procedures the regiment needed to fulfill its role in the Esquimalt defences of manning the Macaulay Point Battery of three 6-inch disappearing guns and the six 13-pdr. field guns of the landward defence force. By 1902, the regiment had acquired the ability to run its own schools of instruction and two years later it had promoted its own Regimental Sergeant Major. In annual practice, it had become familiar with the Esquimalt Defence Scheme and had regularly fired the guns it was to man in war with moderate success. By 1905, it had become a strong responsible element of the Esquimalt Fortress, practically organized for its task, with a very capable Commanding Officer and three good company commanders, one of whom would eventually rise to command the Canadian Corps in France in the First World War.

## Transfer of Responsibility to Canada

When negotiating the first agreement for the permanent defence of Esquimalt which was signed in 1893, Britain offered technical and financial assistance and a small garrison while soliciting a financial and troop contribution from Canada. It was expected that after five years, the term of the agreement, Canada would be able to assume full responsibility. The expectation proved too optimistic and a second agreement for a ten year period commencing on 30 September 1899 was signed. The terms of this new agreement provided for improvements in the armament and a larger garrison with the British War Office accepting responsibility for the defences for the period of the agreement. It was expected that Canada would be ready to take full responsibility in 1909. None of those involved in establishing the agreement could have foreseen the redundancy of Esquimalt as a British naval base as early as 1904, an event which effectively removed the justification for defending the port. The coast defences were marked for abandonment then. Instead they were transferred to the Canadian authorities.

For the first three years of the new agreement, 1899-1902, the improvements to the defences proceeded very much as they were intended to. By 1902, the Defence Scheme was defined and was being practised annually, most of the scheduled armament was in place and the regular and militia garrison was at close to full strength. It was expected that the armament would be completed and the techniques

of Esquimalt was well in hand and of a satisfactory nature.

In the ordinary course of correspondence about the reserves of food necessary for the defences, the Officer Commanding Troops Esquimalt, Lieutenant-Colonel A. Grant, found it necessary to refer to the fact that the defences were scaled to meet only a raid type of attack by a force of no more than one or two cruisers, or troops landed from such a force. He went on to suggest that, in his opinion, in the event of a war with the United States, a much heavier attack could be expected. Such an attack would be more an investment than a raid. He felt that the Defence Scheme for Esquimalt should be revised and enlarged to allow for such an eventuality, adding:

Apart from any question of food supplies, the handful of half-trained Militiamen forming the infantry portion of the war garrison (who would have to be transported from the mainland), assisted, as regards the defence of the City of Victoria, by an extemporised Town Guard, could not, in my opinion, be reasonably expected to make any effectual resistance to such an attack as could be made by the United States.<sup>1</sup>

The Officer Commanding Troops, Canada, concurred with Lieutenant-Colonel Grant's comments, forwarded the report to the War Office, London, in February 1902, and suggested that the whole scheme of defence for Esquimalt be reconsidered.

The Intelligence Department of the War Office reviewed the question of the standard of defence at Esquimalt during the period February-May 1902. It noted that neither Russia nor France maintained a coaling station in the Eastern Pacific and that Russia had no ships allotted to the station while France had only two, a 2nd-class cruiser and a gun

boat. The British squadron had one 1st-class cruiser and two 2nd-class cruisers. The United States Pacific Squadron was by far the most superior force with one battleship, one 1st-class, two 2nd-class, and four 3rd-class cruisers. It was estimated that the United States could despatch a force of 3,000 men and **24** guns against Esquimalt within ten days of a declaration of war and a force double that strength within a month. At the same time, the Canadian Pacific Railway would certainly be cut, preventing any reinforcement of the Esquimalt garrison from the east. On these facts, it seemed quite clear that there was only one naval power in the Eastern Pacific which might threaten Esquimalt and equally clear that the current defence arrangements at Esquimalt were quite inadequate to resist an attack from the United States. Before going further with the review it was felt desirable that the Admiralty should be approached on three specific points:

- (1) In the event of war with the United States, would the **loss** of the naval base at Esquimalt be a matter of serious strategic importance?
- (2) Can help in the local defence of Esquimalt be expected from the Pacific Squadron pending the arrival of such naval reinforcements from the China Squadron **as** will ensure local sea command?
- (3) If so, within what time may naval reinforcements be expected from **China?**<sup>2</sup>

The approach was made with the approval of the Commander-in-Chief of the Army and the Secretary of State.

The Admiralty reply surprised the War Office for it indicated a change of naval policy from that current at the time of the 1899 agreement on the defences, a change of

which the War Office was ignorant. On 12 April 1902 the War Office was informed:

- (a) That their Lordships are aware of no reason for departing from the opinion which was expressed in 1882 by the Royal Commission on the Defence of British Possessions Abroad, that, in the event of war with the United States, Esquimalt could not be defended.
- (b) That its capture by the United States would not be a matter of serious strategic importance.
- (c) That the Navy could render no assistance in the defence of Esquimalt.
- (d) That in such an eventuality our Navy would be concentrated on decisive points, among which no position in British Columbian waters could be included.<sup>3</sup>

The impression created, that Admiralty policy on Esquimalt had been consistent since 1882, was discounted by the War Office, but **it** quickly accepted the new statement of policy, assumed **it** would extend also to the case of war with France or Russia, and concluded:

From a naval point of view this naval base would seem at the present moment to be practically of no value in war: the works and garrison defend nothing but the harbour, and, in the absence of His Majesty's ships, their existence will not afford the slightest protection to the shores of British Columbia or the terminus of the Canadian Pacific Railway. The men and money, therefore, devoted by the War Office and the Canadian

Government to the maintenance of this naval base would appear useless under existing circumstances.<sup>4</sup>

It seemed that the logical course to be followed was to remove the garrison and dismantle the defence works.

The War Office recognized that there were other considerations which had to be taken into account besides the purely military and naval. It was felt that a withdrawal from Esquimalt at that time would be regarded in Canada as a complete reversal of policy, perhaps even as a breach of faith, on the part of the British Government. Until then, that government had constantly urged Canada to pay a share of the cost of the defences and garrison as part of its duty to Empire, had encouraged the belief that the Canadian Pacific Railway was of strategic value, and had applauded Canadian financial participation in the laying of the pacific cable for strategic reasons. **The** Province of British Columbia had doubled its population in the previous ten years and **it** seemed likely that overseas trade would increase. There was the possibility that the trade routes would become important enough for Esquimalt to be needed in the future in any war as a base from which the routes and shipping could be protected. Most importantly, **it** was felt that a withdrawal would:

...seriously damage our influence with the Dominion Government in questions of defence, and would materially retard reform of the Canadian local forces, as well as the hope of ultimate Imperial military **federation**.<sup>5</sup>



Thus the War Office would have to modify its inclination for withdrawal from Esquimalt.

The War Office submitted a long memorandum to the Committee of Imperial Defence on 24 May 1903. In it, it gave both its own and the Admiralty position on Esquimalt and suggested three possible courses of action:-

- (i) To abandon Esquimalt as a defended port, and place it on the footing of a "flying naval base", like Wei'hai-Wei. [Defence there was abandoned when the Navy declared it would withdraw from local waters in certain contingencies.]
- (ii) To continue the present defence arrangements, but direct the Commander of the fortress, in the event of war with the United States, to evacuate the place, after first blowing up the forts and rendering the guns useless.
- (iii) To continue the present scale of defence, but to endeavour, as far as possible, to improve the defence arrangements on such points as food reserves, water, defences against attack in rear, military organization of civil population, etc., so as to give the fortress some chance of holding out for a short period in a war with the United States.<sup>6</sup>

It recommended that the last course should be adopted as the policy for the defence of Esquimalt. In doing so it made clear that the recommendation was made because of Britain's political commitment to Canada and the larger issues of Empire defence.

The memorandum showed clearly that neither the Admiralty nor the War Office considered Esquimalt to be of any war

time strategic consequence. Both authorities were paying increasing attention to the need to redeploy and prepare Britain's navy and army to meet the growing threat emanating from Germany. The Kaiser was building a fleet of warships to challenge British naval supremacy. It was becoming obvious that the Royal Navy must give up its far flung policing role to concentrate in home waters to protect Britain and meet the bulk of the German fleet. The British army had to prepare for a European war, correcting the errors and deficiencies exposed by the South African War, and try to rationalize the chaotic situation prevailing in coast defence as a result of the enormous expansion and rapid technological developments in this specialization in the last half of the 19th century.<sup>7</sup>

The rationalization of coast defence artillery organization, equipment, procedure and rearmament began with the definition of the various forms of attack to which defended ports might be subjected and the type of gun best suited to deal with each type of attack. Four forms of attack came to be recognized:

- (a) Bombardment at long range by battleship or heavy cruisers.
- (b) Bombardment at medium range by light cruisers.
- (c) Attempt to break down naval obstructions or block the entrance to port or harbour.
- (d) Attack by torpedo-craft at night.<sup>8</sup>

Of all the different types of artillery in service and under development it was decided that just four guns were suitable to deal with the different types of attack:

- (a) 9.2 inch B.C. Gun Mark X on Carriage Garrison Barbette Mark V. This gun had a range of

17,400 yards firing a shell weighing 380 lbs. and was to deal with bombardment at long and medium range by battleships and cruisers.

(b) 6 inch B.L. Gun Mark VII on Carriage Garrison Mark 11. This gun had a range of 12,600 yards firing a shell weighing 100 lbs. and was to deal with bombardment at medium range and with attempts to block the port entrance.

(c) 4.7 inch Q.F. Mark III on Carriage Garrison Mark IV. With a range of 11,800 yards and a 45 lb. shell, this gun was to deal with attempts to force ~~or~~ block the harbour entrance and attacks by torpedo craft.

(d) 12 pdr. 12 cwt Q.F. On Carriage Garrison Mark 11. With a range of 8,000 yards and a 12 lb. shell, this **gun** was to deal with attacks by torpedo craft.<sup>9</sup>

The defence schemes of coastal fortresses throughout the Empire were reviewed in the yearly years of the century and rearmament began in 1904. The process gained particular impetus from the findings of a committee under the presidency of General Sir John Owen which confirmed, in 1906, the types of attack to be expected and the types of gun most suitable to meet them, although with some reservation with regard to the 4.7 inch weapon, regarding only the other three as strictly necessary.<sup>10</sup>

It was against this background of revision and rearmament of the coastal defences throughout the Empire that the War Office was seeking an answer with regard to Esquimalt.

The Committee on Imperial Defence had neither accepted nor rejected the War Office recommendation contained in the memorandum of May 1903. Rather, it sought relief for

Britain from all its remaining responsibility for coastal defence of Canada. The possibilities of Canada assuming early responsibility for the defence of Halifax, Nova Scotia, and of abandoning the defence of Esquimalt were discussed at the committee's meeting on 1 December 1903. At the meeting, Sir Frederick Borden, Canada's Minister of Militia, agreed to a Canadian takeover of Halifax.<sup>11</sup> Later, Sir Wilfred Laurier, Canada's Prime Minister, thought the acceptance was indiscreet from a domestic political point of view. The acceptance was not actively pursued by Britain or Canada.

At Signal Hill, Esquimalt, the work of preparing the site for a battery of two 9.2 inch guns was allowed to proceed. The battery was part of the agreement of 1899 and its completion was in accord with the revised policy on coast artillery defences fermenting within the War Office.

The anxiety for a final decision on Esquimalt within the British War Office did not abate in the new year. On 25 March 1904, an Intelligence Department paper with the lengthy title of "Memorandum of Outstanding Questions now before the Committee of Imperial Defence, on which an early decision is urgently needed by the War Office" pointed out:

Pending a decision it is impossible to deal with the annual review of the Defence Scheme, or to consider various proposals for the strengthening of the garrison and the defences, which have during the last two years been submitted by the General Officer Commanding in Canada.

The lack of an authoritative decision as to the standard of defence to be maintained has, in fact, blocked all action in the matter, and this naval base remains in a most unsatisfactory position.<sup>12</sup>

and added a new warning:

Meanwhile, the Committee of Imperial Defence have suggested to the Canadian government that Canada should take over Esquimalt: if the proposal be accepted before any standard of defence is definitely fixed, we may be involved in a very awkward controversy with the Canadian Government.<sup>13</sup>

But the memorandum was of no immediate avail.

While the War Office fumed with frustration, at the Admiralty, Admiral Fisher had begun a series of measures designed to eliminate overseas bases and concentrate Britain's naval strength in home waters. On 6 December 1904, in a command paper, the First Lord of the Admiralty, Lord Selbourne, disclosed the redistribution of the fleet. The Pacific Squadron was to disappear, its few remaining warships dispersed to other stations. Ten days later, the Admiralty informed the Colonial Office that the naval establishments at Halifax, Esquimalt, Jamaica and Trincomalee would be reduced to cadres on which no money would be spent in peace.<sup>14</sup>

Within a few days of the Admiralty pronouncements the War Office General Staff produced a memorandum on the defence of Canada. Among its findings it had concluded.

As there is reason to believe that the United States will, in the early stages of a war, be supreme on the Pacific Coast there does not seem the slightest prospect of repelling an invasion of British Columbia, and Vancouver Island will inevitably fall if the enemy dispatches an expeditionary force against it.<sup>15</sup>

The memorandum was sent to the Committee on Imperial Defence, the Foreign Office and the Admiralty. The First Lord of the Admiralty replied that "...so far as the navy is concerned, any effective assistance would be exceedingly difficult".<sup>16</sup>

By the end of 1904, the Committee of Imperial Defence, the War Office and the Admiralty were all of one voice in the opinion that Esquimalt should be abandoned as a fortified base. Indeed, there was a general recognition among the authorities in London, with all the wisdom of hindsight, that the fortification of Esquimalt had been a mistake. It was now a matter of finding an acceptable way of breaking the political commitment to allow Britain to withdraw and the Federal Government of Canada to save face. The Committee of Imperial Defence had suggested a Canadian takeover as a solution acceptable to all.

Sir Wilfred Laurier, the Prime Minister of Canada, had always recognized that condoning the abandonment of Esquimalt and its defences would bring domestic political disaster for it would conflict with article 9 of the confederation agreement with British Columbia. A Canadian takeover of the defences of both Halifax and Esquimalt would be a way of avoiding such a disaster. It would also provide a way for the Canadian Government to declare practical help for the British Empire without entanglement in foreign wars and it carried a nationalist appeal. But a formal offer to takeover could not be made to Britain without first preparing Canadian public opinion. A campaign for the takeover was conducted in the Toronto Globe and Mail in December 1904.

With the domestic political ground prepared, the Canadian Government sent a formal request to the Colonial Secretary, through the Governor General, for the takeover of Halifax and Esquimalt on 20 January 1905. The request was

well received in London. The Colonial Secretary replied promptly, pointing out that a delay was necessary before final handover to allow Canada to raise the extra troops she would need for the garrisons. He suggested that handover need not be delayed if Canada would takeover the whole cost of the present garrisons until they were replaced. Sir Frederick Borden rejected the suggestion of payment on 1 February, arguing that Canada could never agree to such an idea while control of the troops rested with the War Office. He went on to suggest that 1 July 1905 should be the handover date, but that Britain should keep her garrisons in place until Canadian garrisons were provided. The suggested date of handover was agreed to by London and, after more correspondence had passed between the two capitals, a compromise was reached on 13 May whereby Canada would takeover the Halifax defences and provide a garrison there on 1 July while the British garrison would remain at Esquimalt with **all** costs paid by Canada until a Canadian garrison could be raised, or until 1 July 1906, whichever came first.

Local opinion in Esquimalt and Victoria, which had been strong enough to get a guarantee for the continuation of Esquimalt naval base and the provision of defences into the terms of confederation, was assuaged by the federal government in two moves. Firstly, Mr. Sloan the member for Comox-Atlin was informed by the Prime Minister Sir Wilfred Laurier "...that the government had information to the effect that the Imperial authorities proposed to abandon Esquimalt as a naval station."<sup>18</sup> The Daily Colonist in Victoria took up the story reporting the loading of naval stores at Esquimalt aboard the steamer Keenum on 27 January 1905. Then, the news of the Canadian government's offer and its acceptance was released before political passions had reached any height. Some mild criticism of Prime Minister Laurier for

ignoring the terms of the confederation agreement appeared in the local press, but the Daily Colonist eventually pronounced that the take-over and a Canadian garrison was "...not unexpected and will be received with general satisfaction".<sup>19</sup> So far as local opinion was concerned, the Federal Government had reaffirmed in practical terms its commitment to the defence of Esquimalt. The spirit of the confederation agreement had been upheld.

The Royal Navy had no need to wait for the British-Canadian agreement for it was not completely abandoning Esquimalt, only reducing its commitment there, and no contract was involved. On 25 February 1905, Commodore J.E.C. Goodrich, Commander-in-Chief of the Pacific Station attended an official farewell party in the Legislative Buildings, Victoria. The station was officially closed on 1 March when the Commodore lowered his broad pennant aboard H.M.S. Bonaventure before sailing for Hong Kong.<sup>20</sup> The shipment of stores and munitions from the naval yard was quickly completed, including the submarine mines and mine-field equipment which were loaded aboard the British ship Penthlisea that month.<sup>21</sup>

Although the British Secretary of State for the Colonies had been quick to agree to the Canadian request for the handover of Esquimalt, the General Staff of the British War Office were still seeking a clear statement on the strategic value of Esquimalt. The War Office explained its concern in a memorandum to the Committee of Imperial Defence in March 1905. In it, it asked for a decision from the committee because "...it is necessary that when the Canadian military authorities take over charge they shall know what these places of arms exist for, and whether principles laid down in the Defence Schemes are still to be considered to hold good."<sup>22</sup> The Committee considered the War Office request at its 70th meeting in April 1905, but



came to no decision. Instead, it referred the matter to the Colonial Defence Committee of the Colonial Office in London.

The Colonial Defence Committee came to a decision in May 1905, explaining its position in concise memoranda to both the Committee of Imperial Defence and the Colonial Office. The committee recalled that the fortification of Esquimalt had been recommended by the Colonial Defence Committee of 1878 because it contained "a small but essential naval establishment with stores and workshops for the use of Her Majesty's ships on the Pacific Station."<sup>23</sup> The standard of defence had subsequently been defined as "strong enough to resist attack of one or two cruisers: not to resist attack in force by the United States."<sup>24</sup> Together, the *raison d'etre* and the standard had become the policy for the fortification of Esquimalt, a policy which had been constantly followed. Recently, the redistribution of the Royal Navy had seen Hong Kong established as the main naval base for operations in the Pacific. Esquimalt might be used as a temporary advanced base in War, but not if that war was with the United States for under that particular circumstance it would be indefensible. In a war with any other power, it was improbable that a raid would be directed against Esquimalt, as was feared in 1878 and 1885, because of the recent changes in the balance of sea power in the Pacific and the redeployment of the Royal Navy in the Western Pacific. Esquimalt was not a commercial harbour. The Committee suggested that from the Canadian point of view the only threat to the west coast would come in a War with the United States, but any action on the west coast would be of secondary importance because such a war would inevitably be decided in the east. Certainly, the main theater of naval operations would be the Atlantic. With limited resources "....Canada would, therefore, be wise to concentrate her efforts on the defence of Halifax."<sup>25</sup> The Colonial Defence

Committee's memoranda concluded: "In these circumstances, the Colonial Defence Committee recommend that Esquimalt be no longer retained as a fortified port."<sup>26</sup>

The Committee of Imperial Defence endorsed the recommendation at its meeting in June 1905. The Canadian Government was informed by the Colonial Office in August, several weeks after the agreed date of handover for Esquimalt, and after the new national responsibility for the defence of both Halifax and Esquimalt had been announced with pride by the government in the Canadian parliament. The very awkward situation forecast by the Intelligence Department of the War Office on 25 March 1904 had arrived.

There was a period of several months silence on the matter. The Colonial Office ended it with a request for an answer from Canada on 21 February 1906. The original dispatch had been referred to the Minister of Militia and Defence. His argument and suggested course of action were given at a meeting of the Privy Council in April 1906. The minister explained away the delay in replying by stating that he felt that an immediate announcement in the previous August that there was no further necessity for the defence of Esquimalt or for the continuation of the garrison there would have placed both "...the Imperial and Canadian Governments in a somewhat delicate position."<sup>27</sup> Attention was drawn to the fact, for many years, there had been an understanding between the Governments of Canada and of British Columbia "...on the subject of maintaining an armed force at or near Victoria."<sup>28</sup> There had also been recognition for the desirability of continuing with a school of instruction for the militia of the province in the city. The minister suggested that Britain must have been aware, for some time, of the change in strategical conditions which made the defence of Esquimalt redundant. For these reasons, it would be best for any public announcement of change in

policy on Esquimalt to be made by the Imperial government. But, the minister felt that no such announcement need be made. Instead, he counselled:

....That troops should not be withdrawn entirely from Esquimalt, but that a school of instruction should be instituted there and take the place of the present garrison, such school of instruction to consist of a company of Royal Canadian Garrison Artillery and that there should be stationed there also a detachment from the Royal Canadian Engineers, sufficient to maintain the fortifications and works, with armament and electric light already mounted in them, in a state of good preservation, and that the school of instruction should be so constituted as to be capable of giving instruction in both garrison artillery and infantry duties. The total strength of the garrison to be, approximately, 120, of all ranks.<sup>29</sup>

If this approach were adopted:

....it would not be necessary to announce to the public the apparent change of policy as to the need for defending Esquimalt: secondly, the works would be kept in order so that they would be available should it ever become necessary to use them: and thirdly, any pledge expressed, or implied, which might have been given by the Dominion Government to that of British Columbia would be fulfilled.<sup>30</sup>

The Privy Council approved the minister's suggestion and, in doing so, settled the future of the Esquimalt defences as a matter of internal political expediency rather than as a problem of defence.

The minute of the Privy Council proceedings was approved and forwarded by the Governor General of Canada to the Secretary of State for the Colonies on 2 May 1906. A copy was passed to the Committee of Imperial Defence on 23 May, six days after the last of the British garrison had left Esquimalt.

The garrison had spent a year waiting for their move, a strange year which had begun with a flurry of activity and promise and then lapsed into limbo. Everyone was able to read of the intended handover of responsibility during January and February 1905 in the Daily Colonist. The sappers of 48 (S.M.) Company RE and 2/44 (Fortress) Company RE were reassured by the same newspaper that there was to be no change in the companies in 1905. On 9 March, Lieutenant-Colonel C.E. English R.G.A., the garrison commander, made a public statement announcing 1 July 1905, Dominion Day, as the day on which Canada would assume responsibility for the Esquimalt defences.<sup>31</sup> During March, local public concern was aroused by reports of the shipment of the submarine mines and minefield stores. Colonel English was interviewed by the local press and sought to reassure the public that the defences were not being downgraded. Evidently, he was successful for there was no public reaction to the retitling of 48 (S.M.) Company RE as 48 (Fortress) Company RE in July. Some of the sappers participated in the major militia exercise of the year in the Victoria/Oak Bay area on 27 June, but the garrison generally was inactive militarily with none of the rehearsal and testing of the Defence Scheme which had occurred in previous years. On 1 July the traditional Dominion Day gun salute, previously fired by the

Royal Navy, was fired by the local militia, 5th B.C. Regiment Canadian Artillery. When questioned by the Local press, neither Lieutenant-Colonel English, nor Lieutenant-Colonel Holmes, the District Commander, had received orders for the move of the British garrison or for the Canadian takeover of the fortifications.<sup>32</sup> For the garrison, the 1 July 1905 marked the beginning of a period of ten months of waiting with little or no activity or information. There is no evidence to suggest that there was any local appreciation of the agreement between Britain and Canada which had arranged for this interim period before the final handover.

Members of the British garrison were given the option of transferring to the Canadian service instead of returning to England with their units. Officers who volunteered would be Loaned from the British service. Other ranks were transferred. Three officers and thirty-seven other ranks of the Royal Garrison Artillery had volunteered by the end of October 1905. See Appendix B. There were thirty-one volunteers from the Royal Engineers of the garrison. The majority of the gunners and some of the sappers would simply be transferred in Work Point barracks to the new Canadian units of the garrison when they were formed while the remainder would transfer to other stations in Canada.

On 20 March 1906, the Corps of Royal Canadian Engineers was reorganized on a new, increased establishment of 25 officers and 368 other ranks, authorized to allow the formation of new companies in Halifax and Esquimalt. The Corps headquarters, staff and administration remained in Ottawa with 1 (Fortress) Company at Halifax, 2 (Fortress) Company split between London, Toronto, Kingston and St. Johns P.Q., and 3 (Fortress) Company at Esquimalt. The latter would be called a detachment until 1909,<sup>33</sup> probably because it was

considerably under strength when assembled in 1906 and remained so for some time.

Eventually, 1 May 1906 was touted by the local press as the date on which the Esquimalt defences would be handed over. On the day the Daily Colonist reported that the garrison had received no orders to that effect and quoted an officer as saying:

We have been humbugged a good deal about this matter. For weeks we have been expecting advice of the change but no information is given us. Our goods are packed up ready for departure and some of us have sold our effects, others are about to sell, and we are living in a haphazard way, daily expecting news of what is to be done. Since the Imperial orders were received some time ago to prepare to turn over the garrison to the Canadian government we have sought information from the Canadian government but no answer is vouchsafed to any communication and the situation is unpleasant to say the least....all work has been suspended and nothing further has been done than to keep the guns and general equipment of defences from deterioration.... 34

Indeed, the mounting of the 9.2 inch guns in the prepared emplacements had been stopped on orders from Ottawa. It would be another six years before they were mounted. But, unsatisfactory as the situation was on 1 May, it was just as well that the garrison was packed and ready on that date for when orders came a few days later the garrison was expected to handover and move within a week.

The handover was ordered for 7-10 May 1906, with the British garrison due to leave on 12 May on the City of Nanaimo to Vancouver, thence to Montreal by train, to cross the Atlantic on the Canadian Pacific steamer Empress of Britain. On Monday, 7 May, 5 Company Royal Canadian Garrison Artillery was formed in Work Point barracks with transfers from 58 Company Royal Garrison Artillery.<sup>35</sup> Lieutenant P. Elliston formerly of 58 Company commanded the new company with Sergeant Major Warder as Company Sergeant Major. Lieutenant Elliston and Sergeant Major A. Mulcahy of the District Staff began the takeover of the forts complete with their guns, stores and ammunition on the same day. Fort Macaulay was transferred on Monday, 7 May, Duntze Head and Black Rock the next day, Fort Rodd Hill on Wednesday, and Signal Hill on Thursday, 10 May. Meanwhile, the British units were finishing their packing, officers and families were selling their effects, and the city of Victoria bade the garrison farewell during a gala evening.

The mood of the city was reflected in a resolution by city council passed shortly before the farewell evening and its respect for the garrison was marked by a piece of presentation silverware displayed in the window of Messrs. Challon and Mitchell, jewellers, of Government Street. The resolution began:

Therefore be **it** resolved that this council deem **it** fitting to express the unfeigned regret which is shared by all classes of the community at their departure, the high estimation in which both officers and men have always been held by the citizens, and the sense of **loss** felt at the thought that the relations which have existed **so** long and so happily between them should so soon be severed... 36

To mark the occasion, the city had commissioned a silver cup of ornate design engraved with the Imperial and provincial coats of arms, some three feet in height on its base. A series of silver shields on the base were engraved with the badges of every unit of the garrison and a suitable inscription. See Figure 15. The cup exists today.

The presentation of the cup was the highlight of the gala evening held at the militia drill hall on Menzies Street on Wednesday, 9 May. Mayor Morley led Lieutenant Governor Sir Henri Joly de Lotbiniere and other distinguished guests into the packed hall shortly after 7:45 p.m. After one or two preliminary programme items, the Mayor formally presented the cup to the garrison commander, Lieutenant-Colonel English. In his reply Colonel English announced:

I propose to send the cup to the United Service Institution in London, where it will remain in evidence for future generations of soldiers, as a token of our service in Canada and a memento, by means of the shields on the plinth, that we were the last of the Imperial forces to leave this great country. It will also continue to bear witness to the cordial relations and good-fellowship which have always existed between the citizens of Victoria and the military garrison.<sup>37</sup>

There were further presentations of the Vancouver Island Football Association cup and British Columbia Championship medals won by the garrison team. At about 9 p.m., with the formal speeches and presentations over, the programme was taken over by the militia gunners who had planned a typical Victorian smoking concert, with a series of songs and acts



performed while the members of the garrison and their hosts smoked and drank. It was a memorable occasion enjoyed by all.

At the end of the very busy week, just 24 hours before the scheduled departure, the plan was changed. The garrison was rescheduled to leave on the 17 May, a five day postponement. The troops were to be commanded during the journey by Major E.H. Bland R.E., Lieutenant-Colonel English having applied for transfer to the Canadian service and been ordered east. Captain R.L. Muspratt-Williams *of* 58 Company Royal Garrison Artillery, who had married locally a Miss Drake, niece of Mr. Justice Drake, a year previously, had also applied for transfer but had received no reply. Packed and ready to go with his company he was eventually ordered to command the new 5 Company Royal Canadian Garrison Artillery just hours before the British garrison finally sailed.<sup>38</sup>

On Thursday 17 May 1906, the steamer Charmer slipped her lines and eased away from the wharf at the foot of Belleville Street, Victoria, carrying the last British Army garrison to leave Canada. The troops had been roused early in Work Point barracks and had marched to the corner of Head Street and Esquimalt Road. There they had boarded special cars on the tramway to ride to the wharf. As the troops embarked, Premier **McBride**, Mayor Morley, aldermen of the city and officers of the militia said goodbye *to* the officers while the militia band provided suitable music and the sizeable crowd periodically broke into cheers and shouts of farewell. When the Charmer's mooring ropes were cast off the band broke into the strains of Auld Lang Syne. The crowd raised its voices to sing the words and cheer until the ship slid from view. The singing and music ended. Arms were lowered. In the sudden silence the crowd and officials dispersed. The British garrison was gone.

The Charmer took them to Vancouver where they boarded the train for Montreal. They crossed the Atlantic aboard the steamer Virginian. In England, both 58 Company Royal Garrison Artillery and 48 Company Royal Engineers were disbanded, the officers and men being dispersed to other units. It was the final act of the thirteen year history of the British garrison at Esquimalt.

Appendix A - Brief biographies of officers of the British  
garrison at Esquimalt 1899-1906

Royal Garrison Artillery

2nd Lieutenant Vernon Moore Allen

Born 13 February 1882. 2nd Lieutenant 21 December 1900.  
Lieutenant 26 September 1903. Served with 83 Company at  
Esquimalt 17 February-29 December 1903. Captain 21 December  
1913.

Lieutenant Vernon Lemuel Beer

Born 21 April 1872. Royal Military College of Canada. 2nd  
Lieutenant 17 November 1894. Bermuda October 1895-October  
1897. Lieutenant 17 November 1897. Halifax N.S. October  
1897-September 1899. Served with 19 Company at Esquimalt  
29 September 1899-October 1900. Western Australia October  
1900-October 1903. Captain 29 September 1900. Gibraltar  
April 1906-November 1907. Hong Kong November 1907-November  
1910. Major 30 October 1914. Adjutant Special Reserves  
28 May 1911-27 May 1914. Instructor in Gunnery 22 November  
1914-25 November 1917.

2nd Lieutenant Arthur Hillyard Cameron

Born 29 April 1882. 2nd Lieutenant 18 August 1900. Bermuda  
October 1900-November 1901. Served with 21 and 83 Companies  
at Esquimalt 1 December 1901-29 December 1903. Lieutenant  
26 June 1902. Hong Kong December 1903-May 1904. India May  
1904-September 1913. Captain 18 August 1913.

Captain Peter Elliston

Born 12 July 1877. 2nd Lieutenant 28 March 1900. Bermuda October 1900-December 1901. Lieutenant 3 April 1901. Halifax December 1901-December 1903. Served with 58 Company at Esquimalt 30 December 1903-4 April 1906. Reserve of officers 4 April 1906. 5 Company R.C.G.A., Esquimalt 1906-1910. Died in Victoria, B.C., 1 August 1910.

Major Charles Ernest English

Born 25 February 1861. Lieutenant 27 July 1880. Captain 14 January 1884. Served with 3rd Mounted Rifles in Bechuanaland Field Force November 1884-August 1885. Professor at R.M.C. Canada September 1891-August 1898. Major 8 September 1898. Bermuda October 1898-December 1901. Halifax December 1901-December 1903. Commanded 58 Company at Esquimalt 30 December 1903-April 1906 and was Garrison Commander during the same period. Canadian Permanent Militia April 1906-January 1913. Lieutenant-Colonel 15 July 1908. Colonel 7 March 1912. Half pay 15 July 1913. Retired pay 4 February 1914.

Lieutenant John Alexander Geary

Born 16 October 1877. 2nd Lieutenant 28 March 1900. Lieutenant 3 April 1901. Bermuda December 1901-April 1903. Halifax April 1903-December 1903. Served with 58 Company at Esquimalt 30 December 1903-September 1905. Captain 17 August 1912. Major 26 July 1913. Transferred from Royal Garrison Artillery to Royal Artillery 16 August 1920.

Lieutenant Alfred John Reginald Gregory

Born 17 November 1882. 2nd Lieutenant 21 December 1900. Served with 19 Company at Esquimalt, February 1901-3 December 1901. Hong Kong December 1901-November 1902. Singapore November 1902-May 1904. Lieutenant 23 September 1903. North China May 1904-October 1905. Aden January 1907-August 1907. India August 1907-February 1911. Captain 21 December 1913.

Major William Gurdon

Born 16 April 1862. Lieutenant 26 July 1881. India March 1882-October 1883. Captain 19 March 1890. Malta January 1897-September 1898. Gibraltar September 1898-December 1899. Major 1 November 1899. Bermuda March 1900-November 1901. Commanded 21 and 83 Companies at Esquimalt 1 December 1901-29 December 1903. Hong Kong December 1903-September 1904. Retired 12 July 1905.

Captain Arthur Estcourt Harrison

Born 21 January 1865. Lieutenant 9 December 1884. Gibraltar April 1885-October 1885. Bermuda October 1885-November 1886. Captain 4 January 1895. Bermuda March 1900-August 1901. Served with 21 and 83 Companies at Esquimalt 1 December 1901-29 December 1903. Major 15 December 1903. Gibraltar February 1904-July 1905. Retired 17 July 1905.

Lieutenant Paul Ferram Langdon

Born 5 November 1868. 2nd Lieutenant 17 February 1888. Malta April 1888-December 1889. Singapore December 1889-March 1895. Lieutenant 17 February 1891. Malta March 1895-April 1895. West Africa June 1895-June 1896. India December 1896-January 1899. Served with 19 Company at Esquimalt 29 September 1899-3 December 1901. Hong Kong December 1901-. Retired-pay 3 January 1904. Died Polzeath, Cornwall, England, 24 July 1907.

Captain William Alleyne MacBean

Born 13 October 1863. Lieutenant 14 February 1883. Captain 4 November 1891. Staff Captain (Intelligence) July 1894-December 1896. Deputy Assistant Adjutant General (Intelligence) January 1897-August 1898. Served with 19 Company at Esquimalt 29 September 1899-February 1900. Major 13 February 1900. Brigade Major Royal Artillery Woolwich, February 1900-February 1903. Deputy Assistant Quartermaster

General October 1904-January 1908. Lieutenant Colonel 1 October 1909. South Africa October 1911-December 1911. India December 1911-1914. Colonel 2 June 1913. Half pay late Royal Artillery Staff 21 November 1915. Retired pay 5 February 1916.

Captain R.J. Macdonald

Born 29 January 1867. R.M.C. Canada. 2nd Lieutenant 6 July 1887. Lieutenant 6 July 1890. Captain 19 October 1897. Served with 19, 21 and 83 Companies at Esquimalt March 1900-10 December 1903. Major 12 May 1906. Malta December 1909-1914. Lieutenant-Colonel 30 October 1914. Awarded D.S.O. during World War I. Half pay 30 October 1919. Retired pay 30 April 1920.

2nd Lieutenant Octavius Rodney Everard Milman

Born 23 April 1882. 2nd Lieutenant 13 August 1900. Bermuda October 1900-November 1901. Served with 21 and 83 Companies at Esquimalt 1 December 1901-29 December 1903. Lieutenant 5 September 1902. Hong Kong December 1903-December 1904. India December 1904-December 1908. Captain 18 August 1913.

Captain Reginald Lawford Musprat-Williams

Born 29 December 1869. 2nd Lieutenant 1 November 1890. South Africa May 1891-August 1894. Lieutenant 1 November 1893. Mauritius August 1894-December 1897. Malta December 1897-February 1899. Captain 14 October 1899. Halifax April 1902-December 1903. Served with 58 Company at Esquimalt 30 December 1903-17 May 1906. Canadian permanent militia June 1906-May 1908. Major 20 May 1911. Ceylon October 1912-1914. Lieutenant Colonel 1 May 1917. Retired pay 1 November 1921.

Captain Dighton Gordon Probyn

Born 11 December 1869. 2nd Lieutenant 14 February 1890. Lieutenant 14 February 1893. India January 1893-January

Major John George Erskine Wynne

Born 19 July 1861. Lieutenant 27 July 1880. Gibraltar February 1881-May 1882, September 1882-April 1886. Captain 14 January 1889. India February 1889-December 1890, September 1892-August 1893. Instructor of School of Gunnery England April 1894-January 1900. Major 8 September 1898. Commanded 19 Company at Esquimalt February 1900-3 December 1901. Hong Kong December 1901-November 1902. Singapore November 1902-September 1904. Lieutenant Colonel 24 June 1908. Chief Instructor School of Gunnery and Commandant, Lydd, England, October 1910-1914. Colonel 7 March 1912. Half pay late R.A. staff 12 April 1918. Retired pay 19 July 1918.

## Royal Engineers

Major Edward Humphry Bland

Born 3 May 1866. Lieutenant 9 December 1884. War service; Miranzai 1891, Isazai 1892. Captain 12 January 1894.

Adjutant Royal Monmouthshire Royal Engineers 8 December 1896-31 March 1902. Major 31 December 1901. Served as Commander Royal Engineers (C.R.E.) Esquimalt October 1903-17 May 1906. Lieutenant-Colonel 6 May 1910. Colonel 16 December 1913. Temporary Brigadier General 12 August 1915-15 November 1916: Chief Engineer 9th Army Corps Mediterranean Expeditionary force June 1916-15 November 1916. Chief Engineer Coast Defences Northern Command England 22 December 1916-19 July 1917. Temporary Brigadier General 20 July 1917-14 October 1919. Chief Engineer Gibraltar 12 November 1919. Retired, Honorary Brigadier General 3 May 1923.

Lieutenant Lyster Fettiplace Blandy

Born 21 September 1874. 2nd Lieutenant 26 March 1895. Lieutenant 26 March 1898. Served with 48 Submarine Mining Company at Esquimalt May 1900-17 May 1906. Captain 1 April 1904. Employed with Canadian Permanent Militia 7 June 1906-19 October 1906. Assistant Inspector, Inspection Staff R.E., 12 January 1909-31 March 1911. Inspector R.E. stores 1 April 1911-11 January 1913. Major 30 October 1914. Chief Experimental Officer Signals, temporary Lieutenant-Colonel 6 February 1916-8 July 1917. Brevet Lieutenant Colonel 1 January 1917. Experimental Establishment 10 July 1917-17 April 1918. Employed under Air Ministry 18 April 1918. Lieutenant Colonel 1 October 1921.

Captain Basil Wilfred Bowdler Bowdler

Born 30 March 1873. 2nd Lieutenant 22 July 1892.



Lieutenant 22 July 1895. Trained in Brennan torpedo work, member of Geological Society of Great Britain. Commanded 48 Submarine Mining Company at Esquimalt with local and temporary rank of Captain 10 May 1900–November 1903. Captain 26 May 1903. General Staff Officer (GSO) 3rd grade, War Office, 22 March 1910–26 November 1913. Major 22 July 1912. G.S.O.2, War Office 27 November 1913–August 1914. G.S.O.2, G.H.Q. British Expeditionary Force, British Armies in France 5 August 1914–12 June 1916, G.S.O.1, 13 June 1916–28 March 1919. Awarded C.M.G., D.S.O. Brevet Lieutenant Colonel 1 January 1917. Acting Lieutenant Colonel 12 August 1920. Lieutenant Colonel 31 August 1920.

#### Captain Daniel Brady

Born 21 May 1868. 2nd Lieutenant 17 February 1888. Lieutenant 17 February 1891. Adjutant of Electrical Engineers (R.E.) Westminster, London, England, 1 June 1891–19 February 1901. South Africa 1902; mentioned in despatches, London Gazette 29 July 1902. Commanded 48 Submarine Mining Company at Esquimalt, November 1903–May 1906. Major 28 September 1906. Brevet Colonel 3 June 1918. Colonel 30 January 1919. Retired 7 October 1921 as Honorary Brigadier General.

#### Captain Charles Hamilton Versturme-Bunbury

Born 18 April 1867. Lieutenant 24 July 1886. Half pay 25 March 1896–22 September 1897. Captain 10 July 1898. Commanded 2/44 Fortress Company at Esquimalt July 1903–17 March 1906. Major 2 June 1906. Awarded Pollock medal. Lieutenant Colonel 30 October 1914. Retired 1 May 1920.

#### Lieutenant Gilbert Charles Edward Elliott

Born 8 October 1872. 2nd Lieutenant 22 July 1892. Lieutenant 22 July 1895. Commanded Detachment 18 Company R.E. at Esquimalt 1 November 1897–May 1900. Commanded 2/44th (Fortress) Company R.E. at Esquimalt May 1900–

July 1903. Captain 1 July 1903. Returned to England.  
Employed with Canadian forces 26 October 1906-25 October  
1908. Major 22 July 1912. Employed with Australian govern-  
ment 23 October 1913. Brevet Lieutenant Colonel 1 January  
1917. Acting Lieutenant-Colonel 16 April 1918-19 July 1920,  
26 July 1920-16 September 1920. Commander Royal Engineers  
5 Division, Ireland, 26 July 1920. Lieutenant-Colonel  
17 September 1920.

Lieutenant Percy Hamilton French

Born 30 August 1879. 2nd Lieutenant 23 March 1899. Served  
with 2/44 Fortress Company at Esquimalt May 1900-8 July  
1905. Lieutenant 15 November 1901. Employed with Canadian  
forces 29 March 1906-28 March 1908. Captain 23 March 1908.  
Adjutant, Territorial Force, England, 2 June 1908.

Lieutenant-Colonel A. Grant

Born 20 August 1861. Lieutenant 30 July 1879. Curragh  
Camp, Ireland 1881-2. Chatham and Portsmouth 1882-5. Malta  
1885-89. Captain 21 June 1889. Commanded S.M. Company  
Landguard Fort, Felixstowe, England 1889-92. Instructor  
Royal Military Academy 1 April 1892-30 June 1898. Major  
26 May 1898. Officer Commanding R.E. and Garrison,  
Esquimalt 1 September 1898-26 October 1903. Lieutenant-  
Colonel 12 August 1905. Brevet Colonel 12 August 1908.  
Colonel 12 August 1910. Half pay 12 August 1910-7 April  
1911. Chief Engineer Gibraltar 7 April 1911. Retired  
20 August 1918 with honorary rank of Brigadier General.

Lieutenant Francis George Hood

Born 28 March 1880. 2nd Lieutenant 6 January 1900. 40  
(S.M.) Company, Halifax, until 22 November 1901. 48 (S.M.)  
Company, Esquimalt, December 1901-May 1906. Lieutenant  
6 June 1903. Captain 6 January 1909. Major 2 November  
1916. Inspector Royal Engineer Stores (temporary)  
4 February.

1918-6 January 1920. Lieutenant Colonel 21 July 1925.  
Colonel 21 July 1929.

Major Herbert Hugh Muirhead

Born 10 December 1850. Lieutenant 2 August 1871. Captain  
2 August 1883. Major 17 December 1889. Supervised con-  
struction of Esquimalt defences 3 September 1893-1 September  
1898. Lieutenant-Colonel 4 April 1897. Command of garrison  
Esquimalt, May 1897-1 September 1898. Colonel 4 April  
1901. Retired 4 April 1902. Died 4 March 1904 of acute  
pneumonia.

Lieutenant Arthur St. John Yates

Born 23 July 1882. 2nd Lieutenant 23 July 1901. Lieutenant  
1 April 1904. 48 (S.M.) Company, Esquimalt, 23 September  
1903-17 May 1906. Captain 23 January 1912. Major 2 No-  
vember 1916. Acting Lieutenant-Colonel 4 February 1917-  
6 April 1920, 18 April 1920-30 June 1920. Temporary  
Lieutenant-Colonel and Chief Signal Officer 1 July 1920-  
22 November 1920. Royal Corps of Signals 24 November 1920.

Royal Army Medical Corps

Major James Moir M.B.

Born 27 January 1860. Commissioned 28 July 1886. Major  
28 July 1898. Medical Officer Esquimalt Garrison 29 Sep-  
tember 1899-18 January 1900. South Africa 1900. Retired  
28 July 1906.

Army Service Corps

Captain Wright

Present in Esquimalt garrison 1906

Army Ordnance Corps

Lieutenant Carl Wiggins

Present in Esquimalt garrison December 1901

Appendix B - Nominal Roll of non commissioned officers and men of 58 Company Royal Garrison Artillery who applied for and were recommended for transfer to the Canadian Permanent Force, 1906

<u>Number</u>	<u>Rank</u>	<u>Name</u>
66245	Company Sergt Major	Friar, J.G.
89690	Sergeant	Dunn, T.
98357	Smith Corporal	McCormich, H.
3081	Corporal	O'Hara, R.
7943	Bombardier	Rondeau, J.
10131	Bombardier	Williams, W.
17718	A/Bombardier	Burrill, R.W.S.
10128	A/Bombardier	Farr, T.H.
9126	A/Bombardier	Provins, H.W.
16907	A/Bombardier	Wood, G.
*26822	Trumpeter	Constable, M. Brickles
9372	Gunner	Brian, P.
*17751	Gunner	Cate, C.
17768	Gunner	Coulton, F.
17736	Gunner	Donohue, T.
2120	Gunner	Doyle, M.
10125	Gunner	Eatough, A.
17743	Gunner	Fletcher, H.
30314	Gunner	Head, H.
18803	Gunner	Hodson, J.
10130	Gunner	Jones, H.G.
8615	Gunner	Kerwin, A.
18822	Gunner	Ledwith, P.
* 8147	Gunner	Malbon, E.
	Gunner	O'Leary
15210	Gunner	Reilly, J.
10143	Gunner	Scott, J.
13573	Gunner	Steadman, G.
7376	Gunner	Stratford, T.
9216	Sergeant Artillery Clerk	Sisman, G.
10640	Bombardier	Lewis, H.
11134	Gunner	Bell, A.J.
17749	Gunner	Dunne, J.
11278	Gunner	Gaskell, G.
18280	Gunner	Hamilton, G.

The transfer was subject to the following conditions:

- (a) No promise of promotion for Company Sergeant Major Friar or Sergeant Dunn although their seniority, service and qualifications would be fully considered.
- (b) The service of Company Sergeant Major Friar, to be loaned to the Canadian Government if he was willing.
- (c) Sergeant Dunn to be transferred to the Royal Canadian Garrison Artillery with present rank and seniority if he was willing.
- (d) The question of the transfer of certain men - marked \* on the list - to other corps of the permanent force would be taken up when the Dominion had taken over the garrison at Esquimalt.
- (e) No promise could be given to Gunners Eatough and Fletcher that they would be sent to Halifax as a condition of their transfer.
- (f) Sergeant Artillery Clerk Sisman would be accepted for transfer as Artillery Clerk Staff Sergeant if recommended for the promotion by the Commandant Royal Artillery, Esquimalt.

Appendix C. Garrison Staff Roll 1900

Royal Garrison Artillery

2nd Class Master Gunner Warrant Officer A.J. Wild (from Halifax 29 April 1896)

Sergeant Armament Artificer Watson (from Halifax 29 April 1896)

Gunner E. Holmes

Royal Engineers

Lieutenant-Colonel A. Grant

Lieutenant G.C.E. Elliott. R.E. Division Officer and O.C. Det. 18 Company R.E. until May 1900 and then O.C. Det. 44 Company R.E.

- Superintending Clerk T.H. Tennant
- Sergeant Major Barracks J. McArthur
- Quartermaster Sergeant G. Reeve
- Company Sergeant Major R. Jenkinson
- Assistant Clerk W. Prevost
- Draftsman A.J. Dresser
- Sergeant F. Guest
- Corporal T.J. Gabriel
- Lance Corporal D. Stewart
- Lance Corporal W. Phillips

Royal Army Medical Corps

Corporal Chapman, compounder

Army Ordnance Corps

Armament Quartermaster Sergeant W.A. Higgitt.



Appendix D. Nominal role of Victoria volunteers for South Africa war service with 2nd (Special Service) Battalion Royal Canadian Regiment, 22 October 1899

- |                            |                          |
|----------------------------|--------------------------|
| Captain M.G. Blanchard     | Arthur Carter            |
| James Anderton             | Alex Myddleton Wood      |
| Frank Fich Smiles          | Frank Dickinson          |
| Henry John Dolling Andrews | Seymour Hastings O'dell  |
| Cecil Morton Roberts       | John Todd                |
| Frederick Temple Cornwall  | Alexander C. Beach       |
| William Herbert Stibbings  | William Herbert Brethour |
| Clark William Gamble       | Arthur Maundrell         |
| Henry Smethurst            | Jos. R. Northcott        |
| Ralph W.J. Leeman          | James W. Jones           |
| John Henry Somer           | William Ironside Scott   |
| George Neill               | John Hercules Dixon      |
| James Stewart              | Stephen Charles Court    |

Appendix E. Deceased members of Esquimalt garrison 1900-1906  
 (Interred in Esquimalt Military Cemetery unless otherwise stated).

Name	Rank	Corps	Date of Burial	Grave Number	Remarks
FIELD	GUNNER	19th COY WEST- ERN R.G.A.	JUNE 1900	NAVAL CEMETERY ESQUIMALT	ACCIDENTALLY DROWNED OFF MACAULAY POINT
MORRIS, E.	STAFF SGT. MAJOR	ARMY SERVICE CORPS	19 JUNE 01	NAVAL CEMETERY ESQUIMALT	
MEADES Edward George	SGT.	19th COY WEST- ERN R.G.A.	13 AUG 01	28	SHOT HIMSELF WITH CARBINE AT WORK POINT BARRACKS. MONUMENT.
CLINNICK, G.F.	GUNNER	19th COY WEST- ERN R.G.A.	15 OCT 01	29	SHOT BY SPR. GILL, RE, IN RA CANTEEN, WORK POINT BARRACK. MONUMENT.
THOMAS, Grace Agatha	CHILD OF CSM THOMAS	21st COY WEST- ERN R.G.A.	16 DEC 01	30	MONUMENT
HAZEL, Maud Lily	CHILD OF SGT HAZEL	83rd COY R.G.A.	7 JAN 02	31	MONUMENT
DALY, Arthur William	SERGEANT	83rd COY R.G.A.	16 MAR 02	32	DIPHTHERIA. MONUMENT.
CHAPMAN, William	STAFF SGT	R.A.M.C.	OCT 02		DIED ON TRAIN EN ROUTE TO HALIFAX N.S. BURIED MONTREAL

Name	Rank	Corps	Date of Burial	Grave Number	Remarks
HAZELL, Gwendoline, Vic.	CHILD OF SGT HAZELL	83rd COY R.G.A.	7 NOV 02	31	TWINS IN ONE GRAVE #31
THOMAS, Victoria	CHILD OF CSM THOMAS	83rd COY R.G.A.	27 NOV 03	33	ON LINE 33 & 34 CEMENT CROSS
MCMASTERS, Dugald	PRIVATE	R.A.M.C.	27 DEC 03	763	PRESBYTERIAN, MONUMENT
WILLIAMSON, Florence, Mary	CHILD OF ARMT SGT WILLIAMSON	ARMY ORD-NANCE CORPS	9 FEB 04	35	MONUMENT
SYMONS, Harriet Alice	WIFE OF SGT H. SYMONS	48th COY RE	3 APRL 04	36	MONUMENT
ELLICOTT, Frederick	STAFF SGT MAJOR	ARMY SERVICE CORPS	BODY NOT RECOVERED		ACCIDENTLY DROWNED OFF MOUTH OF ESQUIMALT HARBOUR 25 SEPT. 1904. BODY NOT RECOVERED.
SHOREY, Henry W.	STAFF SGT. FOREMAN OF WORKS	ROYAL ENGINEERS			ACCIDENTLY DROWNED OFF MOUTH OF ESQUIMALT HARBOUR 25 SEPT. 1904. BODY NOT RECOVERED.

## Appendix F. 48 Company/Squadron R.E. lineage diary.

1 February 1900 Formed at Chatham as Submarine Mining Company for Esquimalt.

10 May 1900 Left England for Esquimalt.

1900-1906 In Esquimalt, British Columbia.

1906 Moved to Chatham. Disbanded.

1915 Reformed as 48 Fortress Company from a detachment of 31 Fortress Company in Ceylon.

1915 Redesignated 31 Fortress Company (48 Company disbanded).

1951 48 Field Squadron raised. Part of 21 Field Engineer Regiment in BAOR, Germany.

1957 Disbanded. Reformed by absorbing 62 Field Squadron. Part of 38 Corps Engineer Regiment in BAOR. Moved to United Kingdom.

1958 On Christmas Island, Disbanded. New 48 Field Squadron formed at Ripon, England in December by absorbing 61 Field Squadron. Part of 38 Corps Engineer Regiment.

1960 Northern England - roads and bridges for Forestry Commission.

1962 January - July training in BAOR.

1963-4 Winter in Little Aden. Returned to Britain.

1964 September in Libya on exercise.

1965 August-September in Canada on exercise.

1966 April to Aden.

1967 Return to Ripon, England. One troop to Gibraltar October 1967 - March 1968.

1969 Kenya. Road construction January - March.

1970 Aquilla. 6 month emergency from March.

1971

One troop in Persian Gulf August -  
December.

1971

Squadron less one troop, reinforced by a  
troop of 51 Field Squadron, in N. Ireland -  
construction Long Kesh camp.

## Appendix G. 44 Company/Squadron R.E. lineage diary.

December 1899 Formed at Chatham as Fortress Company.

1900 1/44 half company to Wei-hai-Wei, China, under 25 Fortress Company for Boxer Rebellion, then via British Columbia and C.P.R. to Jamaica.  
2/44 half company to Esquimalt, British Columbia.

1906 2/44 half company joins 1/44 in Jamaica.

WW I Company mans Defence Electric Lights, Kingston Jamaica.

1942 Disbanded in Jamaica.

1948 44 Field Squadron formed, Perham Down, England, part of 32 Assault Engineer Regiment.

1950 Redesignated 59 Field Squadron.  
New 44 Field Park Squadron formed, part of 27 Field Engineer Regiment, 6 Armoured Division.

1951 To BAOR.

1954 Separate unit under command 27 Field Engineer Regiment.

1957 November, separate unit in 2 Division.

1958 February, separate unit in 4 Division.

1968 Redesignated 44 Field Support Squadron, still in BAOR.

Appendix H. Outline histories of Royal Garrison Artillery  
Companies of Esquimalt Garrison.

19 Company

1892	Barbados
1892-1899	Halifax, Nova Scotia
1899-1901	Esquimalt
1901-	Hong Kong
1902	Renumbered 64 Company
1924	Renumbered 37 Heavy Battery
1927	Retitled and re-equipped 5 Anti-Aircraft Battery
1940	became 5 Heavy Anti-Aircraft Battery
1947	became 167 Heavy Anti-Aircraft Battery became 167 Medium Battery Placed in suspended animation
1-6-1958	Disbanded

21 Company

1863-64	Formed as F Battery 17 Brigade Royal Artillery at Thayetmyo, India. Secunderabad Madras. Became 6 Battery 17 Brigade R.A.
1864-67	Fort St. George. Penang, Singapore
1867-71	England
1871-73	Ireland
1873-74	England

1874-1882	Gibraltar	1877 Became 3 Battery 17 Brigade R.A. 1882 Became 8 Battery Southern Irish Division R.G.A.
1882-1888	Malta	
1888-1889	Portsmouth, England	
1889	Became 21 Battery Western Division R.G.A.	
1889-1894	Jersey	1891 Became 19 Battery Western Division R.G.A.
1894-1898	Devonport, England	1894 Became 21 Company Western Division R.G.A.
1898-1901	Bermuda	
1901-1903	Esquimalt, B.C.	1902 Became 83 Company Royal Garrison Artillery
1904-1926	Hong Kong	1924 Became 13 Heavy Battery Royal Artillery
1926-1940	Manora, Sind, India	
1940	Placed in suspended animation	
1943	Reformed as 13 Super Heavy Battery, 54 Super Heavy Regiment	
27 Sep- tember 1945	Disbanded	

58 Company

1903	Halifax, Nova Scotia
1903-1906	Esquimalt, B.C.
9-7-1906	Disbanded in England



Appendix I. Account of the move of a detachment of 18  
Company R.E. to Esquimalt in April 1894.  
(Transcript of account in the Royal Engineers  
Journal 1894.)

VICTORIA, B.C.

After being under orders for the past five months, the long-looked-for route arrived at Halifax, N.S., in the shape of a cablegram on the 18th April last, directing the G.O.C. to send the detachment 19th Co., R.E., to Victoria, B.C., as soon as possible for duty in connection with the Esquimalt defences.

We accordingly paraded at the South Barracks on the 23rd of April, and after inspection by the G.O.C., headed by the R.A. fife and drum band, and accompanied by numerous friends, made our way through the slush in the streets to the "depot" of the Inter-Colonial Railway.

We "boarded the cars" at 12:30 p.m., and to the cry of "all aboard" and the strain of "Auld Lang Syne" quitted Halifax on our long and interesting journey of 3,662 miles to Vancouver. The A.S.C. made a contract with the C.P.R. for the provision of rations and sleeping accommodation for the whole journey, and all were well satisfied with the treatment received.

A colonist sleeping car was placed at the disposal of the men, with a partition set apart for the use of the married families. In this car the men's meals were served

to them. Owing to the fact that the Canadian Pacific Railway passes through the State of Maine, we were obliged to proceed via the Inter-Colonial Railway as far as old Point Lewis, where we disembarked, and were ferried across the St. Lawrence to Quebec, where we "boarded a car" belonging to the C.P.R., which conveyed us the remainder of our journey to Vancouver.

We reached Winnipeg on the 27th, and were detained there two hours. The Sappers made their way up to the barracks, where they were loyally received and entertained by the Royal Canadian Dragoons.

Owing to a snow slide in the Rockies, we did not reach Vancouver on time, our train being seven hours late, and as the steamer had departed for Victoria we were obliged to stay over the night at Vancouver, making our eighth night aboard the car.

We embarked at 3:30 next day on board the S.S. Premier for Victoria, a distance of 84 miles, and arrived at our destination at 10:30 p.m. Major Muirhead was on the wharf to welcome us, and on arriving near the barracks we were agreeably surprised to find the fife and drum band of the R.M.A. waiting for us, and to its strains we marched into barracks at 12 midnight, where everything was in readiness in the hut for the reception of the men through the labours of a small party of the Corps already at Victoria; a cold supper being provided for the men by the Royal Marine Artillery.

The strength of the Corps now serving in this command is as follows:-Major H.H. Muirhead, Lieut. H.W. Gordon, Q.M.S. Tennent (clerk), Q.M.S. Reeve (M.F.W.), Sergeant Tilling, and 20 rank and file of the 19th Co., R.E., with one orderly, M.S.C. attached, three women, and four children.

The barracks here were built about five years ago by the Dominion Government and were occupied by C Battery, Royal Canadian Artillery, until August last, when the Royal Marine Artillery took over the charge of the barracks on the disbanding of the former. The R.M.A. detachment consists of Major Rawstorne, Lieut. F.N. Templer, Lieut. G.E. Barnes, and 72 N.C.O.'s and men.

H.W. Gordon, Lieut., R.E.  
O.C. Detachment, 18th Co., R.E.

June 16th, 1894.

Appendix J. Report by Lieutenant P.H. French R.E. of the Royal Engineers at Work Point Barracks, Esquimalt on the station. (Transcript of original in The Royal Engineers Journal January 1, 1903, pp4-5)

ESQUIMALT, BRITISH COLUMBIA

Kit-(a). Plain Clothes, Underclothing, Boots.- Just the same as required in England. A large supply of all these should be brought, as those obtainable locally are very inferior, and much higher in price. Good strong boots are essential, as the winter is very wet. Measures should be left at home with tailor, bootmaker, and shirtmaker. Burberry's slip-on coat is a great convenience; no specially warm overcoat is required for Esquimalt, but one would be very useful if on leave in Eastern Canada. Plenty of flannels and white ducks are useful. Frock coats and top hats would only be used for weddings, and are not essential then. A couple of neat blue serge suits (winter and summer) are recommended.

Children's and ladies' clothes as at home; a good supply should be brought, as the Customs duties are very high and local materials are expensive.

(b) Uniform.- As at home, except for F.S. helmet and service cap. No Customs duty on uniform.

(c) Furniture - Very expensive if bought new locally, and of inferior quality, but a great deal can be picked up at

auctions at reasonable prices. Do not bring much in any case; bear in mind that on a railway journey of over 3,000 miles overweight becomes a serious item; in particular, no single package of luggage should exceed 250 lbs. in weight, otherwise the C.P.R. will not take it in passenger trains.

Heavy baggage of married officers can be bonded through by freight, and reaches Victoria within a few days of one's own arrival.

(d) Plate and Crockery.- Very expensive locally; good quality and style is unobtainable. It is best to bring plate in possession, and buy inferior crockery locally to save transport.

(e) Saddlery.- Bring ordinary hunting saddle and gear, all of the very best, as they have to stand a great deal of wear and tear in the wet winter; bring also horse rug, surcingle, and all stable requisites; these are all obtainable locally, but are inferior and expensive. Bring a good set of harness if intending to keep a horse, also any spare bits, bridles, etc., in possession.

(f) Accoutrements.- As at home.

(g) Weapons.- Bring English hammerless 12-bore gun, but not a very expensive one, as it will get very rough usage; also a 10-bore in addition if a keen shot. Excellent rifles are obtainable locally at very moderate prices, but an English rifle in possession should be taken. Shot guns can be bought second-hand frequently; new ones are cheap, but shoddy. Bring all the ammunition possible; it is more than double English price here. Plenty of 8's, 6's, 4's (and 3's for a 10-bore if brought).

(h) Shooting, Fishing, and Riding Gear.- For shooting, stout, strong ankle boots with nails, and the very oldest of clothes.

For fishing, a good salmon rod with reel and line, and a trout rod with same; trout casts should be brought, but

not flies or spoons for either salmon or trout. Farlow's 14-foot Colonial rod does for both capitally, and is used and recommended by the keenest men here. Those not very keen on fishing can pick up local gear cheap, but it is not good. English rods, lines, etc., sell very well on leaving. Keen fishermen would do well to consult with Farlow about extra strong tackle for the 50-lb salmon of the Campbell river.

For riding bring breeches and boots, or boots and gaiters, and a good hard hat; Chinese tailors can copy riding breeches fairly well.

Servants- For married officers, Chinese servants are the general rule. One Chinaman (wages varying from £ 3 to £ 6 a month) does cook and housemaid. They are excellent cooks, and very good servants, clean, honest, and obedient. English and Canadian nurses are obtainable with some difficulty for somewhat lower wages.

For single officers the general rule is either to share a Chinese servant (about £ 2 5s each per month), or a Reservist (about £ 3 5s, each per month). The Chinese are very good officers' servants when once they have learnt their duties. Reservists would not come for less than £ 9 a month and food; this means three officers sharing.

Mess livery should be brought.

Horses and Dogs- Dogs are expensive to bring out; sporting dogs are obtainable here; other dogs (wellbred) can be bought at high prices. It is a good place for dogs.

Horses for riding and driving vary in price from £ 20 to £ 30, and the stabling in barracks is excellent; stalls for 10 horses altogether. Four out of six of the R.E. officers draw forage. Grooms are a difficulty on account of the high wages, the usual method being to share a groom between two or three officers. Forage is about same price as at home.

The local price of traps (rubber-tyred buggies made of hickory) varies from £25 to £30 new, and are excellent value for the money. Light two-wheeled carts can be got for \$75, and are capital for shooting and fishing expeditions. English traps should not be taken, even if sent round by sailing ship.

HOTELS, HOUSES, LODGINGS, QUARTERS.- Hotels- Fair, 15s to £1 a day for everything.

Houses- Furnished, from £5 to £10 a month. Married officers would do well to write and get someone to look round for a house, as it is very difficult to get one near barracks as a rule.

Lodgings- NIL

Quarters- All Government quarters are in one block at Work Point Barracks, and are very pleasantly situated on the harbour. The O.C.R.E. is the only officer for whom married quarters are available, and for him only if he is senior officer on the station. Single officers' quarters are very good; the mess is in the same block. Accommodation is ample for unmarried officers.

Mess- R.A. and R.E.; very comfortable, about nine dining members, messing about 4s 6d. a day; moderate subscriptions.

Climate and Health- The climate is practically the same as the S.W. of England; a long fine summer, and a very wet winter from November 1st to April 30th. Fogs are unusual; no heavy storms or hail. Short spells of tobogganing and skating nearly every winter. The winter is, generally speaking, wet and raw. The climate is excellent, but the winter is perhaps trying to anyone with rheumatism and kindred disorders; the water locally is, however, supposed to have a very injurious effect of teeth. A good place for children.

Physical Features- The country is hilly and mountainous, very thickly wooded with fir and cedar; sea on all sides except north; incomparable views and drives in all directions.

Maps and Descriptive Books- Report of British Columbia Board of Trade.

Amusements and Sports- (a) Shooting- Wild fowl excellent (brent and duck); pheasant, snipe, quail, grouse (blue and willow), occasional and not plentiful. Barring wild fowl, the shooting is very rough and difficult; a good dog and good local knowledge is essential to a bag. Deer are fairly plentiful on the island. Elk can be shot up north, the big game shooting on the mainland (within three days by rail) is excellent, and includes mule deer, mountain sheep, goats, and guzzles [sic]. Black bears are fairly frequent on the island.

(b) Fishing- The salmon fishing is unlimited, but is by trolling only; a much discussed fish, known locally as a steelhead, and running up to 20 lbs., takes the fly freely; but it is a moot point as to whether it is a salmon. The trout fishing is good, but requires a trip varying from 5 to 40 miles, either by trap or by rail. Trout are plentiful in Cowichan Lake and River. The sea fishing is poor.

(c) Riding- Good, but not much open country; there is a local hunt club, and paper chases take place every week throughout the winter; the jumps are naturally all timber. Two race meetings a year, and a gymkhana.

Golf- Two links, the Victoria and the United Service, the latter within 500 yards of barracks. The Victoria links are good, the latter fair. Plenty of clubs and balls should be brought; cleeks cost 9s a-piece locally.

(d) Yachting, Boating, Canoeing, etc. - Very good place for cruising; the racing is fair; the barracks at present are the backbone of the racing, and took practically all



wins for 1902. There is a one-design class, two boats of which are in the barracks. The yacht club is very feeble, but keen yachtsmen will be gladly welcomed at the mess. Very good facilities for boating; a good regatta every year. A favourite and most enjoyable two days' trip is to go down the rapids of the Cowichan River in canoes; Indians run the show. A first-rate place for camping out in the summer.

(e) Tennis- Two good courts in barracks, and very good courts in town club and in private grounds. Great interest is taken in tennis. Racquets are expensive locally.

(f) Cricket, Football, Hockey, and Lacrosse- Fair cricket; but not many matches are played. Matting is used a great deal. Rugby and Association football both played; plenty of good matches. A hockey club is usually got up in the winter by the navy and barracks; not many matches, but games very frequent. Lacrosse and baseball are, of course, played locally by Canadian teams.

(g) Badminton- Twice a week in winter afternoons and evenings; one court at barracks, one in town.

(h) Cycling- Usually only for work or fishing expeditions; would recommend selling English bicycle and buying here, if required.

Duties- the O.C.R.E. has hitherto been also O.C. troops. The garrison consists of 1 double company, R.G.A.; half a fortress company, R.E.; submarine mining company, R.E.; and details; total, about 350 all ranks. Two division officers, one for the barracks, and one for fortifications; the new barrack work is nearly complete; the fortification work will probably be extensive for some time.

The barracks themselves are compact, but are two miles from S.M. Establishment and A.O.D. Depot on Esquimalt Harbour, usually reached by car or by bicycle. The barracks are two miles from the town, but cars pass every 15 minutes.

Professional Books- As required; it is hoped that a branch of the R.E. Library will shortly be started.

Passages Out and Home- Out, by Allan Line, to Montreal in summer, Halifax in winter; and across Continent by C.P.R. Alternative route via New York and the Northern Pacific Railroad. The first is the most interesting, the second is more comfortable and quicker. Officers ordered home draw £40 and go by any route, accounting for the amount; it is doubtful if the reverse is allowed. If leave can be obtained, a direct line of steamers run from here to England, via the East- 70 days' trip for £70.

Trips- To Japan (with four months' accumulated leave), by Empress steamers, about £35 each way; and to mainland, Bauff [sic] Glacier, and the various show places of the Rockies in summer. A good winter trip is to S. California; the fare to San Francisco is only £3.

Procedure on Arrival- Invariably telegraph at Winnipeg to O.C.R.E. stating what day you will arrive in Victoria. Would recommend married officers, unless they have made other arrangements, to put up at the Driard Hotel; the steamer arrives at 7.30 p.m. here. Single officers can always be accommodated for the night in the mess. Report to O.C.R.E. next day at orderly room.

General remarks- The station is probably the best foreign station for R.E. The society, both naval and civil, is very good, and the local people are always hospitable to the services. Dances and social entertainments of all kinds very frequent; the theatre is, however, very feeble, being out of the way of good touring companies.

The place is most expensive generally speaking, and a special colonial allowance of 6s a day is issued to all officers; but this is very easily spent. Married officers feel the expense most, as rents and servants are expensive, but there are many compensating advantages.

Mails leave and arrive twice a week; 14 days from  
London is the usual time.

P.H. French,  
Lieut., R.E.

Esquimalt 24.11.02

Appendix K. Synopsis of four courses of instruction for submarine miners of the Royal Engineers from the Royal Engineers Journal, 1 September 1902.

#### SUBMARINE MINING & DEFENCE ELECTRIC LIGHTING

Synopsis of Course of Instruction of "Young Soldiers."

Complete Course ... 80 working days  
Average duration ... 5 months.

	<u>Working Days</u>
<u>General Instruction</u>	
Nature and use of ropes, chains, blocks, ) and tackles. )	
Nature and use of cables. )	31
Nature and use of mines and S.M. stores. )	
Hydraulic testing and loading mines. )	
Nature and use of vessels and boats. )	
<u>Young Soldier's Practice</u>	
Connecting up, embarking, slinging, laying ) out and raising mines. )	
Preparing and laying out multiple and ) group cables, J.B. buoys, moorings )	34
and dormant buoys. )	
Junction box boat work. )	

	Working
<u>Signalling (Flag and Lamp)</u>	<u>Days</u>
Periodically throughout the course.	

Defence Electric Lighting

A. Lectures and instruction in use of electric	)	
light stores and installation fittings.	)	
* Use of hand and automatic lamps.	)	
* Duties of dynamo attendant.	)	
* Use of telephone apparatus and electric	)	15
bells.	)	

or

B. Lectures and instruction in standard	)	
patterns of defence electric lighting	)	
machinery.	)	
* Driving electric light engines, oil or steam.)	)	

Total

—  
80

\*To be practiced periodically through the young soldiers course.

ELECTRICITY (S.M.)

Synopsis of Course of Instruction of N.C.O.'s and Men.

General Course ... 53 working days.  
Average duration ... 3 1/2 months.

	<u>Working days</u>
Fitting (1st Part).	
Electrical lectures and problems.	4
Making up batteries.	9
Electrical instruments, description only.	2
Electrical tests, Wheatstone-bridge and rough tests of cable.	3
Fitting up D.J. boxes, explosive links, and single disconnectors.	3
Fitting apparatus for E.C. mines.	6
Fitting apparatus for observation mines.	4
Priming apparatus.	2
Testing table work with above.	2
Making up extemporised charges.	2
Testing (1st Part).	
Lectures and tracing circuits.	4
Work in test room.	4
Work in observation station.	2
Junction Box Boat Work.	6
Defence Electric Lighting.	
Periodically throughout the course.	
Total ... ..	— 53

## ELECTRICITY (S.M.)

### Synopsis of Course of Instruction of N.C.O.'s and Men.

Advanced Course ... .. 76 days  
Average duration ... .. 5 months.

	<u>Working Days</u>
Fitting (2nd Part)	
Overhauling apparatus and tracing faults.	3
Testing detonators and fuses.	2
Use of reflecting galvanometer.	3
Accurate tests of cables.	3
Calibrating 3-coil galvanometer.	3
Inspection of electrical instruments.	3
Laying, jointing, and testing land cables.	2
Telephone apparatus and electric bells used for submarine mining communication.	3
Maintenance of telephone lines.	1
Testing (2nd Part)	
Work in test room.	15
Adjustment and use of position-finder and work in observing station.	10
Fitting up test room, etc.	4
Junction Box Boat Work	
Practice in charge of boat.	4

	<u>Working Days</u>
Electric Lighting	
Lectures on patterns of projectors and reflectors, and use of lights for defence.	1
Construction and care of dynamos.	5
Construction of horizontal lamp.	2
Incandescent lamps and small arc lamps.	4
Wiring of engine rooms and emplacements.	2
Laying and joining electric light cables and arrangements of switch-boards.	3
Management of accumulators. (Salomons).	3
Night running periodically throughout the course.	
Total   ...   ...   ...	<hr/> 76



ENGINE DRIVING (S.M.)

Synopsis of Course of Instruction of N.C.O.'s and Men.

Complete Course ... 160 working days.  
Average duration ... 10 months.

	<u>Working Days</u>
*Stoking and driving miners and launches, etc.	110
*Stoking and driving Brennan engines.	20
Repairs to machinery and boilers.	30

Electric Lighting

Stoking and driving electric light engines,  
steam and oil, periodically throughout the  
course.

Total ... .. 160

\*Includes management of all machinery on these vessels.

The exact duration of the course depends on whether the  
N.C.O. or man has any special aptitude for the subject.

The number of days shown here is an average.

## Endnotes

## Gunners and Sappers; Fortifications and Barracks

1. Ronald Lovatt "History of the Defence of Victoria and Esquimalt: Royal Marine Artillery period 1893-1899." Manuscript on file, Western Region Office, Parks Canada, Calgary, 1982. pp. 42, 43.
2. Daily Colonist (Victoria), 16 September 1899.
3. Ibid. 23 September 1899.
4. Ibid. 30 September 1899.
5. Ibid. 16 January 1900.
6. Ibid. 14 January 1900.
7. Daily Times (Victoria), 12 May 1900.
8. Ibid. 26 May 1900.
9. Ibid. 10 May 1900.
10. Daily Colonist (Victoria), 3 September 1900.
11. Ibid. 30 June 1901.
12. Ibid. 1 December 1901.
13. Ibid. 4 December 1901.
14. Daily Times (Victoria), Souvenir Number. October 1901.
15. Daily Colonist (Victoria), 3 December 1901.
16. Ibid. 9, 10 April 1902.
17. K.V. Longstaff. Esquimalt Naval Base (Victoria: Victoria Book and Stationery Company, 1941), pp. 53, 54, 146.
18. Daily Colonist (Victoria). 31 December 1903.

## Submarine Mining

1. England, Public Record Office (hereafter cited as P.R.O.). WO33 46 X/L 04435, Memorandum on Torpedo Defence, by Colonel W.F.D. Jervois, C.B., dated 5th April 1873.
2. Ibid.
3. Lt. Col. W. Baker-Brown R.E., History of Submarine Mining in the British Army (Chatham: Royal Engineers Institute, 1910), pp. 7-15.
4. P.R.O., WO33 46 X/L 04435, Memorandum on Torpedo Defence by Colonel W.F.D. Jervois, C.B., dated 5th April 1873.
5. Lt. Col. W. Baker-Brown R.E., History of Submarine Mining in the British Army (Chatham: Royal Engineers Institute, 1910), pp. 7-15.
6. Ibid., pp. 2, 235.
7. P.R.O., WO33 46 X/L 04435, Memorandum on Torpedo Defence by Colonel W.F.D. Jervois, C.B., dated 5th April 1873.
8. Ibid.
9. Lt. Col. W. Baker-Brown R.E., History of Submarine Mining in the British Army (Chatham: Royal Engineers Institute, 1910), pp. 7-15.
10. Corps Memorandum No. 611, War Office, 15 July 1902, in The Royal Engineers Journal Sept. 1, 1902, pp. 164-168.
11. Ibid.
12. "The Sapper" February, 1905, p. 187.
13. Corps Memorandum No. 611, War Office, 15 July 1902, in The Royal Engineers Journal Sept. 1, 1902, pp. 164-168.
14. Ronald Lovatt, "History of the Defence of Victoria and Esquimalt: Royal Marine Artillery period 1893-1899." Manuscript on file, Western Region Office, Parks Canada, Calgary, 1982, p. 78.

15. Fort Rodd Hill National Historic Park. FRHM 0035 War Office letter, Assistant Adjutant-General R.E. to G.O.C. Commanding the troops in Canada, 2 September 1899.
16. Victoria Daily Times Saturday, 26 May 1900.
17. 5th (B.C.) Field Battery R.C.A. Archives, Regimental Order 22 November 1899.
18. Ibid., 5 October 1900.
19. C.S. MacKinnon, "The Imperial Fortresses in Canada: Halifax and Esquimalt, 1871-1906, "(Unpublished M.A. Thesis, University of Toronto, 1965), p. 335.
20. P.R.O. CAB 8 02957 Colonial Defence Committee Memo 210, March 10, 1900." Esquimalt Apprehended Fenian Raid."
21. P.R.O. WO78/4664/Part II 23691, Record Plans, 1905.
22. Ibid.
23. Ibid.
24. C.S. MacKinnon "The Imperial Fortresses in Canada: Halifax and Esquimalt, 1871-1906, "(Unpublished M.A. Thesis, University of Toronto, 1965), p. 335.
25. Ibid.
26. P.R.O. CAB 11/27 7968. Secret. Esquimalt, British Columbia, Defence Scheme. Revised to January, 1902. Foreign Office; London, England, 1902.
27. Ibid.
28. England, Royal Engineers Museum, Chatham. Plates in Manual of Submarine Mining (London: War Office, 1901) in display.
29. P.R.O. CAB 11/27. 7968. Secret. Esquimalt, British Columbia, Defence Scheme. Revised to January, 1902. Foreign Office; London, England, 1902.
30. Daily Colonist [Victoria] March 8, 1905.
31. Colonel A.J. Kerry and Major W.A. McDill, The History of the Corps of Royal Canadian Engineers (Ottawa: Military Engineers Association of Canada, 1962), I, p. 54.

32. Daily Colonist [Victoria] March 8, 1905.

The Esquimalt Defence Scheme

1. P.R.O. CAB 8 1 02957, Colonial Defence Committee Memorandum, "Local Preparations to be made in Anticipation of War," 1 November 1886.
2. Ibid.
3. P.R.O. CAB 11 27 7968, Secret. Esquimalt, British Columbia, Defence Scheme. Revised to January, 1902. London, England; Foreign Office, 1902.
4. Ibid, p. 4.
5. Ibid, p. 5.
6. Ibid, p. 5.
7. Ibid, p. 13.
8. Ibid, pp. 17-19.
9. Ibid, Chapter II.
10. Ibid, pp 42, 43.
11. Ibid, Chapter VI.
12. Ibid, pp. 56, 57.
13. Ibid, Chapters II, III.
14. Garrison Artillery Drill (London, England: Her Majesty's Stationery Office, 1892) I, Part VI.
15. Ibid.
16. Garrison Artillery Training (London, England: His Majesty's Stationery Office, 1910) I, p. 117.
17. Garrison Artillery Drill (London, England: Her Majesty's Stationery Office, 1892) I, pp. 490-3.
18. Ibid, pp. 296-308  
Handbook for the 6-inch B.L. and B.L.C. Guns, Mountings & C. Land Service 1904 (London, England: His Majesty's Stationery Office) pp. 146-150.
19. Garrison Artillery Drill (London, England: Her Majesty's Stationery Office, 1892) I, pp. 48-52.

- Garrison Artillery Training (London, England: Her Majesty's Stationery Office, 1910) I, pp. 160-161.
20. Garrison Artillery Training (London, England: Her Majesty's Stationery Office, 1910) I, pp. 120-121.
21. Ibid, p. 32.
22. P.R.O. WO32 6775 X/L 03331 Annual Report by Major-General F.G. Slade, C.B., Inspector-General of Garrison Artillery, for 1903.
23. Handbook of the 12-pr of 12 cwt Quick-Firing Gun. Land Service 1909 (London, England: His Majesty's Stationery Office, 1909.) pp. 39-44.
24. P.R.O. CAB 11 118 02986 Notes on the Use of Light Q.F. guns.
25. P.R.O. CAB 11 27 7968, Secret. Esquimalt, British Columbia, Defence Scheme. Revised to January 1902. London, England; Foreign Office, 1902, p. 63.
26. Ibid, pp. 41-42.
27. Ibid, p. 42.
28. Canada. Public Archives (hereafter cited as P.A.C.). Report of Chief Umpire on Torpedo Boat attacks on Esquimalt Harbour on the nights of 15th & 16th June 1903. HMS Grafton June 19th 1903. Signed W.S. Bowman, Commr.(N).
29. P.A.C. Report of The Officer Commanding Troops, Esquimalt, B.C. to The Deputy Assistant Quarter-Master General, Halifax, Nova Scotia, on Testing Coast Defences, 30 June 1903, signed by Lieutenant-Colonel A. Grant.
30. P.A.C. Extracts from Report of Officer Commanding Royal Garrison Artillery on Naval & Military Operations held on the 15th and 16 June 1903. Signed by Capt. R.J. Macdonald R.G.A.
31. P.A.C. Extracts from Report of Officer Commanding Royal Engineers, 18.6.03. Signed by Captain B.W. Bowdler, D.O.S.M. Esquimalt.

32. P.A.C. Letter from War Office, London, to The General Officer Commanding the Regular Troops, CANADA, 17th December 1903.
33. Daily Colonist (Victoria) 30 June 1901.
34. Ibid. 19 June 1904.
35. Ibid. 30 June 1901.
36. Ibid. 3 September 1900.
37. Ibid. 4 September 1901.
38. Ibid. 27 June 1905.

#### The Militia

1. 5th (B.C.) Field Battery R.C.A. Archives, Regimental Order, 16 October 1899.
2. Ibid. 19 October 1899.
3. Ibid. 20-22 October 1899.
4. Canada. Department of Militia and Defence. Supplementary Report. Organisation, Equipment, Despatch and Service of the Canadian Contingents during the War in South Africa 1899-1900 (Ottawa: Queen's Printer, 1901).
5. Thomas Pakenham, The Boer War (London, England: Weidenfeld and Nicolson, 1979) p. 339.
6. W. Hart - McHarg From Quebec to Pretoria (Toronto: William Briggs, 1902) Appendix C p. 269.
7. Ibid. pp. 245-247.
8. Daily Colonist (Victoria) 29 January, 13 February 1900.
9. 5th (B.C.) Field Battery R.C.A. Archives, Regimental Order 9 March 1900.
10. Daily Colonist (Victoria) 25 May 1900.
11. 5th (B.C.) Field Battery R.C.A. Archives, Regimental Orders, 4 June, 25 July, 17 August, 4 October 1900.
12. Daily Colonist (Victoria) 3 September 1900.

13. 5th (B.C.) Field Battery R.C.A. Archives, Regimental Order. 13 September 1900.
14. Ibid. 29 January 1901.
15. Ibid. 4 October 1902.
16. Daily Colonist (Victoria) 21 June 1903.
17. Ibid. 19 October 1899.
18. 5th (B.C.) Field Battery R.C.A. Archives, Regimental Order. 3 December 1904.
19. Ibid. 5 June 1904.
20. Canada. Department of Militia and Defence. Militia General Order. 16 April 1903.
21. 5th (B.C.) Field Battery R.C.A. Archives. Regimental Order. 11 November 1904.
22. Daily Colonist (Victoria) 1 June 1906.
23. 5th (B.C.) Field Battery R.C.A. Archives. Regimental Orders. 20 June 1900-18 April 1906.
24. Canada. Department of Militia and Defence. Militia General Order. 9 May 1905.

#### Transfer of Responsibility to Canada

1. Fort Rodd Hill National Historic Park. FRHM 57 War Office Minute, A.Q.M.G. to Director General of Military Intelligence Appendix 6. Report of Lieut. Colonel A. Grant, Commanding Troops, Esquimalt, to the Deputy-Assistant Adjutant General (B), Canada, 29 January 1902.
2. Ibid, War Office Minute, A.Q.M.G. to Director General of Military Intelligence, 4 March 1902.
3. Ibid, Admiralty to War Office, March 1902.
4. P.R.O., CAB 5 1 02918, Memorandum on the Standard of Defence at Esquimalt, prepared by Intelligence Department, War Office, 24 May 1903.
5. Ibid.



6. Ibid.
7. Col. K.W. Maurice-Jones, D.S.O., The History of Coast Artillery in the British Army (London: Royal Artillery Institution, 1959), p. 171.
8. Ibid.
9. Ibid., pp. 172, 173, 182, 183.
10. Ibid., p. 172.
11. Clarence Stewart MacKinnon "The Imperial Fortresses in Canada: Halifax and Esquimalt, 1871-1906," Unpublished Masters Thesis, University of Toronto, 1965, p. 500.
12. P.R.O. CAB 5 1 02918 Memorandum of Outstanding Questions now before the Committee of Imperial Defence, on which an early decision is urgently needed by the War Office, 25 March 1904.
13. Ibid.
14. Clarence Stewart MacKinnon, "The Imperial Fortresses in Canada: Halifax and Esquimalt, 1871-1906", Unpublished Masters Thesis, University of Toronto, 1965, p. 551.
15. P.R.O. CAB 5 1 02918 "The Defence of Canada", Memorandum by the War Office 13 December 1909.
16. Ibid., Memorandum by the Admiralty, 6 January 1905.
17. Daily Colonist [Victoria], 16 July 1905.
18. Ibid., 27 January 1905.
19. Ibid., 21 February 1905.
20. Barry M. Gough, The Royal Navy and the Northwest Coast of North America 1810-1914, (Vancouver: University of British Columbia Press, 1971), p. 239.
21. Daily Colonist [Victoria], 8 March 1905.
22. P.R.O. CAB 5 1 8750 "The Defence of Halifax and Esquimalt". 31 March 1905.
23. P.R.O. CAB 8 4 03023. Colonial Defence Committee Memorandum 347M, 26 May 1905.
24. Ibid.
25. Ibid.

26. Ibid.
27. P.R.O. CAB 17 41 03023. Extract from a Report of the Committee of the Privy Council approved by the Governor General on the 30 April 1906.
28. Ibid.
29. Ibid.
30. Ibid.
31. Daily Colonist [Victoria] 9 March 1905.
32. Ibid., 2 July 1905.
33. Colonel A.J. Kerry and Major W.A. McDill. The History of the Corps of Royal Canadian Engineers Vol. 1 (Ottawa: Military Engineers Association of Canada, 1962), p. 54.
34. Daily Colonist [Victoria] 2 May 1906.
35. Ibid., 8 May 1906.
36. Ibid.
37. Ibid., 10 May 1906.
38. Ibid., 17 May 1906.

## Glossary

BATTALION	A military formation consisting of a number of companies.
BATTERY	A grouping of artillery pieces. A fortification with artillery pieces. An artillery unit in the army equivalent to a company. An artillery unit complete with all its guns, equipment, ammunition, personnel and transport.
COMPANY	A body of soldiers. Specifically a unit of infantry. A unit of artillery equivalent to a battery.
CORPS	An organised formation of the military establishment.
CORRECTION INDICATOR	A board displaying gun corrections.
DEPRESSION RANGE FINDER	A military instrument for calculating the range of a target using the angle of depression between the instrument and the target. Specifically for use with coast artillery.
DIAL CIRCUITS	Electrical circuits for the transmission of data having numerical dial terminal displays.
DISAPPEARING GUN	A gun mounted on a type of carriage which allows the barrel to be raised above a parapet for firing and lowered below the parapet for loading.

ELECTRIC LIGHT	Early name for searchlight. Sometimes Defence Electric Light.
FIELD GUNS	Artillery with carriages designed to be used with field forces where mobility is important.
FIELD SERVICE ORDER	A form of dress with uniform and personal equipment for field service.
FIXED DEFENCES	Permanently placed defences.
FIXED ELECTRIC LIGHT	An electric light set in one direction, usually with a wide beam to illuminate an area.
FORAGE CAP	Army headdress. A peaked, stiff sided cap with a flat circular top.
FORT/FORTRESS	A fortified place.
GARRISON	Troops assigned to man the defences of a particular place and organized and equipped for that specific task.
GARRISON ARTILLERY	Permanently emplaced artillery. An artillery unit intended to man emplaced artillery pieces.
GROUP FIRING	The combined firing of a group of artillery pieces.
GUNNER	A soldier serving large calibre mounted firearms e.g. guns, howitzers.
HOTCHKISS GUN	A light quick firing gun using a brass cartridge case, fixed ammunition, a sliding block breech and having a recoil system.
MAXIM MACHINE GUN	An early machine gun in British service.
MOVEABLE ELECTRIC LIGHT	An electric light/defence electric light able to be traversed over an arc, usually having a narrow beam.
ORDNANCE	Military supplies including weapons, tools and equipment.

PUGAREE A light scarf wrapped around a sun helmet.

PUTTEES A cloth strip wrapped around the leg from ankle to knee or a leather legging secured by straps or laces.

RANGING An artillery procedure for adjusting fire onto a target.

RANGE INDICATOR A 3foot diameter board resembling a clock face mounted on an easel used to visually indicate range.

REGIMENT A military unit consisting of a number of companies.

REPOSITORY The dismounting, shifting and mounting of emplaced artillery.

ROYAL ARTILLERY STORE A store for artillery tools.

SAPPER A soldier trained in military engineering.  
A Royal Engineer.  
A soldier of the British army engineers.

SLADE-WALLACE EQUIPMENT Personal equipment for the private soldier designed by Colonels Slade and Wallace.  
Officially - The Valise Equipment, pattern 1888. It was harshly criticised after the experience of the Boer War.

## Bibliography

Baker-Brown, Lieutenant-Colonel W.

History of Submarine Mining in the British Army. Royal Engineers Institute, Chatham, England. 1910.

British Columbia. Public Archives.

OBR54, F.A. Robertson, "5th B.C. Regiment Canadian Garrison Artillery and Early Defences of the B.C. Coast," 1925, typescript.

Canada. Department of Militia and Defence.

Organization, Equipment, Despatch and Service of the Canadian Contingents during the War in South Africa.

Sessional Paper No. 35a. Queen's Printer, Ottawa, 1901.

Militia General Orders 1899-1906. Queen's Printer, Ottawa.

Canada. Parliament. House of Commons.

Annual Reports on the State of the Militia in the Dominion for the years 1899-1906. Queen's Printer, Ottawa.

Daily Colonist [Victoria] 1899-1906.

Garrison Artillery Drill. Her Majesty's Stationery Office, London, England, 1892.

Garrison Artillery Training. Her Majesty's Stationery Office, London, England, 1910.

Gough, Barry M.

The Royal Navy and the Northwest Coast of North America 1810-1914. University of British Columbia, Vancouver, B.C., 1971.

Great Britain. Public Record Office. Cabinet Papers, chiefly CAB 5/1, CAB 8, CAB 8/4, CAB 11, CAB 11/27, CAB 17/41, WO32, WO33/46.

Handbook for the 6-inch B.L. and B.L.C. Guns, Mountings and c. Land Service 1904. Her Majesty's Stationery Office, London, England.

Handbook of the 12-pdr. of 12 cwt Quick Firing Gun. Land Service, 1909. Her Majesty's Stationery Office, London, England.

Hart-McHarg, W.

From Quebec to Pretoria With the Royal Canadian Regiment. William Briggs, Toronto, 1902.

Hogg, Ian V.

A History of Artillery. Hamlyn, London, 1974.

Kerry, Colonel A.J. and Major E.A. McDill.

The History of the Corps of Royal Canadian Engineers. Military Engineers Association of Canada, Ottawa, 1962.

Longstaff, F.V.

Esquimalt Naval Base. Victoria Book and Stationery Company, Victoria, B.C., 1941.

Lovatt, R.

"A History of the Militia Gunners of Victoria." Master's Thesis, University of Victoria, 1974.

"Fort Rodd Hill Historic Resource Study." Manuscript Report Series No. 282. Parks Canada, Ottawa, 1978.

A History of the Defence of Victoria and Esquimalt, 1846-1893. Manuscript Report Series No. 426. Parks Canada, Ottawa, 1980.

"History of the Defence of Victoria and Esquimalt: Royal Marine Artillery period 1893-1899." Manuscript on file, Western Region Office, Parks Canada, Calgary, 1982.

MacKinnon, Clarence Stewart.

"The Imperial Fortresses in Canada: Halifax and Esquimalt, 1871-1906." Master's Thesis, University of Toronto, 1965.

Maurice-Jones, Colonel K.W.

The History of Coast Artillery in the British Army. Royal Artillery Institute, London, England, 1959.

Nicholson, Colonel G.W.L.

The Gunners of Canada. 2 volumes. McClelland and Stewart, Toronto, 1967.

Pakenham, Thomas

The Boer War. Weidenfeld and Nicolson, London, 1979.

Royal Engineers Journal 1899-1906. Royal Engineers Institute, Chatham, England.

Silverman, Peter Guy

"A History of the Militia and Defences of British Columbia 1871-1914." Master's Thesis, University of British Columbia, 1956.



5th (B.C.) Field Battery R.C.A. Archives.  
Battalion and Regimental Orders 1893-1899.

## Figure Legends

- 1 Sketch Map showing the main geographic features of the Victoria-Esquamalt area. (Drawn by Author.)
- 2 19 Company Western Division Royal Garrison Artillery. (Fort Rodd Hill Collection.) In Work Point barracks c. 1900.
- 3 83 Company Royal Garrison Artillery. (Provincial Archives of British Columbia.) The company is paraded in dress and equipment introduced for the Royal Artillery in 1902. Work Point barracks, Esquamalt, c. 1903. Buildings in background left to right are married quarters, fence and gate, cricket pavilion with roof of guard room visible, Royal Engineer library.
- 4 Officers of 83 Company Royal Garrison Artillery at Work Point barracks, Esquamalt, c. 1903. (Provincial Archives of British Columbia.) From left to right: 2nd Lieutenant O.R.E. Milman, Lieutenant A.H. Cameron, Captain ? , Major W. Gurdon, Lieutenants T.A. Whyte, C.G. Sladen.
- 5 Work Point barracks, Esquamalt, c. 1903. (Provincial Archives of British Columbia.) Top: General Offices, Officers quarters, gun shed. Bottom; 83 Company Royal Garrison Artillery paraded for inspection in front of accommodation.

- 
- 6 Work Point barracks c. 1903, after expansion to accommodate enlarged British garrison (Provincial Archives of British Columbia). Upper captioned photograph of newly completed brick buildings. Lower photograph of original accommodation for C Battery Canadian Artillery, occupied by Royal Marine Artillery Detachment 1893-99 and afterward until 1906 by Royal Engineers.
  - 7 Christmas Card of 58 Company Royal Garrison Artillery, 1905, while stationed at Work Point barracks, Esquimalt. (Provincial Archives of British Columbia). The personnel of the Company and their activities as well as local scenes and characters are depicted. Fort Rodd Hill and Fisgard Lighthouse appear in both scenes at the bottom of the card.
  - 8 Sketch map showing the estimated location of the minefield and the position of Defence Electric Lights, Esquimalt, c. 1904. (Drawn by Author.)
  - 9 Diagram showing 100 pound electro-contact mine mooring and connection. (Royal Engineer Library, Chatham.)
  - 10 Christmas Card of the Royal Engineers stationed at Work Point barracks, Esquimalt, 1904 (Provincial Archives of British Columbia). Insets depict: Top left, officers. Top right, officers quarters. Work Point barracks: Middle left, R.E. submarine mining vessels Beryl and Topaz moored in Esquimalt harbour. Middle centre, Companies and band in front of accommodation Work Point barracks: Middle right, first wooden bridge built over entrance to Lagoon as exercise at summer camp: Lower left, tug of war team: Lower centre left, N.C.O.s; Lower centre

right, Commanding Officers, Warrant Officers and Sergeants; Lower right, R.E. Band.

- 11 2/44 (Fortress) Company Royal Engineers, Esquimalt. February 1905. (Royal Engineers Library, Chatham, England.)
- 12 Christmas Card of the Royal Engineers, stationed at Work Point barracks, Esquimalt, 1905. (Provincial Archives of British Columbia.)
- 13 48 (Submarine Mining) Company and 44 (Fortress) Company Royal Engineers with their band on parade ground Work Point barracks, Esquimalt, c. 1906. (Provincial Archives of British Columbia.) Accommodation huts in background. Mounted officer is Major E.H. Bland R.E. Uniform is khaki service dress with Brodrick cap. Rifles are Lee Enfield.
- 14 Officers of Esquimalt garrison 1906. (Fort Rodd Hill collection.)
- 15 Cup presented to the Commanding Officer of the British garrison by the Mayor of Victoria on 9 May 1906 on the occasion of the departure of the garrison. (Fort Rodd Hill Collection.) The cup is of silver, stands about 3 feet in height and is inscribed "Presented to the Imperial Troops on their departure from Canada by the citizens of Victoria." The badges of the various units of the garrison in silver are arranged around the base. The cup was held by the United Service Club in London in 1981.

- 16 Militia Lineage Chart. (Drawn by Author.)
- 17 Carriage Field R.M.L. 13-pdr. Mark I. (Royal Artillery Library, London, England.) Six of these guns were held in Work Point barracks, Esquimalt, 1893-1910. Two survive today outside Brigadier Murphy Armoury, Vernon, British Columbia.
- 18 Carriage Field Machine Gun Infantry MAXIM Mark I.L. (Royal Artillery Library, London, England.) Six of these guns were part of the armament of the Esquimalt defences.
- 19 Carriage Parapet Machine Gun MAXIM Mark II. (Royal Artillery Library, London, England.) Six of these guns and mountings were part of the armament of the Esquimalt defences distributed among the coast batteries.
- 20 Carriage Q.F. Recoil 6-pdr. Hotchkiss Mark I.L. (Royal Artillery Library, London, England.) Two of these guns were mounted in emplacements at Duntze Head, Esquimalt.
- 21 Carriage Garrison Q.F. 12-pdr. (Mark I.) L. (Royal Artillery Library, London, England.) Guns of this type were mounted in Belmont, Black Rock and Duntze Head Batteries, Esquimalt.
- 22 Carriage Garrison Disappearing B.L. 6-inch Mark IV Hydro-pneumatic for Mark IV gun. (Royal Artillery Library, London, England.) Guns of this type were mounted at Macaulay Point and Fort Rodd Hill.

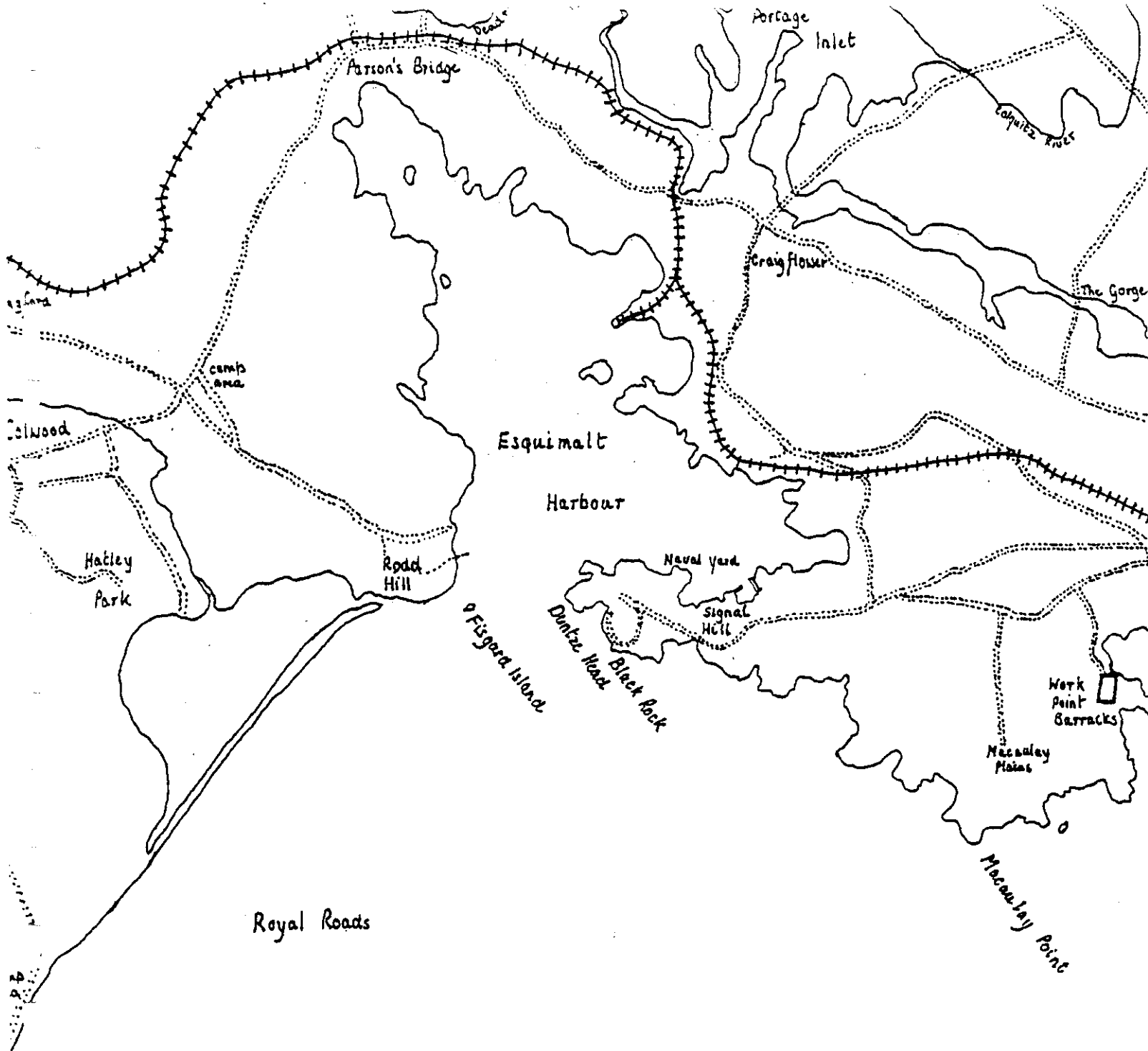


Figure 1

Scale: 2 inches = 1 mile.

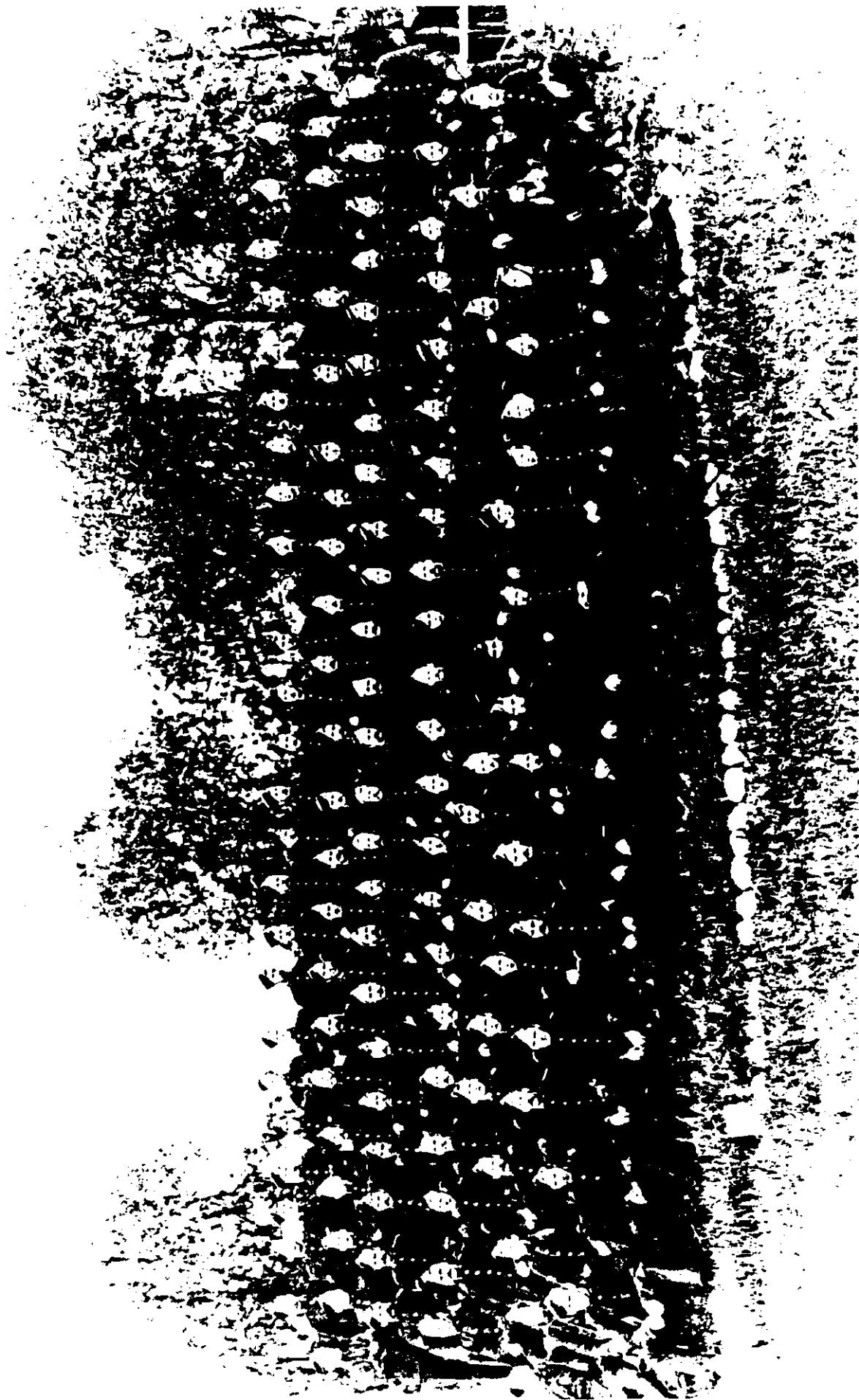


Figure 2

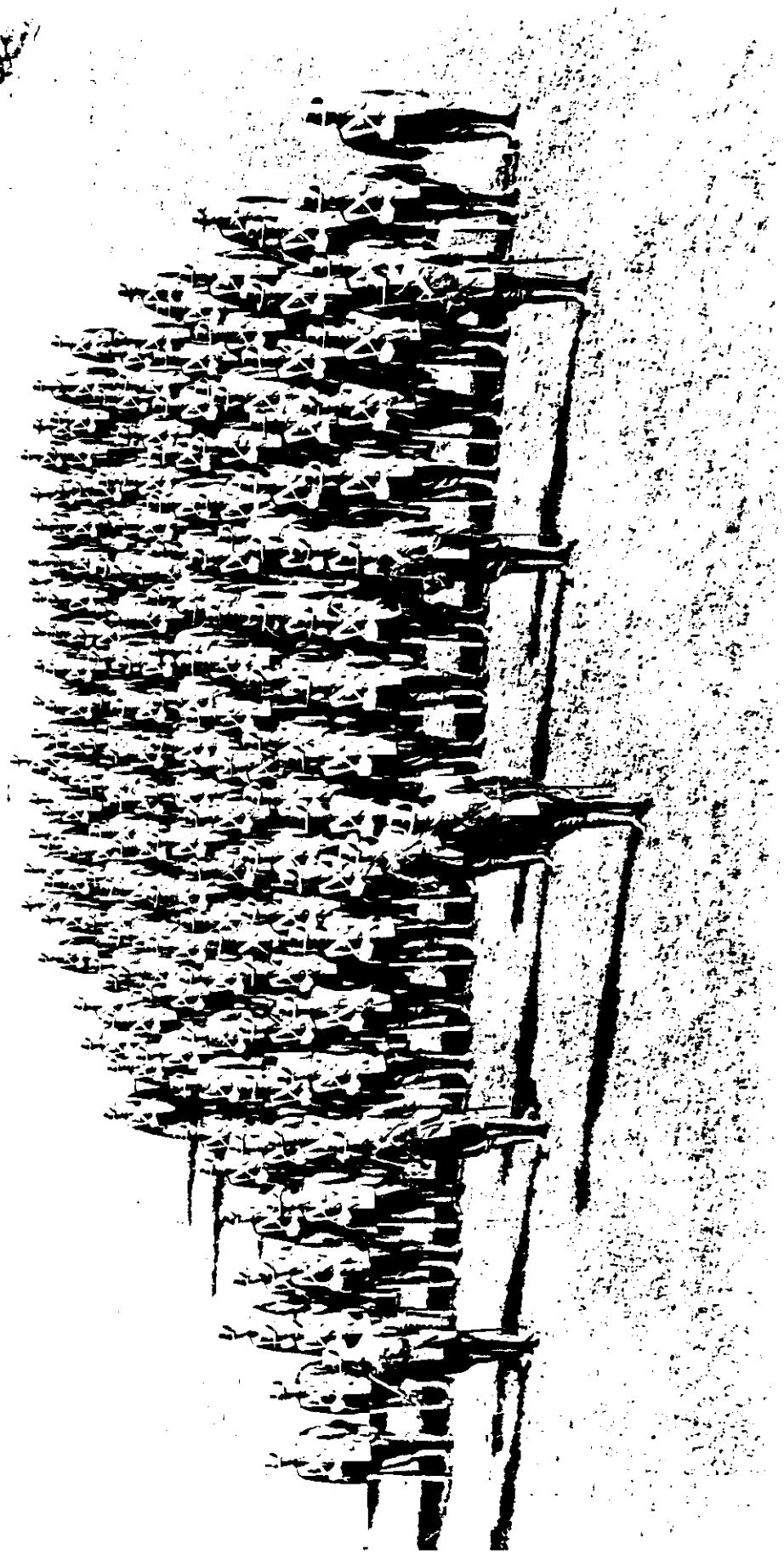
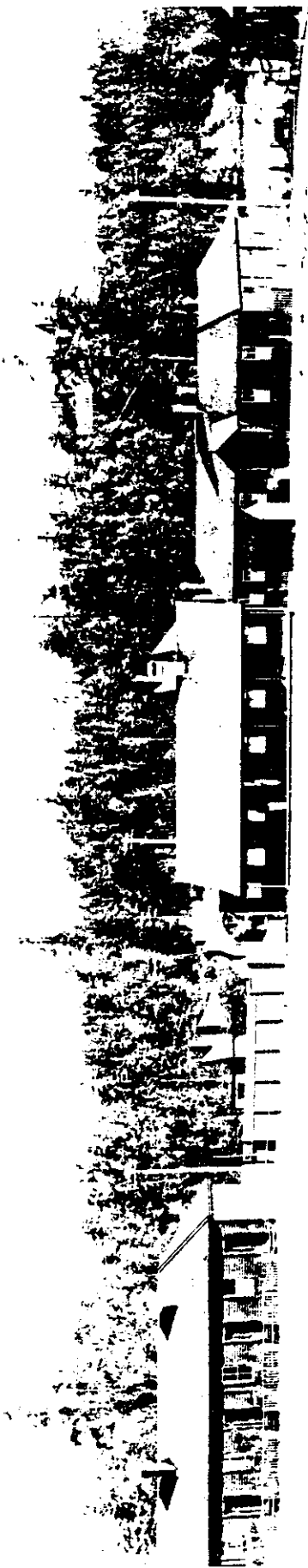


Figure 3



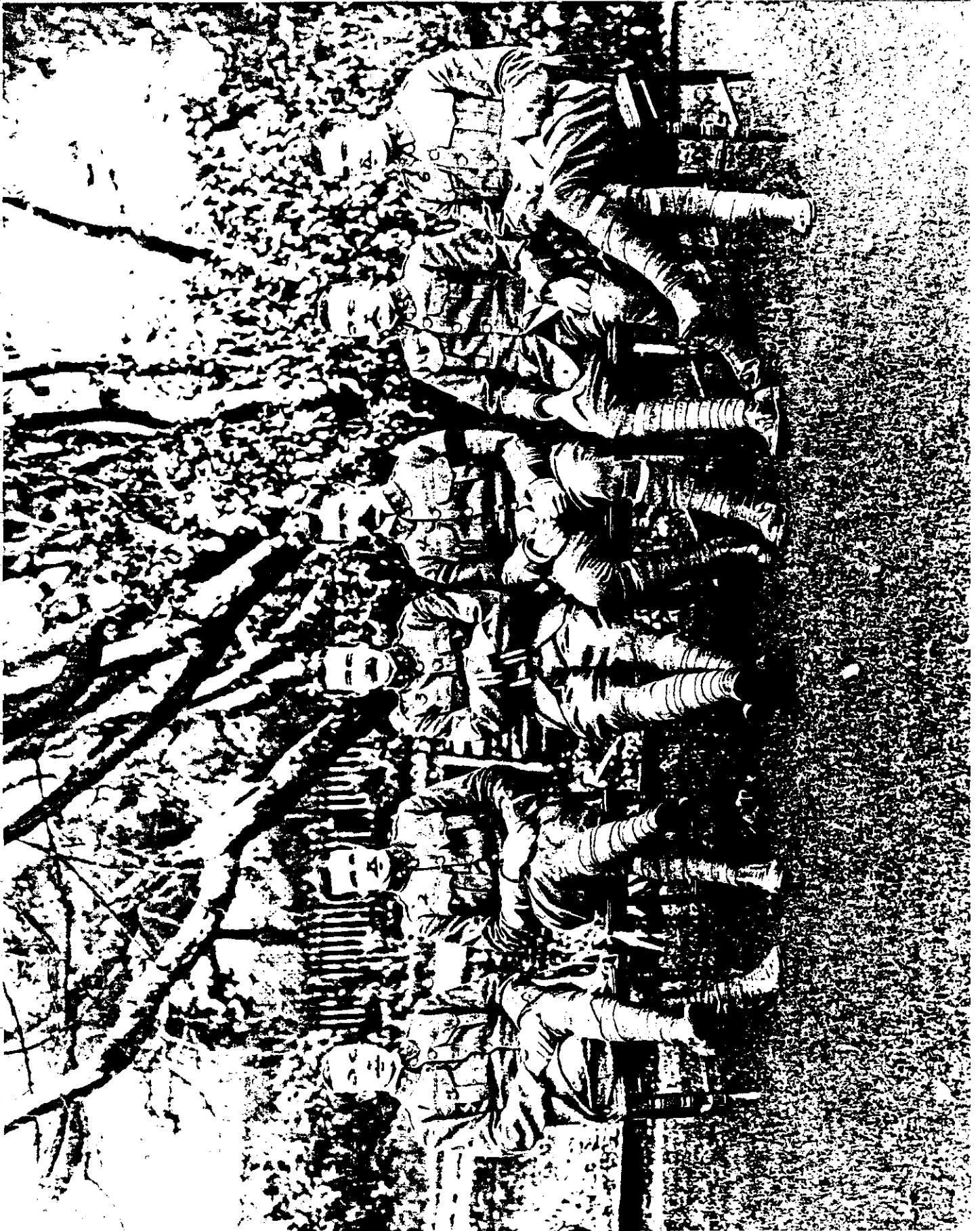
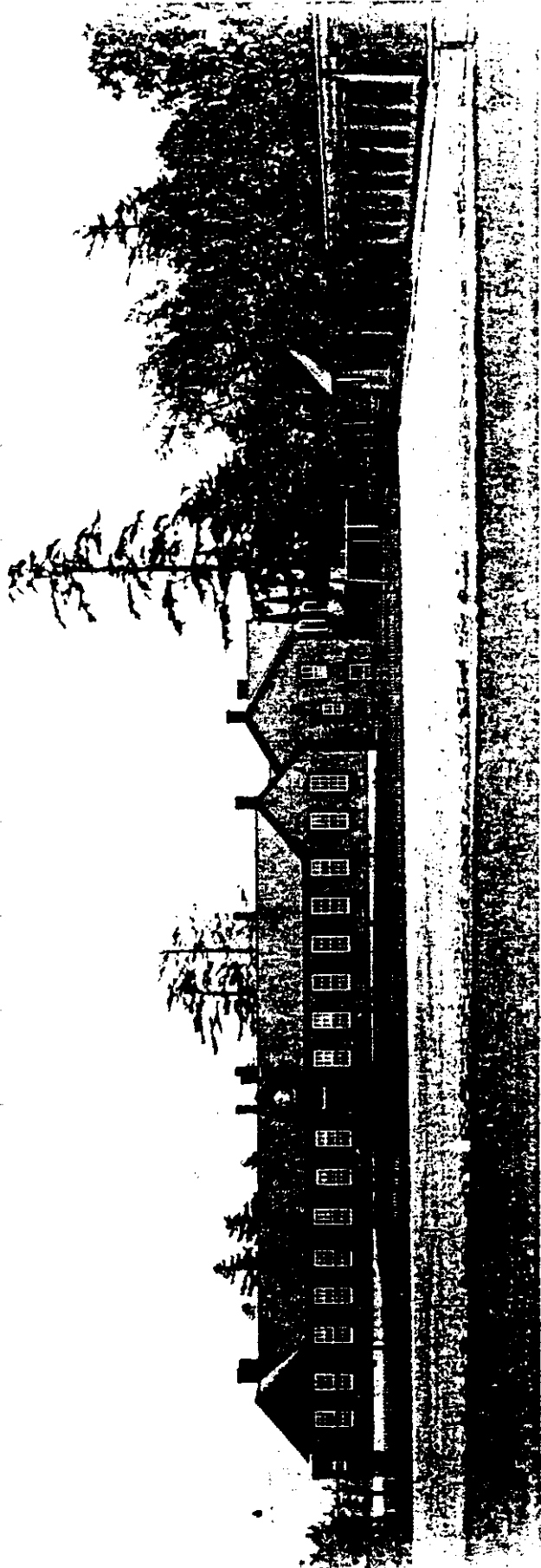
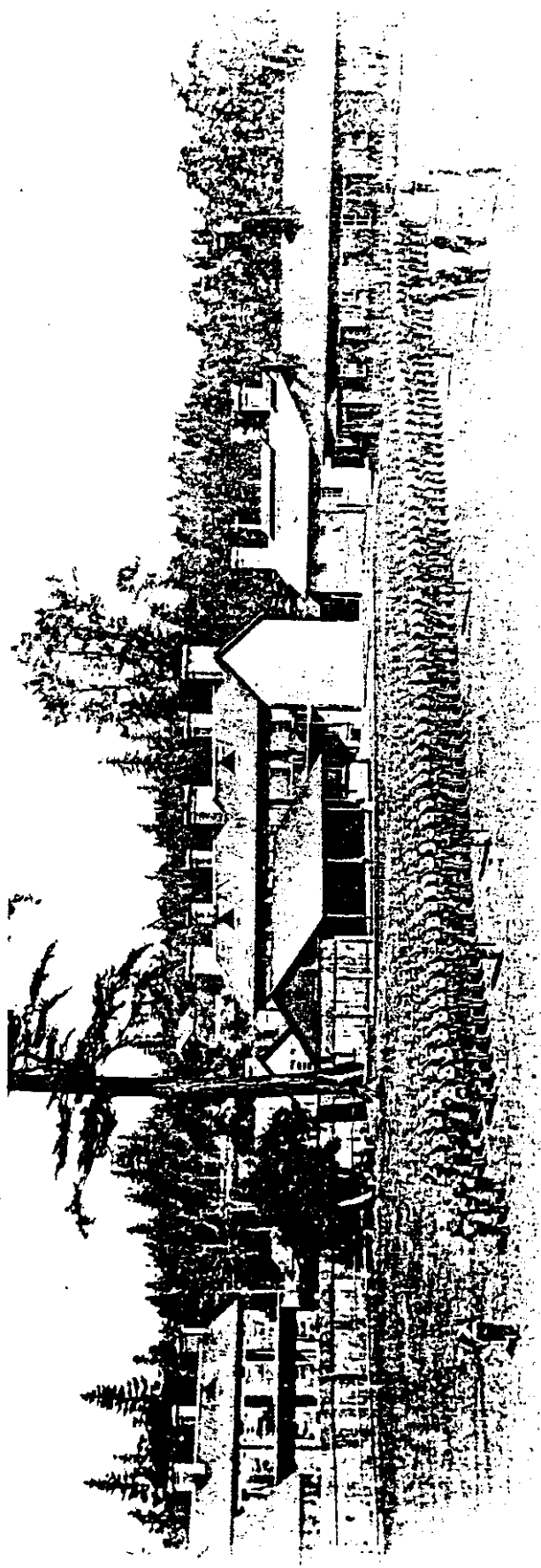


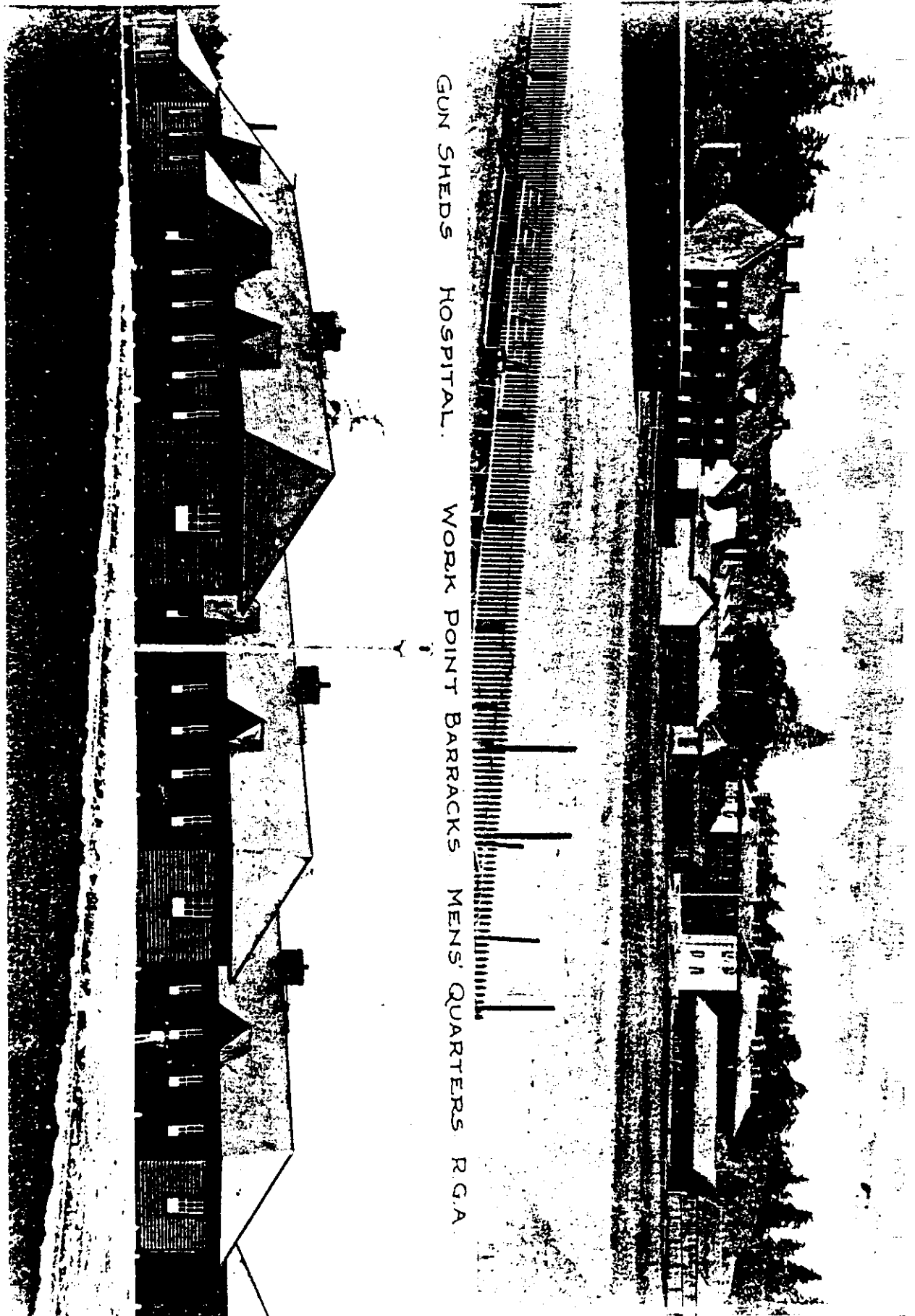
Figure 4



GENERAL OFFICES      WORK POINT BARRACKS      OFFICERS' QUARTERS AND GUN SHED



*Figure 5*



GUN SHEDS HOSPITAL WORK POINT BARRACKS MENS' QUARTERS P.G.A.

Figure 6

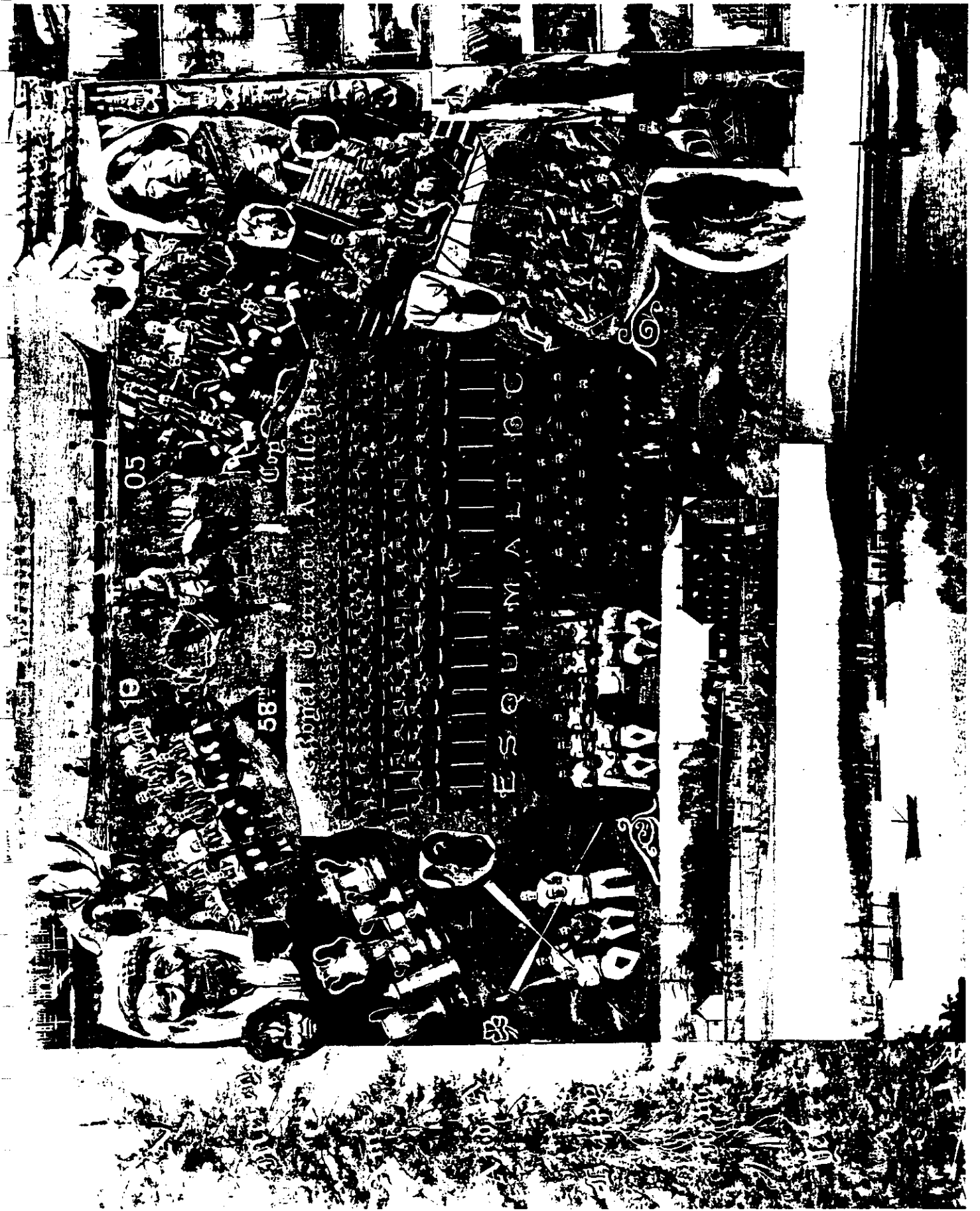


Figure 7

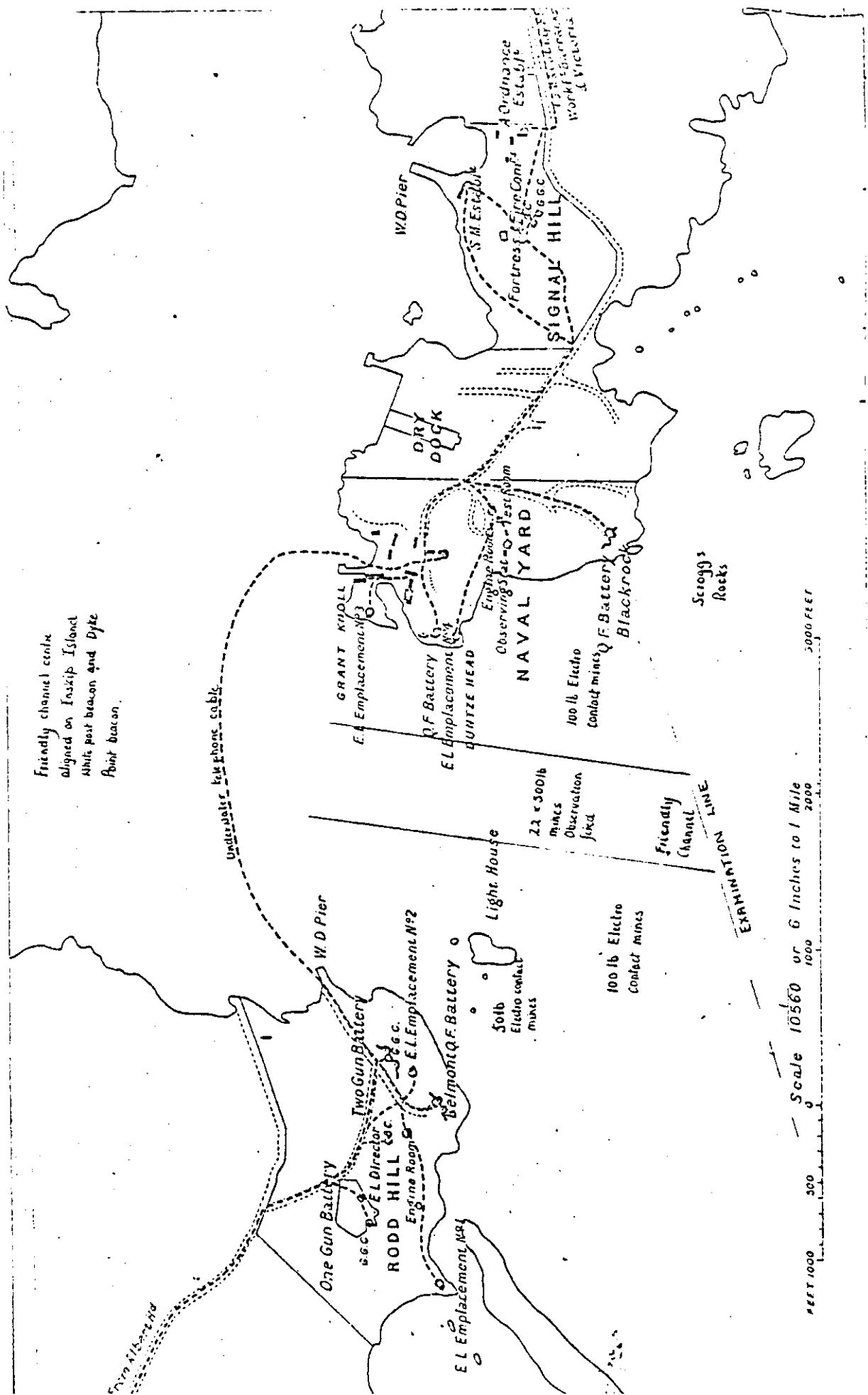
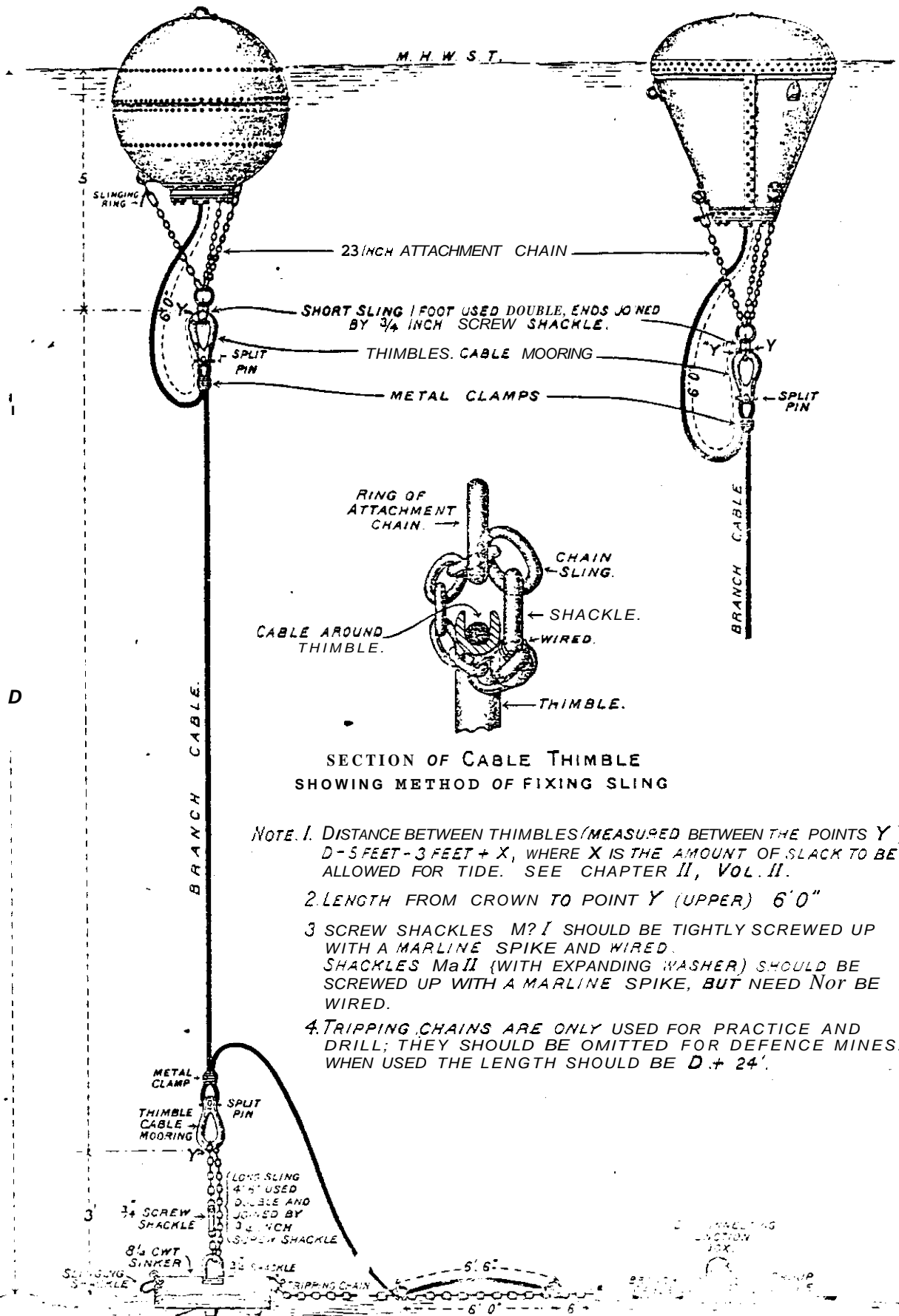


Figure 8

*Figure 9*  
**DIAGRAM SHOWING 100 LB. E.C. MINE,  
 CONNECTED UP AND LAID OUT ON FORK SYSTEM.**



**SECTION OF CABLE THIMBLE  
 SHOWING METHOD OF FIXING SLING**

- NOTE 1.* DISTANCE BETWEEN THIMBLES (MEASURED BETWEEN THE POINTS Y)  $D - 5 \text{ FEET} - 3 \text{ FEET} + X$ , WHERE X IS THE AMOUNT OF SLACK TO BE ALLOWED FOR TIDE. SEE CHAPTER II, VOL. II.
- 2.* LENGTH FROM CROWN TO POINT Y (UPPER) 6'0"
- 3.* SCREW SHACKLES M? I SHOULD BE TIGHTLY SCREWED UP WITH A MARLINE SPIKE AND WIRED. SHACKLES Ma II (WITH EXPANDING WASHER) SHOULD BE SCREWED UP WITH A MARLINE SPIKE, BUT NEED NOT BE WIRED.
- 4.* TRIPPING CHAINS ARE ONLY USED FOR PRACTICE AND DRILL; THEY SHOULD BE OMITTED FOR DEFENCE MINES. WHEN USED THE LENGTH SHOULD BE  $D + 24'$ .

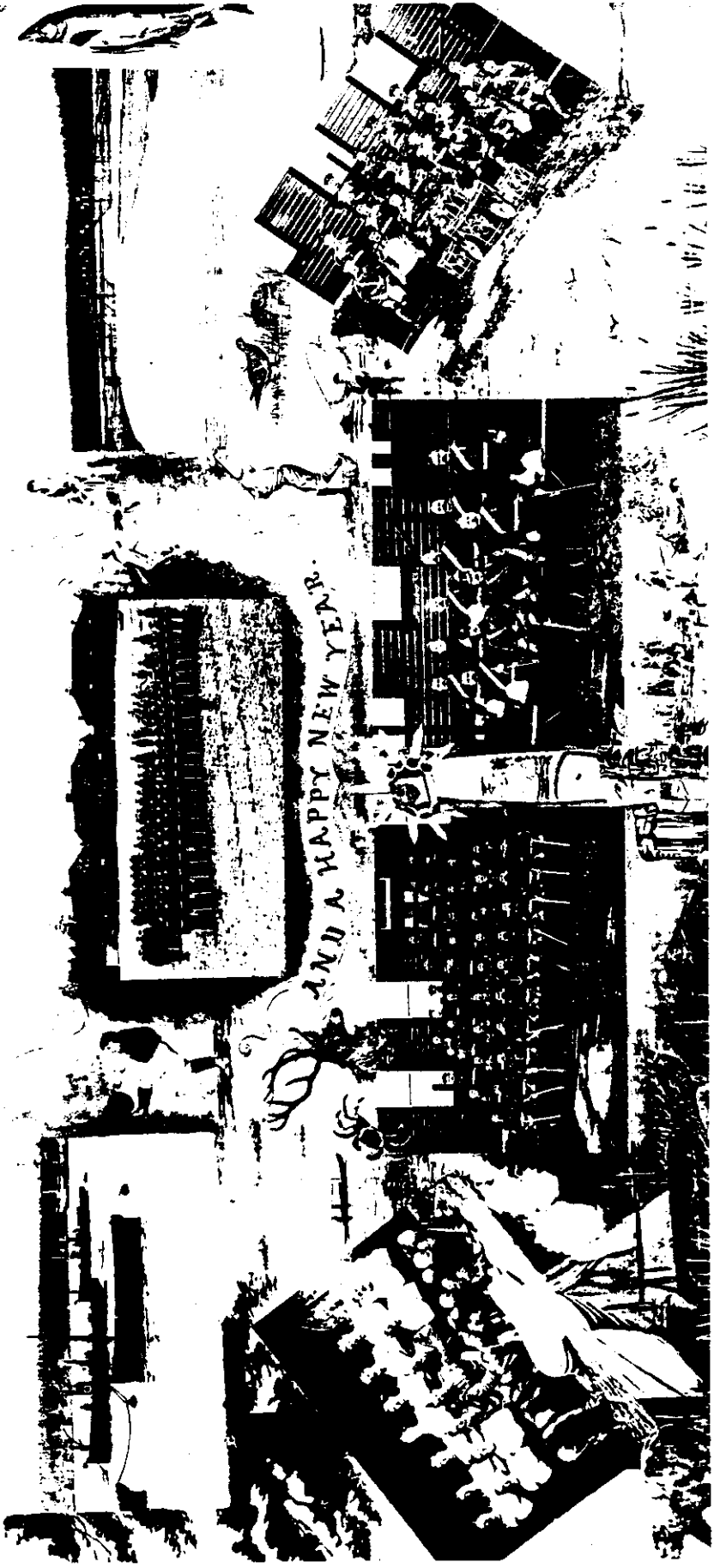
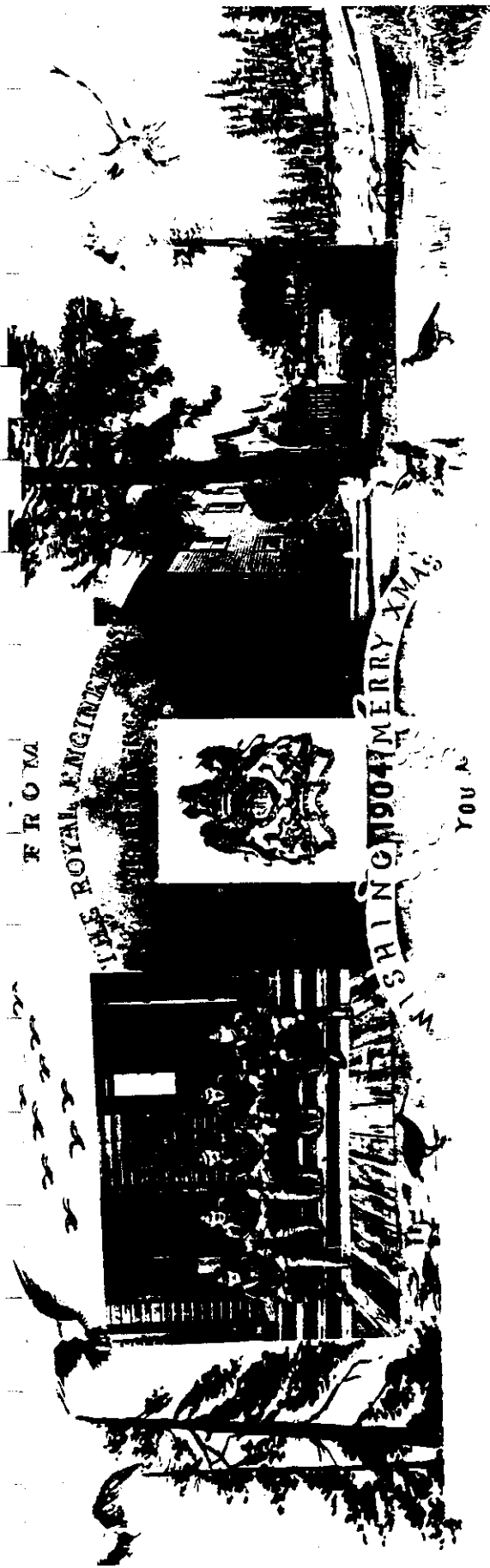
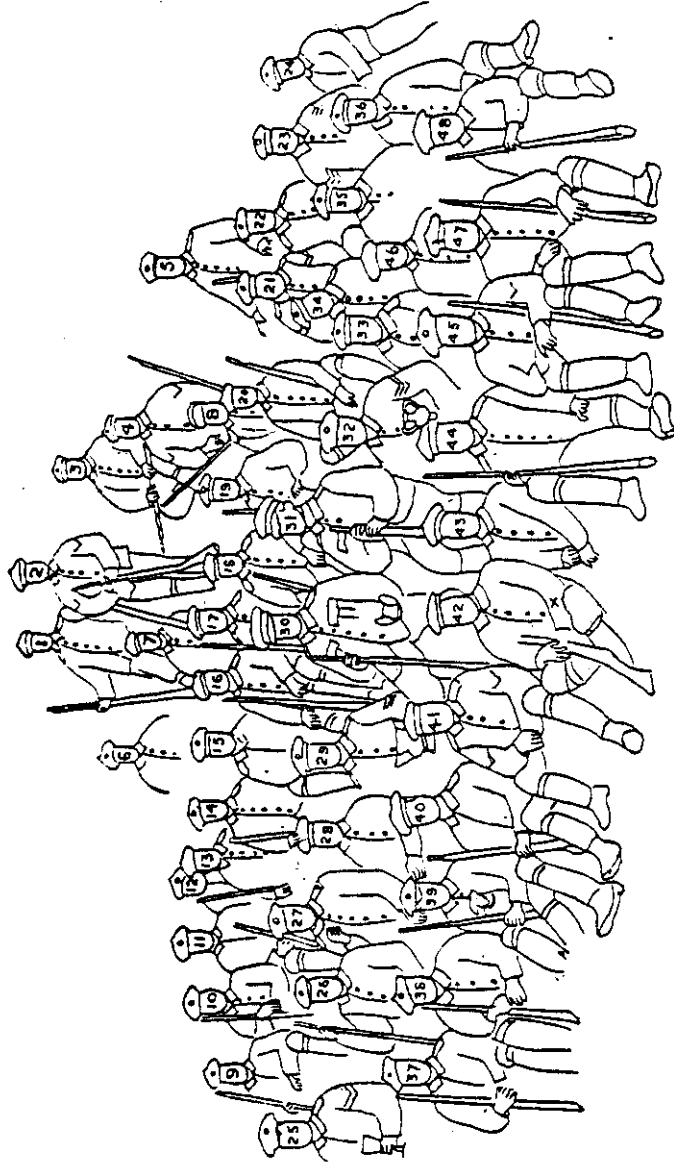


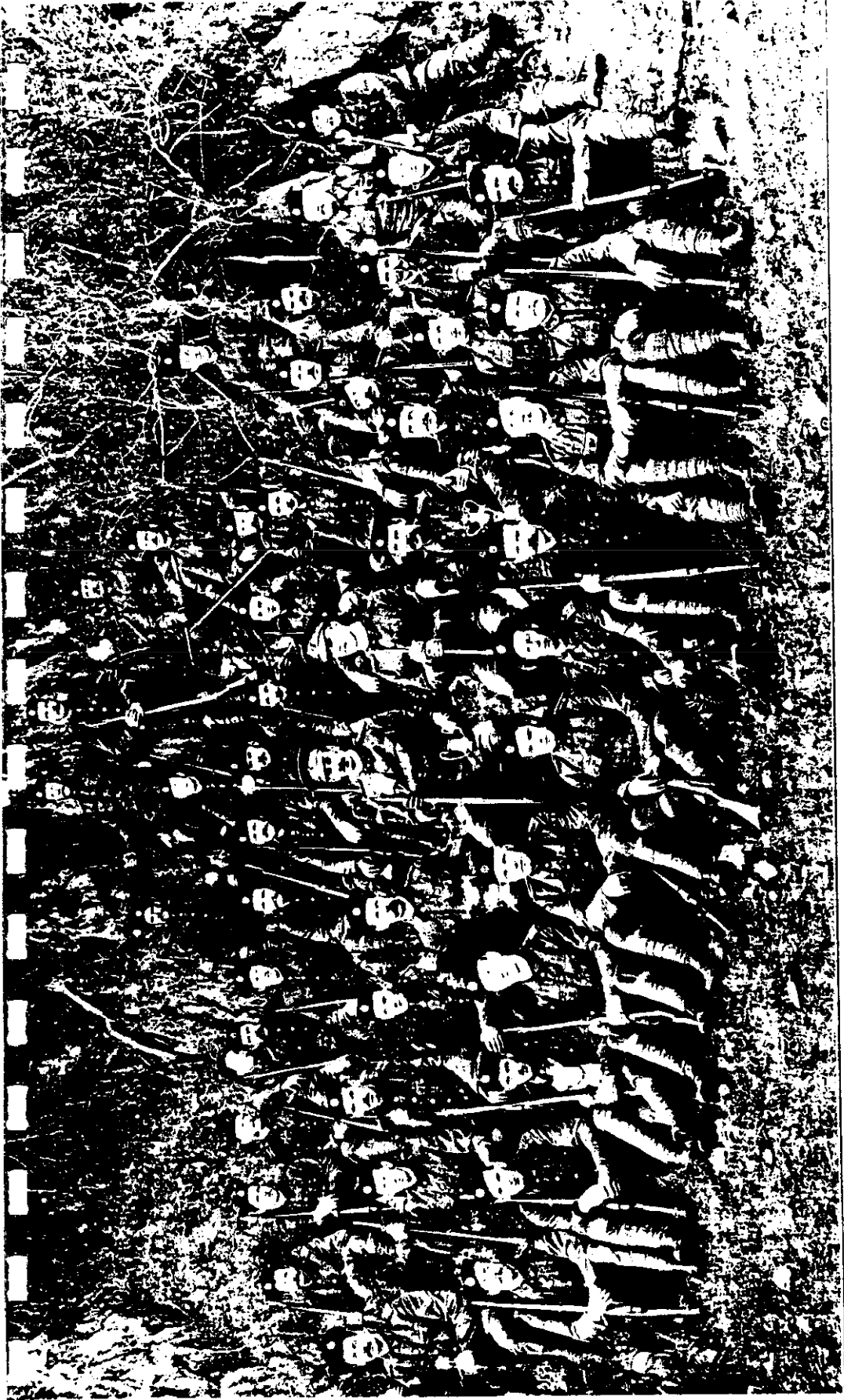
Figure 10



- |                             |                            |                              |                                 |
|-----------------------------|----------------------------|------------------------------|---------------------------------|
| 1. Sapper T. Gray.          | 21. Corporal W. Dawson.    | 31. Lieutenant P. H. French. | 41. Corporal W. J. Remick.      |
| 2. Lee-Captain G. King.     | 22. Bugler D. J. Murray.   | 32. Sapper T. Jeremey.       | 42. Sapper H. Dixon.            |
| 3. Corporal W. Gallagher.   | 23. Sapper J. T. Williams. | 33. Sapper M. Drayden.       | 43. Sapper G. O'Donnell.        |
| 4. Lee-Captain A. Stawke.   | 24. Sapper J. G. Sancto.   | 34. Sapper W. Baker.         | 44. J. Jones.                   |
| 5. Sapper W. Stone.         | 25. T. Smyth.              | 35. and Cpl. T. A. Cooke.    | 45. Lee-Captain F. R. Thompson. |
| 6. Sapper A. G. Hazelwood.  | 26. G. Le Gresley.         | 36. Sapper J. Pedley.        | 46. Sapper L. Young.            |
| 7. Lee-Captain N. Lockwood. | 27. E. M. Widdicombe.      | 37. Sapper R. C. Dalton.     | 47. Sapper G. Snelgrove.        |
| 8. Sapper H. Sutherland.    | 28. C. J. Read.            | 38. P. V. Stanley.           | 48. C. N. Woodward.             |
| 9. H. Burton.               | 29. E. H. G. Wright.       | 39. I. Atkinson.             |                                 |
| 10. C. J. Deegan.           | 30. W. Holton.             | 40. B. R. Murray.            |                                 |

Key to Figure 11





2/44th (FORTRESS) COMPANY, K , VICTORIA, B.C.

*Figure 11*

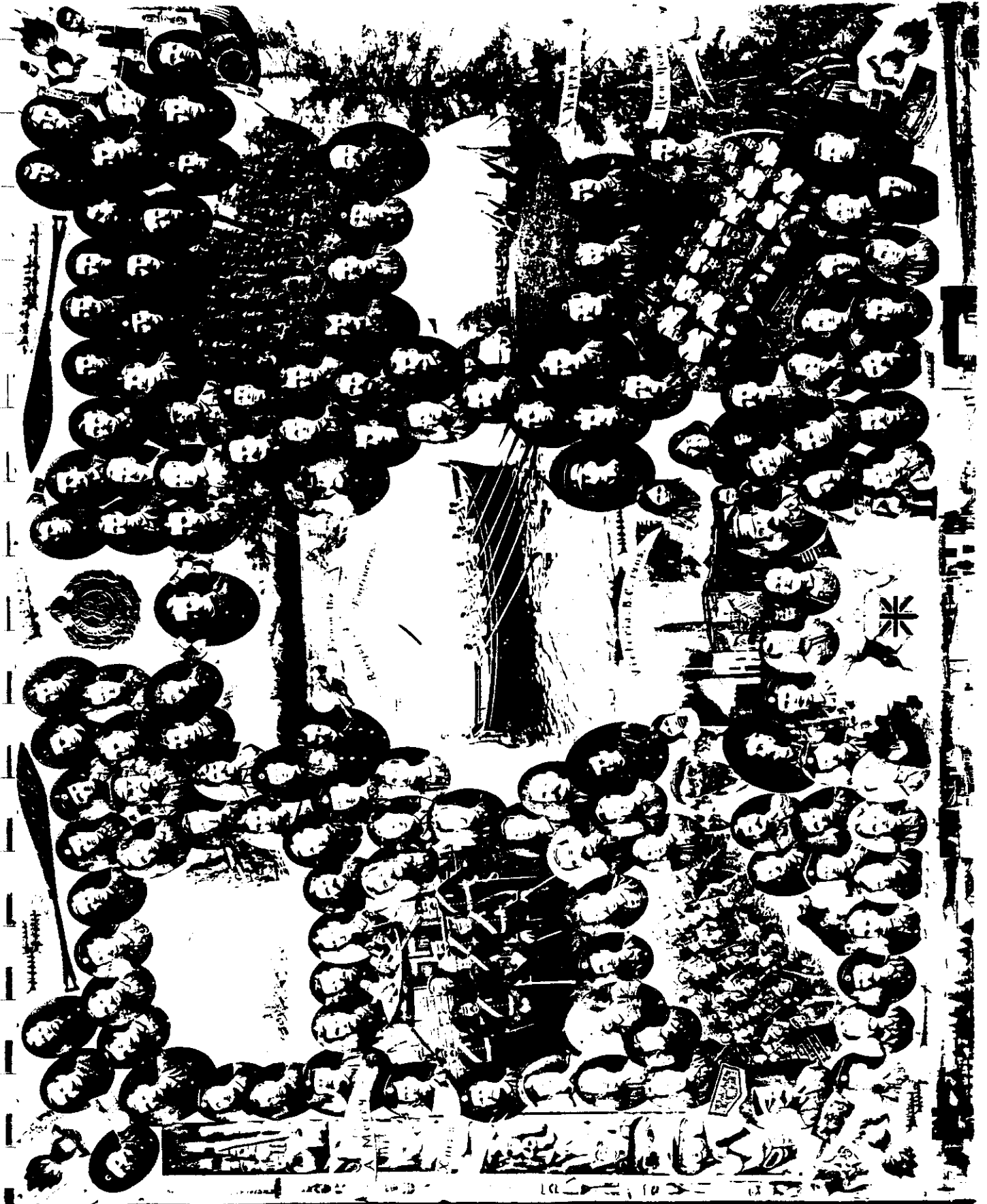
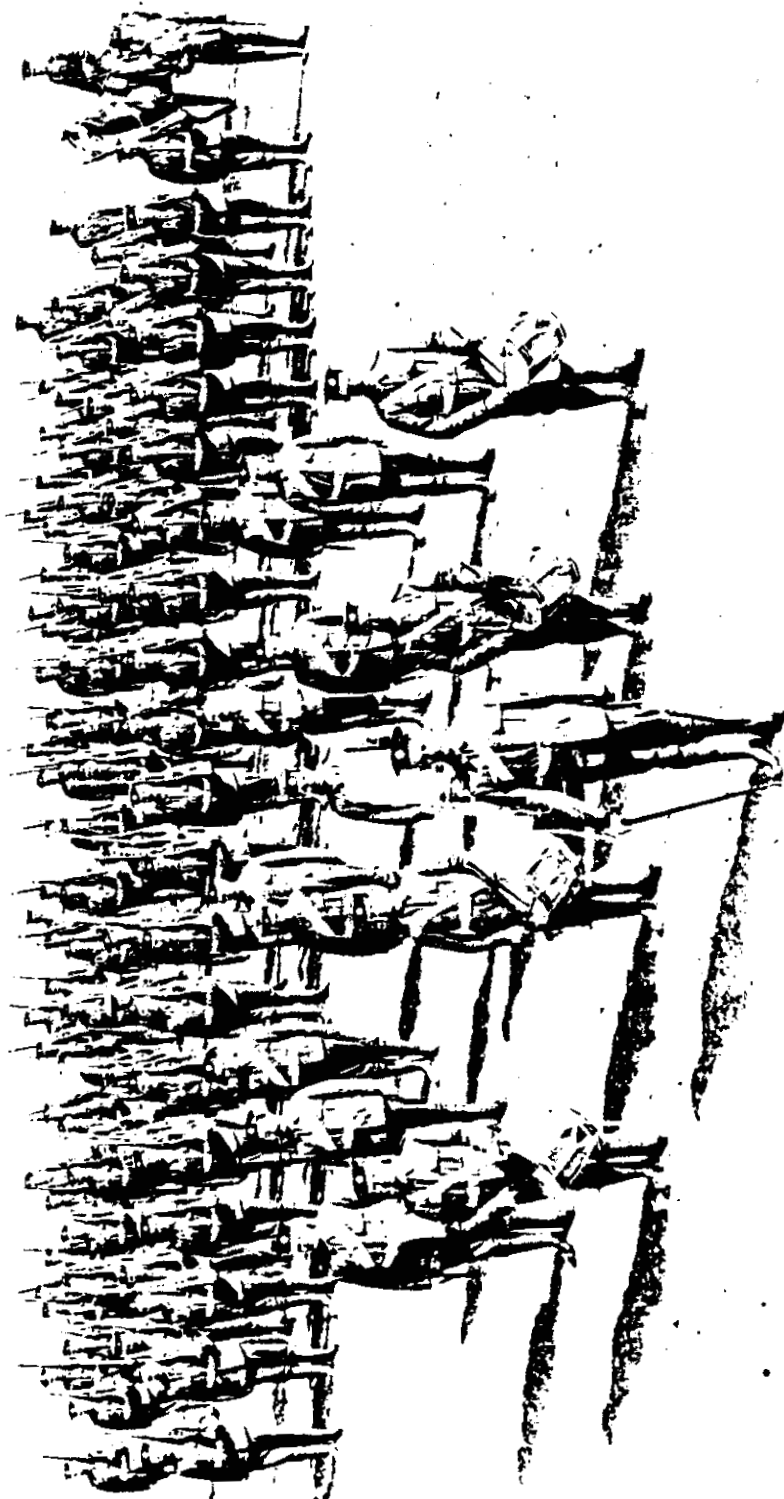


Figure 12



177 Ro

Figure 13

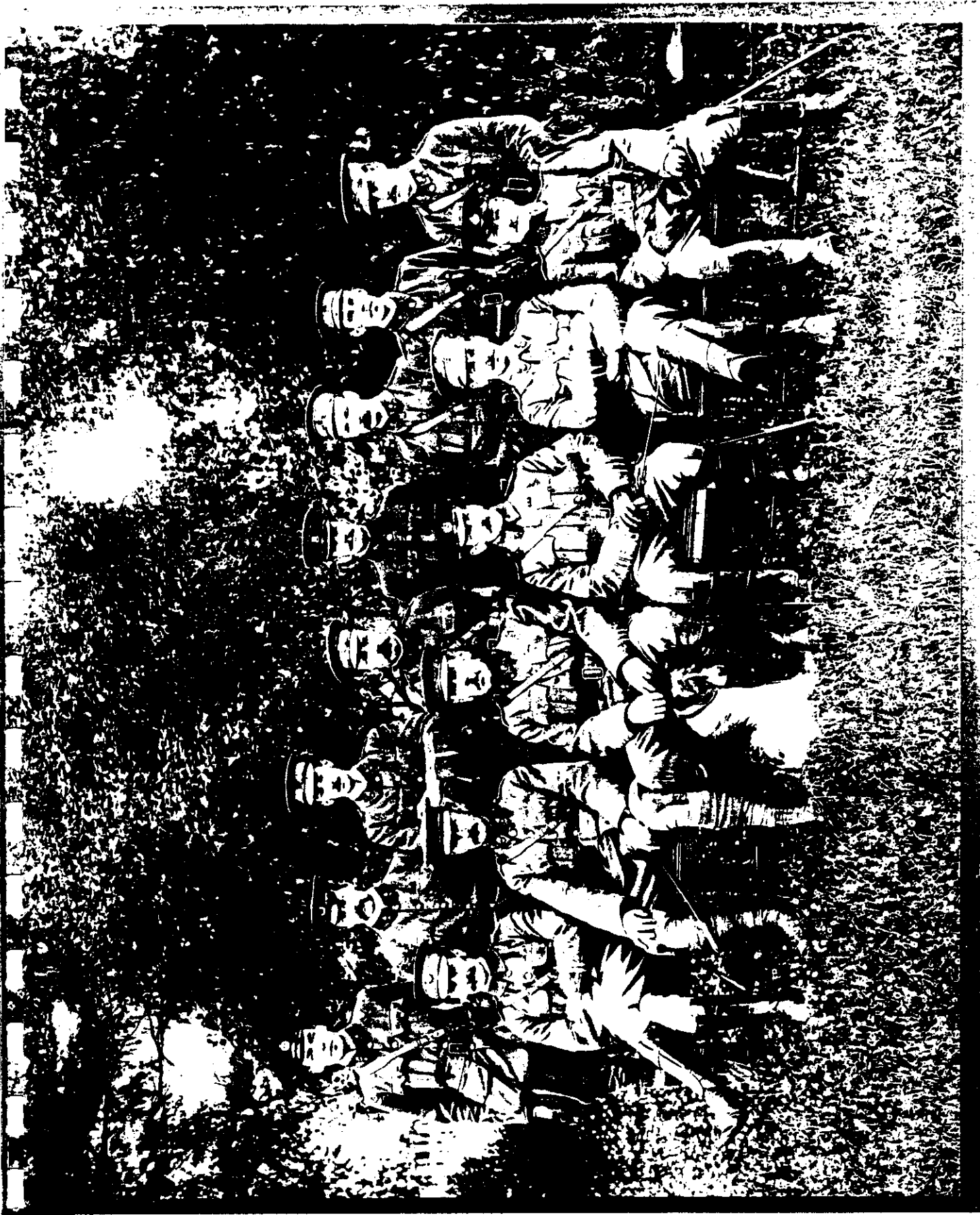


Figure 14



*Figure 15*

Figure 16

Militia Lineage Chart

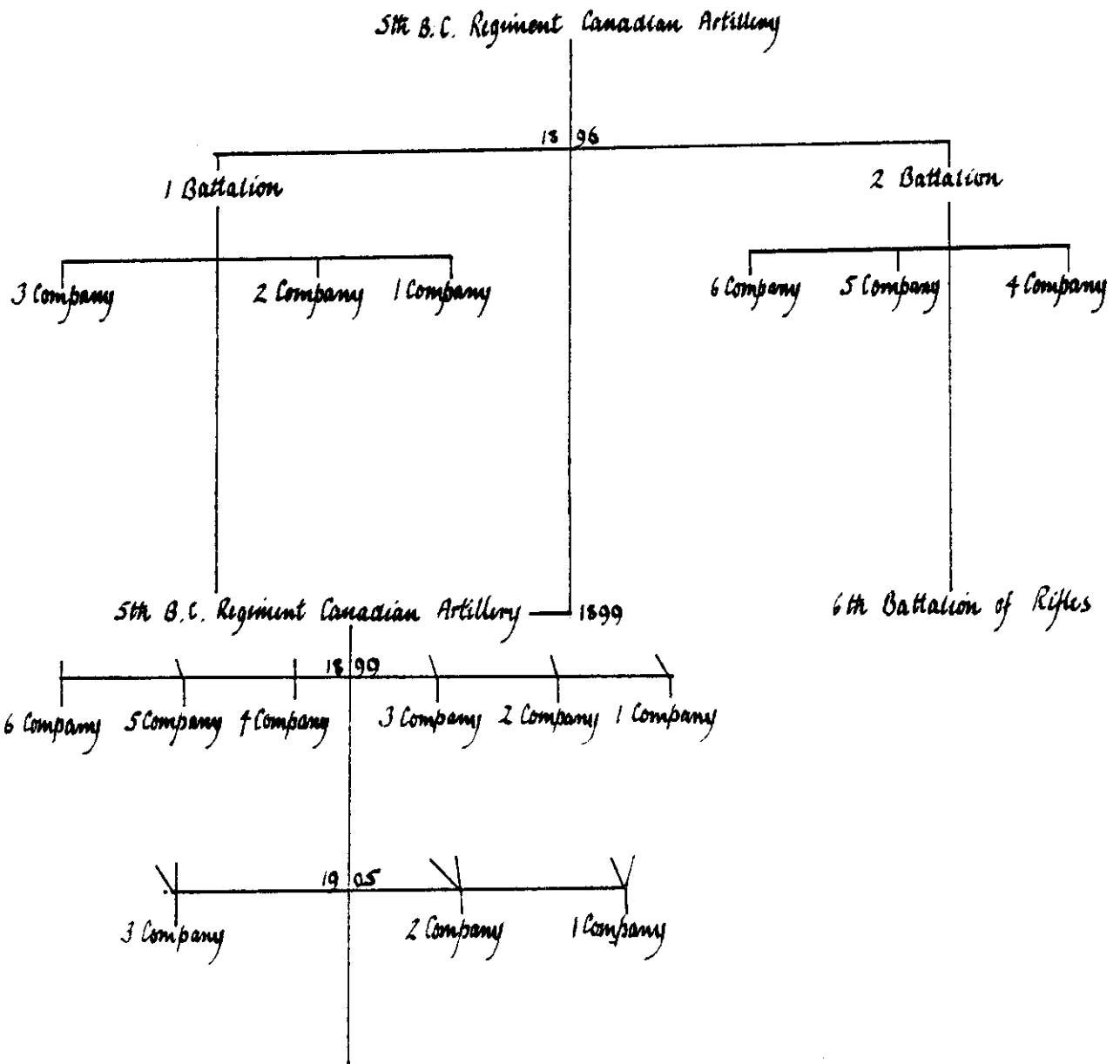


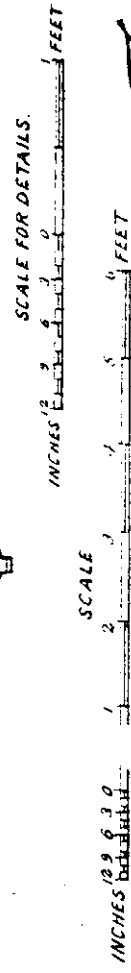
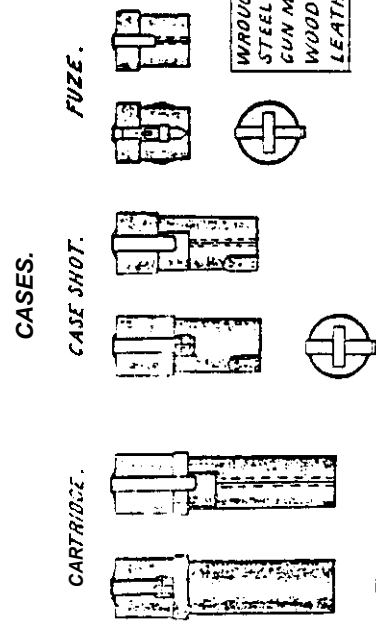
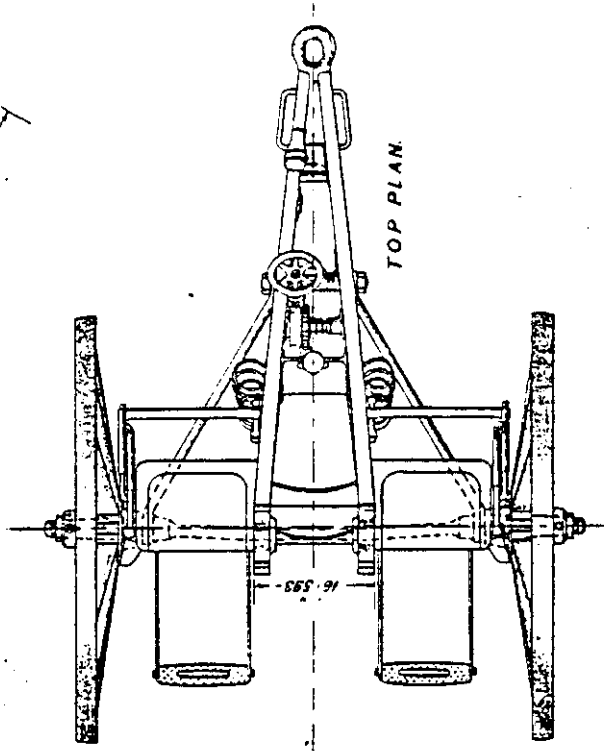
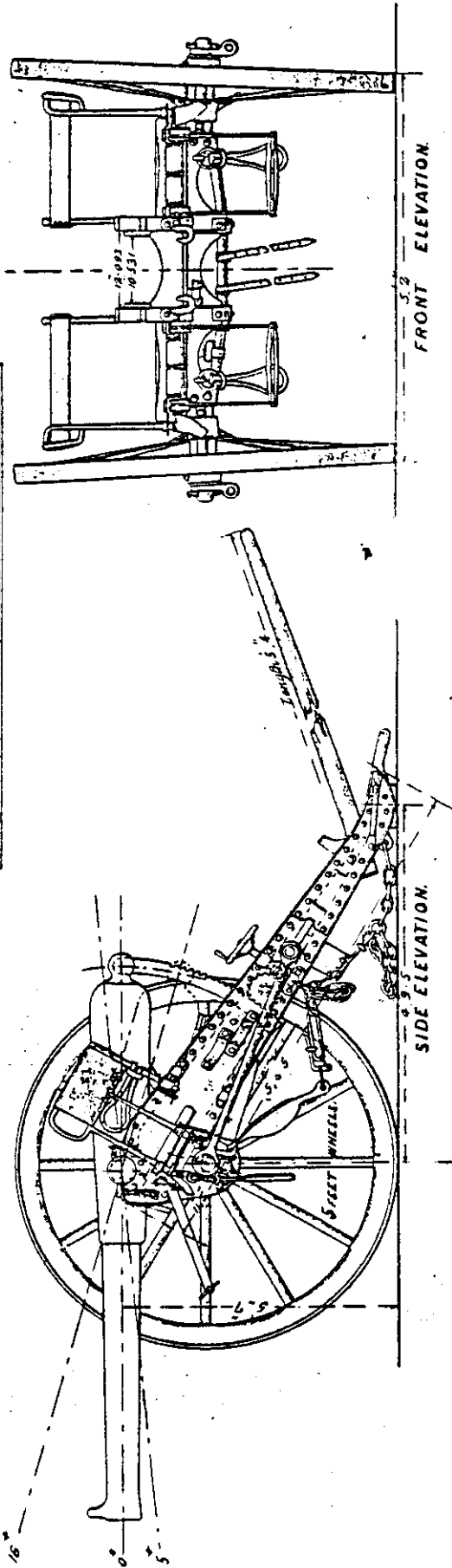
Figure 17

CARRIAGE FIELD, R.M.LJ3P MARK I.

PLATE 19.

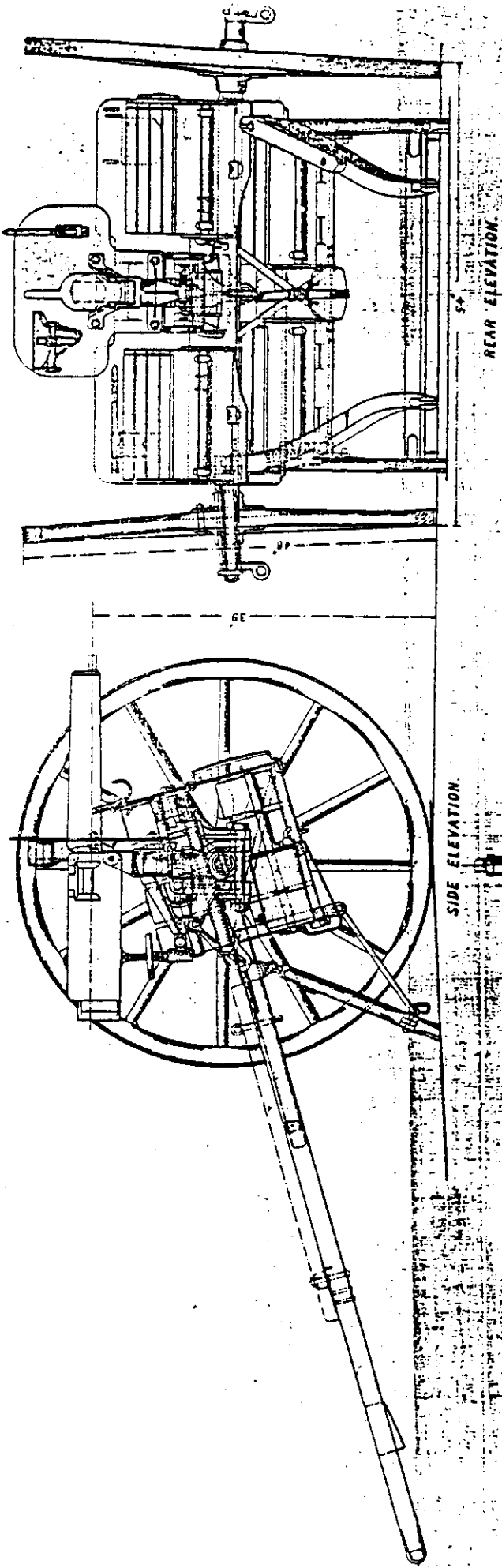
STEEL, WITHOUT LIMBER.

WEIGHT	TONNAGE WITH LIMBER FOR SHIP-TRANSPORTMENT IN BOATS.		APPROVED	PARAGRAPH LIST OF CHANGES
	4-535	9-562		
CARRIAGE	11-2-0	4-535	6-4-82 $\frac{57}{3335}$	4-237



*Handwritten signature or initials*

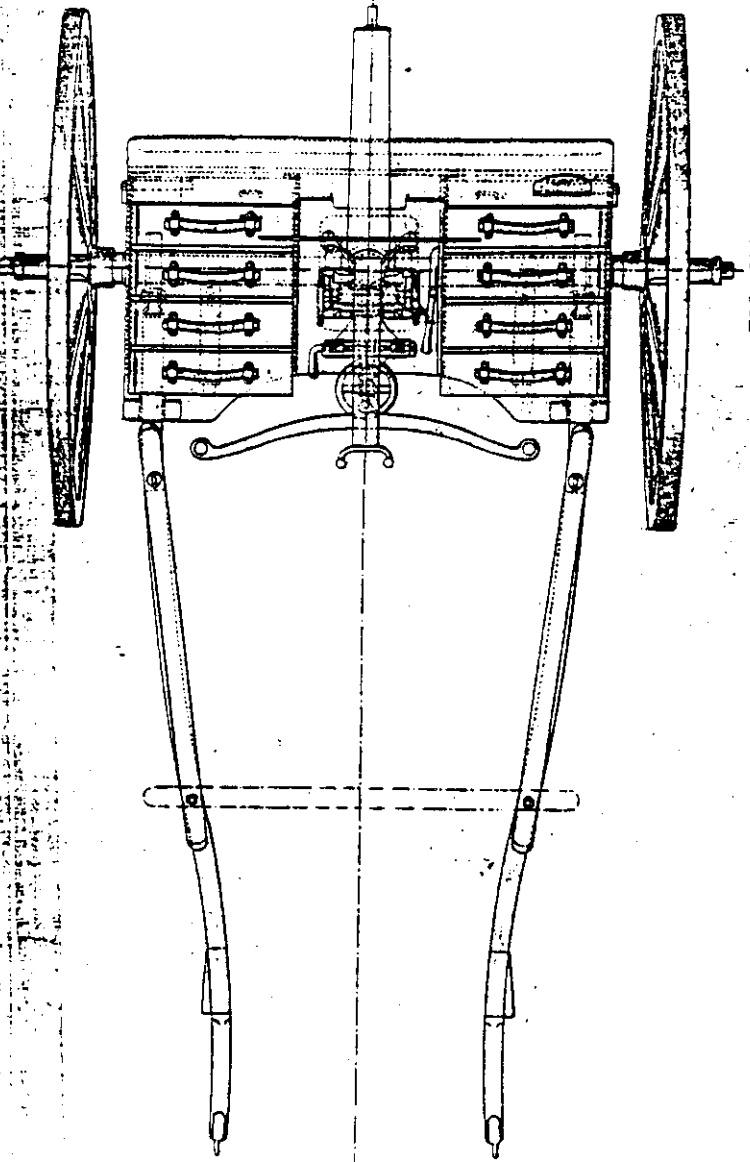
Figure 18



WEIGHT APPROVED.		PARAGRAPH "LIST OF CHANGES."
CWT. GR. LBS.	91	7142.
CARRIAGE.	6 · 2 · 10 26·6·89 7	
	2601	

- WROUGHT IRON
- STEEL
- CUN METAL
- WOOD
- LEATHER

SIDE ELEVATION



TOP PLAN.

INCHES 1 2 3 4 5 6 7 8 9 10 11 12  
SCALE  
FEET.

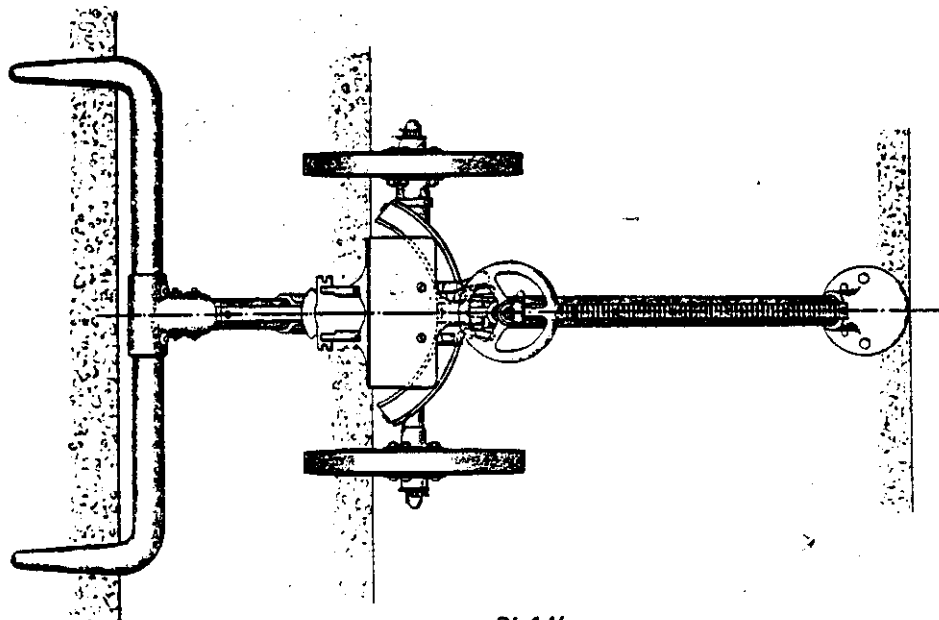
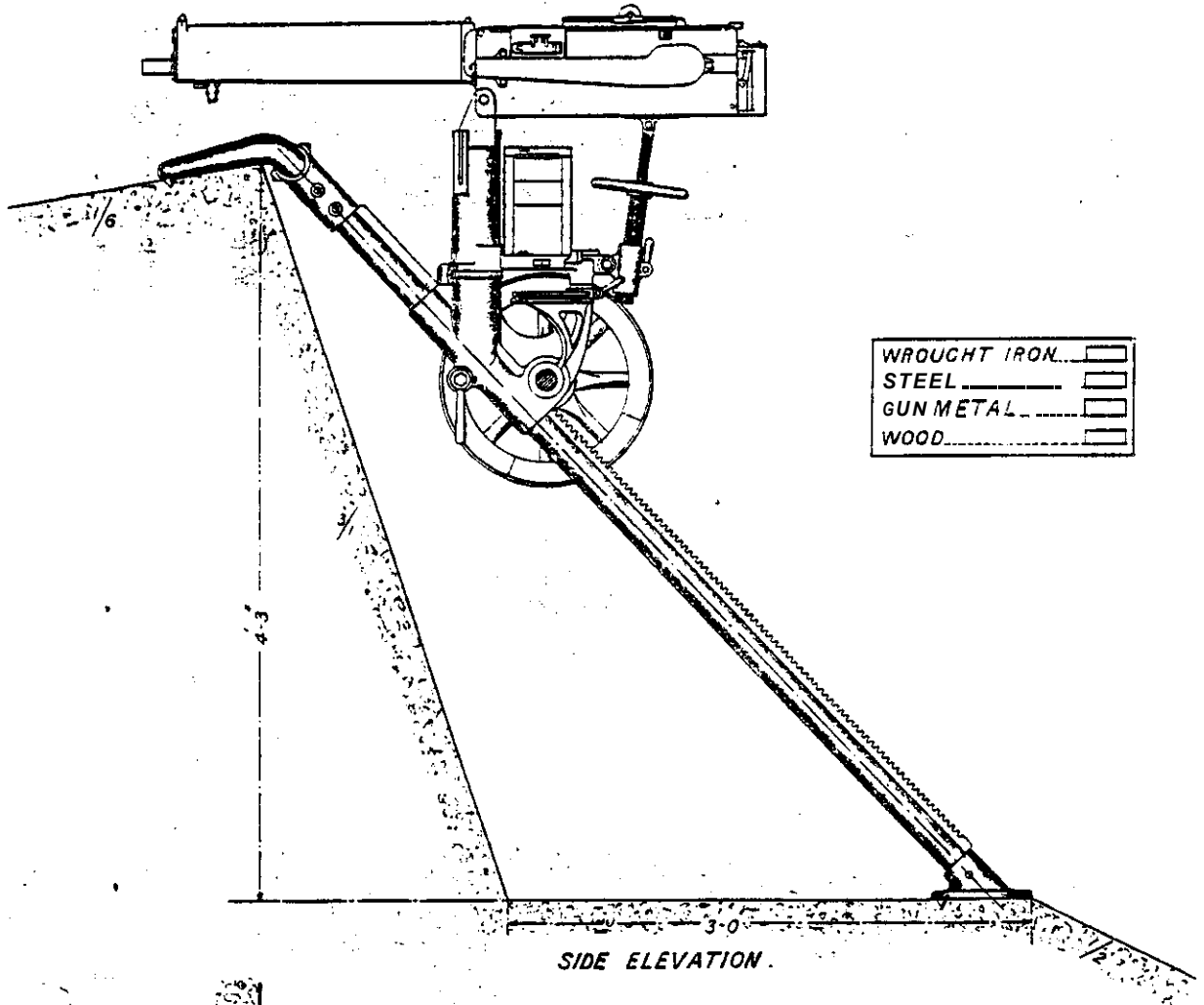
G.S. Marka.



Figure 19

CARRIAGE, PARAPET, MACHINE GUN, MAXIM, MARK II.

LATE 214.



PLAN.  
SCALE

12 9 6 3 0  
INCHES

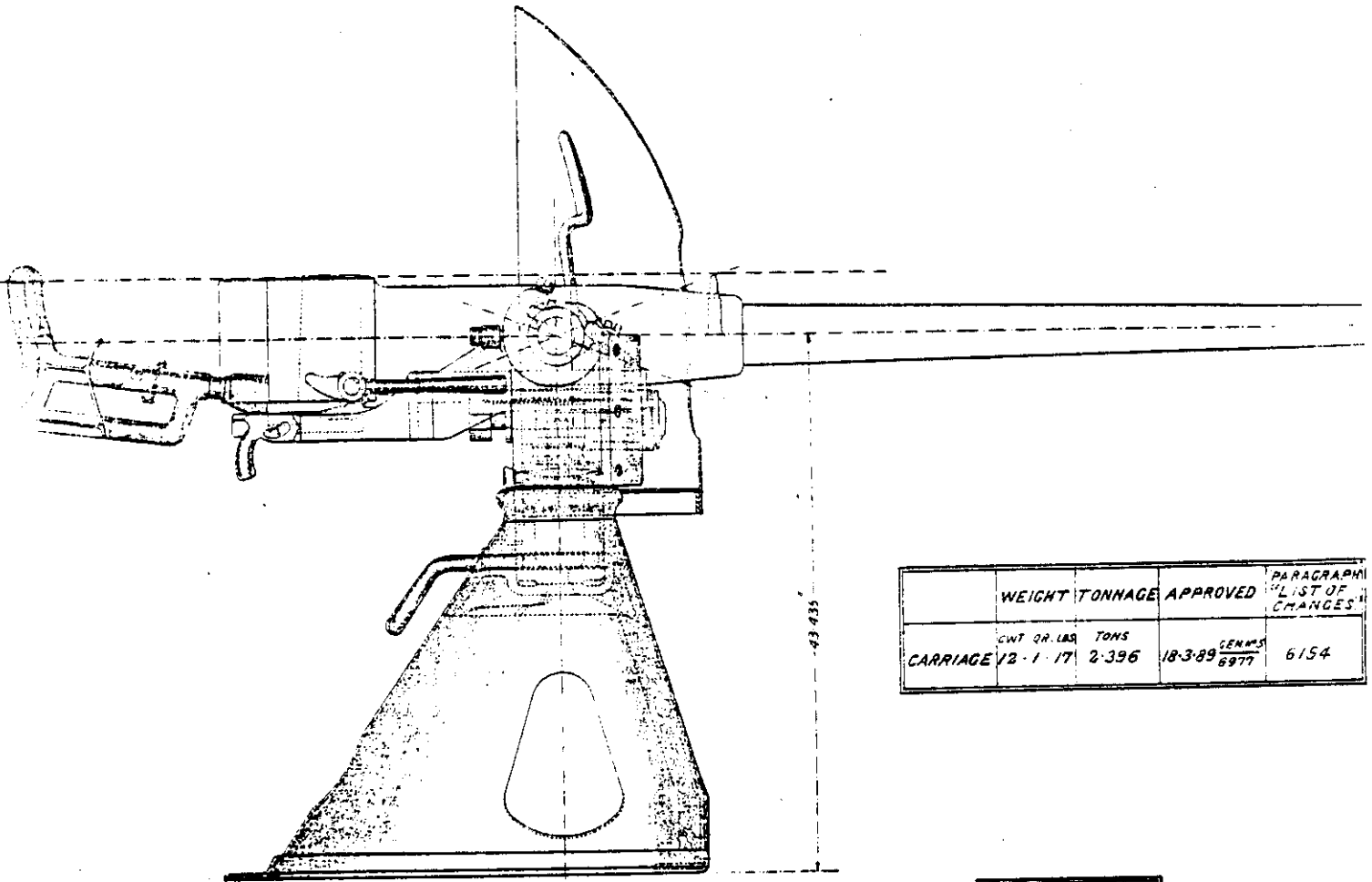
Figure 20

CARRIAGE, Q.F. REC'D. 6 FT. HOTCHKISS. MARK II.

PLATE 197.

METAL, FOR MARK II GUN.

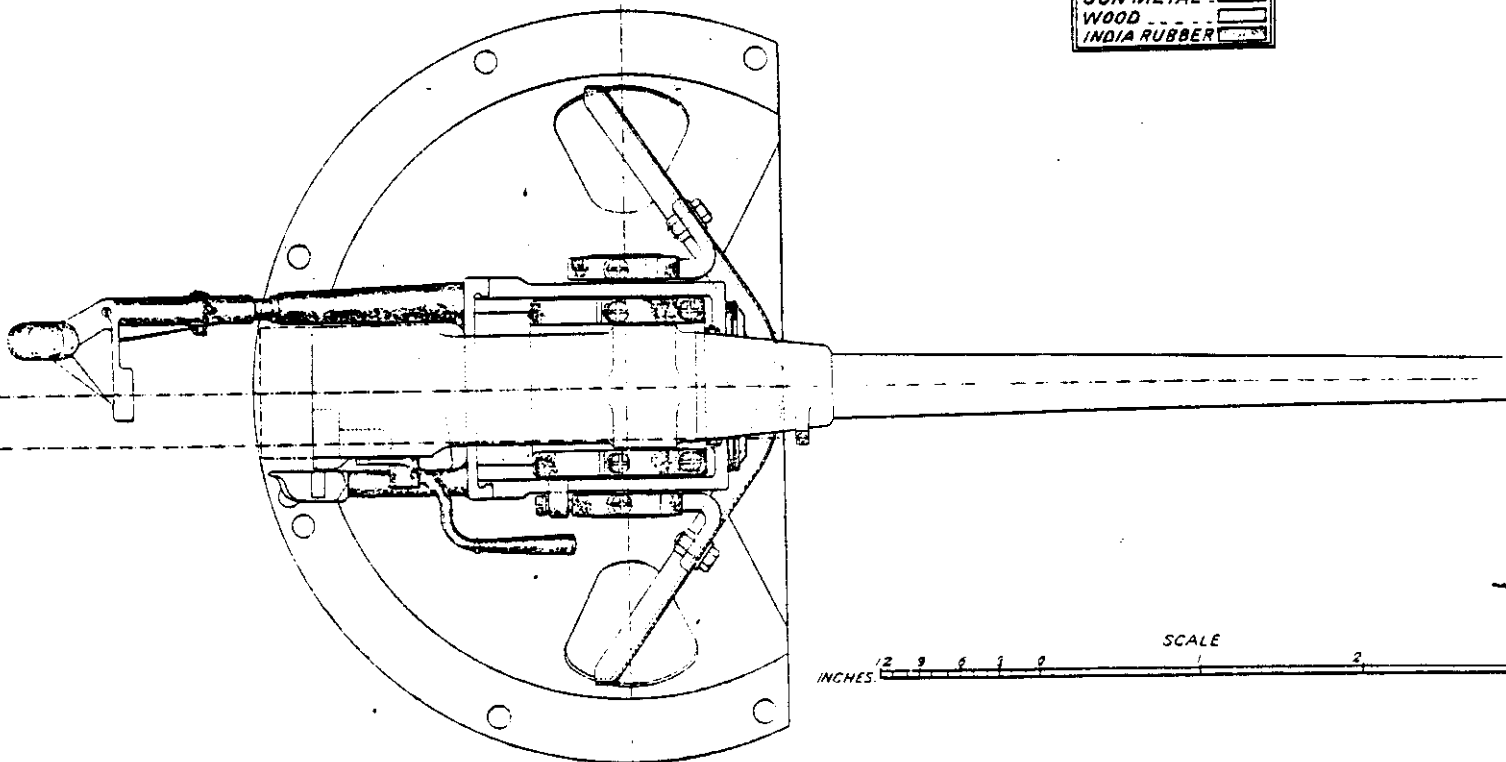
CONE.



SIDE ELEVATION.

	WEIGHT	TONNAGE	APPROVED	PARAGRAPH
	CWT OR LBS	TONS		"LIST OF CHANGES"
CARRIAGE	12,117	2.396	18-3-89	6154
			GEN MS 6977	

STEEL	
GUN METAL	
WOOD	
INDIA RUBBER	



TOP PLAN.

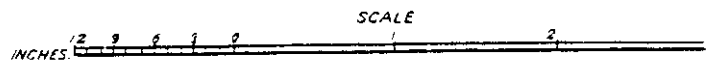
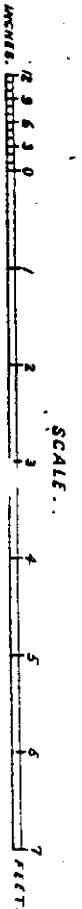
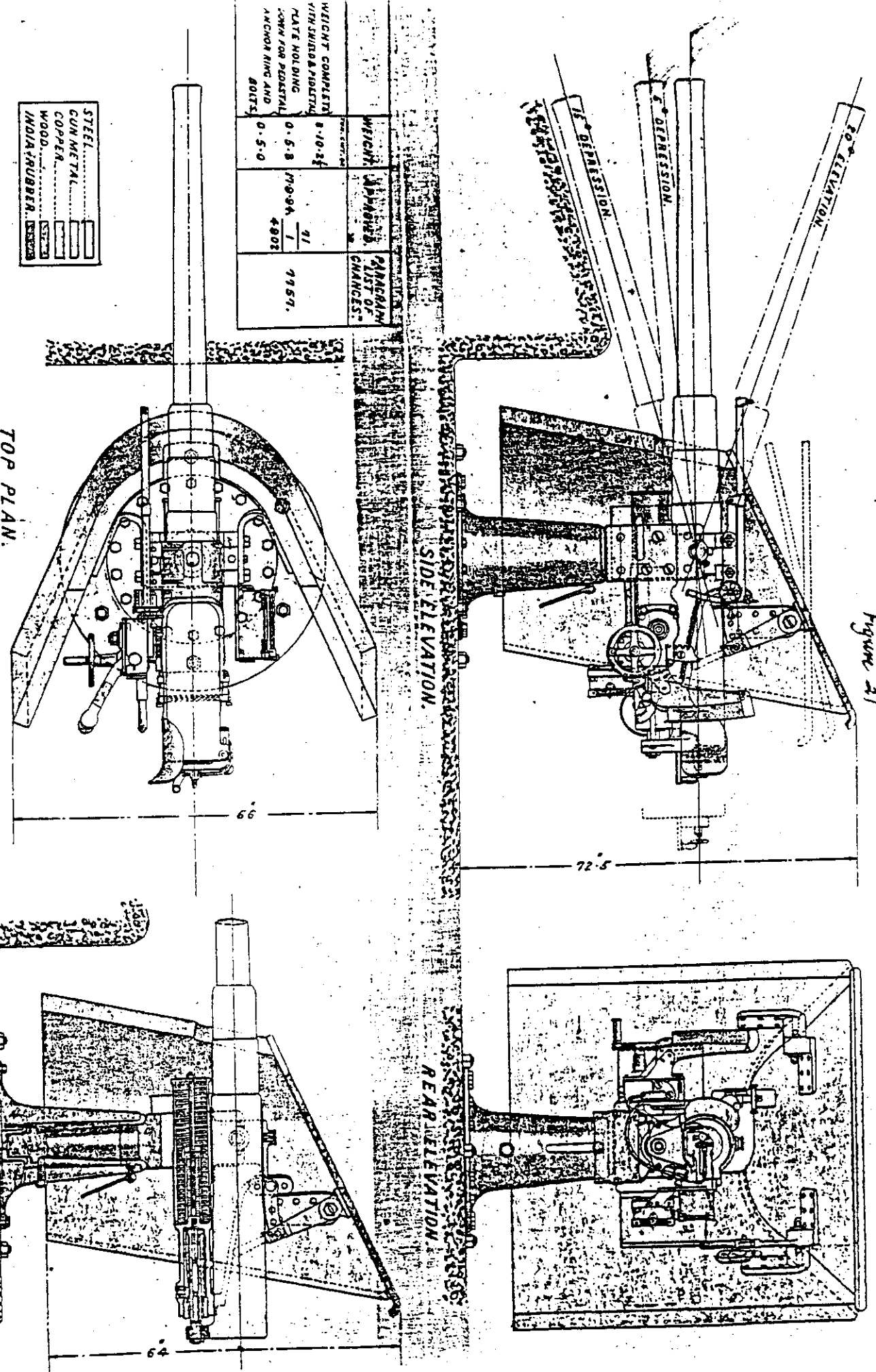


Photo L. L. H. at the R.C.D. Aug 1892

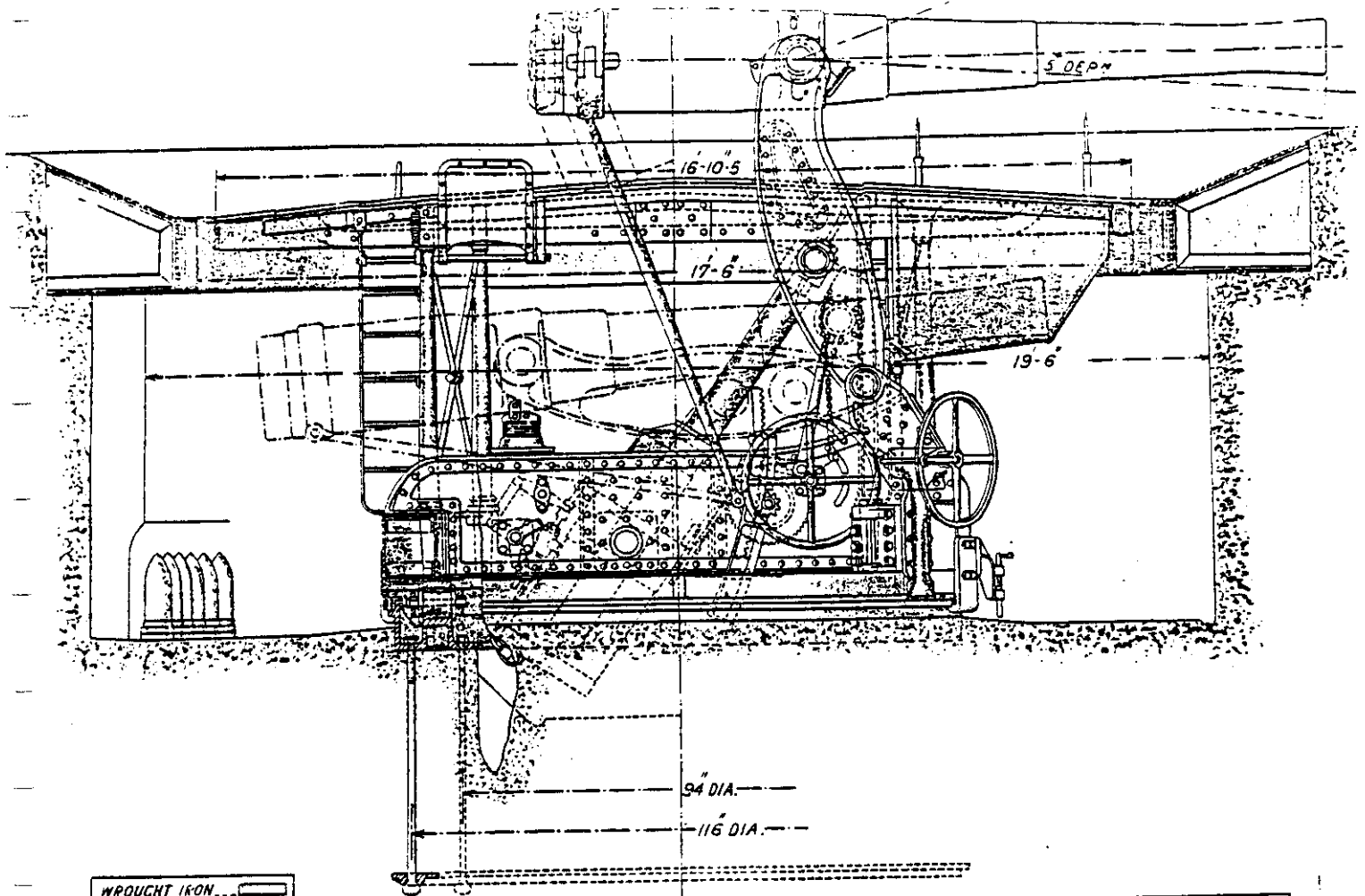
*J. H. D. ...*  
COLONEL R.A.

Figure 21



*G. M. C. ...*

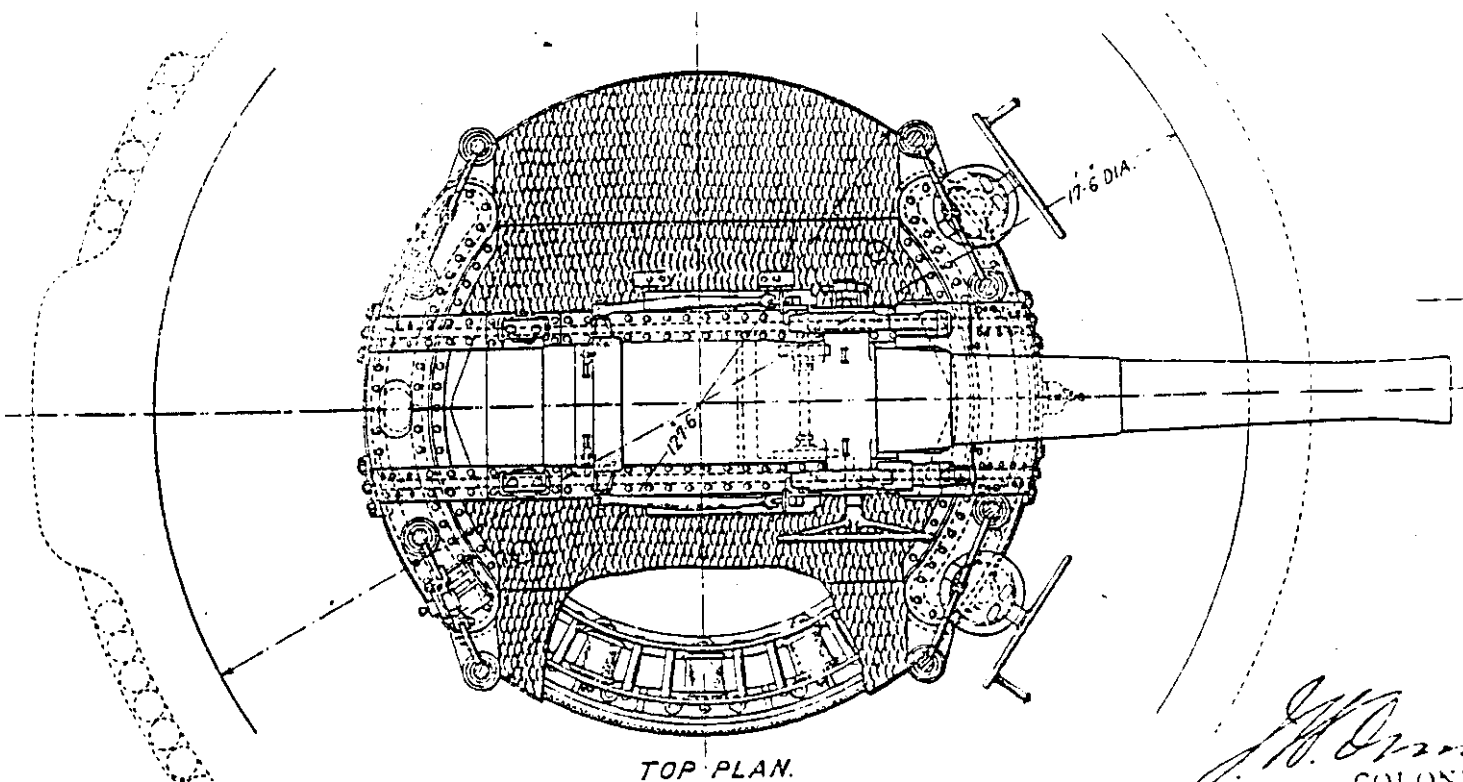
Figure 22



WROUGHT IRON	▬
STEEL	▬
CUN METAL	▬
COPPER	▬
WOOD	▬
LEATHER	▬
CAST IRON	▬

SIDE ELEVATION.

	WEIGHT	TONNAGE	APPROVED	PARAGRAPH "LIST OF CHANGES"	
CARRIAGE.	TUN. LWT. & FT. WGS.	13-3-0	1161-14-26	2-7-89 71 7611	5914



TOP PLAN.  
SCALE.

*J. H. D...*  
COLONEL.  
SUPERINTENDENT