aid he had

ad definitely

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n, request-

operate in

t of their vernment er system e undersubsidised Dominion to give

TINIQUE.

spatch to nce, Marrred here fter noon. nage was arthquake ruary 16th any new

ch alarmhave now ccupations uary 19th

iet. No vity was ry during irbances.

Sketch of the History of the Naval Establishments at

FROM THEIR COMMENCEMENT UNTIL THE ABOLITION OF THE PACIFIC SQUADRON IN 1905, AND MISCELLANEOUS MATTERS CONNECTING BRITISH COLUMBIA WITH H. M. NAVY.

PAPER READ BEFORE THE NATURAL HISTORY SOCIETY OF BRITISH COLUMBIA ON FEBRUARY 19TH, BY CAPTAIN PARRY, R. N.

Naval Hospital and Depot.

to the Crimean war.

is being the case, I think a short

s on the 29th March, 1854, in- | tery with a like result. tions on that date being issued Russia as may be considered tions was made.

sident, and consisted of (as far can be traced) the Trincomatee, plete. hitrite, Dido, Virago, Brisk, ne, and Cockatrice.

this period the British and h decided to join forces and coin the destruction of the Rusforces everywhere; and we find 1854, that "the naval ore mutually assist each other most distant regions of the also that "the ports of the as follows: sian establishments in the North ocean will become the centre

perations. • . . it is there-of the most absolute importance la plus haute importance) to aptly as possible. The chief object our united efforts is to sweep the sian flag from off the seas bounded America and Asia, and to effect in the shortest period possible." efore actually commencing hostili-

, the admiralty wrote to Admiral e that they "cannot but think that nch naval authorities also wrote in same tenor to their commander-

er the receipt of this severe reon the size of his attacking fleet, 26 seamen and marines wounded. supposed that Admiral Price rehis numbers to the President ip), Pique and Virago, the two eing sailing frigates and the a paddle wheel steam sloop.

g ships only: they met the British | fences." or the first time at Honolulu in 1854; various letters then pass-

that month; this, however, delayed for a day owing to the the result of intense mental Island. " on the preceding day.

ch an event in the face of the was a great calamity in every and no doubt eventually had a dicial effect on the final result

miral des Pointes now became the ons, Sir Fred. W. E. Nicolson, of the Pique, being the senior st 31st the general attack originplanned took place.

ceedings commenced by the Vir- cisco at this time. the only steamer present, comded by Commander Marshall, belashed between the Pique and Bruce, writing from Valparaiso to e and taking the President in tow; entrance to the inner anchorage very narrow, and owing to the g ebb tide running the ships were ble to get inside, and accordingly to anchor in a most unfavorable ships of war. Your Excellency will sition, exposed to the direct fire of | probably be able to provide a building,

arines under the command of own officer, Captain Parkes; this ng party rapidly effected their se of silencing the outer of these batteries, and after rendering runs unserviceable they re-emed in the Virago, which had in the British of five ships from the Paantime been slightly damaged he gun fire from one of the from the China command. y's frigates within the inner har-

President and Forte then moved ler sail, and silenced the remainf the outer batteries.

n this was accomplished the atships moved out of range for the President and Pique kedging

total casualties during this day very slight, amounting to one ed and thirteen wounded. this unsatisfactory skirmish, correspondence took place bedmiral des Pointes and Sir icolson as to whether proceeduld be abandoned or not, refinally in the combined decision nother attack should take place

4th of September. ere of the Eurydice and Bur-

charge of a landing party consisting with the boundary line skirting close | Hastings, it was ordered to be closed, said to be "a place gradually shoaling." | The small area of one acre which the the club at a salary of £50 a year. All of about 250 men from each squadron slong the buildings: "a trusty sick berth steward to be "the crusty sick berth steward to be steward to be "the crusty sick berth steward to be sick berth Naval Hospital and Depot.

of about 250 men from each squadron along the buildings.

is curious to find that the origin with officers in addition, embarked in On Admiral Bruce's the first naval establishment of any on Vancouver Island was entirely the Forte alongside, and the disemon Vancouver Island was entirely the Forte alongside, and the disembarking boats on the opposite side proved most valuable to the squadron and the crimean war. bunt of the war in so far as it af-

the inner harbor.

Disembarkation meanwhile took admirals, etc., "to commence and place as rapidly as possible, and the of the admiral and the governor. ute all such hostile measures attempt to take the inner fortifical

In a very short time it was seen that frigate Pique was at once sent the object was impracticable, and the them, dated 28th July, 1857, he states from England to augment the Pa- entire party was compelled to retreat squadron, which was then com- and re-embarked with as much speed by "Rear-Admiral of the as was possible, the ships all moving curacy of the governor's judgment may be payed by the fact that two soon as the embarkation was com-

rench commander-in-chief in the found to be hopelessly underestimated ously given on the buildings as 1854, a Rear-Admiral Februier des and inaccurate: and it was also real- year earlier than was the fact. es, received instructions from his ized too late that the narrow entrance In September, 1855, Governor Doug-ter of marine, M. Theodore Du- to the inner harbor rendered an attack las' anxiety to have Esquimalt made received instructions from his | ized too late that the narrow entrance

cers wounded, 10 seamen and mar- be formed at Esquimalt. upon these strongholds as ines killed, 36 seamen and marines wounded.

> Total British loss, 26 killed and 81 wounded.

Forte-Two officers killed, 1 officer wounded, 8 seamen and marines kille combined force accompanying your ed, 20 seamen and marines wounded, is is unnecessarily large," and the Eurydice—Three officers wounded, Eurydice-Three officers wounded, 8 seamen and marines killed, 17 seamen and marines wounded.

Total French loss, 25 killed and 69

wounded.

ed, so after the capture of a Russian ed attack to take place on the merchant vessel, the Sitka, the two of the authorities in England, squadrons separated, and on the 7th of September the British ships with the

The foregoing account shows there fore, that the English fleet arrived at Vancouver Island in the autumn of 1854 with a large number of wounded men on board, and as no accommoda- space would be found very limited"; tion could be provided for them on he then points out that a reserve for shore, the ships proceeded at once to

November. The prize Sitka was eventually taken H. M. S. Plover, which ship had been found unfit for service at San Fran-

In February, 1855, we find the new ccmmander in chief, Rear Admiral Governor Douglas that "in all probability an opportunity will be afforded me of visiting the Island in the month of July next, in my flagship, the Monarch, and of bringing with me other batteries mounting 19 guns, upon the arrival of the squadron, that ich formed the outer defences of may serve as a temporary hospital for 1859, writing to the admiralty a state-

ne President immediately landed which was so seriously felt last year." This was written on the eve of the separture of the admiral and his fleet was supported by a small body | for Petropauloski; and it may be of inglish and French sailors, and the terest to briefly relate the final proceedings in connection with this place. The intention of the Allies had evi-

cific station, with two additional ones The fleets met off Petropauloski on the 30th of May, 1855, and found the 1863, again urged most strongly the neplace entirely deserted, "not a ship, cessity of a naval hospital being pergun, or person," Admiral Bruce reports; after the French had burnt the and it is somewhat difficult to undertown of Petropauloski the combined stand why these strong recommendasquadron proceeded to Sitka, arriving tions from the admiral on the spot ght, the Virago towing the Forte there in July, and found no Russian were not adopted without further deskips of war or opposition of any kind; lay. the Russian war as far as the Pacific

minate until May 1st, 1856, nearly a | Hawkins, R. E., which had been going year later. On receipt of Admiral Bruce's letter, Governor Douglas immediately had year the buildings in Skinner's Cove three buildings erected on Perry which the Royal Engineers, employed Foint, or what is now known is on this work, had been occupying. Duntze Head, immediately at the en- were formally transferred to the navy trance to Esquimalt harbor; they for a navy hospital, together with ten were of wood and were built by the acres of land. a.m. on that day, Captain La Hudson's Bay Company at a cost of

being made for the mutual satisfaction then disappears from the records.

of the admiral and the governor. The history of the hospital after

Governor Douglas evidently thought his report to the admiral concerning ary care, for half a century"; the ac- tion, 1859, over it. curacy of the governor's judgment may these three buildings are still standing and in good condition; until the dis- of a caretaker.

of England and France will an impossibility.

ore mutually assist each other. The total losses and casualties in-President—One officer killed, 3 offi-that a store and provision depot should

> Meanwhile the use of the buildings was evidently much appreciated by Virago-One officer wounded, 3 sea- the fleet, and in January, 1856, the men and marines killed, 14 seamen and senior officer in northern waters remarines wounded. one house is being used as a hospital for officers and men (this is the building lately in use as an office), and one building as a store and provision room. At the latter end of 1858 half of the unused building (which stood on the eamen and marines killed, 17 seamen ground occupied lately by the naval storekeeper house) was converted into a drawing office for the use of the wounded, 6 seamen and marines killed, surveying officers of H. M. S. Plumper, then commencing her important work of surveying in these waters.

In October, 1859, the admiral, Sir H. The original idea of this demonstra- L. Baynes, appointed the assistant tion by the Allies was "to give the surgeon of the Plumper, Dr. Samuel whalers time to leave their fishing Campbell, to act as medical officer in French fleet consisted of the two grounds without molestation from the charge, and he was then given for Porte (flagship), Eurydice, Russian vessels of war, and secondly, quarters the other half of the house e brig Obligado, all three being to attempt an attack on the shore de- where the Plumper's drawing office

was. The first part of this intention was | On Dr. Campbell's appointment, the new considered to have been carried building hitherto used for provisions, tween the two admirals, presum-connected with their plans of at-totally failed, it was decided by mutual agreement between Admiral des ply of medical stores for the ships was two fleets again met at Awatska | Pointes and Sir Fred, Nicolson that no sent out by the admiralty, to be kept off Petropauloski at the end of further hostilities should be attempt- at Esquimalt, showing the growing importance of the station in the eyes

In November, 1858, Admiral Sir R. L. Baynes writes to the admiralty of Admiral Price by his own prize Sitka proceeded to Vancouver that "the ground on which the naval hospital stands is well suited in every respect for the purposes, but should future time to erect storehouses or form a naval establishment, then the public purposes of 17 acres adjoining "any purpose their Lordships may deem advisable to appropriate it for"; of the British squadron, and on to England by the officers and crew of he further warns the admiralty that

> has been bought by speculators. Acting on this, the governor received orders dated January, 1859, from England, to reserve this land for the use of the navy, which was accordingly done.

An immense amount of correspondhere and the admiralty as to making Esquimalt a permanent station, and in his reply to an order calling for a general report on the subject, we find Admiral Sir R. L. Baynes in May, the sick and wounded, the want of ment, most favorable to Esquimalt, the only drawback being "possible desertion to the U.S. of Washington.' he also remarks that "British Columbia promises at no distant period to be perhaps one of the most valuable pos-

sessions." Although the admiralty appointed cently been again to co-operate, as the a staff of three attendants to the hos-French fleet consisted of four ships and pital in August, 1860, the establishment is invariably called most carefully "temporary," indicating a doubt as to.

its eventual retention. Admiral Kingcome in November manently established at Esquimalt,

In the early part of the year 1862 was concerned was therefore at an the important work of the boundary end, although hostilities did not ter- commission, under Lieut.-Col. J. S. on for the previous four years, was terminated, and in May of the same The hospital was then used without

(i.e., of safety), and after taking the had it been engaged with the enemy President in tow, proceeded towards and suffered the casualties that I had still made of the hospital buildings by The first visit on record of an Euro-August, 1857, a most minute inventory permanent, and the word "temporary"

> this date was uneventful, brick buildvery highly of these buildings, as in lings with modern conveniences gradually taking the place of the original wooden buildings, of which one only "these buildings will last, with ordin- now remains with the date of its erec-

The naval hospital was formally closed in February, 1905, and is now, once again, as in 1870-1, in the charge



CAPT. PARRY, R. N.

H. M. S. Egeria. it be their Lordships' intention at any in November, 1863, Admiral Kingcome speaks of the official information that the provisions, etc., for this purpose are being dispatched from England; it is therefore presumed that the actual stores arrived early in 1864, and and at the present time no trace of the nander-in-chief of the allied San Francisco, where they arrived in the present site is very suitable for made Esquimalt, for the first time in original Thetis Island, as an island,

its history, a naval depot. As in the case of the naval hospital. sc it was with the naval depot, and all the land round .Esquimalt harbor when the authorities definitely decided on the permanent nature of the es- transferred to the admiralty by the Dotablishment, its later history becomes uneventful; wooden buildings for various purposes were gradually erected until about 1890, when repairs for the 1899 and 1903; they are capable of holdfleet commenced to be carried out in the yard, and substantial brick buildence passed between the admirals ings were erected by degrees for this and other purposes, some even being in progress at the final closing of the

yard in March, 1905. At the time of closing the yard was for its size very completely equipped with repairing machinery, moulding and fitting shops, machinery, etc., very commodious storehouses for all

purposes, boat houses, etc. A brick prison for naval purposes was erected in 1899 in the yard, and there are several official residences, the finest being that lately occupied by the naval store officer, which was built in 1885; fine naval barracks for the accommodation of ships' companies of ships under repair were only just completed before the yard

up the harbor, but Admiral Lyons, traordinary. then commander-in-chief, was strongly opposed to this owing to the insufficiency of water for deep draught largest vessel on the station.

Esquimalt Harbour.

The existing name of the harbour is dians, and although spelt "Esquimalt" 1932, the land set apart for this pur- interruption until August, 1869, when letter omitted, thus "Squimalt."

along the buildings.

"a trusty sick berth steward to be On Admiral Bruce's arrival at Esquimalt later on, he found "three computations" and this was accordingly old documents, but so far as I have old documents, but so far as I have guardroom to accommodate the marine ing therefrom. On his part, having been able to trace, was generally accepted in its present form chart accepted in its present accepted in its present form chart accepted in its present form cepted in its present form about the ings still remain in place.

the ships came within range, the ships of the fleet at intervals, until once again on the urgent representations of the ships, especially taken charge of by the ships of the fleet at intervals, until once again on the urgent representations of the fleet at intervals, until once again on the urgent representation of the ships, especially taken charge of by the ships of the fleet at intervals, until once again on the urgent representations of the fleet at intervals, until once again on the use commander in the ships of the fleet at intervals, until once again on the urgent representation of the fleet at intervals, until once again on the urgent representation of the fleet at intervals, until once again on the urgent representation of the fleet at intervals, until once again on the urgent representation of the fleet at intervals, until once again on the urgent representation of the fleet at intervals, until once again on the urgent representation of the fleet at intervals, until once again on the urgent representation of the fleet at intervals, until once again on the urgent representation of the fleet at intervals, until once again on the urgent representation of the fleet at intervals, until once again on the urgent representation of the fleet lishments within Spanish dominions.

Quimper gave the name "Puerto De Cordova," to what we now call Esquimalt Harbour, but this unfortunately, like so many other of the original Spanish names on the coast, was entirely supplanted by the present familiar name, and few even know now of the first name given it by its European discoverer.

The name was given in honour of

Lt.-Marines H. H. McCarthy Lt.-Marines F. J. Richards.. ..

then on the station.

Thetis Island, Constance Cove.

As far as records go, this island was this time.

half an acre.

On the general introduction of steam at Esquimalt was felt and early in 1860 two large wooden sheds were erected on Thetis Island, capable of holding 1,-500 tons of coal; these were built by the artificers of the fleet at a total cost of £292 sterling.

Between the years 1880-6 the excavations from the new graving dock being built close at hand, were deposited in the space between the island and mainland, eventually joining them together, can be seen.

In November, 1898, an additional piece of land of about one-sixth of an acre, adjoining Thetis Island was minion government for the purpose of erecting new coal sheds, which were accordingly built between the years ing 10,000 tons of coal

Cole Island, Esquimalt Harbour.

On the gradual increase in numbers of the ships of the navy in northern sions of the former order of October, waters it became necessary to make 1889, to "vessels requiring to proceed separate provision for a magazine for to the different wharves at present sittheir use, and early in 1860 the admi- uated on the shores of Constance ral, Sir R. L. Baynes, acting in conjunction with Colonel R. C. Moody, R. E., then chief commissioner of lands Cove showing the exact position of all liard room was closed in by a bulkand works; after inspecting various localities chose Cole Island, at the entreme head of the harbour, as the most suitable position ,and in May of that year, the Island was formally transferred to the navy by Governor Douglas for this special purpose.

In August, 1890, difficulties as to the commendations were made to move posed at the site of the present subthe yard to other positions, chiefly be- marine mining wharf in Constance isting. cause of its exposed position with re- Cove, but this was not carried out owgard to attack from seaward, and in ing to the water trouble being eventu-1881 it was strongly urged that it ally settled satisfactorily; how such should be transferred to the Indian an unserviceable position as this latter reserve fronting Plumper bay higher was ever suggested, seems most ex-

In 1902, plans for a complete magazine establishment at Patterson Point, Mr. Williams, a resident of Esquimalt, on the west side of the head of Esqui- and was by him leased to the officers of vessels of the Swiftsure class, then the | malt harbour were drawn up and sub- | the fleet as a club-house. mitted to the admiralty, who subsequently requested the Dominion Gov-

cessary land. The admiralty took over this land onnaval establishments, but it is under- place. is always pronounced with the first stood it has since been given up, and has again reverted to its former own- Mr. Williams and the officers of the pose consisting of a seven acre lot on the representation of Admiral The English meaning of the name is ers, the Hudson's Bay Company.

of the harbour, to erect temporary ways for this purpose.

The present torpedo boat shed in the naval yard was meanwhile commenced, emembers was \$1 per month. being completed and first used during the year 1886.

Man of War Anchorage, Con-

stance Cove, Esquimalt. the Viceroy of Mexico, Don Antonio of the navy in British Columbia wat-After the transfer of the hospital to

After the transfer of the hospital to

Lieut-General in the Spanish army.

of the navy in British Columbia waters, Constance Cove was invariably arrived.

.. Ashe Head of H. M. ships. McCarthy Island
Richards
Richards Island
Richards Island
Dunn's Nook

Of H. M. Snips.

The harbour master for Victoria and Esquimalt having been called on for a report on the subject, recommends Constance Cove as being the proper ture, etc., to the members for \$25. a Nav. Inst. R. M. Inskip Islands bia then forwarded Admiral de Horconstance Cove was named at the sey's request with the harbour mastsey's request with the harbour mastsey's request with the harbour mastsame time after H. M. S. Constance, er's plan, etc., to the Dominion govern-

be carried out. No further action of any kind seems iams, whilst the members were respon

the first land at Esquimalt used for In April, 1883, the question was again Triumph was president of the commitany naval purposes; in a letter from raised, owing to the naval authorities tee. Admiral Baynes to Governor Douglas at Esquimalt requesting the harbourrespecting the government selling the master to remove an American vessel made in 1873 having so far continued in island to the harbourmaster, Mr. Jere- from Constance Cove, but again no fur- force, Captain Aitchison, H. M. S. miah Nagle, he distinctly states in sup- ther progress was made as to its set- Swiftsure, being president of the com-

into the navy, the want of a coal store report fully on the subject, and in Oc- by the Bank of British Columbia on a the report was very definite, and briefly was that in view of the representaneage, Constance Cove, being the portion of Esquimalt harbour, situated to Duntze and Ashe Heads should be set apart as a man-of-war anchorage, the only conditions being that access to was \$1,044, and it was not till Septemthe Cove should at all times be given ber, 1895, that it was finally paid off. to vessels desiring to make use of the

graving dock situated there. An order-in-council was immediately issued carrying out this report. In the following month, the executive ouncil of British Columbia forwarded a protest totally condemning the action of the Dominion Government in thus giving up Constance Cove to the

navy as a man-of-war anchorage. Although this latter protest was so order-in-council, the Dominion Government appear to have taken no further action in the matter until April, 1894, telephone, and in 1898, electric light was when an amended order-in-council was issued, extending the original provi-

Cove.' In July, 1897, a plan of Constance the club facing the harbour. The bilexisting wharves was approved by the heading, which formed one side also of

Governor-General. On the abolition of the Pacific station which had reviously opened u.to the in the early part of 1905, the man-of- billiard room, was now constructed so war anchorage was no longer required that it opened .1 to the old dress ng to be reserved solely for naval purpos- room, which late or as converted es; and by mutual agreement between into a smoking room. The total cost of te admiralty and the Dominion Gov- these improvements was \$2,164. water supply to the island arose, and ernment, an order-in-council was is-At different times in its history, re- a new site for the magazines was pro- sued at Ottawa in July of that year, carried out the rules were again reremoving the reservation previously ex- vised, and the committee, Captain T. P. Walker, H. M. S. Warspite, being

Officers Royal Naval Club, Esquimalt. -

The Officers Royal Naval Club, Esquimalt, was built in August, 1867, by

The building consisted of a billiard Rear-Admiral F. H. Stirling, H. M. S. room, reading room, kitchen, lavatory, ernment to secure possession of the ne- with offices attached, outside the building, and six small rooms upstairs, and raised by private subscription, which so remained until the end of 1899, when was repaid out of the profits of the

> By the terms of the lease between fleet, the former acted as steward of

he undertook to keep it in proper repair and provide the club servents.

When the club was first started, Cap-

The subscription for members was \$2 per month, while that for honorary

In November, 1868, it being found that Mr. Williams was working the club at a loss, his salary was increased to £150 yearly.

In December, 1876, only one ship, H. M. S. Rocket, being present in har-bour, and only a few officers of that ship belonging to the club, it was re-

and in good condition; until the dissipation were specially severe. The principal reason for such a total defeat was that the information ton-cerifical residences of the botatswaln and their defences was afterwards found to be hopelessly underestimated and inacurate; and it was also realised to late that the narrow entrance to the inner harbor rendered an attack by more than two frigates at one time an impossibility.

The total losses and casualities incurred during this later end of the colony's public funds, and at the safe flows:

The principal reason for such a total date of erection is erroment an impossibility.

The total losses and casualities incurred are not the find the first survey of the harbour as a few points, islands, etc., in the harbour being all named after the captain and of ficers of this latter ease of the sounded of septimate man impossibility.

The total losses and casualities incurred are not many from the first survey of the harbour as a first survey of the harbour as saide a portion of the harbour as a saide a portion of the harbour as a saide a portion of the harbour as a follows:

The total losses and casualities incurred during this latter ease for the surveying vessel and carpetine of the yard, the other being all named after the captain and of section for the colony's public funds, and at the same time Admiral Bruce recommends the admiralty to permanently retain the first survey of the harbour was made in 1847, by Lieut. James Wood, commanding H. M. surveying vessel family vesses definitely as such for many years by the naval authorities, and also by the local government, although not officially recognized.

In June, 1877, the club was reopened, the first survey of the harbour was made in 1847, by Lieut. James Wood, commanding H. M. surveying vessel pandora; assistance in this work was siven by Mr. R. M. Inskip, made in the first survey.

In June, 1877, the club was reopened, defent the special anchorage for men official residences of the bidners of the first survey of the harbour

ment urging that the proposal should be carried out. to have been taken on this subject at sible for the inside repairs. At this time Captain Markham, H. M. S.

miah Nagle, he distinctly states in support of his claim on behalf of the navy, that the island "has been occupied by the navy for naval purposes and has had buildings erected on it since the year 1852;" what these buildings were is not known.

In consequence of this, the island was formally reserved for naval purposes and has being about the result of the navy, the correspondence of this, the island was brought up, the correspondence of the street of the navy for naval purposes and has had buildings erected on it since the year 1852;" what these buildings were is not known.

In consequence of this, the island was formally reserved for naval purposes the street of the navy for navel purposes and has had buildings erected on it since the chief, a German barque was removed from Constance Cove to another position outside the usual man-of-war anchorage, and once again the subject was brought up, the correspondence of this, the island was formally reserved for naval purposes then commander-inchief, a German barque was removed from Constance Cove to another position outside the usual man-of-war anchorage, and once again the subject was brought up, the correspondence of this, the island was formally reserved for naval purposes and has had buildings erected on it since the commander-inchief, a German barque was removed from Constance Cove to another position outside the usual man-of-war anchorage, and once again the subject was brought up, the correspondence of this, the island was formally in the club, and the question of buying the club, and the question of buying the club, and in the question of buying the club, and A committee of the executive council Seymour, Bart., for the members of the at Ottawa, was eventually ordered to club, the money being advanced to him tober, 1899, they issued their statement; mortgage on the club and ground. The price paid was \$3,000. The committee. Captain H. Rose, H. M. S. Triumph, betions of Admirals de Horsey and He- ing president, then insured the club, furniture, etc., for this sum

By December, 1889, the club had been the eastward of a line drawn between re-roofed, new windows had been put in, and the debt reduced to \$2,050. In August, 1893, the debt still owing

The Naval club, and the ground on which it stands, is now the property of the members of the club, and is held in trust for them by the British Columbia Corporation, Limited, of Temple Buildings, Fort street. They also own a further piece of land at the back of the club, but the strip of ground on which the verandah, in front of the building, is built, is leased from the admiralty-five shillings a year being paid for it. The trustees have possession of sweeping in its condemnation of their all deeds and documents relating to the property, size of it, etc.

> introduced throughout, and a new billiard table bought, In 1900 a new aressing room with offices attached was built. The entrance, which was previously through the billiard room, was closed by a window and a new entrance made on the side of

In 1896, the club was fitted with the

the new entrance passage. The bar After these improvements had been

Royal Naval Canteen, Esquimait.

chairman, increased the insurance on

In February, 1905, on the abolition of

the Pacific squadron the billiard tables

the club, furniture, etc., to \$4,000.

were sold, and the club was closed.

The Royal Naval canteen was oper ed in June, 1880, for the use of the fleet, Triumph, being commander-in-chief at the time. The money to build it was an adaptation of that used by the In- ly shortly before the closing of the certain structural improvements took canteen as they accrued: the admiralty also gave a grant of £50 towards

this purpose. (Concluded To-morrow.)