

# KINGSTON AS A MILITARY CENTRE

### Headquarters of Military District Number Three—Has Long Been the Quarters of R.C.H.A.—Records of the 14th Militia Regiments are Splendid.—The War Figures for the District are Magnificent.

While there are many people who feel that it is a detriment to Kingston that it has been for so many years a garrison city, the record of the district during the war has done much to dispel that feeling. The coming into force of the citizen army brought men of all ranks and classes under the common army of military discipline, and the result is that much of the old indifference and antipathy to the soldiers has disappeared.

Ever since old Fort Frontenac became the military station for Upper Canada, Kingston has been a garrison city. The regiment which still has its permanent quarters here is the Royal Canadian Horse Artillery, which is quartered in the Tete de Pont Barracks, on the old site of the first fort which was built here. This unit was well established in the city twenty-five years ago, and in all campaigns which have been fought since then its guns have played a part.

**The Record of the 14th P.W.O.R.**  
At the same period, in 1894, the most prominent of the Kingston militia regiments was the 14th Prince of Wales Own Rifles. At that time this regiment was in a flourishing condition, and was well officered and manned. In 1894 Lt.-Col. Henry R. Smith was the commanding officer of the regiment. He was also sergeant-at-arms of the Canadian House of Commons, and under his guidance the old regiment reached a high state of efficiency. In January, 1898 he was succeeded in his command by Lt.-Col. J. S. Skinner, who was commanding officer when the South African War broke out in October, 1899. He was seconded for duty with the Provisional Infantry Regiment at Halifax during the war, and Major James Galloway took command of the 14th.

**A Record of Progress.**  
Major R. E. Kent succeeded to the command of the regiment on January 18th, 1903, being gazetted Lieutenant-Colonel. When he took charge the 14th was composed of six companies. Shortly afterwards it was increased to eight. During Col. Kent's regime

played hockey in the final games, but lost the cup.  
**The Royal Canadian Horse Artillery**  
While the 14th regiment was winning fame as Kingston's militia infantry unit, there was stationed in Kingston the Royal Canadian Horse Artillery of the Permanent Forces. This unit was the follower of the Royal Field Artillery unit which was stationed in Kingston for so many years. When the South African War broke out, a battery of artillery was sent to the front, under the command of the late Lt.-Col. J. A. G. Hudon, who died only a year ago. This battery played a large part in that campaign, and won many honours for its consistently brilliant work.

**The Call to Arms in 1914.**  
When the great European War broke out in 1914, the rush of volunteers from Kingston greatly exceeded the numbers which it was possible to send. The first Canadian unit to receive its active service orders was the R.C.H.A., which within a few days of the declaration of war was on its way to Valcartier Camp, where it prepared the site for the arrival of the units of the first Canadian contingent.

Meanwhile the 14th had recruited a full company for overseas, and at the end of August, 1914, it proceeded to Valcartier Camp, where it became part of the 2nd Battalion of the C.E.F., a unit which afterwards covered itself with glory in France and Belgium. After the dispatch of the first contingent, recruiting began in real earnest, and a battalion after battalion was raised and sent overseas. Lt.-Col. (now Brig.-Gen.) W. S. Hughes was at the time in command of the 14th Regiment, and he was authorized to raise a battalion for overseas service, known as the 21st Battalion. In May, 1915, this battalion sailed for overseas, where it gained a splendid reputation as one of the finest battalions in the 2nd Canadian Division. The 59th Battalion was the next infantry unit which was recruited in Kingston, and then followed battalions of several batteries of artillery and squadrons of Mounter Rifles were raised. The district became famous for its splendid recruiting record, and as Kingston was the headquarters of Military District No. 3, under the command of the late Major-Gen. T. D. R. Hemming, it became a hive of uniformed men. Barriefield Camp was each summer the scene of great activity, for many battalions trained there for the front.

According to returns issued by Militia Headquarters, Ottawa, a total

of 64,128 recruits for the Canadian Expeditionary Force were secured in this military district. This magnificent total places Kingston fourth among the various military districts in the Dominion, being surpassed by only Toronto, Montreal and Winnipeg. It is true that the Kingston district includes Ottawa, a large recruiting centre, but even with that the record is a splendid one.  
Thousands of Kingston and district men have paid the supreme sacrifice on the field of honour, and many thousands more have been wounded on the field of battle. It would be impossible to give a list of all the honours won by Kingston men, but it is true that they have secured practically every honour it is possible to win. The old officers of the 14th, the R.C.H.A., the Field Ambulance and other Kingston Corps have risen to positions of prominence in the Canadian and Imperial armies, amongst them being Brig.-Gen. W. S. Hughes, Brig.-Gen. A. E. Ross, Brig.-Gen. Faneb and many others.

Kingston still enjoys the distinction of being the headquarters of this military district. On the retirement of the late Major-Gen. T. D. R. Hemming in January of this year, the command passed into the hands of Brig.-Gen. Victor A. S. Williams, a returned officer who was wounded and taken prisoner at the terrific battle of Sanctuary Wood on June 2nd, 1916, and who suffered untold agonies at the hands of the Hun. He is a splendid officer and is very popular with the staff. His chief desire is to see that the returned men are given the very best of treatment, and he devotes much of his time to their interests. Around him he has gathered a very efficient staff of officers and N.C.O.'s. The majority of them have seen active service during the present war, and several wear the little gold bar which means a wound in action.

The future of the militia regiments of Canada is still uncertain. It is expected that the identity of several overseas units will be maintained in militia regiments, and in that case Kingston will be well represented in the new militia forces of Canada. The re-organization of the permanent forces finds the R.C.H.A. and R.C.A. stationed in Kingston, with an ample number of other supplementary services. Kingston will retain in the future, as it has so nobly done in the past, its history as a military centre second to none in the Dominion of Canada.

All this military activity has meant much to Kingston. During the war some millions of dollars have been spent with local merchants for the purchase of necessary supplies for the tens of thousands of troops which have been stationed here. In addition the soldiers themselves have received many millions of dollars in pay and allowances, much of which has been spent in Kingston. The presence of these troops has thus been of much financial value to the city, and has brought much wealth into the coffers of the merchants and of the municipality. That the future will see much more money spent here in the same way is certain. So long as Kingston remains the headquarters of M. D. No. 3, so long will the present staff be necessary, and Kingston stands to benefit greatly by its remaining here. Instead of being a detriment, therefore, the fact of

# KINGSTON HARBOUR HAS GREAT DESTINY

### It is the Key to All Canada's Waterborne Grain Trade—Kingston Will One Day Be the Great Trans-shipping Centre and the Head of Deep-Water Navigation—It Will be the Buffalo of Canada.

When one considers the greatest of all the problems before Canada, it is not hard to realize the truth of the claim that Kingston is destined in the near future to become one of the biggest and busiest ports in the whole Dominion. Canada has been described as the granary of the Empire, and most of her vast harvests are reaped west of the Great Lakes. The problem of marketing her grain is largely one of haulage to the Atlantic. It can be taken care of there and it will be all right when it reaches Europe. But it must first be transported to the Atlantic seaboard. Fortunately, Nature in one of her prodigal moments, scattered across the country a series of immense lakes which form a chain of inland waterways from the golden west to the coast. But Nature, though prodigal in her generosity, is occasionally careless of detail. Between each of the lakes there was a small stretch of land or a piece of un-navigable water or something, and along the upper St. Lawrence there were all kinds of obstacles to the passage of vessels of any draught.

Successive governments have devoted themselves to the remedying of this state of affairs. As far back as 1779 there was a scheme to cut canals in order to overcome the Cedar, Cascades and Coteau Rapids, and ever since then the work has gone forward at one point or another in the 2217 miles between the mouth of the St. Lawrence and Port Arthur, at the head of the Great Lakes. The Sault Ste. Marie Canal has bridged the distance between Lake Superior and Lake Huron, and the Detroit River, from thence to Lake Erie has been made navigable for larger craft. Between Lake Erie and Lake Ontario there is the Niagara River, with the falls situated nearly in the middle of it. The government ignored the river and cut the Welland Canal right through to Port Dalhousie on Lake Ontario.

**Kingston Harbour a Busy Place.**  
The way was now clear from Port Arthur to the St. Lawrence end of Lake Ontario, to Kingston, in fact, at which point there was usually a halt made for repairs or trans-shipment before entering the St. Lawrence canal. Kingston in those days was a busy port, and it was not uncommon about the latter end of the summer to see the old harbour packed

with shipping, mostly sailing vessels. Gradually the march of inevitable progress substituted for the little wooden ships, driven by wind, great steel vessels, driven by steam. This was all right from a national point of view, but so far as Kingston was concerned it appeared to put an end to her ambitions to stand at the head of deep-water navigation. Port Colborne and Buffalo, on Lake Erie, became the trans-shipping ports, and Canadians saw themselves under the humiliating necessity of sending a large proportion of their grain to the Atlantic via the American ports.

The government then conceived the big plan to enlarge the Welland Canal and to improve Kingston harbour so that it would accommodate the largest of the Great Lakes shipping. The harbour was to become a national one. That is to say, the government was to assume a partial control by virtue of large expenditures made in the national interests. Both the upper and lower harbour were to be dredged. Docks were projected, elevators were to be built, and all kinds of improvements were planned. This was a scheme involving, with the Welland Canal enlargement, millions of dollars, and from the local point of view, it would be, or rather will be, the making of Kingston.

This work was actually begun shortly before the outbreak of the war, but after a few months it was discontinued, owing to war conditions rendering it inexpedient to carry on the plans. The war is now over, and Kingstonians are now looking forward with confidence to a resumption of operations as soon as financial conditions become more normal and the necessary plans can be approved. The harbour committee of the city council and the Board of Trade have lost no opportunity of pressing the importance of the scheme upon the government. They have this year been especially energetic in laying the claims of the city before the powers that be. They have so far been successful in having the government appoint an engineer to look into the situation and prepare the plans in conjunction with an engineer appointed by the city. Several conferences have been held and prospects are brighter than ever before for a speedy resumption of the work.

The work of completing the Welland Canal is being rushed ahead, and it is the hope of the local public bodies to have the work on Kingstons har-

bour completed in time to have it ready for operation at the same time as the canal will be opened. Several schemes have been suggested as to how the harbour shall be improved. One scheme is to have the inner basin above the Catarqui causeway, which was completed in 1917, dredged, and the big government elevators built on Bell's Island. An alternative scheme, and one which would be of more benefit to the city, would be to take over the Tete de Pont Barracks and the Montreal Transportation Company's site, and to build the elevators on that site. The channels would then be dredged to a depth of twenty-six feet for a width of six hundred, making ample water for the largest freighters to navigate in and out of Kingston's harbour. This scheme, suggested by Captain McMaster, the marine superintendent of the M. T. Company, a man with a wide knowledge of the needs of Kingston's harbour, was fully explained in the Whig some months ago, and is the one which seems to find most favour in the eyes of the engineers. The railway companies, who are favourable to this scheme, would then be able to extend their service to serve these elevators, and Kingston would have a much improved railway service.

**Kingston's Coming Prosperity.**  
Now that the war is at an end, and there is every likelihood of the harbour improvements being continued and carried out to a successful finish, there will be something of a revolution in the old city. Kingston will more than redouble its business activities. The impetus to the local ship-building industry will be tremendous. This is dealt with in another article. Apart from that there will be a big demand for labour for dry-docks because Kingston will be, as it was in the old days, the place at which the most extensive repairs will be made before the steamers turn their prows toward Port Arthur and the West.

There will also be a general impetus in all local industries, because experience shows that it is impossible to bring a new activity to a city without at the same time stirring up the other trades and manufacturing activities of the district to a new lease of prosperity. Is it, then, any wonder that the people of Kingston have faith in the destiny of their city to become one of the biggest and busiest ports in the whole Dominion of Canada?

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