

Officers of the Military History Society of Manitoba

**Journal**

**of the**

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**Officers of the Military History Society of Manitoba.**

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**Contents.**

1.	Introduction.....	1
2.	Camp Hughes Provincial Heritage Site, by Grant Tyler .....	2
3.	Captain George Finlay and the 6th (Royal Warwickshire) Regiment of Foot, by William Y. Carman.....	5
4.	History and the Historic: Canadian Naval Aviation, by Leo Pettipas.....	9
5.	The 75th Infantry Battalion C.E.F. 1915-1916, by Bruce Tascona.....	28
6.	Reproducing the Past: The Dalrymple Clarke Chest/Cupboard, by Rick Lair and Virginia Lockett.....	30
7.	"With the Colours at the Front": Reminiscences of Ex-Colour Sergeant J.H. Knott, 13th Battalion, Hamilton. Ed. John Thyen.....	37
8.	Notes:	
	Notes on a Canadian Militia Infantry Officer's Frock Coat ca. 1854, by Grant Tyler.....	50
9.	Notes on a Canadian Militia Officer's Full Dress Tunic 1863-70, by Grant Tyler.....	52
10.	Books by Members.....	56
11.	Books of Interest.....	56
12.	Museum Notes. "Warriors" at the Glenbow Museum.....	58
13.	M.H.S.M. Reprint Series.....	59

## INTRODUCTION.

The Military History Society of Manitoba is a non-profit corporation started in 1987 by four colleagues interested in the material culture, and social history of military units with a Manitoba connection.

The objectives of the Society are to collate information on military material culture and history in general, and to acquire new knowledge through research and study, with special emphasis on Manitoba units and their activities wherever these may have taken them. To this end the Society maintains a library, an archive, photo files and a very limited collection of artifacts. The archive now includes nominal rolls of all CEF units, copies of which can be purchased from the Society for a modest fee to cover the cost of xeroxing.

For the past six years a major project of the Society has been historical and archaeological research at **Camp Hughes**, under the aegis of the Provincial Archaeologist. The surveys and data produced about this World War I training camp formed the basis of the application for designation of this area as a historic site. This resulted in official Provincial designation of the site. Two hundred people attended the unveiling of the Provincial historic plaque on Sept 19th 1993.

It is also the Society's aim to promote the study of military history and share its resources with non-members. Members give public lectures, answer enquiries and hope eventually to provide some public displays. The Society now has 40 members and we welcome new members who share our interests.

The Society has launched a new programme this year, **The MHSM Reprint Series**, to reprint hard-to-find pamphlets and small publications of military interest. Details of the first two titles can be found in this issue of the Journal.

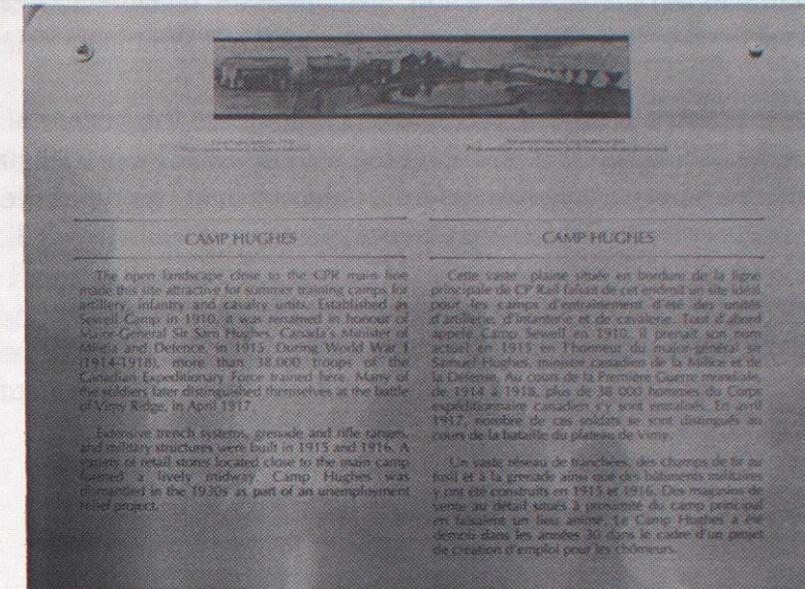
This **Journal** is another facet of the Society's commitment to sharing its resources and its members' enthusiasm for the serious study of military material culture and history. It is aimed at curators, collectors, re-enactors and interpreters of military history. Free issues of the Journal are donated to some 40 selected libraries and military museums. We welcome contributions to the 1995 Journal from members and non-members alike. Please contact the Editor, David Ross, 215 Nassau St North, Winnipeg, Man. R3L 2H6. 204 452 7117. (Deadline for contributions May 1st 1995)

Please accept the Editor's apologies for the late arrival of the Journal this year, there are no real excuses, it just seemed to happen. To make up for this, an early publication date for the 1995 Journal has been set, it is hoped to have it in your hands by June.

David Ross, Editor.

## Camp Hughes Provincial Heritage Site.

by Grant Tyler.



At ceremonies held on Sept 19th 1993, a plaque was unveiled designating Camp Hughes a provincial Heritage Site. Camp Hughes was the central training camp for Military District 10 from 1910 to 1930.

During its heyday in 1915-16 it expanded to become the second largest military camp in Canada. Within its boundaries were found all the necessities and amenities of a large military camp: a rifle range for 500 targets, training trenches, a water supply system, supply depots, a pay office, a post office, headquarters, a prison hospital, movie theatres, cafes, photo studios, banks and many other retail shops.

Unlike many existing camps established in the early part of the century, Hughes was never to witness the upgrading and modernization process to which the former have been subjected. Although the buildings were removed, much physical evidence of occupation has remained in a relatively untouched state, and this has formed the basis for on-going study by the Military History Society of Manitoba

Because of the potential importance of the Camp Hughes site to the development of increased awareness and understanding of Manitoba's role in the Great War 1914-18, and because of the unique nature of the site, the Manitoba Heritage Council recommended its designation.

Plaque unveiling ceremonies commenced at the site at 1 pm. Sept 19th 1993 with words of welcome M.H.S.M. President, Bruce Tascona, and the introduction of dignitaries. Special guests for the ceremony included, Sgt. H.C. Tyler, 184th and 8th Battalions CEF and Pte. Alfred Sommers, 107th Battalion CEF both of whom served at Camp Hughes in 1916. Also present were Mr Alf Kennedy, Manitoba Heritage Council, Col. Boucher, Commander, C.F.B. Shilo, L.Col. S.B. Anema, C.O. Queen's Own Cameron Highlanders of Canada and L.Col. D. Puranen, C.O. the Royal Winnipeg Rifles.

Speeches by Messrs. Kennedy and Tascona highlighted the historical significance of the site and the M.H.S.M.'s role in the on-going work there. The plaque unveiling was conducted by Mr Kennedy, with assistance from veterans Sgt. Tyler and Pte. Sommers. In spite of the relatively remote locale, the ceremony was very well attended, in excess of 200 people were present.

Following the ceremony, refreshments were served and music was provided by the combined pipes and drums of the Queen's Own Cameron Highlanders of Canada and the Royal Canadian Horse Artillery.



*The Plaque is unveiled on 9th Sept 1993. L to R: Bruce Tascona, President MHSM, W.G. Tyler, Sgt. H.C. Tyler, Pte. A. Somers, Mr E.D. Somers, Alf Kennedy, Manitoba Heritage Council.*

Visitors were then invited to a period encampment established at the base of Artillery Hill. The encampment was intended to illustrate daily life and living accommodations at Camp Hughes in 1916. Fully outfitted tents depicted an infantry company headquarters and accommodations for officers and other ranks. Archaeological material from the site was

also on display. Interpreters dressed and equipped to represent the 179th Battalion CEF were on hand to answer questions.

Following the visit to the "Lines", Mr. Tascona took the group on a tour of the trench training system. Here visitors learned the intricacies of fire bays and traverses, of support lines, communication and travelling trenches. An infantry demonstration section then conducted an assault on the support line and cleared several fire bays with grenades.

The designation of Camp Hughes as a provincial Heritage site is the culmination of seven years of research and field work by the M.H.S.M. Since the beginning of the project the Society has worked in close cooperation with the archaeology and history sections of the Historic Resources Branch, Manitoba Culture Heritage and Citizenship. While site designation represents the attainment of an important goal for the Society, it is by no means an end in itself. Much field work and analysis remains to be done, and consideration must also be given to a variety of options for long term site use and development.

## Captain George Finlay and the 6th (Royal Warwickshire) Regiment of Foot.

By William Y. Carman FSA. FSA (Scot.)

George Finlay joined the 6th Foot as an Ensign on 17 November 1837, became a Lieutenant in April 1842 and a Captain in April 1844. He apparently retired in October 1848 but was still making sketches in Europe as late as 1857.

In the 6th Foot Finlay visited India, Aden, Ireland and Canada, serving in the garrison at Lower Fort Garry in 1846. A large collection of his art-work is preserved in the collection of the Art Department of the Glenbow Museum in Calgary, and it is thanks to that institution that we are able to show his carefully drawn water-colours.

Those selected show the uniforms of the 6th Foot circa 1839 to 1844 which although shown worn abroad, would be similar to those worn in Canada by British troops in the same period.

Fig. 1, Acc.#66.37.160, this officer although not named must be that of his own regiment and may be dated c.1844 when he was in England and Ireland. The previous Dress Regulations for Officers dated 1834, although earlier, give the rules which his uniform follows. The bell-shaped cap, or shako had been authorised in 1828 and remained in use until 1844, when the Albert shako was taken into wear. The cap had a black leather top and peak with "V" shaped straps on either side of the black beaver body. The regulation feather was an upright white hackle but in 1835 this was changed to a white ball tuft as shown in the Finlay sketch.

Fig. 6, the large gilt plate worn in front had the Maltese Cross set on a crowned star pate. In this case, the cross was in silver, carrying nine battle honours and in the center the chained antelope placed above "VI" and within a gilt laurel wreath.

As a body garment the officer wears a scarlet coatee with two rows of gilt buttons (with the regulation number of ten in each row) which had been introduced in 1830 and continued until 1846. As the 6th Foot were made Royal in 1832, the Royal First Warwickshire, their facings were also made Royal, i.e. blue collars and cuffs. Unfortunately Finlay made no careful back view, but it may be assumed that the embroidered ornament on the turn back of the coatee skirts showed the Antelope on a blue ground. Such a coatee was sold a few years ago and details are as in Finlay's sketch, the gilt buttons carrying the Antelope above "6" and the skirt ornament being on an eight-pointed star of golden spangles.

The heavy gold epaulette of the type introduced in 1830 does not show the top

which would have had the rank markings. The white sword-belt has a rectangular belt-plate which was gilt with silver mounts, the latter being the Antelope with the laurel wreath and with a crown enclosing the top. Above is the honour "Niagara" and below the eight other honours.

The crimson silk sash around the waist had now become a narrow band with heavy bullion fringe ends hanging down the left hip. The trousers are white linen, as worn from May 1st to October, while trousers of dark Oxford mixture were worn for the rest of the year.

Fig. 2, Acc.#66.37.91, this illustration of a sergeant seems to have been made in India c.1840 and follows many of the officer's distinctions, including the double row of buttons (the men had only a single row), the white ball tuft, scarlet coatee with blue facings and the white trousers. However the star plate on the shako does not carry the Antelope, but the numeral "6", and his epaulettes are of white cotton. The brass plate on his cross-belt does carry the Antelope. The sergeant's sash is of dark red cotton with blue stripes, indicating the regimental facings, a distinction which was discontinued in 1845. As a responsible sergeant he carries a sword but his weapon of offense/defence is a short musket, and from his chest hangs the brush and picker to clean the lock when his musket has been fired.

Fig.3, Acc.#66.37.22, this soldier from the grenadier company is named "6th Regt. India 1839" and the palm tree confirms this part of the world. The coatee, or jacket looks like an adaptation for warm climates. It carries red cloth wings trimmed with white braid as expected for a grenadier company and the round cuffs are without any flap. The single-breasted front does not have any loops of lace but the white tape goes all round the collar and the bottom of the jacket. The brush and picker seem to be quite long. The shako follows the sergeant's pattern having a "6" in the centre, and the trousers are dark blue for winter wear, perhaps of light weight, locally made cloth.

Fig.4, Acc.# 66.37.6, this private which must be an early sketch is in "undress". The dark blue cap has a "6" in front to indicate the regiment and the black leather chin strap is shown in the correct position, not under the chin, but under the lower lip. At home the cap would be without a peak but peaks were ordered for service in India. The single-breasted short jacket is scarlet with white tape round the collar and elsewhere. Shell jackets had been permitted since 1830 and could be made from old jackets or coatees. No buttons are visible so the method of closure is uncertain. As no wings are being shown, the man may be from a "battalion" company. The "v" opening of the collar might reveal a stock although they were not popular in Eastern countries. The private carries a large musket, and the brush and picker are just below the centre of the jacket.

Fig.5, Acc.#66.37.138, the last illustration of the 6th Foot, that of a bandsman dated 1842 in Bombay where they had returned in 1841. Officially it was difficult to control the

dress, or uniform of bandsmen since they were furnished from regimental funds, not by the government. Although the shako might look like that worn by infantry the imposing black plume was not an issue but more like that worn by lancer regiments who did wear black horsehair plumes. A white coatee was the fashion for bands at this period, and was worn by many infantry bandsmen with the regimental facing colour on the collar and cuffs, in this case of a Royal Regiment, dark blue. The buttons and epaulettes might be gilt. The regimental practice of wearing buttons in two's is shown here. The three buttons on each cuff indicate where the cuff flap would be on the red coatee. But more attractive and distinctive is the badge of the Antelope on a red disk with a yellow ground worn on the upper right arm. A feature worn years before in Canada when the 6th Foot were there in 1802. Narrow red stripes on the dark trousers were permitted in 1833, but broad stripes were not permitted for infantry of the line.

George Finlay has left us a good record of his regiment's uniforms, along with over fifty additional water colours of other regiments of the British and Indian Armies.



Fig 6. Officer's shako plate, 6th Foot, as seen in Fig 1. Drawing by W.Y. Carman.



Watercolours by  
Capt. George Finlay  
of the 6th Foot  
1839-1844.  
Collection of the  
Glenbow Museum.

6. W.F. 1842

## History and the Historic: Canadian Naval Aviation.

by **Leo Pettipas.** (Winnipeg (Sea Fury) Chapter Canadian Naval Air Group.)

What is "history"?

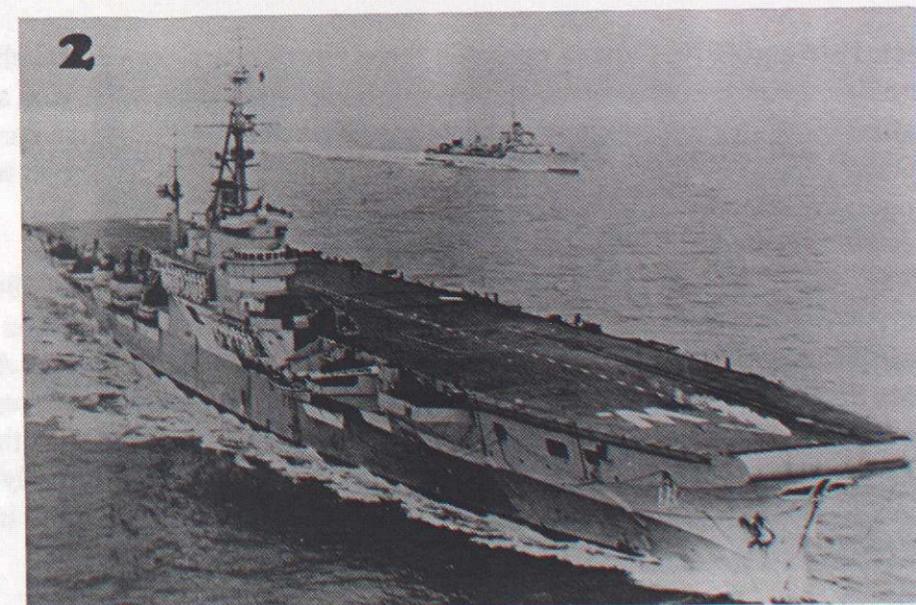
History is the sum total of everything that ever happened in the past. Something that happened five seconds ago is as much a part of history as something that happened 500 years ago.

However, not everything that has ever happened is "historic". A historic event is something that is generally agreed to have been remarkable or significant – sufficiently so as to merit commemoration by at least a segment of society. Some historic events are considered as such at the local or regional level, while others are of national significance. Commemoration may take the form of a book, a plaque or some other public indicator of significance.

The locality wherein a historic event took place is referred to as a "historic site", and artifacts associated with a historic site are "historic objects".

Not all historic events are considered as such because they were positive, happy or good. A great many of the things that transpired during the Second World War could not be considered in a positive light, but that does not make them any less historic. Nor are all historic events necessarily regarded as historic from the very day they happened: an event may achieve recognition and be considered noteworthy (that is, historic) many years after it actually took place. If such acknowledgement is not forthcoming, the event will forever be a part of history, but it will not possess the quality of being well and truly historic.

Canadian Naval Aviation constitutes a portion of Canadian aviation history. It began and ended within a particular period of time (1945-1968) and comprised a complex series of events, actions and activities, many if not most of which have gone unrecorded by virtue of their routine and commonplace nature. Nonetheless, I believe that Canadian Naval Aviation as a whole should be looked back on as a truly historic phenomenon throughout the entire duration of its existence, and that the benchmarks of that existence should be recognized as a series of historic events. I believe that much of what went on within the context of that institution is worthy of recognition and commemoration by the Canadian public. And I believe that CFB Shearwater, the home of Canadian Naval Aviation, is worthy of being considered a historic site even though it remains – not a relic – but an active military base today.



**Fig. 1.** A Royal Navy escort carrier similar to HMS Nabob and Puncher whose ships' companies were mainly Canadian. D. Fox photo, via P. Moore.

**Fig. 2.** HMCS Warrior under way. DND photo, via A. Baltzer.

What are my reasons for holding these opinions?

The Canadian Naval Air Arm was never very big as far as air forces go, nor did it have the opportunity to prove itself in war. Most Canadians today are not even aware it ever existed! My main reason for regarding Naval Aviation as a truly historic manifestation among Canada's military accomplishments lies with the excellence it eventually achieved in carrying out its mandate. Admittedly, the air arm's "track record" in its formative years (1946-1950) was far from distinguished; the accident rate and concomitant loss of life were hardly the stuff of legend. However, with the establishment of the North Atlantic Treaty Organization (NATO) and the Navy's assumption of an anti-submarine warfare (ASW) role, the stage was set for the development of a first-rate, world class formation whose reputation within the NATO alliance was second to none.

It will be my purpose below to review the Canadian Naval Air Arm's rise to excellence; and to that end I will draw upon a series of reports and accounts that bear witness to that achievement. The very best measure of the quality of one's work is assessment by one's peers, and such evaluation will play a prominent role in the paragraphs that follow. However, since many of my readers are probably not familiar with the subject, I will begin with a brief overview of the history of the Service.

During World War Two Canadian airmen served in the British Fleet Air Arm, and the ships companies of two British escort carriers (Fig. 1), HMS Nabob and HMS Puncher, were for the most part Canadian. Canada did not possess its own naval air arm or aircraft carriers during the war; nonetheless, it was during that conflict that the foundations were laid for a post-war naval aviation, including the formation of air squadrons and the training of groundcrew. On 19 December 1945, four months after VJ-Day, Cabinet approved the establishment of a Naval Air Branch.

Between 1946 and 1970, Canada operated three aircraft carriers – HMC ships Warrior, Magnificent and Bonaventure. No two of these vessels were in service at the same time; rather, they succeeded one another over the 24 years of Canadian carrier operations. Only the Bonaventure was actually Canadian-owned; the other two were loaned to Canada by the British.

HMCS Warrior (Fig. 2) was commissioned into the RCN in February of 1946. A Light Fleet carrier of the Colossus class, her major shortcoming was that she was not "arcticised" – in other words, she was unsuited for winter-time use in the North Atlantic, the RCN's main area of operation. As a result, she was transferred to the more temperate climate of the West Coast during her first and only winter of active service with the RCN. Throughout her brief career with the Canadian Navy Warrior was used primarily for training airmen in operating from an aircraft carrier. She was decommissioned in March of 1948 and returned to the Royal Navy.

Several weeks later another Light Fleet carrier, HMCS Magnificent (Fig. 3), was

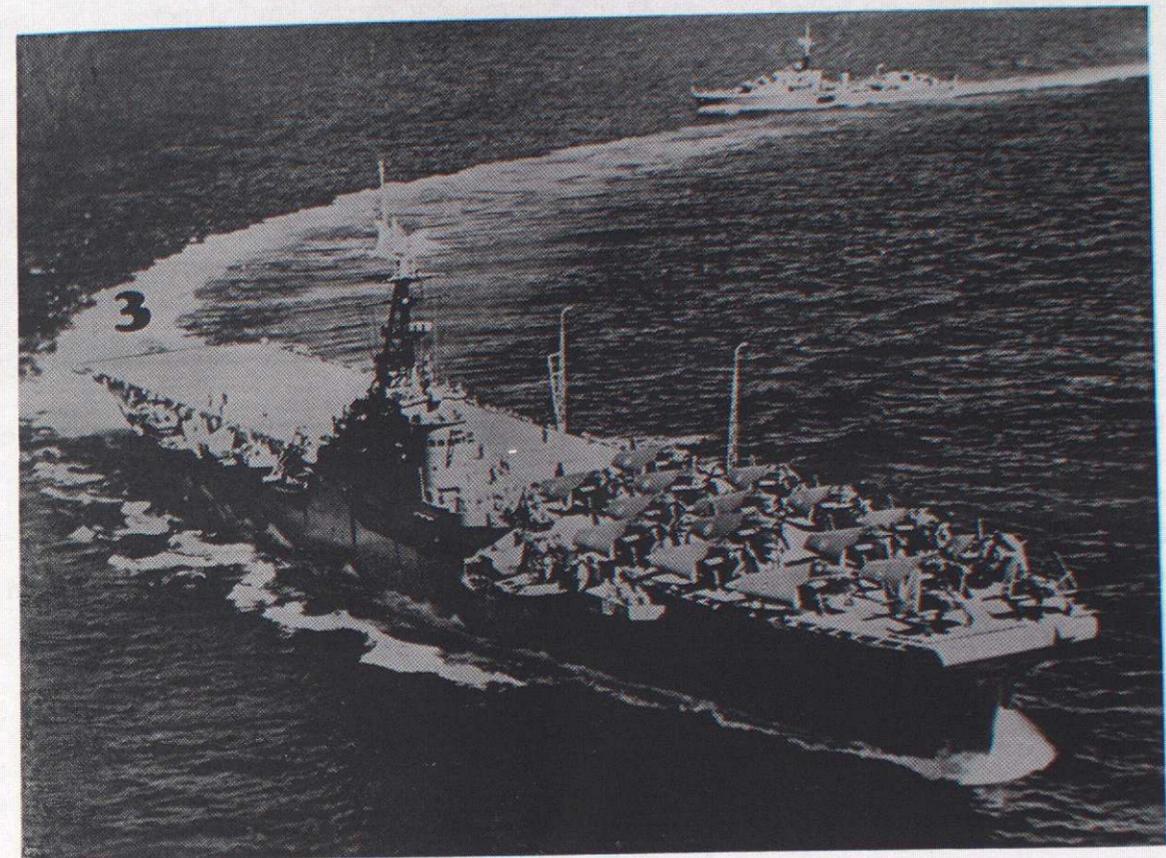


Fig. 3. HMCS Magnificent with a deck-load of Sea Furies and Avengers. DND photo, via A. Baltzer. Fig. 4. HMCS Bonaventure in rough seas. This picture shows to good advantage the angled landing deck. DND photo, via A. Baltzer.

commissioned into the RCN although, like her predecessor, she was actually on loan from the British. The main difference between the two ships was *Magnificent's* ability (she was one of the improved *Majestic* class) to operate in arctic waters; and in fact one of her first voyages took her to Wakeham Bay, located at the extreme northern tip of Quebec on Hudson Strait. In the process, she and her two destroyer escorts achieved the distinction of being the first Canadian ships to carry the White Ensign into this country's arctic waters. During the 1950s *Magnificent*, nicknamed "Maggie", participated in all the major NATO sea exercises to be staged in the North Atlantic, and she was active in the Caribbean and Mediterranean as well. She was retired from the RCN in June of 1957 after eight years of productive and valuable service.

Both *Warrior* and *Magnificent* were of World War Two vintage, as was the equipment with which they were fitted. During the early 1950s three revolutionary innovations, all of British origin, were introduced into aircraft carrier design. These were the steam catapult for launching aircraft, the mirror landing-aid system for recovering aircraft, and the angle deck that provided a much-enhanced margin of safety and efficiency in carrier landing procedure. Neither *Warrior* nor *Magnificent* had any of these modifications. However, when the RCN ordered its third carrier from the British in 1952, provisions were made to have all of these innovations incorporated into it. Thus when *HMCS Bonaventure* (Fig. 4) was commissioned into the RCN in January of 1957 she was equipped with state-of-the-art gear. For the next 13 years, Canada's sole conventional aircraft carrier was a conspicuous element of the Canadian fleet and in NATO manoeuvres. In July 1970 *Bonaventure* was paid off and sold for scrap.

Throughout the two decades-plus of its existence the RCN Air Arm was equipped with a variety of first- and second-line aircraft. In the early years, some of the machines used by the Navy were real museum pieces – between 1946 and 1950 the inventory contained four different types of biplanes! At any rate, the record shows that no fewer than 560 machines, representing 18 different types, served with the RCN. In 1956, when the air arm was at its peak, a total of 15 squadrons were in operation.

When the Air Branch was initially formed in the latter half of 1945 it was outfitted with two squadrons of interceptors and two squadrons of fighter-reconnaissance aircraft. The former were single-engined *Seafire* XV's (Fig. 5), direct descendants of the immortal *Spitfire* of Battle of Britain fame. In the summer of 1947 the RCN began to re-equip with another propeller-driven fighter (actually a fighter-bomber), the *Hawker Sea Fury* (Fig. 6), considered by many to be the epitome of piston-engined fighter design.

Both the *Seafire* and *Sea Fury* were British aircraft; when the RCN finally entered the jet age in the mid-1950s the Air Branch looked to the United States for fighter aircraft. The type selected was the all-weather, twin-engine, single-seat *McDonnell Banshee* (Fig. 7). Operating from *Bonaventure*, the *Banshees*, like their predecessors, were charged mainly with protection of the Fleet from enemy bombers and reconnaissance aircraft;

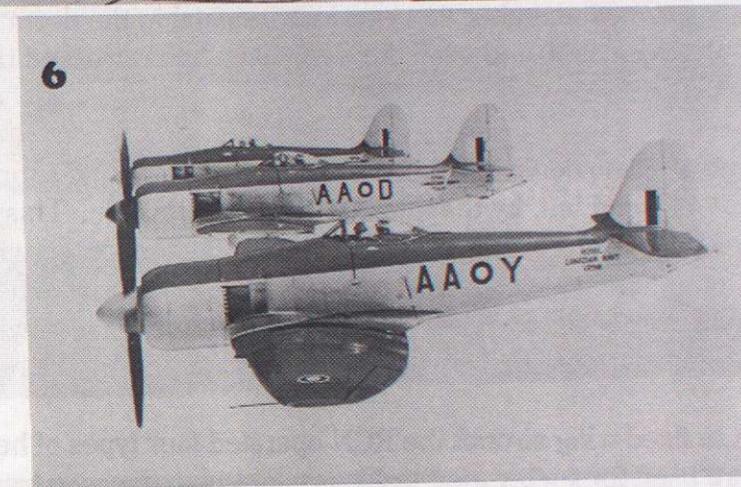


Fig. 5. A Royal Canadian Navy *Seafire* XV photographed at North Bay en route to CJATC Rivers for armament training. Jack McNulty photo. Fig. 6. Royal Canadian Navy *Sea Furies* in formation. DND photo, via A. Baltzer. Fig. 7. An RCN *F2H-3 Banshee* over her home base, *HMCS Shearwater*. Note the two *Sidewinder* heat-seeking missiles. DND photo, via *Shearwater Aviation Museum*.

however, they could also function as fighter-bombers if need be. In 1958 the Banshee was fitted with a pair of Sidewinder heat-seeking missiles and in the process became the only type in the entire Canadian armed services to carry homing missiles. The Banshees were finally retired in the summer of 1962 and the era of the manned interceptor in the RCN came to a close.

In addition to the fighter-bombers the RCN also flew a variety of reconnaissance and patrol/strike aircraft whose purpose it was to seek out and destroy enemy ships and submarines in times of war. The first such aircraft to enter service was the two-seat Fairey Firefly (Fig. 8,9), a tried-and-true veteran of World War Two. In order to fulfill its NATO ASW mandate a different carrier-borne patrol bomber was needed. The best machine available in sufficient quantities was the American-built Grumman Avenger (Fig. 10), originally a torpedo-bomber that was instrumental in the defeat of Japan in World War Two. Between 1950 and 1956 the Canadians had reworked the Avenger into a highly effective ASW vehicle.

However, an airplane designed "from the ground up" for anti-submarine patrol and strike was not only required but, by the mid-50s, actually available. This was the Grumman Tracker (Fig. 11), a twin-engined four-seater that represented the state-of-the-art in its class. Crammed with electronic sensors and detection equipment and armed with rockets, homing torpedoes and depth bombs, these aircraft, of which 99 were built by DeHavilland of Canada, were delivered to the RCN commencing October 1956.

In addition to fixed-wing aircraft the RCN operated four types of helicopters (Fig. 12-15). These were used for such varied tasks as pilot training, cargo transport, mercy missions and search-and-rescue, forest fire fighting, ice reconnaissance for Canada's ice-breaker HMCS Labrador (it was with the aid of her helicopters [Fig. 14] that Labrador became only the second ship ever to circumnavigate the North American continent), and of course ASW. The helicopters, teamed up with the Trackers and destroyer escorts and operating from Bonaventure, proved to be very effective in developing ASW tactics and techniques. It was also the RCN that pioneered the landing of helicopters on platforms fitted on the sterns of destroyers. This arrangement is found in all ASW navies today.

For as long as the Naval Air Arm was in existence its main shore base was HMCS Shearwater located across the harbour from Halifax, Nova Scotia. Originally a World War Two Air Force base known as RCAF Station Dartmouth, the establishment was still in Air Force hands when the Naval Air Section was formed there shortly after the war ended. The Navy became master of its own house in December of 1948 when the airfield came under RCN ownership and was renamed HMCS Shearwater.

Although Shearwater was headquarters of Naval Aviation, it was by no means the only home to naval air squadrons. One unit was permanently based at Patricia Bay airport on Vancouver Island, and Reserve squadrons ("Weekend Warriors") were were



Fig. 8. A Fairey Firefly FR I of the Royal Canadian Navy. DND photo, via National Archives of Canada. Fig. 9. A Firefly AS 5 anti-submarine patrol and strike aircraft of the Royal Canadian Navy. DND photo, via National Archives of Canada. Fig. 10. Grumman AS 3 Avenger anti-submarine aircraft of the Royal Canadian Navy (see also Fig. 16). DND photo, via A. Baltzer.

stationed at Québec City, Toronto, Hamilton, Calgary and Pat Bay. Commencing in 1948 naval squadrons made annual appearances at Canadian Joint Air Training Centre Rivers, Manitoba to receive training in air support of ground troops at nearby Camp Shilo.

On 1 February 1968, the Royal Canadian Navy was abolished, its personnel and resources being absorbed into the newly-formed Maritime Command of the Canadian Armed Forces. Several years later Bonaventure was paid off and for all intents and purposes Canadian Naval Aviation was a thing of the past.

After the signing of the NATO pact in 1949, Canada's Navy participated annually in combined operations with Allied fleets, and it was not long before the Naval Air Arm was gaining the attention of senior officers of collateral Services. On 13 January 1950, the Fireflies of the 18th Carrier Air Group embarked in HMCS Magnificent for her third Caribbean cruise of her career with the RCN. The highlight of this voyage was "Caribex 50", which commenced in mid-March. The Canadian ships and aircraft were pitted against Phantom jets, Bearcats and Skyraiders of the USN, and the quality of the Canadian pilots did not go unnoticed by those with whom they were working. One Firefly crew was commended by the USN authorities for the "cunning and skill" with which it went about its business, while the Air Group at large was observed to deliver its low-level simulated torpedo attacks with such "realism", "skill" and "deception" that a number of American officers were "uncomfortably reminded of Pacific actions [during World War 2] when the attacking planes were not manned by our friendly cousins from the north." [1] As for the British, the Commander-in-Chief, America and West Indies Station, was "impressed with the way 'Magnificent' handled her aircraft." He might well have been referring to the fact that the Canadians' serviceability rate was 93%! [2]

It was performances like these that led Commodore C.L. Keighly-Peach, Assistant Chief of Naval Staff (Air) to justifiably declare that Canadian naval aviation "has won high praise from senior officers of older navies, with a longer experience in carrier-borne operations, and has in fact established a notable degree of overall efficiency." In his report for 1951, Commodore Keighly-Peach noted that "these far from insignificant achievements were crowned by the establishment of an accident rate that is currently lower than those of the Royal Navy." [3]

In September of 1952, Magnificent, with 871 and 881 air squadrons embarked, participated in the first major NATO manoeuvres in the North Atlantic, code-named "Exercise Mainbrace". Here too the Canadians quickly established their superiority: the first "kill" of an "enemy" submarine was scored during the first phase of the exercise by an RCN Avenger while on daylight patrol. This achievement earned a "well done" from the British Task Group Commander, flying his flag in HMS Theseus. Another Avenger crew accounted for a second submarine "sinking", this time while on a night-time anti-submarine patrol during phase two of Mainbrace. The record shows that these two sinkings were the only ones accounted for by aviators from the three carriers, HMCS



Fig. 11. DeHavilland of Canada CS2F Trackers, successors to the Avenger. DND photo, via P. Moore. Fig. 12. A Bell HTL helicopter. This was the first type of rotary-winged aircraft to be used by the RCN. DND photo, via National Archives of Canada. Fig. 13. A Sikorsky HO4S "Horse" helicopter, one of several that were used for rescue duties aboard the carriers and for developing ASW tactics. DND photo, via P. Moore.

Magnificent, USS Mindoro and HMS Theseus in the task group. Nor were the aircrews the only members of the Canadian contingent deserving of credit; at the end of the cruise, which had seen Magnificent steam nearly 27,000 miles and her aircraft fly some 3300 air hours, the flight deck and maintenance crews could point with satisfaction to the fact that all 15 Avengers of 881 Squadron were serviceable and seven of the 10 Sea Furies of 871 Squadron were in operation. Little wonder that Magnificent's Captain, K.L. Dyer, declared at the end of the cruise that he was "very proud of the showing of the Canadian aviators, particularly in anti-submarine work."<sup>[4]</sup>

In May of 1953 VF 871 and VS 881 embarked in Magnificent and proceeded to Great Britain to help celebrate the coronation of Queen Elizabeth. On the way over, flying operations were carried out and on one occasion a Sea Fury suffered a barrier crash, causing considerable damage to the aircraft. The VF 871 Squadron Repair and Inspection Unit (RIU) began work on the machine at 2100 hours that same day, and 36 hours later, with minimum interruption, the aircraft was again in flying condition and ready for the Coronation Review Flypast. Said an officer in charge of the RIU personnel: "They take extreme pride in their work and feel that it reflects on them personally if a single aircraft is idle when it should be flying. Hours of work don't mean anything to them, ... and to be able to see that aircraft take off is all the reward they ask."<sup>[5]</sup>

This vote of confidence did not pertain to an isolated instance; it bespoke of the general attitude among and toward the Navy's groundcrew. Consider the words of Commander Ralph E. Fisher RCN (Retd), a former Air Electrical Officer, who in 1992 wrote in retrospect:

All of us have a deep and abiding pride in the history of building by Canadians of a highly professional and technically advanced seagoing air force over the all-too-brief 22 years of its life. As engineers who trained and served in both general and air duties with the RCN, we had a special regard for the air maintenance crews. Along with other shipmates in the carriers or helicopter-equipped destroyers, they shared the common dangers and difficulties of life at sea. In addition, they had to deal with the hazards and burdens of repairing and servicing aircraft and equipment in cramped hangars and workshops laden with the stench and explosive menace of high-octane gasoline and jet fuel, holding on against the roll and pitch of the ship in heavy seas. Not for them the luxury of a simple four-hours-on, four-hours-off watch routine, dining and dozing to a tidy and regular schedule. They worked unpredictable and generally long and hard hours to patch up and maintain machines subjected to the punishing conditions of day and night operations at sea in the North Atlantic. Here, a thousand miles or more from supply depots, they learned self-reliance, improvisation and ingenuity with relatively limited on-board repair facilities and spare parts. Under the

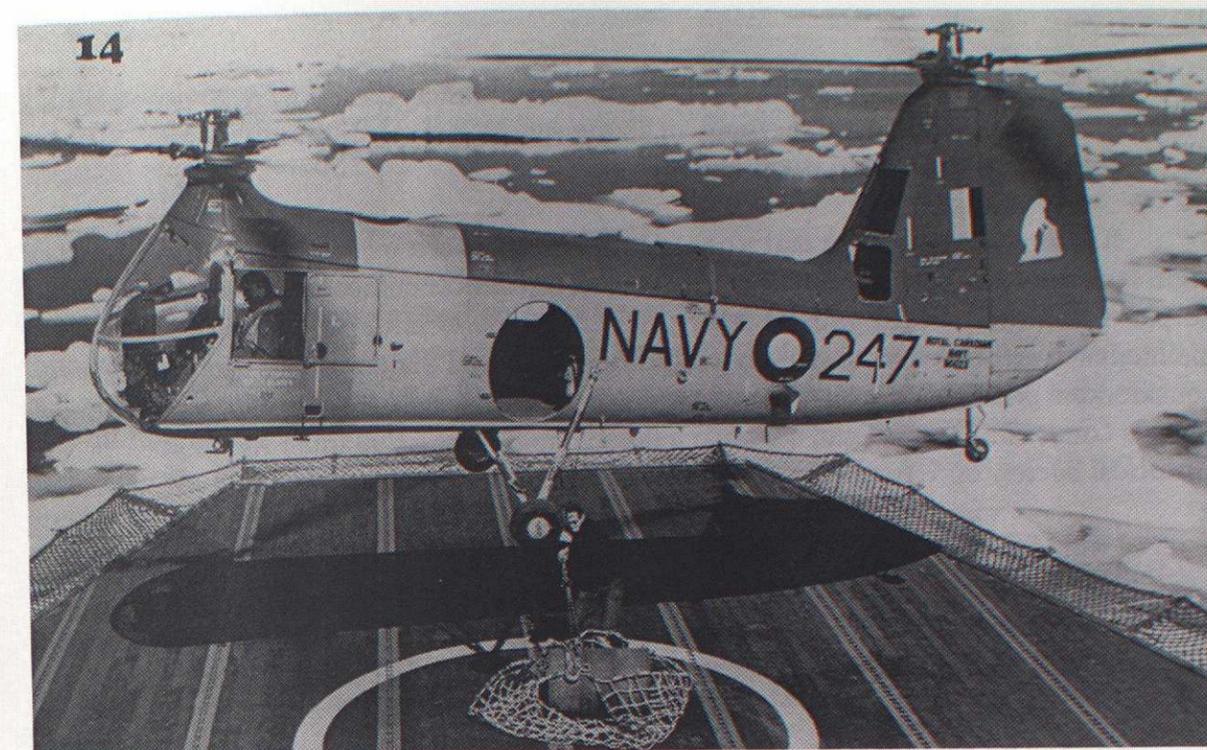


Fig. 14. A Piasecki HUP helicopter aboard HMCS Labrador. DND photo, via Shearwater Aviation Museum. Fig. 15. A Sikorsky CH-53 Sea King helicopter, the last helo type to be taken on strength by the RCN. DND photo, via A. Baltzer. Fig. 16. A TBM-3W2 "Guppy" Avenger of the type referred to by Mr Hollywood. The bulbous pod between the under the belly housed powerful search radar. DND photo, via A. Baltzer.

leadership of dedicated Chiefs and Air Engineer Officers, they were a bright and cheerful brotherhood of young sailors, fiercely proud of their squadrons and can-do traditions.[6]

It comes as no surprise that when the time came to dispose of the Avengers after eight hard-working years in RCN service, several private US companies bid for the surplus machines, "stating without reservation that these aircraft have far superior maintenance compared to all types of aircraft in the United States." [7] It was clearly with considerable pride that the late Kenneth ("Big Nick") Nicolson, former pilot and Landing Signals Officer on *Magnificent*, stated in a presentation to the Canadian Aviation Historical Society on 7 June 1978 that:

I would match [HMCS *Magnificent*] against any other carrier, American or British, of that period. For the equipment we had, a very high state of operations was maintained, several times with more success and efficiency than those in the fleet we were operating with.[8]

The can-do attitude of the Canadian Naval Air Arm was expressed in a letter written to me in 1979 by the late Harry Hollywood, a former airborne early warning "Guppy" Avenger pilot (Fig. 16). In speaking of Exercise *Mariner*, a NATO joint undertaking that ran from 16 September to 4 October 1953, Mr Hollywood wrote:

We operated day and night 24 hours a day and had one Guppy airborne all the time throughout the entire period. With four aircraft this was a great effort. Even the USN could not beat this with twice the number of aircraft.[9]

Similar confidence was expressed by former Sea Fury pilots reflecting back on their experiences many years after the fact. A typical comment is that made by ex-Sea Fury pilot J.W. "Deke" Logan when he wrote several years ago: "We knew we were the elite among all Navy and Air Force pilots, as so many otherwise excellent pilots just were unable to cope with the demands of flying this superb aircraft from Maggie's flight deck." [10] Compare that observation with this one provided by Ron Heath:

I served on exchange or trained with the RCAF, RAF, RCN, RN and the US Navy over fair periods of time, so I had the opportunity to appreciate the quality of professionalism of a wide range of aviators; and by and large the professionalism, attitude and sheer guts of the people that served the RCN and therefore Canada were just outstanding.[11]

Mr Heath also voiced high praise for the engineering and maintenance people "who performed astoundingly well with the tools they were given to operate with." He is unequivocal in his recognition of both the operational and the maintenance crews, who

got the job done with "exceedingly rudimentary equipment, including aircraft carriers, but whose contribution excelled over that of the other navies and services with which we operated and competed." [12]

Are these remarks simply self-congratulatory indulgences of big egos? Not according to A. ("Archie") Benton, a USN exchange pilot with the RCN in 1953-54 who was pleased to write: "I never had an assignment that I did not enjoy, but the Canadian tour with 871 [Squadron] was certainly the most memorable. This was in the main because the Officers and men were outstanding, really terrific people." [13] I think it can be truthfully said that Canadians on the whole are not given to exaggeration and braggadocio. If the Deke Logans and the Ron Heaths of this world say that they were good at what they did, I for one am prepared to take them literally.

And my motion would be seconded, I am sure, by the USN squadron commander who immediately prior to joint manoeuvres with *Magnificent* and VF 870 assured his troops that the Canadian contingent was a "small outfit which won't give us much trouble." As it turned out, a Canadian officer on course at the base overheard the comment and assured his hosts that the Sea Fury pilots would prove to be a force to be reckoned with.

The RCN fighter boys didn't let their backer down. "Clobbered" was coined for the state the USN flyers found themselves in after the next day's exercise. The leader of the American squadron was the first to admit he had sadly underestimated *Magnificent's* pilots.[14]

The Americans were not the only recipients of the RCN fighter pilots' attention. In the early '50s the Royal Navy operated a fast torpedo-strike fighter called the Blackburn *Firebrand*. Some of these aircraft were based at Malta in 1951 when *Magnificent* was visiting the area during her first Mediterranean cruise with Ken Adams as the skipper. Writes Deke Logan:

As we were approaching Malta, the British asked our permission to carry out a simulated torpedo attack. This they attempted to do at dawn, but Commodore Adams wasn't napping; he shot a few of us off the catapult about an hour before dawn into the blackest night I can remember. Shortly thereafter, "Big Art" McPhee vectored us right through the *Firebrand* flight - they had dim navigation lights for station-keeping, but I don't think they even saw us until they felt our slipstream. They were completely demoralized and returned to Malta without completing the mission.[15]

When in 1955 the Sea Furies began to be replaced with the jet-powered McDonnell *Banshee*, the tradition continued. The accomplishments of the Naval Air Arm

during the jet era can be gleaned from reading Carl Mills' excellent book "Banshees in the Royal Canadian Navy". Truth to tell, however, the weary, second-hand Banshees were in a lamentable state of repair when they came into Canadian hands, not to mention the deficiency in even the most basic spare parts that plagued the program in its early days. The success with which the Navy met the challenge of putting the Banshee fleet in operating order prompted Bob Gibbons, ex-RCN, to state:

There is little doubt that the success of naval air in Canada was due in large measure to the skill, dedication and initiative of what has to be the finest corps of technicians found in any maintenance organization.

In addition, the costly and uniquely comprehensive training programs for both the technicians and the technical officers employed in naval aviation produced the versatility and skills essential for such a small cadre to sustain availability and serviceability rates which were the envy of their USN and RCAF counterparts.[16]

What I would like to do now is cite several testimonies that were voiced shortly before and immediately following the disbandment of the last Banshee squadron in September 1962.

In one instance, the qualities of the Banshee pilots were acknowledged under no uncertain terms by the CO of USNAS Cecil Field, a very busy airbase from which VF 870 Squadron operated for several weeks in early 1962. The CO's commendation read in part:

While deployed at Cecil Field, VF 870 pilots consistently demonstrated superior airmanship by their knowledge and conformance to local rules, adherence to air traffic instructions and by practising excellent radio discipline. The professional attitude and technique displayed by your pilots reflect credit upon your squadron and the Royal Canadian Navy.

It is with great pleasure I extend to you and your squadron my personal commendation for the attitude and professional skill displayed during your tour at Cecil Field. It has been a distinct pleasure to have such an outstanding squadron aboard.[17]

When it was finally announced that VF 870 was disbanding, the RCAF was quick to respond. The CO of RCAF Beaverbank, a Pinetree Line radar station with which the Navy squadron had frequent occasion to work, commented in his farewell letter that "the Squadron served its country in a manner that left nothing to be desired." [18] And from the Acting Commander of the Northern NORAD Region came the observation that "the willingness of the squadron personnel to provide as many aircraft as possible and to fly long missions regardless of the weather has earned the squadron a reputation of

operational integrity second to none." [19]

There is a consensus of opinion that Canadian Naval Aviation achieved the apex of its effectiveness and efficiency in fixed-wing ASW capability with the DeHavilland Tracker. Testimony to the RCN's practical ability and operational expertise appeared in the US magazine "Armed Forces Management" in the early 1960s, wherein it was stated (and I quote) that,

compared to Canada's efficiency, [the US] Navy suffers badly. For example, during one recent Canadian-U.S. Navy ASW exercise in the North Atlantic, a sub-finding contest was run between the two countries. One U.S. Navy pilot had this comment to make after the operation was concluded: "They are the greatest submarine detection bunch I have ever seen. They were finding subs two days before we even knew they were in the area. In fact, I privately suspect they would wait 24 hours after they found one before telling us because they didn't want us to be embarrassed." [20]

It is worth pointing out that these events, and the kudos they earned, took place before the RCN received the considerably up-graded Mk 3 Tracker or the much-improved Sikorsky Sea King.

The brains behind the "considerably up-graded Mk 3 Tracker" and the "much-improved Sea King" were the members of the Navy experimental air squadron, VX 10. This unit was responsible for developing numerous improvements and innovations in seagoing aviation equipment. For a post-mortem on the squadron, which was disbanded on 30 June 1970, we once again turn to Ron Heath:

In summing up, let me say that perhaps of all the jobs I had in the RCN aviation, and I loved all the operational, active exposure I was fortunate to have, VX10 more accurately epitomized the value of being as small and compact as our naval aviation component was, wherein a few highly qualified officers and men, with very limited resources and an unquenchable desire to make the system work, did an incredibly professional job that paid off by bringing on stream, albeit in some very narrow specializations, some of the best there was in aviation in the world. No small achievement, and I am proud to have been a part of it. [21]

The final testimony goes to an individual who, though ex-Navy, was not part of Naval Aviation. Charles Lamb has written several books on the RCN, mainly having to do with the World War Two operations in which he took part. In speaking of the fate of the

post-war Royal Canadian Navy and its demise with unification of the Armed Forces, Lamb calls attention to the disbanding of the Naval Air Arm and the release of many experienced aircrew. He quotes a "gleeful" airline recruiting officer whose company was only too pleased to welcome aboard "the finest pilots in the world." [22]

## CONCLUSIONS.

My objective in this paper has been to present the basis for my opinion that Canadian Naval Aviation qualifies as a genuinely historic aspect of the Canadian experience, and I trust that the foregoing, representing but a small sample of the overall record of its achievement and success, bears me out. But there are very practical reasons for acknowledging the accomplishments of the Navy's past and promulgating them to the Canadian people. Isolated by language barriers and geography in a thinly-populated country than spans a continent, Canadians have today have a weak and divisive national identity and unity. One of the most effective instruments of nationhood has been the Armed Forces. Through the three Services over the past 100 years, many thousands of families have been joined across Canada from every province and territory. In peace and war, they have forged and strengthened a national pride that transcends provincial roots and borders.

No other factor has been as strong and visible, or has given as much pride and history to the Canadian union. Along with the importance of the arts to our cultural bonds, the vital element in our sense of national unity is awareness of and pride in our shared history and those aspects of it that are truly historic. The record shows that Canada, represented by its Naval Air Arm, has not been merely a hewer of wood and drawer of water, but rather a nation in the forefront of technology second to none in the "Golden Years" of its post-war life. It bears witness to the undeniable fact that "you don't have to be the biggest to be the best".

This sentiment is especially important during these days of stress upon the solidarity of our country as a nation. The accomplishments and can-do attitudes of the people involved in this inspiring story of Canadians from all walks of life and all parts of the country, including most definitely the province of Quebec, are the kind of tonic needed at a time when the rationale for the very existence of the country is being questioned by some highly vocal detractors.

Let this brief paper stand as a modest commemoration to the small but devoted "band of brothers" whose Canada First attitude and their historic contributions to our country's reputation and well-being gave clear and literal meaning to the phrase The True North Strong and Free.

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## The 79th Infantry Battalion C.E.F. 1915-1916

by Bruce Tascona.

During the Great War 1914-18, approximately 210 infantry battalions were organized and raised for the infantry component of the Canadian Corps. Of that total only 43 of these units reached their authorized strength, namely 1,000 men under arms.

The 79th Infantry Battalion had the distinction of being the largest Canadian battalion of the Great War. In its one year of active existence, 58 officers and 2,094 other ranks were attested into this formation. In fact, so successful were the efforts of the 79th's recruiters that Militia Headquarters had to allot a block of of regimental numbers totalling 3,000. The following brief historical sketch focuses on this unit's recruiting efforts.

On July 8th 1915, authority was received by the 99th Regiment Manitoba Rangers to mobilize the 79th Battalion C.E.F.. The newly created corps was located in Brandon with a mandate to recruit in the regimental districts of the Manitoba Rangers and the 12th Manitoba Dragoons, essentially the southwest corner of the province of Manitoba. Its commanding officer was Lieut. Colonel George Clingan, the former Brigade Major of the Militia's 6th Mounted Brigade. The majority of the officers were drawn from the 99th Manitoba Rangers and the 12th Manitoba Dragoons. From the beginning it was understood that the 79th was to be raised as a reinforcement battalion to provide drafts for other units of the Canadian Corps.

Camp headquarters was established at the local exhibition grounds in the city of Brandon. Camp Brandon was able to accomodate the battalion with numerous tent lines, as well as the use of the exhibition's large buildings for basic training in the event of severe cold weather. The Brandon rifle ranges were located on the eastern outskirts of the city. Musketry was about the only training undertaken due to the many interruptions which occurred.

The spring battles of Ypres, Festubert and Givenchy had produced huge gaps at the reinforcement depots in England. Within three weeks of signing its first recruit; the 79th had to despatch an overseas draft consisting of 2 officers and 100 men on August 10th 1915. Seventeen days later another batch was ordered overseas, this group was made up of 3 officers and 150 other ranks. The Battalion's training had to be suspended as a result of these two drafts. Within days of these groups going east, harvest leave was granted to all ranks in the 79th willing to go off into the countryside and aid in the harvest. Those who remained behind were given only the rudiments of military training.

Despite these setbacks, the 79th's recruiters ventured into the province's larger

urban centers including Winnipeg to find willing recruits. On Sept 25th, 5 officers and 250 other ranks left Brandon for overseas. Two more drafts followed, one on Oct 9th 1915, 5 officers and 250 other ranks, and on Dec 18th 1915, 6 officers and 249 men. In a span of just 4 months the 79th Battalion had sent overseas 5 major drafts totalling 21 officers and 999 other ranks, the numerical equivalent of a complete infantry battalion. These drafts found their way into the 11th and 32nd Reserve Battalions.

With the onset of winter in England, the demand for more drafts had slowed, the main reason being that the reserve battalions were up to full strength and could house no more soldiers. The 79th Battalion still in Brandon could now catch its breath and begin not only to gather in recruits, but to actually develop a proper training syllabus. They were equipped with the Ross Rifle and the 1915 Oliver equipment. Severe winter conditions forced the Battalion to billet its men in the many private homes of Brandon.

In late April 1916 after the battle of St Eloi, the 79th Battalion was finally ordered to leave Brandon for overseas. This time, Lieut. Colonel Clingan with 36 officers and 1,095 other ranks boarded trains to take them to Halifax. The "S.S. LAPLAND" took the 79th to England where the unit arrived in Liverpool on May 5th 1916. Immediately on arrival, the unit boarded a train which took them directly to East Sandling. The 79th joined the Canadian Training Division at Bramshott Camp. It was there that the battalion received its advanced military training. Once adequately trained and inspected, the 79th remained an independent training battalion.. It began to despatch trained drafts to units of the Canadian Corps.

The majority of the Battalion were to find their way into various Manitoba units in the front line. Major groups were sent to the following units:

8th Battalion	90
16th Battalion	160
1st CMR	389
43rd Battalion	206
52nd Battalion	90

Once the Battalion was drained of its rank and file, it was absorbed into the 17th Reserve Battalion on July 12th 1916, almost one year after its mobilization as a battalion. On Sept 11th 1917, reduced to a paper battalion, the 79th was formally disbanded as a unit of the Canadian Expeditionary Force.

After the war in 1920, the Manitoba Rangers were given the perpetuation of the 79th Battalion. It was to be know as the 79th Battalion CEF (2nd Battalion Manitoba Rangers). In 1930, after much haggling among militia units, all infantry battalion of the CEF were accorded some type of battle honnour. That granted to the 79th was: THE GREAT WAR 1916. It was demonstrated that nearly 2,000 members of the Battalion had

taken part in the terrible battles of St. Eloi, Hooge, Mont Sorrel and the Somme. By 1918, at the time of the Armistice, it had been recorded that only 139 members of the 79th Battalion were still actively serving in various units of the Canadian Corps. The balance of these men had fallen victim to the Great War's attrition rate.

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### **Reproducing the Past: The Dalrymple Clarke Chest/Cupboard**

**by Rick Lair and Virginia Lockett.**

Sturdy wooden chests which would double as reasonably presentable furniture as well as shipping crates, were widely used by military officers in the 19th and early 20th century. They were also used by North West Mounted Police officers. A photo of Commissioner Macleod's quarters at Fort Macleod in 1875 (Fig. 1) shows a stacked pair of two door cupboard/chests. Two more single units of the same type are in the collection of the Glenbow Museum. One belonged to Superintendent G.B. Moffat, which he inherited from his father, Lieut. Colonel K.M. Moffat, who at one time commanded the Royal Canadian Rifle Regiment. The other probably belonged to Superintendent Gilbert Sanders DSO.

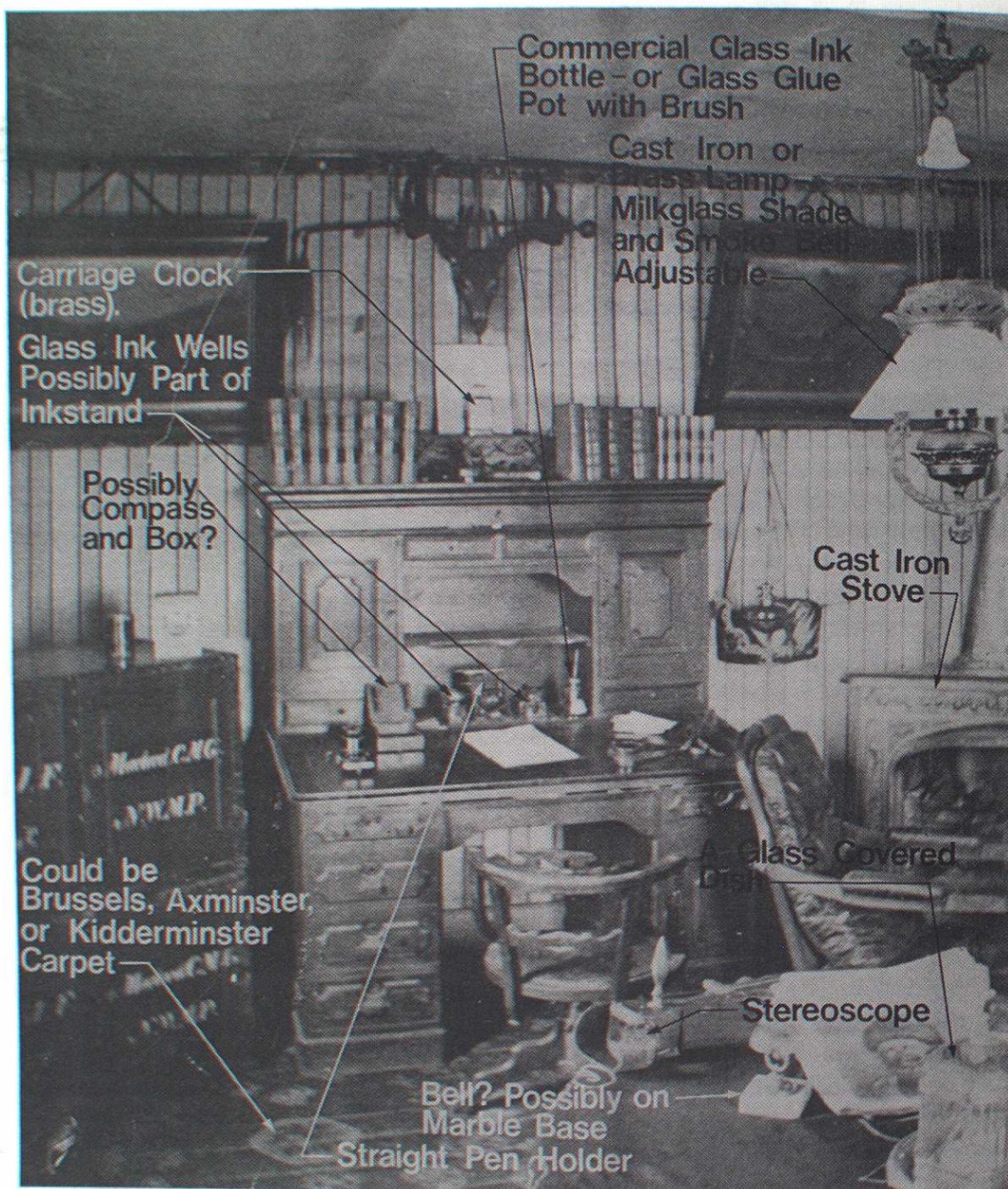


Fig 1: Assistant Commissioner J.F. Macleod's quarters at Fort Macleod in 1875 showing a larger type of two door chest/cupboards stacked two high to the left of the desk (which has also been reproduced by Parks Canada craftsmen and is on display at Fort Battleford National Historic Site.) Hook photo from the Glenbow Museum NA2206-2.

Thus it was of considerable interest to the Canadian Parks Service, whose curators are in the process of reproducing the furnishings of the former NWMP Post at Fort Walsh, when a chest/cupboard, a variation of the Macleod type, with an NWMP connection, came on the market. In the fall of 1992 a school teacher from Odessa, Ontario contacted the Canadian Parks Service (Parks Canada) and offered for sale a painted chest which he had recently purchased. Parks Canada acquired the chest which has since been reproduced for use in equipping a building at Fort Walsh National Historic Site. The chest/cupboard had been used by at least two individuals associated with the N.W.M.P., Superintendent Edmund Dalrymple Clarke and Mrs W.M. Herchmer, wife of Assistant Commissioner William Macaulay Herchmer. Because of these associations it is of interest to military historians and curators alike.

#### OWNERSHIP OF THE CHEST/CUPBOARD .

##### Edmund Francis James Dalrymple Clarke

On the front panel of the chest in red paint is the following inscription:

"Edm. Dalrymple Clarke / Manitoba Mounted Police 1873"

Dalrymple Clarke the first known owner of the chest/cupboard was born in England about 1848, into a military family, son of Major General John Clarke. He joined the NWMP as a Sub-Inspector on Sept 25th 1873, probably signing up in Ottawa or Toronto. He was Paymaster and Quartermaster until April 27th 1874, when he relinquished these appointments to become Adjutant. He served at Fort Macleod 1876-77 and at Fort Walsh 1877-80. In 1877 because of his expertise in shorthand, he recorded the first meetings between Commissioner Macleod and Asst. Commissioner Irvine with Chief Sitting Bull.

During the winter of 1878-79 he took a six month leave of absence and married Clara Reynolds, a neice of the Prime Minister, Sir John A. MacDonald, in Ottawa. In March of 1879 Clarke had his photo taken in the Ottawa studio of W.J. Topley (Fig. 2). Clarke was promoted Superintendent in July 1880 and died of "virulent fever" on Oct 2nd of that same year. It is not known where he was buried, or whether his wife continued to reside in the West. It is not known if the chest/cupboard passed directly to the next known owner, or if it passed through other hands first.

##### Mrs William Macaulay Herchmer.

On the left side panel, painted in neat white lettering is: "Mrs W.H. Herchmer" This is the second known owner with NWMP connections, being the wife of Superintendent (later Assistant Commissioner) W.H. Herchmer, born Dec 13th 1844 in England, a lawyer and Militia officer who joined the NWMP on July 1st 1876. He served on the Red River Expedition in 1870 and with the Provisional Battalion in Manitoba. He



Fig 2: Edmund Dalrymple Clarke photographed in 1879 by W.J. Topley, Ottawa, in the undress uniform of an Inspector of the NWMP. Glenbow Museum photo NA 1802-1.

became Assistant Commissioner on July 1st 1886. and died in Calgary Jan 1st 1892 and was buried there. Little is known of his wife Eliza H. Rose, who was from Kingston, Ont. where Herchmer had lived since childhood and practiced law, and where they presumably met and married. It is not known exactly when Mrs Herchmer became the owner of the chest/cupboard, it may have been at the time of Clarke's death, or she may have obtained it from his widow at a later date.

#### E.J. Tett.

The third name, found on the top panel, is "E.J. Tett" who may have lived in Newboro, Ont. (address lettering is not distinct). RCMP records do not record an E.J. Tett as a member of the Force. It is not known who he was nor when and how the chest/cupboard came to southern Ontario. Further research may answer this question.

#### DESCRIPTION OF THE CHEST/CUPBOARD.

The chest/cupboard Fig. 3) is 45 1/2 inches long, 22 1/4 inches high and 22 1/2 inches wide. The boards are Eastern White pine, dovetailed at the corners with right angle sheet metal strapping nailed on all outside edges, and semi-circular pieces nailed to the center and bottom edges of the front and back. The exterior panels are painted gray, and the metal strips and semi-circles black. The lid which is 13/16ths inches thick, is attached to the bottom section with two large strap hinges. It appears that originally that there were two interior battens which have been removed.

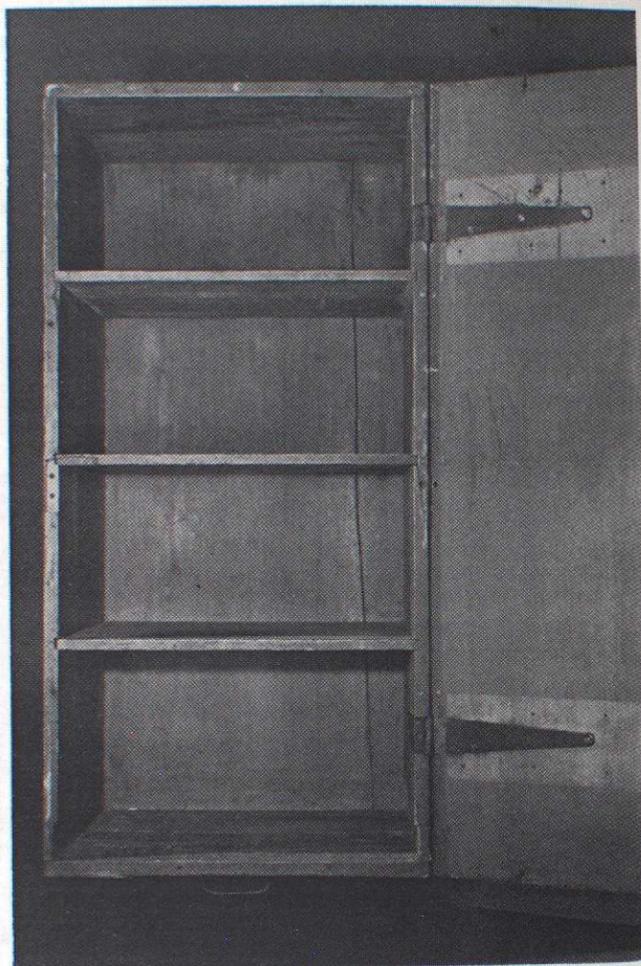
Extant tool marks and the style and method of construction indicate that the chest/cupboard was built with hand tools by a competent wood worker. With the exception of the "steamer trunk" style of metal cladding, the exterior appearance of the chest is very typical of a 19th century blanket chest. When the interior of the cupboard/chest is examined, its specialized purpose and pattern of use becomes apparent.

There are three removable shelves (dividers) for the interior which slide into dado grooves 5/8ths of an inch wide and 1/4 inch deep cut into the front and back panels of the chest. At one end there are wider grooves cut for the storage of all three shelves. The chest/cupboard can thus be used as a trunk with the shelves in the storage space, or it can be stood on one end and used as a cupboard (Fig. 3) (possibly with small base to accommodate the handle, to keep the chest/cupboard level and stop the handle damaging the floor). There is an iron bail handle at each end of the chest attached to a metal plate.

There is also evidence of another interesting construction detail. Approximately 8 1/2 inches on the center from each end of the chest/cupboard there are two lines of screw holes which circumscribe the exterior of the piece. Parallel to each line of screw holes are the "ghost marks" of the location of the outside edges of wood, or possibly iron battens, which would have effectively banded the chest/cupboard for security and



*Fig 3: General view of the chest/cupboard, showing the Herchmer naming on the end. The red Clark naming is located on the front panel, but does not show up in this photo. Parks Canada photo by Doug MacGregor.*



*Fig 4. The chest/cupboard set up as a cupboard. The large groove for the storage of all three shelves can just be seen at the bottom of the unit. Parks Canada photo by Doug MacGregor.*

The original lock is missing. It might be speculated, in light of Clarke's work as paymaster, quartermaster and adjutant, all of which entailed record keeping, that the chest, with the shelves/dividers in place, could be used for the storage and especially the transport of the bound ledgers, journals and records of the Force. strength in shipment and storage. The location of the bands are also marked by inscribed Roman numerals. This numbering system indicates that the battens were intended to be removed and re-used as required. This feature is similar to that found on other military crating, such as ammunition boxes.

#### RECONSTRUCTION.

Once the historical importance of this artifact was realized, it was decided that rather than carry out extensive restoration on the chest/cupboard and destroy its historical integrity, it would be reproduced, and the reproduction used in furnishing the Commissioner's Residence at Fort Walsh National Historic Site, in the Cypress Hills of Saskatchewan. The original will remain in the Parks Canada reserve collection.

The chest/cupboard was reproduced by the furniture conservation section of Cultural Resource Conservation of the Parks Canada office in Winnipeg, by James Kemp and Sheila Smith, under the direction of Rick Lair.

The following is an account of the reproduction of the Dalrymple Clarke chest/cupboard. The reproductions (two were made), began by photo documentation of the original and by producing a scaled working drawing. Collection of the materials proved to be challenging. Dry white pine lumber was easily found, but most of the metal hardware was not commercially available. Our metal conservators were employed to make the iron bail handles and to bend the offsets in the large strap hinges. A sheet metal shop fabricated all the cut and bent cladding shapes needed. Some 2,000 plus holes then had to be drilled in the sheet metal parts in preparation for applying them to the chest/cupboard with nails.

Building the chest/cupboards was the most enjoyable part of the process. As previously mentioned the original was manufactured with hand tools, and was neatly made but not taken to a "fine" finish. To duplicate the resulting appearance, machines were used only for the rough milling of the lumber, hand tools for all the finish planing and joinery. Although hand planing and cutting of the dovetails was slow work, the experience was pleasant due to the ease of working with the fragrant white pine.

The next task was to give the chest/cupboards "a coat of old"! The chest cupboards had to fit into the historic setting at Fort Walsh without appearing glaringly new. Thus it was necessary to emulate the results of several years of travel by train and horse and wagon, and the rough use which would have occurred before such a chest cupboard arrived at Fort Walsh in the late 1870's.

The interior of the chests were given an aged and used patina by applying a stain made of coffee, followed by the strategic application of a grunge of shoe polish etc, to duplicate the wear and use in evidence on the original. The exterior of the chests were first painted a medium gray with black painted sheet metal, and red hand painted lettering as per the original colours. Then the surfaces were relieved by selected brusing, denting, scraping and abraiding. All exterior surfaces were then given a coating of matt varnish tinted with black stain to complete the worn appearance.

The reproductions will soon be on display at Fort Walsh National Historic Site.

### "With the Colours at the Front, 1864-65-66" : Reminiscences of Ex-Colour Sergeant J.H. Knott, 13th Battalion, Hamilton.

Ed. John Thyen.

*Editor's note : The following account of his military experiences was written by Mr Knott in later life, and the typescript is dated July 17th 1925, at Woodstock, Ont. Because Mr Knott's recollection of events 60 years before is so detailed it would seem likely that they are based on a journal he kept at the time. It is not known if this still exists.*

*Spelling errors and overlooked typing mistakes have been corrected without note. Round brackets indicate words added by the editor to ensure clarity of meaning.*

*This account is mainly concerned with Knott's description of the action at Ridgeway. He is particularly critical of the conduct of Col. Booker, which he apparently was able to observe at close quarters, and which he relates in considerable detail. In fairness it should be noted that the regimental history of the 13th Battalion, "Semper Paratus" by Brereton Greenhous (RHLI Historical Association, Hamilton 1977). pp.58-66 quotes evidence which disagrees with Knott's account and opinions. However on p.71 the author concludes, "Poor Colonel Booker. he had done his best and it was not good enough"*

#### Colour Sergeant Knott's account:

I notice(d) in a paper, a short time back, in speaking of the Fenian Raids that occurred at Ridgeway (in) 1866, that the facts were known by those who were there. I was there myself and thought it perhaps my duty to place in writing the incidents as they occurred. I was then a member of the 13th Battalion, Hamilton. I enlisted when the Battalion was formed in 1862. Before that, the volunteer force of the city was composed of a company of Highlanders, a company of Rifles and a section of Artillery; the Highland

company forming the nucleus for the Battalion of eight companies, six raised in the city, No. 7 (in) Dundas, No. 8 (in) Waterdown.

In 1864 the government made a draft of 100 men to help fill the Administrative Battalions formed to police the Eastern frontier to prevent men or supplies from crossing into the United States. I was a member of that company which formed a unit of the 3rd. Administrative Battalion with headquarters at Fort Wellington, a mile east of Prescott.



*A private of the 1st Provisional Battalion, c.1865. This is the uniform Mr Knott would have been wearing, whilst serving with the unit. A scarlet tunic with dark blue collar, white piping and white metal buttons. Note the soft, dark blue Kilmarnock cap. The band and top button were probably scarlet. Origin of photo unknown.*

We travelled by boat, there being no railway to Prescott at that time. Our Territory was fifteen miles east and west of the Fort, thirty miles in all. We were not served out with ammunition but were confined to the bayonet which we had no occasion to use. When in skirmish order east of the Fort, we would pass the old mill on Wind Mill Point, the tower only standing with the grinding stones broken at the base. We also came across an old time village in the wilderness that would remind one of the early days of the 18th century, when Canada was New France subject to Louis XIV, with de Frontenac as Governor. The

walls of the houses were built of Boulder Stones seven feet high with timber roof, with walls around the village made of the same material for protection against attack. The streets were just wide enough for a hand cart to pass through them. When we saw it everything was in ruins. Everything was burnt that could burn. The walls were still standing, but the village was overgrown with trees and forest foliage, a mute reminder of a night of terror, the tomahawk, the scalping knife and torch.

Soon after the close of the American War we were called in. We had a little time now to attend to our own affairs, but for a very short time, as the Fenian agitation in the United States became very threatening. It was expected that a raid would be made on Canada somewhere in the vicinity of Windsor. The government made a draft of 100 men to go to Windsor. A patrol was placed on duty along the water front between Windsor and Sandwich during the winter (of) 65 and 66. In April Captain Grant of our company placed me on secret duty in Detroit. I found there no active organization but, by words dropped in conversation, they were looking to the Niagara frontier for any effort to be made. Soon after I handed in my report to head quarters we were called in.

Every effort was now made to put the Battalion in as good condition as possible. The parade state was a little better than 300 all told. We paraded as usual, Thursday night, the 31st of May. The orders, before leaving, were to gather at the shed whenever the alarm sounded.

The next morning, as I was going to work at seven o'clock, a Bugler of the regular artillery on horse back was sounding the alarm in different parts of the city. I ran back home and changed my clothes and made my way to the Armoury. We were served out 80 rounds of ammunition. We did not have any knapsacks, water bottles nor overcoats and the surgeon did not turn out. We marched to the station, the Band of the 47th Regular Regiment leading. We were away by nine and there were very few to see us off. The train took us as far as Paris where, we were shunted on to the line leading to Port Colborne. The line was under construction. The train stopped at Dunnville where we were billeted for the night with the instruction that, at the Bugle Call, at any time, we were to assemble at the train. I will mention here that the only officer present in No. 3 company was Lieutenant Ferguson and the only Sergeant was myself, so that put me second in command, and as such, Lieut. Ferguson let me know the orders Col. Booker received from Col. Peacock of the regular force in command, and those orders were to take the force allotted to his command, proceed to a reasonable distance beyond Port Colborne, throw up a barricade and await further orders.

The reason we got off at Dunnville was the lack of food at Port Colborne where the quarter master went ahead to make arrangements to supply us when we got there. Soon after dinner we heard (the) bugle and we made for the train and got aboard.. The train pulled out and went slowly on account of the newness of the road. We passed through Port Colborne and went slowly without the noise of whistle or steam, to the end of the

laid rails just where the road crosses the gravel (road) and bends along the lake shore, the first day of June. We were served with a soda biscuit and half a herring for supper. We ate the biscuit and decorated the car with the herring by sticking a pin through it and hanging it up. We were not allowed to sing or light a match. We soon fell asleep, to wake up just as the sun was rising out of the lake.

When we got out of the cars we saw another train on the other side of the gravel road, with the Queen's Own of Toronto on board. They arrived sometime in the night. There was a spring creek just by. We took off our tunics, washed our faces and hands and took a good drink of spring water, which constituted our breakfast that morning. We did not get anything to eat until late that afternoon. I might state here, that on the approach of the Fenians the farmers left the farms in charge of their wives and children, and the Fenians commandeered the women and made them cook and make bread for them, and it is altogether likely that Col. Booker received urgent appeals from the farmers to come as soon as possible, or he would not have disregarded the orders of Col. Peacock.

The parade statement of the morning at Ridgeway:

Queen's Own, 8 companies, 500 men.

13th Battalion, 6 companies, 250 men.

750 men in all

We heard that 4,000 Fenians had crossed the Niagara River, but some of them were employed tearing up the railway track on the shore of the river and cutting the wires.

After we had washed, we formed up, Queen's Own in front, in quarter distance column and were inspected. We saw a man on horseback, to our left front, coming towards us at full gallop, clearing the fences with the ease which could only come with training. The man rode up to Col. Booker and handed him a note. We recognized him as George Somerville, the owner and editor of the Dundas Banner, who was acting as aide to Col. Peacock. After handing the note to Col. Booker he turned about and went the way he came, clearing the fences in the same way.

Col. Booker turned to us and gave the order, " With ball cartridge load, shoulder arms, form fours right. No. 1 of the Queen's Own will left counter march, the remainder falling in line, quick march," and then, " Right wheel ", on to the gravel. When we had proceeded for about two miles the order was given to halt. Six companies of the Queen's Own were deployed in skirmish order. We proceeded that way with orders to keep our eyes on the bush on either side. Before long the skirmishers began to crouch. We heard a report and a bullet whistled over our heads. The skirmish line was in a depression, the Fenians on higher ground, and our main body was also on higher ground and within easy range. The men of the main body were told to seek shelter any way they could.



*A Sergeant and three privates of the 13th Battalion of Infantry (Hamilton), c.1865. All are wearing the dark blue Kilmarnock cap, scarlet tunic with dark blue collar, shoulder straps and cuffs, white piping and Austrian knot, with white metal buttons. The trousers are dark blue with narrow scarlet seam stripes. White belts with brass fittings, with a general issue Queen's Crown plate. The Sergeant, who is wearing a uniform like that worn by Knott, would have had gold lace rank chevrons. National Archives of Canada photo PA 089293.*

We surprised the Fenians at breakfast, it being now about 7 am. The firing was very heavy. After two hours the relief (came), which consisted of the remaining companies of Queen's Own and companies 1,2 and 3 of the 13th Battalion. They extended and advanced at the double to within a 100 yards of the skirmish line and lay down. The order soon came to relieve the skirmishers. We jumped up and passed through the ranks of the retiring skirmishers. When we got to the fence that they held, we cleared that and with a cheer made for the next, the Fenians falling back to the bush.

There was a continuous fire until noon. Our supports were sent to relieve us but an alarm of cavalry was given. Col. Booker gave the order to prepare to receive cavalry. The supports formed squares and also the main body. The Fenians fired into the squares causing confusion. Col. Booker told Alf. Stairs, his bugler to sound "Retire". The bugler told him that it was not customary to sound "Retire" in front of the enemy. Col. Booker said, "Sound the Retire, or I will place you under arrest".

Alf. Stairs put the bugle on the ground and put his foot upon it saying that the bugle should never sound the retire. Adjutant Henery spoke to the Colonel about the matter, but the Colonel reduced the adjutant to the ranks and sent him to the firing line. Sgt. Major Ross Connel got the same dose for speaking to the Colonel.

Colonel Booker got off his horse and the horse ran away, evidently tired of the job, but the Colonel took the Adjutant's horse and eventually got the men moving to the rear and lost all control. They simply went back to the train, the Colonel and staff following. The train pulled out and went to Port Colborne, leaving us to our fate. When they got to Port Colborne, Col. Booker went to the telegraph office, sent a message to Hamilton, telling them to prepare to receive their dead, a part of the force cut to pieces.

Now, we will return to the skirmish line, we knew nothing about them leaving us altogether, although Lieut. Ferguson drew my attention to them going down the road, by saying, "By God, they are leaving us", but we did not bother about that. We had enough to take up our attention in front.

The firing in our front had ceased. The Fenians were collecting in the centre piece of bush. No. 3 Company jumped the fence and fixed bayonets and were going to charge the bush, but Lieut. Ferguson would not allow it. We hesitated a moment when a wedge shaped column issued from the bush with the intention of breaking through the skirmish line, and I saw that if they succeeded we would be at their mercy, and that they had to be checked. I looked at the company and then pointed to the column. We started as hard as we could go, and struck them on their right flank before they had noticed us. We plied the bayonet for a few seconds, falling in and strengthening the line and forcing it back out of the way, the colours being there. No.3 was the colour company.

The skirmishing line was now a compact body, and when about a hundred yards

had been reached I ran forward, holding the rifle above my head, and across the road.. I shouted, "Fall in, men, fall in". They stopped, faced about, and lined across the road, a company of 50 file. I numbered them, told off sub-divisions. Just as a Queen's Own chap who had been dragging the butt of his rifle along, loading and firing came up, I said to him, "Fall in". He said to me, "What the h-ll's the use, the officers are all gone". It looked very much that way. The Fenians did not follow us.

The firing was still going on but not very brisk, and with very little effect. We retired to where the road bends to the right, up the face of the ridge. The Fenians were going in one direction, we in another.

The Fenians got to Fort Erie that evening. The Welland Field Battery had possession of the pier. The Battery had not any guns but were armed with carbines, and after a sharp action in the streets of the village, during which Capt. King of the Battery had his thigh bone broken, by which he lost his leg. They were obliged to take to their boat, Tug, ROBB, and pulled out into the river.

I might mention here, that the Field Battery did sentry duty for us at Port Colborne during our stay there, giving us the opportunity to employ all our force at other work.

When we got to the top of the ridge we found the train gone. We had our wounded and got everything off the field. I don't think that either battalion had a surgeon. I am sure we had none, but two companies of the Queen's Own were University boys and there were many medical students among them, and they did splendid service. I don't know what we would have done without them. We sat around and smoked and thought of the dinner we had the day before, that being our last meal, and wondering where we would get the next.

Then we heard the rumble of a train; it was the train sent to pick up stragglers, and it picked up the whole skirmish line. We got the wounded on board and collected everything there was. We pulled into Port Colborne, and they received us as if we had risen from the dead, calling us by name as we appeared on the platform of the car as though they never expected to see us again.

We will now explain the cause of the scare, for that was all it was. We mentioned before that the farmers had left the farms in the care of their families. They were now coming back on horseback to take possession of their property that the Fenians had taken from the farmers. Col. Booker thought that they were a body of Fenian cavalry, and this led to all the trouble.

When we got off the train, Major Skinner lined us up and we discharged the rifles into the canal. We were told to get dinner which had to be prepared for us, it now being

about three o'clock in the afternoon. The rest of the day was spent in preparation.

The next morning Sunday June 3rd, the Battalion was paraded before sunrise. After the roll was called, my name was called. I stepped to the front, with two men from each company. We paraded as a Sergeant's Guard. Major Skinner came to me; handed me a dispatch and said to me, "Your orders are to find Col. Peacock and hand him this. You will proceed to the pier where you will find a boat waiting for you, which will take you to Fort Erie. You will receive future orders from Col. Peacock".

I took command of the men and we marched to the pier where the tug, ROBB was ready to receive us. We went on board and immediately put out on to the lake towards Fort Erie. The first thing we did was to take our breakfast. We then went on deck. The tug, ROBB was a stout heavy built boat with a horizontal boiler on the deck, with some lead splashes on its side by bullets the day before, with a wheel house back of the hatch, with a bullet hole in the glass. It looked as if it had seen service, so we got a lot of pine fire wood and piled it inside the bulwark as a protection against rifle fire.

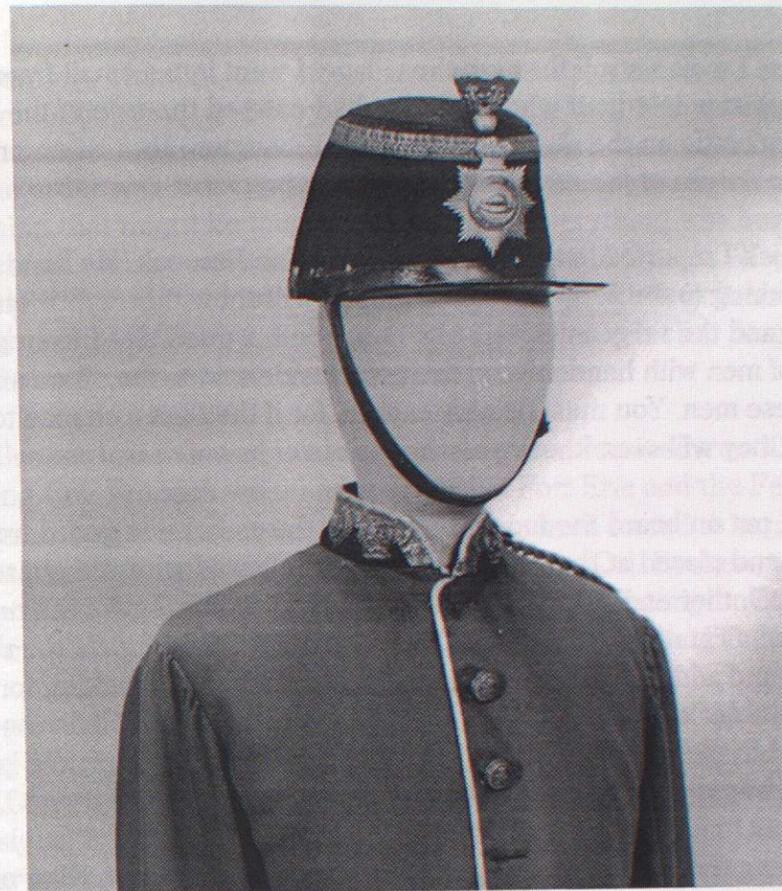
We proceeded slowly, watching the shore. We sent a scout ashore three times. Twice we waited for him to return. The third time he waved his hand, pulled the skiff on the beach, and disappeared in the bush, and we pushed ahead to our destination.

As we entered the Niagara river, a magnificent sight met our view. On the American side of the river the people were there by the tens of thousands. It was Sunday the 3rd of June, the ladies in their light summer attire. On the Canadian side as far as one could see, the British and Canadian troops of all arms and colours, with white tents stretching down the river bank, and in the middle of the river were two large canal barges filled with Fenians, with only standing room, under arrest by the American authorities pending negotiations.

We steamed to the pier at Fort Erie, landed, and marched to the camp which was close by, halted, and I went to find Col. Peacock. I saw a marquee with a sergeant standing at the entrance. I approached the sergeant and asked where I could find Col. Peacock. He said, "He is inside, what do you want?" I said, "I have a message for him". He said to me, "Wait here", and went inside. After a few minutes he came to the opening and said to me, "Come in". I entered the marquee and saw Col. Peacock sitting at a table. As I approached him and saluted, he rose from the chair. I handed him the dispatch I had received from Major Skinner. He read it, and looked at me from head to foot. He seemed to be thinking and doing very little talking. At last, he asked me if we had had dinner. I said, "No". He told the sergeant to see that we had dinner and for me to report at two o'clock. I met a sergeant I knew and he took me to the Sergeant's Mess, the men going to the General Mess. I told the men that they were at liberty until two o'clock but to report on time.



Three officers "D" Company, 13th Battalion, c.1865. Left to right: Ensign John B. Young, Captain John Brown, Lieutenant Percy G. Routh (wounded at Ridgeway). Young and Brown are wearing the 1856 pattern officer's tunic, by this date superseded by the Austrian knot cuff tunic worn by Routh (See: NOTE by Grant Tyler.) For details of the uniforms see following page.



Shako & belt plate of Captain Stephen Catley, 13th Battalion, now in the collection of the Glenbow Museum, showing details of the shako and belt plates. Glenbow Museum photos.

After dinner, I took a stroll through the village. I went into a small frame drug store and the druggist pointed out where a bullet had entered the side of the building and smashed every bottle on the shelf. I saw George Kilvington. He was engineer for the regular force.

At two o'clock I reported to the marquee. I saw Col. Peacock. He handed me an envelope, and speaking to the sergeant, he said, "You will show this man what to do". We went to the guard and the sergeant led us to a house with a good sized front garden, in which were a lot of men with handcuffs on their wrists. He said to me, "You are going to have charge of these men. You must be very careful, for if they get a chance to use those handcuffs on you, they will soon knock your brains out".

They were put on board the tug, ROBB under the escort of a guard from a regular regiment, and placed at the end of the cabin. I followed with the guard, and formed in line at the other end of the cabin, myself in the centre. I gave the order to fix bayonets. I received a list of the prisoners. There were 96 of them. I gave the order to stand at the ready and addressed the prisoners. I said, "We are not looking for trouble; we don't expect trouble, but at the first sign of any disturbance, we will fire and then use the bayonet". I said to the men of the guard, "Take your time from me". We kept the same order all the way to Port Colborne without any disturbance.

Upon reaching there, the first thing to do was to look after Capt. King of the Welland Field Battery, who lost a leg at Fort Erie the day before, and some members of the Battery who were hurt at the same time.

When I ascended the ladder steps to the deck, leaving the guard to look after the prisoners, I saw the 13th Battalion on the pier, in open order, Major Skinner at their head. I went to him, handed him the dispatch and list of prisoners. He told me to produce the prisoners. I went to the cabin and told the prisoners to go up the steps. They were marched by two's between the open files of the Battalion until they were all up, when they were halted.

Two R.C. priests stepped from the crowd and stood at the head of the prisoners. They had long gowns and bare heads. There was a tremendous crowd everywhere, on the house tops, up the trees. The crowd on the streets was very threatening, so much so that the order was given, "Bayonets out!". That gave a line of steel on both flanks, my guard bringing up the rear. We marched from the pier to the railway, there being no station at that time. We finally got them away under strong escort. We heard that they were taken to Hamilton jail.

The Fenians were generally Roman Catholics and no doubt the R.C. priests were there to look after the interests of their communicants. They were not prisoners. I did not notice them at Fort Erie, neither did I see them on the boat.

Next Morning, Monday June 4th, at an early parade, a volunteer burial party was selected to go to Ridgeway and bury the dead. I was in that. It is not necessary to say much about that any more than that there were, as well as I can remember, 42 interments. The order was strict and strictly complied with not to search or meddle in any way, anything that might be found on the bodies. Everything was buried with them. We packed all arms and accoutrements and directed them to Ottawa. We marched from Port Colborne to Ridgeway and back, putting in about a week altogether. There were not any wounded there at all. The Fenians must have borrowed vehicles. Sergt. W. Strickland had charge of the burial fatigue party.

If Col. Booker had followed the instructions he had received from Col. Peacock, by Sunday morning Col. Peacock would have arrived at Fort Erie and the Fenians would have found themselves in a cul-de-sac and would have been forced to surrender, or take to the lake, but by attacking them (on) Saturday morning, Col. Booker gave them time to get back to Fort Erie, and most of them got across the river that night, Col. Peacock being only able to take the 96 that we brought to Port Colborne (on) Sunday afternoon.

The Fenians did not come here to fight. Their intention was to make a dash for Port Colborne, destroy the locks, loot the border towns and then take boat and land at some other U.S. port. For two nights we saw two large steamers approach as though looking for a signal from shore, and we heard that there were two on Lake Ontario, and one went as far as the pier at Burlington Bay.

Col. Booker took possession of the school at Port Colborne for the 13th Battalion, and as there was not any accomodation for the Queen's Own, they marched down the bank of the canal to Merriton, where we joined them a few weeks later. We must not forget to mention that No. 3 was known in camp as "Fighting 3". I was given to understand that the commanding officer of the Queen's Own was Lt. Col. Dennis. The 13th was the last to leave for home. The Battery gave us a salute from Bastien's Hill. As we drew into the station, everybody in the city turned out to welcome us back home. We were met at the station by the Band of the 47th Regular Regiment. The band of the 13th was not then in existence. We marched up Janes St., round the gore and back to the Armoury where we had lunch.

The Fenians were not brought to trial. They were looked upon as dupes of an Ulterior power that could not be reached. After adjustment, they were each presented with a ticket to Buffalo and five dollars, and advised to leave the country. The utter failure of the raid and the way the prisoners were treated killed Fenianism on this continent.

There was some comment in the papers about the United States allowing the raid. In reply, the United States stated that they could not act before an overt act had been committed from (against ? Ed.) Eastern Canada, and their claim was reasonable. At the time of the American war an overt act had been committed from (against ? Ed.) Eastern

Canada before the Canadian government brought into existence the administrative battalions to enforce the observance of the law of neutrality with the United States.

I was on duty from the time we left the Armouries until the next orders. When Major Skinner was made Lieut. Colonel, Mr Alex. Moore was made Ensign and I received the Colours and the rest of the vacancies (were) filled.

Notes on a Canadian Militia Officer's Full Dress Tunic 1863-70, by Grant Tyler.

In 1863, a new pattern full dress tunic was prescribed for infantry officers and other ranks of the Canadian Militia (See colour plate for details). Similar in appearance to the British pattern of 1856-68 (See following black & white photo), the Canadian officer's tunic differed in the ornamentation of the cuffs and skirt rear.

The tunic is manufactured of scarlet wool cloth, with dark blue facings. The collar stands 4.4 cm high at the rear, is rounded at the ends, and edged along the top with white cloth. Immediately below the collar edging is a band of silver infantry pattern lace. The Star of the Order of the Bath is worn at each end of the collar and indicates the rank of ensign. Field officers would have had a second band of silver lace around the base of the collar. A twisted crimson silk cord, for securing the sash is located on the left shoulder, fastened with a small silver button.

The single breasted tunic fastens with eight silver plated buttons 2.5 cm in diameter, manufactured by P. Tait & Company, Limerick. The button design is that of a beaver within a circlet inscribed, "CANADIAN MILITIA", surmounted by a Victorian crown, and surrounded by maple leaves.

Two buttons are located at the back of the waist on either side of the central vent. The vent is edged with white cloth. Pocket flaps are situated on the skirt rear on either side of the vent opening. They too are edged in white and should have a further two buttons, one being missing from each side. On British tunics of this period the buttons are surrounded by lace, forming a bastion design.

The most significant difference between the British and the Canadian tunics is found in the ornamentation of the cuff. The British tunic has a round cuff with a 3-point flap with three buttons surrounded with bastion lace. The Canadian tunic incorporated a pointed cuff edged with 0.5 cm square silver cord terminating in an Austrian knot. The cord is traced on both sides with 0.3 cm Russia braid. This single knot was also worn by field officers.

Examples of the 1863 Canadian pattern are quite scarce. The writer would be pleased to hear from those knowing of other examples.

*Canadian Militia Officer's Full dress tunic, pattern of 1863.*



*British Officer's full dress tunic pattern of 1856-68, worn by an officer of the 15th Regiment of Foot East Yorkshire Regiment. Scarlet with yellow facings. Collection of the New Brunswick Museum.*



Notes on a Canadian Militia Infantry Officer's Frock Coat ca.1854, by Grant Tyler.

The garment in question is of special note in that it incorporates characteristics found in frock coats of two different time periods. The style of cuff and arrangement of buttons and pocket flaps on the skirt rear are identical to that of the single breasted frock coat of the 1830's. However, the collar and double breasted button arrangement are as described for officers of the Sedentary Militia in Militia General Orders dated Feb 7th 1856.



*Canadian Militia Officer's Frock Coat ca. 1854 (transitional pattern), the subject of this Note.*

The coat is manufactured of fine quality dark blue wool cloth. The collar stands 5.5 cm high at the rear, lowering slightly towards the ends, which are rounded.

Two rows of silver plated buttons fasten the coat. The buttons are inscribed "treble plated" on the back and are 2cm in diameter. The rows are 12 cm apart at the top, narrowing to 6.5 cm at the bottom. The button incorporates a Victorian crown at centre surrounded by the words, "BRITISH MILITIA/CANADA", all within a wreath of laurels.

Two buttons are situated at the waist in rear. The vertical flaps in the rear of the skirt each have a button at the lower end. In this respect the coat is identical to the 1830's style, but differs from that of 1856, on which the pocket flaps close with two buttons each.

The plain round cuffs are also of the 1830's style, having an opening in the back seam fastened with two buttons of 1.5 cm diameter. The 1856 order specified a cuff decoration consisting of a 3-point flap and 3 buttons. (See below) A twisted crimson cord, for securing the sash, was located on the left shoulder, it is now missing.



This frock coat may be a transitional model as it incorporates features of the two other patterns previously described. It is probably a contemporary of the coat described in Militia General Orders of 1856, which itself was likely in British service as early as 1854. The line infantry frock coat was replaced by an undress jacket ca. 1868.

Readers wishing to comment, or who know of other examples of the coat described here, are invited to correspond care of the Military History Society of Manitoba.

### Books by Members.

The Cypress Hills: The Land and its People, by Walter Hildebrandt and Brian Hubner, Purich Publishing, Box 23032, Market Mall Postal Outlet, Saskatoon, Sask. Canada, S7J 5H3, 1994. ISBN 1-895830-02-8. 136 pp. Can\$ 20.00, US\$ 15.50 inc. shipping. A history of western settlement, the Indian and Metis people, the fur trade, the NWMP, the American whiskey trade and the early ranching days in the Cypress Hills area of southern Saskatchewan. Both authors are historical researchers who have worked at the Fort Walsh National Historic Site and have written on historical and Aboriginal issues. Walter Hildebrandt is the author of, "The Battle of Batoche" and "Fort Battleford: A Cultural History", and a published poet. Brian Hubner is currently writing about Jean-Louis Legare, an important figure in the fur trade the Cypress Hills. D.R.

### Books of interest.

Merry Hearts make Light Days. The War of 1812 Journal of Lieutenant John Le Couteur, 104th Foot. Edited by Donald E. Graves. Carleton University Press, Ottawa, 1993. \$17.95. 308 pp. ISBN 0-88629-225-5 (paper back). Distributed by Oxford University Press Canada, 70 Wynford Drive, Don Mills, Ont. M3C 1J9.

A most interesting and readable memoir by a young British officer of his experiences, 1808-17, at the Royal Military College, of garrison life in the United Kingdom and Canada and during the War of 1812. A gifted and fluent writer, Le Couteur, was a perceptive observer of social and military life in Fredericton, Montreal and Kingston, as well as providing a detailed account of his part in the major encounters of the war. An officer of the 104th Foot, raised in New Brunswick, Le Couteur took part in the epic march from Fredericton to Quebec in the winter of 1812-13, and in the major actions in the Niagara Peninsula in 1813-14. The book is illustrated by Le Couteur's own sketches and watercolours (in black & white).

The editor, a historian with the Directorate of History, Department of National Defence, has written a lengthy introduction and extensive annotations, which, together with the Journal itself, will make this a very valuable and informative addition to the library of all those interested in the social and military history of Canada.

Mr Graves' recent books include, The Battle of Lundy's Lane: On the Niagara 1814. 1992, ISBN 1-877853-22-4 and Red Coats and Grey Jackets: The Battle of Chippawa 5 July 1814. ISBN 1-55002-210-5. All three books are heavily annotated and have extensive bibliographies, which are a gold mine of sources for this period. D.R.

**Memoirs on the Late War in North America Between France and England.** . By Pierre Pouchot, originally published in French in 1781. A new edition, edited and annotated by Brian Leigh Dunnigan, translated by Professor Michael Cardy. Published by the Old Fort Niagara Association, Box 169, Youngstown, NY. USA. 14174. US\$24.95 + US\$3 for postage and handling. ISBN 0-941967-14-X. Appendices include letters by Pouchot and journals by two French Officers of the 1759 siege of Fort Niagara. This publication covers Captain Pierre Pouchot's experiences during the Seven Years War (1754-60), providing a complete history of the war in N. America as well as his observations on the Indians of N. America, he provides a wealth of detail about their clothing, houses, warfare and social behaviour. D.R.

**Canadian Military Heritage, Volume I, 1000-1754.** By René Chartrand, Art Global, 1009 Laurier Ave West, Montreal, Quebec, H2V 2L1, \$49.95. ISBN 2-920718-44-4. En français, **Patrimoine Militaire Canadien, D'hier à aujourd'hui. Tome I.** 239 pp. Many colour plates of superb quality, as well as black & white illustrations

The author, René Chartrand, is the Senior Military Curator at Parks Canada, who spent many years researching the uniforms and the military/social history of the soldiers of the French Regime in Canada in order to reproduce these uniforms and the living conditions at the reconstructed Fortress of Louisbourg. He is also a noted authority on British and Canadian military uniforms, with numerous publications to his credit, including at least four for the Osprey "Men at Arms series. He is thus ideally qualified to author "Canadian Military Heritage 1000-1754.

Although the framework of the political history of the period is well covered, much of the text deals with the daily life, weapons and outlook of the soldiers, French, British, Canadian and Aboriginal. But the real treasures are to be found in the superbly reproduced colour plates of the uniforms and costumes. Virtually all the known contemporary portraits are included, and such rarities as the four uniform coats, in colour, sent by Louis XIV to Charles IX of Sweden around 1687, now in the Royal Swedish Army Museum.

The many paintings all in colour, of reconstituted uniforms are by such eminent military artists as Francis Back, Michel Pétard, Eugène Lelièpvre and Gary Embleton. To the collector and student of uniforms these alone are worth the price of the book.

The layout and design are very handsome, but it is the logical concise style of the text which makes this a most readable book, perhaps because the original manuscript was written in French and then very faithfully translated.

Watch for Volumes II and III ! D.R.

## Museum Notes.

**"WARRIORS : A Global Journey through Five Centuries" : A military exhibition at the Glenbow Museum, Calgary.** This exhibit might have been specifically designed for collectors and students of military material culture. A client group so often un-recognized by museums.



*Some artifacts  
from the exhibit*

First of all, there are over 900 artifacts on display, there is lots to see, and the displays are visitor-friendly, well illuminated, with a minimum of "interpretative" text and electronic gadgetry to distract visitors from forming their own impressions. Included are, European and Japanese armour, firearms, edged weapons, aboriginal material from many cultures and uniforms of the past and present.

The artifacts are of the highest quality, drawn from Glenbow's extensive Military and Ethnology collections, and the exhibit is the result of close cooperation and discussion between the curators of these two departments, Barry Agnew and Gerald Conaty, together with a team of other museum specialists. This multi-disciplinary, multi-cultural approach enables the visitor to compare the weapons and military techniques of European and aboriginal cultures. But more importantly the exhibition enables one to examine a large amount of material, much of it rare and usually confined to storage. Glenbow is to be congratulated both on the exhibit itself, as well as the depth of its collections. DR.

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