

Legion



**The Royal Canadian Legion
NOVA SCOTIA / NUNAVUT COMMAND
VETERANS' SERVICE RECOGNITION BOOK- Volume Sixteen**



Premier's Message

This year marks a number of significant 75-year anniversaries, including the Netherlands liberation by Canadian forces, the Victory in Europe, as well as the end of the Second World War. Although we are unable to gather in person to pay tribute to these occasions, it does not diminish the gratitude we feel for the contributions and sacrifices made by our veterans.

As Premier and Minister Responsible for Military Relations, I assure you we will never forget the courage of those who served on behalf of our country. We are proud to support the veterans of the Second World War and our more recent military operations around the world.

We also would like to recognize the efforts made by the Nova Scotia/Nunavut Command of the Royal Canadian Legion in providing support to our veterans during the pandemic. And we thank you for producing the annual Veterans' Service Recognition Book.

On behalf of the Province of Nova Scotia, I would like to express my thanks and appreciation to those who are currently serving, and their families, for their commitment to our country.

Sincerely,

A handwritten signature in black ink that reads "Stephen McNeil". The signature is written in a cursive, flowing style.

Honourable Stephen McNeil, M.L.A.
Premier





About the front cover

Afghanistan Memorial, 12 Wing CFB Shearwater

Submitted by Rene Murphy

Photo by his wife, Wenche Overland

Memorial inscription:

12 WING SHEARWATER DEDICATES THIS MONUMENT TO THE NOVA SCOTIANS WHO HAVE GIVEN THEIR LIVES IN THE SERVICE OF THEIR COUNTRY WHILE DEPLOYED WITH THE JOINT TASK FORCE AFGHANISTAN. THE EVENTS OF SEPTEMBER 11, 2001 FOREVER CHANGED THE WAY WE MUST DEFEND FREEDOM. TO THIS END, CANADA MADE A COMMITMENT WITH ITS NATO ALLIES, UNDER UN MANDATE TO THE INTERNATIONAL SECURITY ASSISTANCE FORCE IN AFGHANISTAN; HELPING TO STABILIZE, AND REBUILD A NATION TORN APART BY YEARS OF CONFLICT. CANADIAN FORCES SERVICE MEMBERS HAVE SACRIFICED THEIR LIVES SO THAT THE AFGHAN PEOPLE COULD LIVE IN PEACE AND FREEDOM.

LEST WE FORGET

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President's Message



It gives me great pleasure to introduce the 16th issue of the Veterans' Service Recognition Book. 2020 commemorates the 75th Anniversaries of the end of World War II, the Liberation of the Netherlands and the Battle of the Atlantic. It has been 70 years since the start of the Korean War as well. 2020 also celebrates the 75th anniversary of the creation of the United Nations of which Canada has been a member since its inception. So many Canadians have served our country for the ideals that all peoples of the world shall live freely and we honour them for their duty and their sacrifice.

Veterans' Service Recognition Book is once again a tremendous way that NS/NU Command honours those who have served or who are still serving the Canadian Armed Forces and the RCMP.

On behalf of the Executive and Members of Nova Scotia/ Nunavut Command, I would like to extend a heartfelt thank you to the advertisers, private donors and contributors for making this issue, and in fact, all our issues very successful. I want to thank our Editor and VSRB Chairman, Comrade Steve Wessel, for his continued dedication to this most worthwhile project. His commitment for the past 16 years certainly shows in the stories and pictures of our proud Veterans. Special thanks to Fenety Marketing for their continued support of this project within our Command. Please continue submitting stories, pictures, and articles honouring our Veterans and members of the RCMP so that their service to our great country and around the world will never be forgotten.

Lest We Forget

Yours in Comradeship

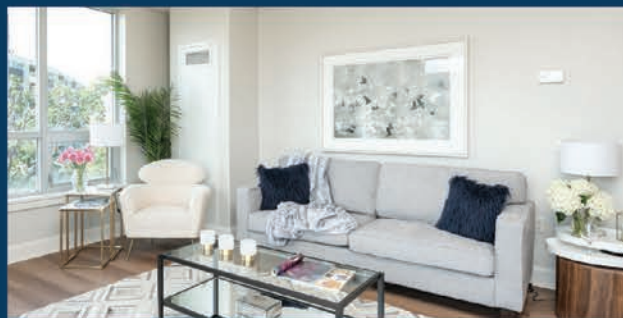
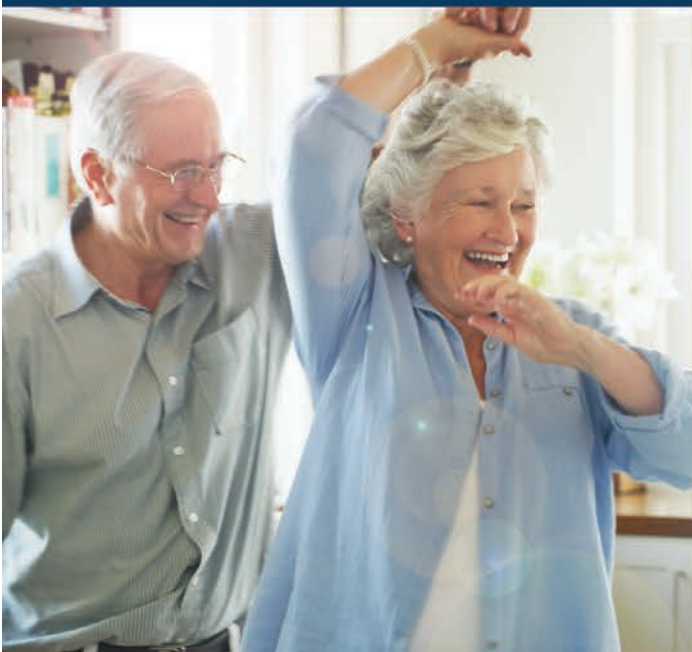


Marion Fryday-Cook
President
Nova Scotia/Nunavut Command
The Royal Canadian Legion



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Project Chairman's/Editor Message



As project Chairman, it is an honour and a privilege to present the 2020 edition, the 16th book in our Veterans' Service Recognition Book (VSRB) series. All of these books are produced in an effort to honour, acknowledge and remember the contributions made by so many brave Canadians who have served, not only in times of war, but also during many peacekeeping and peacemaking missions around the world.

This year, 2020, has been to say the least, a very different and difficult time for all of us. With many, many businesses in our province having been temporarily closed earlier in the year, I would like to acknowledge and thank the staff of Fenety Marketing for their continued partnership and their dedication in the production of this year's book under such difficult circumstances. I would also like to recognize and thank all those Legion branches and individuals who have contributed the photos and bios included in this edition.

In closing, we look forward to issuing the 17th edition of the VSRB series in the fall of 2021, and if you would like to contribute to the 2021 edition, please copy the form at the back of this book, or include a more detailed story of a veteran and send it to our Command office.

In Comradeship,



Steve Wessel
Project Chairman / Editor

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Chuck Knisell, International District 2 Vice President

Jody Dukart, International Auditor/Teller



Nova Scotia / Nunavut Command Poster and Literary Contest Winners, 2019 - 2020



1st Place

Senior Colour Poster, **Jiwon Lim**,
submitted by Pugwash Branch 060, District C

2nd Place

Senior Colour Poster, **Kira Kennie**,
submitted by Habitant Branch 073,
District D



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continued ...

1st Place

Intermediate Colour Poster,
Ginny McDormand, submitted by
New Germany Branch 102, District E



2nd Place

Intermediate Colour Poster,
Amelia Turner, submitted by
Habitant Branch 073, District D

continued ...

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We take pause to honour and respect our service members.

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continued ...



1st Place

Junior Colour Poster,
John Jack Davies, submitted
by Hants County Branch 009, District D

2nd Place

Junior Colour Poster,
Jayla Cotter, submitted by
New Germany Branch 102, District E



continued ...

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continued ...



1st Place

Primary Colour Poster,
Lauren Hawkins, submitted
by Centennial Branch 160,
District F

2nd Place

Primary Colour Poster,
Kathryn Davies, submitted
by Hants County Branch 009,
District D



continued ...



Canadian Veteran, George, with VON Licensed Practical Nurse, Emel, at the 75th Anniversary D-Day Ceremonies in Halifax, Nova Scotia.



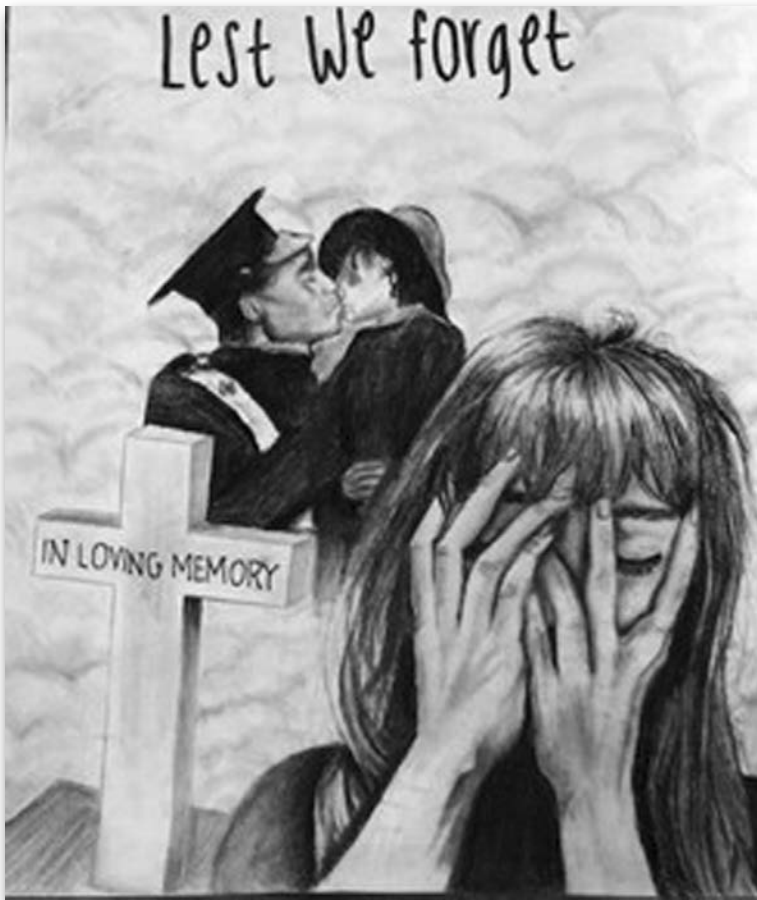
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continued ...



1st Place

Senior Black and White Poster,
Adrianna Salsman,
submitted by Habitant Branch 073,
District D

2nd Place

Senior Black and White Poster, **Ira Reinhart-Smith**,
submitted by New Germany Branch 102, District D



continued ...



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continued ...



1st Place

Intermediate Black and
White Poster,
Savannah Cooper,
submitted by New
Germany Branch 102,
District E

2nd Place

Intermediate Black and
White Poster
Aaliya Morin,
submitted by Colchester
Branch 026, District C



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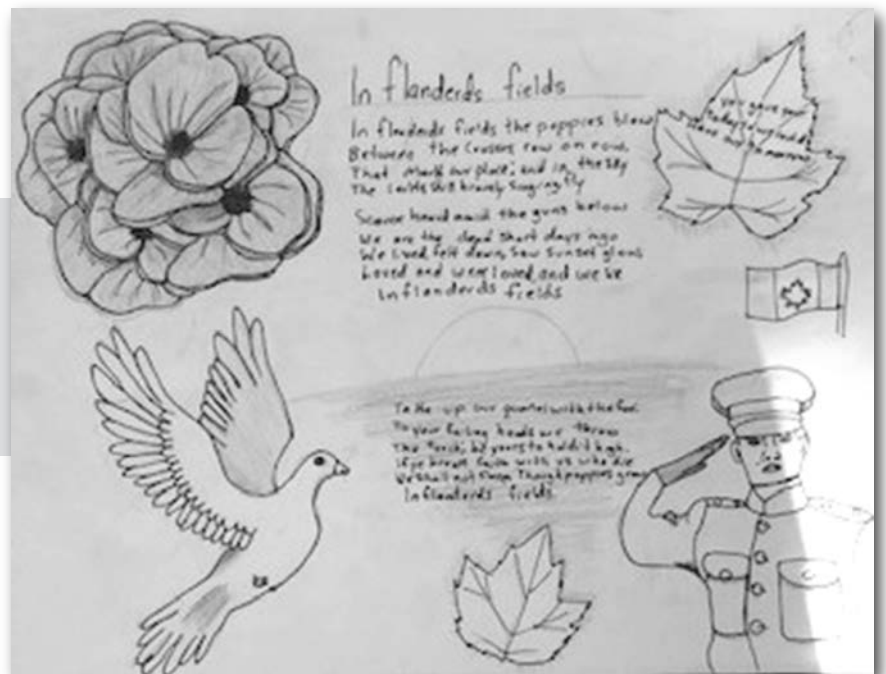
With respect and gratitude for those who serve.

continued ...



1st Place

Junior Black and White Poster,
Kaitlin MacDougall, submitted by Montgomery,
Branch 133, District F



2nd Place

Junior Black and White Poster,
Alexandria Cossar, submitted by Habitant, Branch 073,
District D

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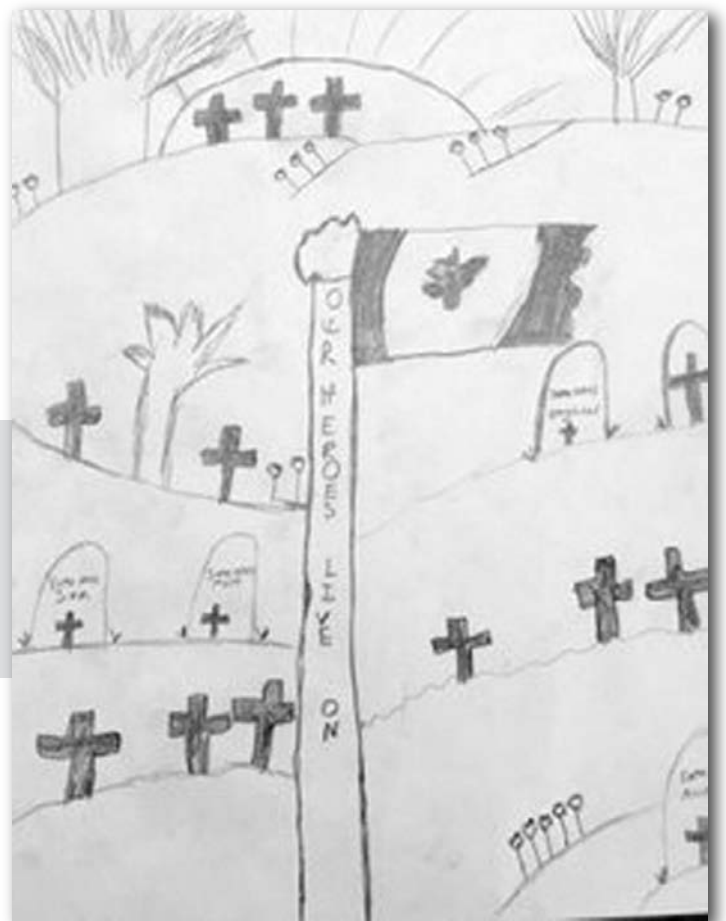


1st Place

Primary Black and White Poster, **Kathryn Davies**, submitted by Hants County, Branch 009, District D

2nd Place

Primary Black and White Poster, **Leah Greenwood**, submitted by Hants County, Branch 009, District D





Garreth Hutton, Retired, Canadian Army and
Stacey Wiper, Retired, Royal Canadian Navy



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continued ...

**Following are a selection of the poetry submitted as well as
a complete listing of the winners in each category:**

1st Place Senior Poetry, Roman Javorek, submitted by Habitant Branch 073, District D

A Handful of Poems

*In this silence, November's red falls on grey
Your words give me life that war took away*

*A handful of poems, all lovingly crafted
The true meaning of remembrance with each line that you drafted*

*You sought out our stories, learned Veteran's tears carry truth
Your words found new wisdom but held the beauty of youth*

*Mentored with pride, Legion Branch Seventy-Three
A precious connection that brought you to me*

*Time is relentless, at memories it grasps
But your words of remembrance make present the past*

*You wrote of Soldier's Prayers and obligation
How what we did defined a nation*

*Of sacrifice on Freedom's Altar
What would have been lost if we had faltered*

*Of Bells of Peace and chapters ended
Among Poppies and Larks, what we defended*

*Of how a single poppy can leave its mark
How I fought my fear, how I met the dark*

*I pray that time does not break our bond
For if it does, then I am gone*

*In this silence, November's red falls on grey
Your words give me life that war took away*

Roman T. Javorek

2nd Place Senior Poetry, Taylor Baker, submitted by Bridgetown Branch 033, District D

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1st Place Intermediate Poetry, Bree Davidson, submitted by Somme Branch 031, District F

2nd Place Intermediate Poetry, Monique Gourley, submitted by Colchester Branch 026, District C

1st Place Junior Poetry, Addison Ash, submitted by Colchester Branch 026, District C

Remember

*Listen to the gun shots fire from away,
Listen to the silence that we have now,
Listen to the wind blow through the calm fields,
Listen.*

*Feel the tears of the soldiers who have made it home,
Feel your heart stop when you hear a grenade,
Feel the blood when a soldier is wounded,
Feel.*

*Smell the beautiful poppies,
Smell the fear of the soldiers,
Smell the smoke from the war,
Smell.*

*Look at the poppies from Flanders Field,
Look at the soldiers hit the ground,
Look at the soldiers saving our country,
Look.*

*Remember the soldiers that fought for us,
Remember the freedom that we have now,
Remember the 11th hour of the 11th day of the 11th month,
Remember.*

By Addison Ash

2nd Place Junior Poetry, John Jack Davies, submitted by West Hants Branch 009, District D

Editor's note: Due to space limitations, the essay winners' submissions could not be reproduced in this publication but their names are listed below. The Legions of NS/NU Command thank all of the participants in the 2019-2020 Poster and Literary Contest and look forward to next year.

1st Place Senior Essay, Joseph Rapp, submitted by Port Hawkesbury Branch 043, District A

2nd Place Senior Essay, Emma Crossan, submitted by Colchester Branch 026, District C

1st Place Intermediate Essay, Kaylee Harding, submitted by Hants County Branch 009, District D

2nd Place Intermediate Essay, Shylah Earle, submitted by Colchester Branch 026, District C

1st Place Junior Essay, John Jack Davies, submitted by Hants County Branch 009, District D

2nd Place Junior Essay, Keira Campbell, submitted by Port Hawkesbury Branch 043, District A

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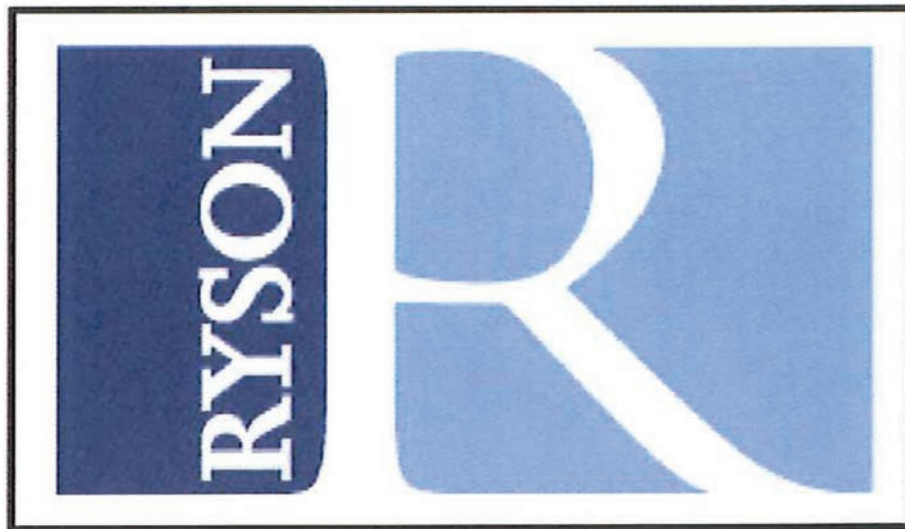
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The Liberation of the Netherlands

Introduction

There have been many proud chapters in Canada's military history but one of the best known and most significant was the Liberation of the Netherlands. On May 5, 1945 - **75 years ago** - German troops surrendered in the Netherlands. Three days later, Germany gave its unconditional surrender signalling an official end to the Second World War.

The Dutch people have never forgotten our brave soldiers' efforts to free their country after years of harsh German occupation during the Second World War.



Occupied Europe

The Second World War of 1939-1945 would greatly impact the lives of countless millions of people. This included both those who would serve in uniform and civilians who had to endure great suffering when the fighting came to their homelands.

In Europe, country after country fell to the invading forces of Nazi Germany during the opening stages of the conflict. By mid-1940, much of the western portion of the continent, including the Netherlands, had been conquered and occupied. It would take years of hard struggle for the Allies to build up their resources and turn the tide of the war. On June 6, 1944, the campaign to free "Fortress Europe" from the west finally began when Allied forces came ashore in Normandy, France, on D-Day. The liberating armies would soon advance north and east, but the Netherlands, with its challenging terrain of canals, dykes and floodlands, would prove to be a very difficult battleground.

The Battle of the Scheldt

In mid-September 1944, the Allies launched Operation Market-Garden, a daring land and airborne attack behind enemy lines in the eastern Netherlands. The goal was to bring the war to a rapid end by cutting in half the German positions in Northwest Europe. The German resistance was determined, however, and the bold offensive failed. It soon became apparent that the conflict would drag on.

To maintain pressure on the German forces, the Allies needed a reliable way to keep the flow of vital supplies moving to the front lines of Northwest Europe. This meant a large seaport would need to be taken on the continent. The major Belgian port city of Antwerp was captured almost intact in early September 1944 but there was a complicating factor. Antwerp is located some 80 kilometres from the North Sea and is accessible only by the Scheldt river - a waterway that was still in enemy hands.

Much of this portion of the Scheldt runs through the Netherlands and the First Canadian Army led the way in fierce combat to clear the Germans from its shores in the fall of 1944. Our troops would succeed in opening up the port of Antwerp to Allied shipping – a key step in the liberation of Northwest Europe – but it would come at a great cost. More than 6,000 Canadian soldiers were killed, wounded or taken prisoner in this bitter campaign.

continued ...

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We Remember

They shall not grow old, as we that are left grow old:

Age shall not weary them, nor the years condemn.

At the going down of the sun and in the morning

We will remember them. - Laurence Binyon, *For the Fallen*

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continued ...

The “Hunger Winter”

With the realization that the conflict would stretch into 1945, Canadian soldiers took up positions on the Nijmegen salient in the eastern Netherlands near the German border. The Allies would make careful plans for the campaign to end the war in Europe in the new year but the delay would have serious ramifications for the Dutch people who had already endured more than four years of brutal enemy occupation.

The so-called “Hunger Winter” of 1944-1945 would be a terrible time for many in the country. Food supplies were exhausted and some people were reduced to eating tulip bulbs just to try to survive. Fuel had run out and transportation was almost non-existent. Tragically, thousands of Dutch civilians in the occupied portions of the nation would perish.

After three months of helping hold the front line in the Netherlands, in February 1945 the First Canadian Army took part in a fierce Allied offensive through muddy and flooded ground to drive the Germans from the Nijmegen front and back across the Rhine River. The major push to finally liberate all of Northwest Europe had begun.

The liberation campaign

In early April 1945, the First Canadian Army began to clear the Germans from the northeast portions of the Netherlands. Often aided by information provided by Dutch resistance fighters, Canadian troops advanced rapidly, recapturing communities, canals and farmland as they relentlessly pushed forward. By the middle of the month, British and Canadian forces had cleared the city of Arnhem after two days of house-by-house fighting. Only days later, they also freed Apeldoorn. They continued their advance up through places like Zwolle and Groningen towards the North Sea. The Canadians kept up the pressure, putting their lives on the line even though it was evident that the rapidly weakening enemy forces would soon have to surrender anyway. It was felt, however, that the long-suffering Dutch simply could wait for relief no longer. Canadians tried to be judicious with their use of destructive artillery fire and aerial bombing as they didn't want to badly damage the country's infrastructure and make it even harder for the local people to rebuild their lives after the war.



Ecstatic Dutch men, women and children cheered Canadian troops as one town after another was liberated. Recalled one person who was a teenager at the time, “As the (Canadian) tank came nearer...there was a big hush over all the people, and it was suddenly broken by a big scream, as if it was out of the earth. And the people climbed on the tank...and they were crying. And we were running with the tanks and the jeeps all the way into the city.”

It was still a challenging and stressful campaign for our troops, however, as it was difficult to predict how the Germans would respond when the Canadians went on the attack in an occupied town or village. Sometimes enemy forces resisted fiercely and other times they would retreat with hardly a shot being fired.

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This uncertainty took a psychological toll on our soldiers in the final weeks of the war as no one wanted to lose their lives when victory seemed so close at hand.

In April the Canadians had also begun to advance in the western Netherlands - a populous region containing the major cities of Amsterdam, Rotterdam and The Hague. Canadian troops were prepared to continue their assaults but there were serious concerns this would prompt the desperate German forces to breach all the dykes and completely flood the low-lying terrain. To help ease the pressure, a truce was arranged later in the month that saw the Allied

advance there come to a temporary halt. In return, the Germans allowed relief supplies to reach the suffering Dutch citizens still trapped behind enemy lines. To show their appreciation to our forces who air-dropped food and other desperately needed supplies during this time, some Dutch people painted “Thank you, Canadians!” on their rooftops.

Thanks to the hard work, courage and great sacrifices of so many Canadian and other Allied troops, enemy forces in the country surrendered on May 5, 1945, finally liberating all of the Netherlands. All German forces on the continent would unconditionally surrender on May 7, 1945, and the next day was declared Victory in Europe (V-E) Day.

Sacrifice

The fighting in the Netherlands was often bitter but ultimately Canadian service members were able to liberate the Dutch people and help bring the Second World War to an end in Europe. This great victory, however, came at a terrible cost. More than 7,600 Canadians died in the efforts to free the country and are buried far from their homes and loved ones. Others returned home with injuries to body and mind that they would bear for the rest of their lives.



Bergen-op-Zoom Canadian War Cemetery

Legacy

Great bravery and sacrifice on the battlefield were not the only help our country offered the Netherlands during the Second World War. Some members of the Dutch royal family also found sanctuary in Canada during the conflict and Princess Margriet was born in Ottawa in 1943. These powerful connections helped form warm bonds of friendship and respect between the people of Canada and the Netherlands which continue to this day. Evidence of this enduring connection may be seen in the tulips-gifts from the Dutch people - which bloom in Canadian cities each spring, and in the care and attention Dutch children give to the burial places of our war dead in their country. Even though the price was heavy, Canadians are proud to be seen as liberators in the Netherlands.

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Nova Scotia war dead buried in the Netherlands

Editor's note:

Every year on May 5, the Netherlands celebrates its liberation during the Second World War. Canadian soldiers played a key role in the liberation of the Dutch people who suffered hunger and hardship under German occupiers during the war. On May 5, 1945 - 75 years ago - German troops surrendered in the Netherlands. Three days later, Germany gave its unconditional surrender signalling an official end to the Second World War. Canada also provided a safe haven for the Dutch royal family as more than 7,600 Canadians gave their lives to liberate the Netherlands.

Close to 175,000 Canadians took part in the campaign to liberate the Netherlands, which began in the fall of 1944 and ended in the spring of 1945.

The following is a list (noted by individual cemetery) of Nova Scotians who participated in the liberation of the Netherlands and paid the supreme sacrifice, as researched and submitted by our VSRB contributor, Comrade Gary Siliker, CD, Mahone Bay Branch #049.

KIA – killed in action

DOW – died of wounds

DOI – died of Illness

DOA – died in accident

DOD – date of death

AMERSFOORT (OUD LEUSDEN) GENERAL CEMETERY

DWYER, EARL STEWART. Flying Officer (Pilot). Royal Canadian Air Force 434 Squadron RCAF. DOD 17 June 1944. Earl was born in River John; he was the son of Margureite and James Dwyer of Trail, BC. KIA - Halifax MZ297 was shot down while a bombing mission over Sterkrade, Germany. All seven crew members were killed.

AMSTERDAM NEW EASTERN CEMETERY

CAMPBELL, RALPH PATRICK. Warrant Officer Class II (Pilot). Royal Canadian Air Force/101 Squadron RAF. DOD 31 January 1943. Son of Patrick M Campbell of St. Peters Richmond Co. KIA - Lancaster I ED447 SR-Q (an "Airborne Cigar" (radio jamming)) was shot down on a mission to Hamburg.

ARNHEM OOSTERBEEK WAR CEMETERY

GIBBS, REGINALD CUTHBERT. Flying Officer (Bomb Aimer). Royal Canadian Air Force/196 Squadron RAF. DOD 21 September 1944. Son of Clement Spencer Gibbs and Charlotte Cecilia Gibbs of Halifax; husband of Violet Gibbs, of Burks Falls, Ontario. DOW – Operation Market-Garden. On 19 September his plane, Short Stirling IV EF248, was on a re-supply mission to the beleaguered British paratroopers in Arnhem. EF248 was damaged by flak and had lost power in 3 of its 4 engines forcing the crew to bail out. During his descent he was wounded in his ankle, leg and stomach by enemy rifle fire. 'Reggie' landed safely and was given first aid by a German medic. He died of his wounds whilst a POW.

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BERGEN-OP-ZOOM CANADIAN WAR CEMETERY

Editor's note: "Black Friday" - 13 October 1944 became known as Black Friday by the Black Watch of Canada when 51 members of the regiment were killed during an assault near Hoogerheide during the Battle of the Scheldt. Six of the dead were from Nova Scotia (another would die of his wounds the next day) and are noted below.

ACKER, GORDON WILLIAM. Gunner. 5 Field Regt./Royal Canadian Artillery. DOD 06 October 1944. Son of Robert and Violet Acker of Windsor; husband of Joan Acker of Southampton, England. KIA during the Battle of the Scheldt.

AMBROSE, JOHN MARK. Private. Black Watch (Royal Highland Regiment) of Canada. DOD 13 October 1944. Son of John and Theresa of Sydney Mines. KIA "Black Friday."

ANNIS, LAWRENCE HERBERT. Private. Black Watch (Royal Highland Regiment) of Canada. DOD 13 October 1944. Son of James Roland and Sophia Gertrude Annis, of Nictaux Falls. KIA "Black Friday."

BAIRD, EDWARD WALTER. Private. Royal Hamilton Light Infantry. DOD 12 October 1944. Son of Charles Hibbert Baird and Barbara Ellen Baird; husband of Mary Muriel Baird, of L'Ardoise, Richmond Co. KIA during the fighting conducted after the crossing of the Scheldt.

BAKER, ROBERT EARL. Corporal. Black Watch (Royal Highland Regiment) of Canada. DOD 02 October 1944. Son of Earl Howard Baker and Lily Maizie Baker; husband of Madeline Joyce Baker, of Mahone Bay, Lunenburg Co. KIA on the first day of the Battle of the Scheldt as his unit fought towards Walcheren.

BEST, RALPH HERBERT. Private. Black Watch (Royal Highland Regiment) of Canada. DOD 13 October 1944. Son of Brenton and Rosalie Best, of Kentville, King's Co. KIA "Black Friday."

BOUDREAU, HERBERT ANDREW. Private. Royal Hamilton Light Infantry. DOD 28 October 1944. Son of William and Margaret Boudreau; husband of Sadie M. E. Boudreau, of Ward's Brook, Cumberland Co. DOW - wounded (shrapnel to right arm and thigh, left ankle, fracture of right femur) on 10 October.

BREWER, GORDON THOMAS. Private. Essex Scottish Regiment. DOD 25 October 1944. Son of Alonzo and Helen Brewer, of Armdale, Halifax Co. KIA during the Battle of the Scheldt.

BROWN, HARRY EDWARD. Sapper. Royal Canadian Engineers. DOD 23 November 1944. Son of John Hugh and Laura May Brown; husband of Hazel Ruby Brown, of Newport Station, Hants Co. KIA near the Waaruijk Railway Station in the Netherlands.

BOUTILIER, AUSTIN EPHRAIM. Private. Black Watch (Royal Highland Regiment) of Canada. DOD 29 September 1944. Son of Ansil C. and Hanna Boutilier, of Tantallon. KIA during the fighting to cross the Turnhout Canal north-east of Antwerp.

BROWN, NORMAN L. Private. Algonquin Regiment. DOD 25 October 1944. Son of Harry and Agnes M. Brown, of Cambridge, Hants Co. KIA during the Battle of the Scheldt.

CAPSTICK, ELMER. Private. 9 Field Dressing Station/ Royal Canadian Army Medical Corps. Son of Maurice and Emma Capstick of Florence. DOD 31 December 1944. KIA near Turnhout, Belgium.

CHISHOLM, EDWARD DOLTON. Private. Algonquin Regiment. DOD 20 October 1944. Son of William J. and Annie Jane Chisholm of Lanark, Antigonish Co. KIA during the Battle of the Scheldt.

COOK, DONALD WHITMAN. Private. Black Watch (Royal Highland Regiment) of Canada. DOD 13 October 1944. Son of Frank G. and Mildred Belle Cook, of Central Chebogue, Yarmouth Co.; husband of Elizabeth Madeline Cook, of Central Chebogue. KIA "Black Friday."

COOK, WINTON BRUCE. Private. Algonquin Regiment. DOD 03 November 1944. Son of Bruce and Minnie Cook; husband of Marion Cook, of East Chester, Lunenburg Co. KIA in the Breskens Pocket during the Battle of the Scheldt.

COMEAU, KENNETH JOSEPH. Corporal. Calgary Highlanders. DOD 09 October 1944. Husband of Verna Christine Comeau of Kentville. DOW (machine gun rounds to right arm, chest and right leg) near Candonckcaerhoef, Belgium, during the Battle of the Scheldt.

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DOMINEY, WILLIS CHARLES. Private. North Nova Scotia Highlanders. DOD 23 March 1945. Son of Charles William and Lila Bertha Dominey; husband of Mildred Edith Dominey, of Cold Brook, Kings Co. DOW during the Battle of the Rhine.

FRASER, JOHN ROBERT. Private. Black Watch (Royal Highland Regiment) of Canada. DOD 13 October 1944. Son of John Hill Fraser and Janet Fraser, of Debert. KIA “**Black Friday.**”

FROST, GARFIELD EUGENE. Private. Black Watch (Royal Highland Regiment) of Canada. Son of Garnett and Ethel Frost, of Westport, Digby Co. KIA during the heart-breaking fight to cross the Walcheren Causeway.

GALLANT, THEODORE JOSEPH. Private. Argyll and Sutherland Highlanders of Canada (Princess Louise's). Son of Bruno and Letia Gallant; husband of Annie Euphemia Gallant, of Sydney Mines. KIA near Capellenbosh, Belgium, during the Battle of the Scheldt.

GEHUE, JAMES ALEXANDER. Private. Royal Hamilton Light Infantry. DOD 03 October 1944. The son of Clara Geheu of Cambridge Station. DOW – high explosive shrapnel wounds of his chest and right leg.

GILLIS, DANIEL JOHN. Private. Lincoln and Welland Regiment. DOD. 29 October 1944. Husband of May Gillis of Sydney. Cause of Death: DOW – gunshot wound to right lung and thigh, coupled with shock due to a loss of blood.

GUTHRO, GEORGE HENRY. Private. North Nova Scotia Highlanders. DOD 23 March 1945. Son of Peter and Catherine Guthro, of Priestville, Pictou Co., Nova Scotia. His brother John had died of injuries, in Italy, 5 weeks earlier. DOW (wounded on 9 March / shrapnel to both lungs, left kidney and skull).

HALEY, EDWARD PATRICK. Sapper. 3 Electrical and Mechanical Platoon/ Royal Canadian Engineers. DOD 17 November 1944. Son of Edward Patrick and Margaret J. Haley, of Dominion. DOA near Turnhout, the Netherlands, due to a vehicle accident.

HASTIE, JAMES ALEXANDER. Bombardier. 2 Anti-Tank Regt / Royal Canadian Artillery. DOD 29 September 1944. Son of William D. and Mary Hastie, of Sydney Mines. KIA near Vrecht Lierre, Belgium.

HIGNEY, JOHN JAMES. Trooper. British Columbia Regiment. DOD 23 January 1945. Son of James and Kathleen Higney, of Dartmouth. DOA – accidentally shot by another trooper.

HILLIER, ROBERT WELLSWORTH. Private. Argyll and Sutherland Highlanders of Canada (Princess Louise's). DOD 24 October 1944. Husband of Edna Hillier, of Glace Bay. KIA near Nispen, the Netherlands, in the fighting moving towards the Walcheren causeway

HOARE, DENNIS. Trooper. South Alberta Regiment. DOD 28 October 1944. Son of George F. Hoare and of Nellie Hoare (nee Williamson), of Springhill. KIA during the Battle of the Scheldt.

HOLLETT, WILLIAM LLOYD. Private. Lincoln and Welland Regiment. DOD 26 October 1944. Son of Leonard R. and Leah Hollett, of Sydney Mines. DOW of wounds received during the Battle of the Scheldt.

HORNER, CLYDE JOSEPH. Gunner. Royal Canadian Artillery. DOD 03 November 1944. Son of Henry T. and Winnifred B. Horner, of Woodside, Halifax Co. KIA during the Battle of the Scheldt.

HOWELL, HENRY. Private. Essex Scottish Regiment. DOD 16 October 1944. Son of Thomas and Louise Howell, of Sydney. KIA near Hoijbergen, the Netherlands.

INGRAHAM, HAROLD STANLEY. Private. Algonquin Regiment. DOD 25 October 1944. Son of Ira J. and Ida G. Ingraham; husband of Georgina E. Ingraham, of Lantz Siding, Hants Co. KIA during the Battle of the Scheldt.

LAWRENCE, JOSEPH JULIUS AUGUSTUS. Sergeant. Black Watch (Royal Highland Regiment) of Canada. DOD 31 October 1944. Son of Jane Lawrence of Halifax. KIA during the fighting to take the Walcheren causeway (Operation INFATUATE).

LOWE, FRANK ARNOLD. Sapper. 11 Field Coy/ Royal Canadian Engineers. DOD 01 October 1944. Son of James and Jessie Lowe, of Moser's River, Halifax Co. DOW near Candonckcaerhoef, Belgium, during the Battle of the Scheldt

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MacDONALD, ADAM JOSEPH. Private. Argyll and Sutherland Highlanders of Canada (Princess Louise's). DOD 29 October 1944. Son of Hector J. and Mary Macdonald of Whitney Pier; husband of Monica Isabel Macdonald, of St. John's, Newfoundland. KIA during the Battle of the Scheldt.

MacDONALD, LLOYD. Private. Black Watch (Royal Highland Regiment) of Canada. DOD 08 October 1944. Son of William and Ruth MacDonald of Trenton. DOW received near Boterbey Chateau, Belgium.

McLELLAND, ANGUS SHANHAN. Gunner. 5 Anti-Tank Regt./ Royal Canadian Artillery. DOD 02 November 1944. Son of William McLelland and of Christy McLelland (nee McNeil), of New Victoria. KIA during the Battle of the Scheldt.

McPHERSON, RONALD DENNIS. Private. Argyll and Sutherland Highlanders of Canada (Princess Louise's). DOD 04 November 1944. The son of Sergeant and Mrs Harold George McPherson of Amherst; husband of Doris McPherson of Sydney. KIA during the battle for the Lower Maas, Belgium.

MELANSON, LEO J. Private. Black Watch (Royal Highland Regiment) of Canada. DOD 03 October 1944. Son of Emerious and Bertha Melanson, of Marshall's Town, Digby Co. KIA on the second day of the Battle of the Scheldt as his unit fought towards Walcheren.

MERRICK, GEORGE BROADHURST. Private. Argyll and Sutherland Highlanders of Canada (Princess Louise's). DOD 28 October 1944. Son of Howard P. and Lillian B. Merrick, of Dartmouth. KIA during the fighting to capture the Walcheren causeway.

MURPHY, DONALD WALTER. Private. Black Watch (Royal Highland Regiment) of Canada. DOD 13 October 1944. Son of John B. and Helen Murphy, of North Sydney. KIA “**Black Friday.**”

MURPHY, JOHN PATRICK. Private. Black Watch (Royal Highland Regiment) of Canada. DOD 14 October 1944. Son of James and Alice Murphy, of Sydney. DOW – wounded on Black Friday, died while a POW

REDDEN, JOHN W. Private. Algonquin Regiment. DOD 20 October 1944. John was born in Alton and enlisted in Brookfield; the son of Wallace John and Edith Veronica Redden; husband of Edith Jane Redden, of Blue Water, Ontario. KIA during the Battle of the Scheldt.

RILEY, GEORGE W. H. Gunner. 5 Anti-Tank Regt./Loyal Canadian Artillery. DOD 03 November 1944. Son of Fred and Lena Riley, of Newport Station, Hants Co. KIA near Steenberg during the fight to take Walcheren.

SIMMS, CARMEL EDWARD. Private. Royal Hamilton Light Infantry. DOD 13 October 1944. Son of Emanuel and Sarah Simms, of Sydney Mines. KIA during the fighting conducted after the crossing of the Scheldt.

SUTHERLAND, DONALD CHARLES. Private. Calgary Highlanders. DOD 22 September 1944. Donald started the war in the Canadian merchant Navy; he was the son of Kathleen Sutherland of Halifax. KIA during the fighting near Wommelgem, Belgium.

THORNTON, ARNOLD ERNEST. Private. Calgary Highlanders. DOD 22 September 1944. Son of Edward Arnold Thornton and Doris Maud Thornton; husband of Ann Bernice Thornton, of Yarmouth. KIA during the Battle of the Scheldt.

VAN BUSKIRK, DOUGLAS LAURT. Private. Royal Hamilton Light Infantry. DOD 28 October 1944. Son of Fred L. and Florence M. Van Buskirk, of Melvern Square, Annapolis Co. KIA during the advance to capture South Beveland.

VIDITO, ROBERT K. Private. Calgary Highlanders. DOD 09 October 1944. Son of William and Beatrice Vidito, of Digby. KIA in the fighting near Kapellen, Belgium.

WATERHOUSE, RONALD SIDNEY. Lance Corporal. Lincoln and Welland Regiment. DOD 02 November 1944. Son of Harold Victor and Ellen Elizabeth Waterhouse; husband of Nina Meredith Waterhouse, of Sydney. KIA during the fighting to capture Walcheren.

WHALEN, HAROLD IGNATIUS. Private. Lake Superior Regiment (Motor). DOD 27 October 1944. Son of George and Mary Whalen of Melville Cove, Halifax Co. KIA during the fighting for Walcheren.

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continued ...

YATES, JAMES WILLIAM. Signalman. Royal Canadian Corps of Signals. DOD 17 December 1944. James was born in Glace Bay and enlisted in Sydney ; he was the son of James and Annie Yates, of Highland Park, Detroit, Michigan, U.S.A. DOW near Vredenhof-Tillburg the Netherlands. In 1948 he was posthumously awarded the Belgian Croix-de-Guerre 1940 avec Palme.

BERGEN GENERAL CEMETERY

AWAD, CHARLES MOHAMED SLYMAN. Flight Lieutenant (Navigator). Royal Canadian Airforce/429 Squadron (RCAF). DOD 27 April 1943. Son of Mohamed and Mary Awad of Truro. KIA when his Wellington bomber was shot down, off the coast of Holland.

HETEREN GENERAL CEMETERY

CORMIER, SIMON PIERRE. Flight Sergeant (Navigator). Royal Canadian Air Force/ 570 Squadron RAF. DOD 23 September 1944. Son of Thomas and Helene Cormier of Petit Etang. KIA - Short Stirling IV LJ991 E7-W crashed-landed during a re-supply operation in support of Operation Market-Garden. Five of the eight crew members were killed.

HOLTEN CANADIAN WAR CEMETERY

ANTHONY, EDMOND McLELLAN. Private. Algonquin Regiment. DOD 24 April 1945. Son of Robert Putman Anthony and Margaret E. Anthony, of North Noel Road. DOW of wounds received near the Kusten Canal.

ARMSTRONG, HOWARD WOODLOW. Trooper. Fort Garry Horse. DOD 05 September 1945. Son of Wallace George and Mary Muriel Armstrong, of Chester, Lunenburg Co. DOA – drowned while on leave in Amsterdam.

BAKER, HARRIS LAWSON. Private. Royal Canadian Army Service Corps. DOD 08 May 1945. Son of Mr. and Mrs. Aubrey Baker of Lower West Jeddore; husband of Gladys Elsie Baker, of Haywards Heath, Sussex, England. DOW from shrapnel wounds.

BEATON, DOUGLAS ANGUS. Private. Stormont, Dundas and Glengarry Highlanders. DOD 04 April 1945. Son of Angus and Sara Beaton, of West Bay Road, Richmond Co. KIA near Steenderen, the Netherlands.

BELLEFONTAINE, LAWRENCE FREDERICK. Guardsman. Governor General's Foot Guards. DOD 10 April 1945. Son of Celestin and Mary Alice Bellefontaine, of West Chezzetcook, Halifax Co. KIA.

BICKLE, FREDERICK. Corporal. North Nova Scotia Highlanders. DOD 04 April 1945. Son of Richard and Eliza Bickle; husband of Juanita L. Bickle, of Collingwood, Cumberland Co. KIA near Warnsveld Village, the Netherlands.

BOND, CARL RUFUS. Private. Argyll and Sutherland Highlanders of Canada (Princess Louise's). DOD 19 April 1945. Son of Harry and Muriel Bond, of Upper Rawdon, Hants Co. KIA near Friesoythe, Germany, during the push to Oldenburg.

BOUDREAU, RICHARD JOSEPH. Private. Cape Breton Highlanders. DOD 23 April 1945. Son of Charles Albini Boudreau and Mary Louise Boudreau, of Poulamon, Richmond Co. DOA – accidental discharge of a pistol.

BOYD, ALEXANDER HUGH. Private. Algonquin Regiment. DOD 17 April 1945. Son of Alexander H. and Catherine A. Boyd, of Glendale, Inverness Co. KIA.

BROWN, ERNEST MACPHERSON. Private. Cape Breton Highlanders. DOD 01 May 1945. Son of George William and Alice Mae MacPherson Brown, of Springhill, Nova Scotia; husband of Edith Mae Brown, of Springhill. KIA during the capture of the bunkers of Battery Delfzijl, Netherlands.

BROWN, MICHAEL PETER. Corporal. Black Watch (Royal Highland Regiment) of Canada. DOD 05 April 1945. Son of Peter and Cecelia Brown of Bay St Lawrence, Victoria Co. ; husband of Lilian May Brown of Hants, England. KIA.

BROWN, WILLIAM EBEN. Guardsman. Canadian Grenadier Guards. DOD 23 April 1945. Son of Henry and Emily Brown, of Upper Musquodoboit, Halifax Co. KIA during the fighting to captured Bad Zwischenahn, Germany.

BUCHANAN, GEORGE ALLAN. Gunner. 23 Field Regt / Royal Canadian Artillery. DOD 10 April 1945. Husband of Nancy Buchanan, of Windsor, Hants Co. DOW - died in in 6th Field Canadian Dressing Station of penetrating wounds.

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BUCHANAN, KENNETH PURDY. Private. North Nova Scotia Highlanders. DOD 06 May 1945. Son of Phillip and Susan Buchanan of Truro; husband of Barbara Gwendoline Buchanan, of Steyning, Sussex, England. KIA.

BURKE, ABRAHAM BERNARD. Private. Royal Canadian Army Service Corps. DOD 26 April 1945. Son of Freeman and Margaret Burke, of Cannes, Richmond Co. KIA – while serving with 86 Bridging Company.

CAVANAGH, PETER ALLISTER. Private. North Shore (New Brunswick) Regiment. DOD 06 April 1945. Son of James William and Isabella Jane Cavanagh, of Barney's River, Pictou Co. KIA during the attacks on the Zutphen canals in Germany.

CARR, WILLIAM BORDEN. Trooper. South Alberta Regiment. DOD 16 April 1945. Son of Charles and Phoebe Carr, of Windsor Junction, Halifax Co. KIA during the final attack on Apeldoorn.

CLARK, LORIMER GEORGE. Sapper. Royal Canadian Engineers. DOD 28 April 1945. Son of Charles and Emma Clark; brother of Dorothy Hupman of Summerville, Queens Co. KIA during the Ems River crossing.

COLFORD, LORNE MART. Private. Royal Hamilton Light Infantry. 14 April 1945. Son of Howard and Jeanette Colford, of Dartmouth. KIA during the liberation of the town of Groningen, Netherlands.

COMEAU, JOSEPH AMBROISE. Private. North Nova Scotia Highlanders. DOD 28 April 1945. Son of John Comeau of Lower Saulnierville, Digby Co. KIA in the fighting around Leer, Germany.

COMEAU, JOSEPH DENIS. Private. Royal Hamilton Light Infantry. DOD 09 April 1945. Son of Elisee and Lucie Comeau, of St. Bernard, Digby Co. KIA near Haarle, the Netherlands.

CREELMAN, JAMES IVERSON. Private. North Nova Scotia Highlanders. DOD 18 April 1945. Son of Samuel F. and Margaret P. Creelman, of Woodside, Halifax Co. DOW – he was wounded on 15 April near Lochem, the Netherlands / gunshot wounds which lead to dangerous meningitis.

CROOK, FRANKLIN JOSEPH. Private. West Nova Scotia Regiment. DOD 14 April 1945. Son of Seymour and Catherine Crook, of Thorburn, Pictou Co.; husband of Mary Crook, of Thorburn. KIA near a crossroads outside of Apeldoorn, the Netherlands.

CROSS, RICHARD EARL. Lance Corporal. 28 Company/ Canadian Forestry Corps. DOD 27 October 1945. Son of Otto B. and Estelle Cross, of Bridgewater, Nova Scotia. DOA - vehicle accident.

CUNNINGHAM, BELTON La FORREST. Lance Corporal. North Nova Scotia Highlanders. DOD 04 April 1945. Son of Norman and Mercy Cunningham, of The Hawk, Shelburne Co. DOW.

DASH, KARL EVANS. Sapper. Royal Canadian Engineers. DOD 08 July 1945. Son of Walter Evans Dash and Georgie Aileen Dash, of Port Clyde, Shelburne Co. DOA - he was riding a motorcycle and struck a vehicle at 0145hrs.

EARLE, THOMAS IRVINE. Private. North Nova Scotia Highlanders. DOD 08 April 1945. Son of Thomas L. and Margaret J. Earle, of Sydney. KIA in the fighting during the advance near Dorterhoek, Netherlands.

FARROW, DOUGLAS BERNARD. Corporal. Algonquin Regiment. DOD 26 April 1945. Brother of Ada Fisher of Amherst. KIA during the clearing of the Delfzijl Pocket in the Netherlands.

FIFE, DONALD MAYFORD. Sergeant. Canadian Provost Corps. DOD 07 April 1945. Son of Percy and Laura Fife, of Halfway River, Cumberland Co. KIA.

FOUGERE, JOSEPH GERALD. Private. Perth Regiment. DOD 26 April 1945. Son of Felix and Josie Fougere, of Poulamon, Richmond Co. DOW in the Netherlands (Delfzijl Pocket).

GRANT, WILLIAM HOWARD. Private. Royal Hamilton Light Infantry. DOD 13 April 1945. Son of Edward Blake Grant and Mary Regina Grant; husband of Doris Pauline Grant, of Yarmouth North. KIA during the liberation of the town of Groningen, Netherlands.

HARVEY, ROBERT CECIL. Trooper. British Columbia Regiment. DOD 22 April 1945. Son of Douglas and Myrtle B. Harvey, of Centre Burlington, Hants Co. KIA during the fighting to captured Bad Zwischenahn, Germany.

continued ...



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HODDER, MURRAY ALBERT. Sapper. Royal Canadian Engineers. DOD 06 May 1945. Son of Jeremiah and Ellen Hodder, of North Sydney. DOW of blast wounds received on 2 May.

HUBBARD, PAUL HENRY. Lance Corporal. Algonquin Regiment. DOD 18 April 1945. Son of Mondie E. and Addie M. Hubbard, of Yarmouth. KIA during the fight to capture the Kusten Canal.

HYSON, RONALD VICTOR. Private. 48th Highlanders of Canada. DOD 16 April 1945. Son of Kempton Havelock Hyson, and Grace Alberta Hyson, of Bridgetown, Annapolis Co.; husband of Kathleen Hyson, of Bridgetown. KIA during the fighting near Apeldorn.

JOHNSON, GORDON FREDERICK. Sergeant. DOD 08 April 1945. North Nova Scotia Highlanders. Son of James and Margaret Johnson; husband of Hazel Pearl Johnson, of Truro. KIA while advancing near Dortherhoek, Netherlands.

JOHNSON, LORIMER LEE. Private. Argyll and Sutherland Highlanders of Canada (Princess Louise's). DOD 21 April 1945. Son of James and Laura Johnson Hazel Hills; husband of Hattie A. Johnson, of Canso. KIA near Oldenberg Germany.

JURY, DOUGLAS. Sapper. Royal Canadian Engineers. DOD 17 August 1945. Son of David Jury of Joggins Mines; husband of Mary Jury of Robertsbridge, Sussex, England. DOA – drowned after falling from the back of a truck that had suddenly backed into a canal.

LANGILLE, IRA CHARLES. Private. Stormont, Dundas and Glengarry Highlanders. DOD 28 April 1945. Son of Charles and Elsie M. Langille; husband of Viola Estella Langille, of Milton, Queen's Co. KIA in Leer, Germany.

LONG, PHILIP HUBERT. Private. Cape Breton Highlanders. DOD 30 April 1945. Son of Philip Neil and Elizabeth MacPherson Long; brother of Jessie B Kinley of Eureka, Pictou, Co. KIA during the initial attack on Delfzijl.

LUCAS, LAWRENCE EDWARD. Private. Algonquin Regiment. DOD 23 April 1945. Son of Charles Joseph and Amelia Hattie Lucas, of Guysborough. KIA near Edeweicht Germany.

MacDONALD, ARTHUR E. Private. Algonquin Regiment. DOD 27 April 1945. Son of Austin MacDonald of Pictou. KIA near Edeweicht Germany.

MacINNIS, JAMES BERNARD. Corporal. Cape Breton Highlanders. DOD 01 May 1945. Son of Mr. and Mrs. Daniel MacInnis of Grand Narrows, Cape Breton; husband of Margery Ellen MacInnis, of Rotherfield, Sussex, England. KIA during the capture of the bunkers of Battery Delfzijl, Netherlands.

MacLEOD, JOSEPH TAYLOR. Sergeant. Royal Hamilton Light Infantry. DOD 13 April 1945. Husband of Irene Elizabeth MacLeod of Barney's River. KIA during the liberation of the town of Groningen in the Netherlands.

MacLEAN, GUS. Corporal. Cape Breton Highlanders. DOD 01 May 1945. Son of Murdock and Mary Jane MacLean, of Florence, Cape Breton Co.; husband of Margaret J. MacLean, of Florence. KIA during the capture of the bunkers of Battery Delfzijl, Netherlands.

MacLEAN, RICHARD. Private. Cape Breton Highlanders. DOD 01 May 1945. Son of Mr. Malcolm MacLean of Sydney Mines. KIA during the capture of the bunkers of Battery Delfzijl, Netherlands.

MacLEAN, NEIL RODERICK. Private. Carleton and York Regiment. DOD 12 May 1945. Son of Neil and Kate MacLean, of Lourdes. DOA – accidental drowning near Loosduinen, Netherlands.

MacLENNAN, COLIN ROBINSON. Private. Argyll and Sutherland Highlanders of Canada (Princess Louise's). DOD 23 April 1945. Son of Peter M. and Florence Robinson MacLennan, of Sydney. KIA near the Kusten Canal, Germany.

MacLELLAN, HECTOR DANIEL. Sergeant. Cape Breton Highlanders. DOD 01 May 1945. Son of Paul and Effie MacLellan, of Meat Cove, Victoria Co. KIA during the capture of the bunkers of Battery Delfzijl, Netherlands.

MARSH, LEWIS WILKIESON. Private. North Nova Scotia Highlanders. DOD 28 April 1945. Son of Edward L. and Millicent M. Marsh, of Sydney Mines. KIA near a bridge over the Ems River, Germany.

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MARSHALL, OLEN BYRON. Private. Cape Breton Highlanders. DOD 01 May 1945. Son of Edward and Mary Marshall, of Bridgetown, Annapolis Co. KIA during the capture of the bunkers of Battery Delfzijl, Netherlands.

MATHESON, WILLIAM HECTOR. Lance Corporal. Canadian Provost Corps. DOD 04 September 1945. Son of John and Jessie Matheson of New Glasgow; husband of Viola Matheson of Pictou. DOA – he was a passenger in a jeep that collided with a truck at night.

McKINNON, JOHN CHARLES. Private. North Nova Scotia Highlanders. DOD 05 April 1945. Son of Joseph and Ellen McKinnon, of North Sydney, Nova Scotia; husband of Margaret McKinnon, of North Sydney. KIA near Warnsveld Village, the Netherlands.

MILLS, RICHARD B. Gunner. 23 Field Regt./Royal Canadian Artillery. DOD 26 April 1945. Son of Claude Leslie and Millicent Mills, of Chester, Lunenburg Co. KIA near Ostierchens, Germany.

MOMBOURQUETTE, FRANK. Private. Cape Breton Highlanders. DOD 01 May 1945. Son of Anthony and Clara Mombourquette, of Lower L'Ardoise, Richmond Co. KIA during the fighting around Delfzijl Netherlands.

MORRISON, DONALD. Corporal. 17th Duke of York's Royal Canadian Hussars. DOD 04 May 1945. Son of Norman and Margaret Morrison of Sydney; husband of Agnes Morrison, of Carntyne, Glasgow, Scotland. KIA near Adric Olendorf, Germany.

MOSHER, SYDNEY GUY. Corporal. North Shore (New Brunswick) Regiment. DOD 24 April 1945. Son of James and Ida Mosher; husband of Olive Sarah Mosher, of Bridgewater. KIA during the futile attack at the Ems River in Leer, Germany. The regimental history would bitterly recount “*a most useless attack as the bridge was out and any of the air observation posts could have given this information at any time in the preceding two days.*”

MOULINS, JOSEPH PAUL. Gunner. 12 Field Regt / Royal Canadian Artillery. DOD 21 April 1945. Son of John Gustave and Leona Moulins, of Westmount North, Cape Breton. KIA near Siddeburen the Netherlands.

MULCAHY, FRANCIS LESLIE. Private. North Shore (New Brunswick) Regiment. DOD 24 April 1945. Son of Daniel Mulcahy of Halifax. KIA during a futile attack on the banks of the Ems River - “*a most useless attack as the bridge was out and any of the air observation posts could have given this information at any time in the preceding two days.*”

MUIRHEAD, HOWARD HECTOR. Private. Black Watch (Royal Highland Regiment) of Canada. DOD 05 April 1945. Son of John David and Mary Muirhead, of Little Harbour, Pictou Co. KIA during the fighting on the approaches to Groningen.

MUNROE, FRANK EUGENE. Private. Stormont, Dundas and Glengarry Highlanders. DOD 28 April 1945. Son of Mary Munroe of Halifax. KIA during the advance north into the Emden-Wilhelmshaven peninsula.

MURPHY, JAMES GORDEN. Private. West Nova Scotia Regiment. DOD 12 April 1945. Son of Frances Patrick Murphy and Helen Murphy of Halifax. DOA – accidental discharge of his rifle while exiting the back of a truck.

MURRAY, JOHN JAMES. Sergeant. North Nova Scotia Highlanders. DOD 05 April 1945. Son of Lewis A. and Flora Murray, of West Bay Road, Inverness Co. KIA near Warnsveld Village, the Netherlands.

MURRAY, LLOYD WILLIAM. Private. North Nova Scotia Highlanders. DOD 28 April 1945. Son of John and Bessie Murray, of Tatamagouche, Colchester Co. KIA when he drowned during a combat action crossing the Ems River.

NEARING, JOSEPH ALOYSIUS. Gunner. Royal Canadian Artillery. DOD 28 May 1945. Son of James and Margaret Nearing, of New Aberdeen. DOA – accidental death near Groningen/killed when his car ran off the road and struck two trees.

NICHOLSON, WILLIAM ALLEN. Private. North Nova Scotia Highlanders. DOD 12 May 1945. Son of Dan A. and Janie E. Nicholson, of Birch Grove, Cape Breton Co. DOI – tubercular meningitis.

O'HANDLEY, ALOYSIUS JOSEPH. Private. Cape Breton Highlanders. DOD 01 May 1945. Son of Daniel and Margaret O'Handley, of Dominion No. 1, Cape Breton Co. KIA near Wirdum the Netherlands.

O'NEIL, EDWARD HENRY. Private. Algonquin Regiment. DOD 28 April 1945. Son of Harry M. and Rose Marion O'Neil, of North-West Arm, Cape Breton Co. DOW from wounds received on 19 April during the fight to capture the Kusten Canal.

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PARKER, WILLIAM FREDERICK. Trooper. 17th Duke of York's Royal Canadian Hussars. DOD 02 May 1945. Son of Francis and Ernest Elmer Parker of Bellhaven, Kings Co.; husband of Florence Grace Mary Parker, of St. Leonards, Sussex, England. DOA – accidentally shot by bullets from a M1919 Browning .30 caliber medium machine gun, while dismounting Bren Gun carrier.

PEARO, DANIEL. Private. Cape Breton Highlanders. DOD 01 May 1945. Son of Samuel and Dasie Pearo of Mill Creek. KIA during the capture of the bunkers of Battery Delfzijl, Netherlands

PENNY, VINCENT. Private. Cape Breton Highlanders. DOD 01 May 1945. Son of Phillip Penny and of Theresa Penny (nee Poole), of North Sydney. KIA during the capture of the bunkers of Battery Delfzijl, Netherlands.

POIRIER, GEORGE. Private. Royal Canadian Ordnance Corps. DOD 14 July 1945. Son of Lynn and Lucy Poirier, of Inverness. DOA – accidental drowning River Brandhelgen.

PURCELL, ARTHUR FRANCIS. Private. South Saskatchewan Regiment. DOD 07 April 1945. Son of Frank G. and Ellen Purcell, of East Petpeswick, Halifax Co. KIA in Germany.

RAFUSE, HERBERT MURRAY. Guardsman. Canadian Grenadier Guards. DOD 06 July 1945. Son of Herbert and Jennie Rafuse of Martins Point, Lunenburg Co. DOA – he was playing with children, in Borne, Germany, and was struck by a truck while running across a street.

RANEY, RICHARD JOSEPH. Private. North Nova Scotia Highlanders. DOD 08 April 1945. Son of Micheal and Mary Raney, of Point Michaud, Richmond Co. KIA.

RICHARD, LOUIS GRAHAM. Trooper. British Columbia Dragoons. DOD 26 April 1945. Son of Raphael Daniel and Mary Ann Richard, of Londonderry. KIA near Wirdum, Germany.

RICHARD, EDMUND SILVESTER. Trooper. British Columbia Regiment. DOD 05 April 1945. Son of Paul and Mary Richard, of New Glasgow. KIA as his unit fought to cross the Rhine.

RINGER, BRENTON LEROY. Private. North Nova Scotia Highlanders. DOD 12 April 1945. Son of Ralph and Alberta Ringer, of Clementsport, Annapolis Co. KIA.

ROBICHEAU, JOSEPH EDMOND. Private. Royal 22e Regiment. DOD 14 April 1945. Son of Cesaire and Vitaline Robicheau, of Meteghan, Digby Co. KIA during the fighting to take Groningen.

ROBICHEAU, PERCY JAMES. Lance Corporal. North Shore (New Brunswick) Regiment. DOD 05 April 1945. Son of James and Susan Robicheau; husband of Martha Mary Robicheau, of Yarmouth. KIA during the fighting to capture the Zutphen Canal.

ROGERS, FREDERICK ERVEN. Signaller. Royal Canadian Corps of Signals. DOD 09 May 1945. Son of Arthur and Lena Rogers, of Kentville, King's Co., Nova Scotia; husband of Joyce Ada Rogers, of Kentville. KIA – he was laying telephone lines in a field when he stepped on a landmine.

SMITH, EDGAR DOUGLAS. Private. Stormont, Dundas and Glengarry Highlanders. DOD 28 April 1945. Son of Gelby Clifford Smith of Parsboro. DOW – wounded on 28 April during the advance north into the Emden—Wilhelmshaven peninsula.

SMITH, FRED ISIAH. Rifleman. Royal Winnipeg Rifles. DOD 07 April 1945. Son of Claude Melvin Smith and Mary Levinia Ruth Smith; husband of Florence Wilma Smith, of Windsor, Hants Co. KIA in the fighting to take Zutphen. His death came six days after joining the battalion.

SMITH, RONALD EUGENE. Private. West Nova Scotia Regiment. DOD 14 April 1945. Son of Fred and Ruby Smith of Bridgetown. KIA in the fighting to take Zutphen, the Netherlands.

SMITH, HORACE MANSLEY. Private. Algonquin Regiment. DOD 23 April 1945. Son of Willis St. Clair Smith and Lottie May Smith, of Lunenburg. KIA near Edeweicht, Germany.

SPIDLE, FORD HILTON. Private. Cape Breton Highlanders. DOD 01 May 1945. Son of Stephen and Minnie Spidle, of Parkdale, Lunenburg Co. KIA during an attack across an open field near the bunkers of the Battery Delfzijl (his cousin Aubrey Spidle would later state that he saw Ford go down but could not stop to help).

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THOMAS, ROBERT BERNARD. Lance Sergeant. Cape Breton Highlanders. DOD 05 May 1945. Son of John Henry and Mary Ann Thomas, of Louisburg. DOA – accidental drowning/fell into a canal.

TONEY, LEO FRANCIS. Private. South Saskatchewan Regiment. DOD 07 April 1945. Son of Frank and Mary Toney of Cambridge Station/ a Mi'kmag soldier of the Annapolis Valley First Nation. KIA when the SSR took to assault boats and attacked the Schipbeek Canal in the dark.

JONKERBOS WAR CEMETERY

FITZGERALD, JOHN CHISHOLM. Flight Sergeant (Air Gunner). Royal Canadian Air Force/ 15 Squadron RAF. DOD 26 July 1942. Son of James O'Neill Fitzgerald and Nina Helen Fitzgerald, of Halifax. KIA during a raid on Hamburg when his bomber, Short Stirling I R9328 MG-A, was shot down.

FRASER, CHIPMAN CAMERON DAWSON. Flight Sergeant (Air Gunner). Royal Canadian Air Force/ 142 Squadron RAF. DOD 02 September 1942. Son of Charles Scott Fraser and Christine Dawson Fraser, of Little Harbour. KIA – his bomber, Wellington-Z1466 QT-L, was part of a formation of bombers heading for Karlsruhe that were attacked by German night fighters while over Holland. QT-L was carrying a full bomb load when it exploded in mid-air. All five of the crew perished.

JOST, BURTON NORRIS. Squadron Leader (Pilot). Royal Canadian Air Force/419 Squadron. DOD 25 June 1943. Son of Arthur C. and C. Victoria L. Jost, of Guysborough, Nova Scotia, Canada. B.A. (Dalhousie University, Halifax, Nova Scotia); B.Sc. (University Penn State, Pennsylvania, U.S.A.). KIA - he was the pilot of Halifax II JD147 that was attacked by an enemy night fighter near Venlo, Netherlands. When the plane was not much more than a flying mass of flames he ordered the crew to bail out. Jost and a RAF air gunner perished, while the other 5 crew members landed safely and became POWs.

NEDERWEERT WAR CEMETERY

GRAHAM, DONALD CURRY. Flying Officer (Wireless Op./Air Gunner). Royal Canadian Air Force/428 Squadron RCAF. DOD 15 March 1945. Son of Fred F. and Lena C. Graham, of Middleton, Annapolis Co. KIA – his bomber, Lancaster X KB846 NA-I, was returning from a raid on Hagen when it was repeatedly attacked by night fighters. Graham was killed during the attacks. NA-I caught fire and the surviving two crew members bailed out and safely landed. Flying Officer Graham was buried with full military honours by US troops in the US Forces Cemetery in Margraten, Netherlands.

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My Time With The Royal Canadian Air Force And The Royal Air Force WWII 1940 - 1945

Earl L. Banks CD, Squadron Leader, RCAF Retired

It was 1939 when WW11 commenced and I had finished High School, Grade 12. I had always thought that I would like to be a pilot. I got the “bug” one day during my time in school when a pilot landed his aeroplane at Aldershot just outside of my home town, Kentville, NS. He was there to offer sightseeing rides over Kentville and the nearby Annapolis Valley area. I think we called pilots who did this “barnstormers”.

My mother drove me up to Aldershot to see the plane. I think that she was as curious as I was to see it. When we arrived there and found that the pilot was selling rides my Mum paid the fee and we both climbed into the tiny cockpit and away we flew. I think that was when I got the idea that I wanted to be a pilot!

While being an army cadet at King’s County Academy I, with other cadets, enlisted as ‘Boy Entrant’ in a local militia unit of the King’s Canadian Hussars (pay 60 cents a day while in camp at Aldershot).

While I was in Senior High School I learned that some young Canadian men were working their way on “cattle boats” as payment for their passage to England where they joined the Royal Air Force. I wrote to the RAF and enquired about enlisting as a pilot. I received what was to me a disappointing reply. It said that I could complete the enclosed application to enlist as a general duties airman. If accepted and after learning a trade and being employed as such, I would have an opportunity to apply for the pilot training programme. This was not what I wanted.

I went to the RCAF Recruiting Office in Halifax and completed an application for enlistment. I was accepted for pilot training. I enlisted on 21 October 1940 and reported for duty. I was given a train ticket and sent to No.1 Manning Depot in Toronto.

No. 1 Manning Depot Toronto, Ontario

No.1 Manning Depot in Toronto was at the Toronto Exhibition Grounds. The building had been used for exhibiting cattle and had been divided into areas, and I, with other aircrew hopefuls, were lodged in the “Bull Pen”.

I was issued with uniforms, given medical examinations, basic training and lots of exercise. We now officially held the lowest rank of the RCAF, Aircraftman II (2nd Class) and were paid \$1.70 a day with accommodation, meals, clothing and equipment included.

The visits to the Dental Office stand out in my memory. My parents had a routine for my sister and I. We were regularly sent to the dentist ensuring that our teeth were in good shape. I was surprised when the Manning Depot dentists removed and replaced most, if not all, of my fillings. No reason was given for this. It was not until one day when I was flying on an operation in Africa that I may have learned why this had been done. On this day, while flying, I developed a severe toothache. Lucky for me, a few days later my squadron was visited by an army Dentist. He arrived in an old caravan housing among other necessities, his dental chair and equipment. While I sat in the chair, and his army assistant worked the foot pedals which powered the drill, I had my aching tooth repaired. The dentist told me that I was fortunate that my tooth had not exploded while flying at high altitudes as the seal between the filling and the tooth had deteriorated.

As I had been selected for aircrew training, I assume that trying to prevent this type of problem was the reasoning which resulted in fillings being replaced while at the Manning Depot. From the Manning Depot I was posted to No.1 Initial Training School, also in Toronto.

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No.1 Initial Training School, Toronto, Ontario

Before being taken over by the Air Force, No.1 Initial Training School had been the Eglinton Hunt Club. This is where our training began in earnest and we were continuously evaluated for potential aircrew duty. The training consisted of strict discipline, ground school class room subjects, and lots of drill. The strict discipline was applied to everything we did from wakeup time to bedtime.

As soon as we were up, washed, shaved and dressed we made up our bunk beds as we had been instructed. Every piece of bedding and every piece of kit was laid out and exhibited for inspection. The pattern was compulsory and shown identically on every bed. Next we cleaned and polished the floor under and around our bunk area and waited for the daily inspection of our area, our personal dress, and dismissal allowing us to march to breakfast. After breakfast we marched to class rooms or to the parade square, always marching, arms swinging. It was here, at the Initial Training School, where some aircrew aspirants were “washed out in training”, and sent elsewhere to train for non aircrew duties.

Those of us who had been successful were promoted to Leading Aircraftman rank (LAC) and given a “propeller” badge which we had sewn on the sleeves of our tunics. Our pay was increased to \$2.00 a day. We were also given another Badge of Honour. This was a white insert which fitted into the front of our wedge caps denoting that we were aircrew trainees. My class was posted to guard duty at RCAF Station Trenton, Ontario.

RCAF Station Trenton, Ontario

Our guard duty consisted of patrolling specified beats (routes) mostly on the perimeters of the airbase. We were issued with rifles and one clip of ammunition. The guard duty shifts rotated between eight hours on and eight hours off, and twenty-four hours on and twenty-four hours off. It was now wintertime. Unfortunately, there was a shortage in the supply of winter clothing and we were subjected to extreme cold and the wind often blowing off the Bay of Quinte as some of our clothing was summer issue. To overcome the cold we would take advantage of the underground steam heating system which was connected to various buildings on the base. When guard beats came together we would plan our timing so as to meet a fellow guardsman. We would take turns climbing down and into the manholes, where pipes joined, to warm ourselves while the other would watch for the approach of a Senior Non Commissioned Officer out inspecting and making sure that we were properly carrying out our guard duty.



Our accommodation while on patrol on the main base was the standard barrack room with bunk beds, adjacent communal showers and latrines. While on the twenty-four hour shifts we were transported to the maintenance side of the base. There was no barrack accommodation available there for us and we took cover and slept in empty aircraft crates. These were crates in which Fairey Battle aircraft had been shipped from England to Canada, each heated with a stove which we had to tend. It was not the best accommodation but it was temporary and we were able to keep warm. As a reward, when the beat was finished we were off duty for twenty-four hours.

I learned some important things while at Trenton. Even though we knew that we would be split up and sent to different flying training schools when our guard duty came to an end, our group had formed a close comradeship.

There is always an exception but most of us had respect and empathy for each other, even though perhaps, we didn't understand the full meaning of empathy. Two happenings while I was at the base emphasize this. When a station parade was held and all duty personnel were formed up on the parade square and standing rigidly at attention, sometimes a lone airman would march out and take a reserved position. He would be saluted by the senior office in charge of the parade.

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This airman was Corporal Joseph Harcourt Tombs, VC., (Victoria Cross). He was an English recipient of the Victoria Cross, the highest and most prestigious award for gallantry in the face of the enemy that can be awarded to British and Commonwealth forces. Corporal Tombs was born in Melbourne, Australia, had been a sailor, and then during the First World War while serving as a Lance-Corporal in the 1st Battalion, The King's Liverpool Regiment, British Army, he was awarded the Victoria Cross. During World War II he enlisted in the Royal Canadian Air Force and served at the Flying School in Trenton, Ontario. A 1952 operation to remove some of the shrapnel still embedded in his stomach was not completely successful, and in 1964 he suffered a stroke. He was born in 1884 and died 28 June, 1966.

The other incident happened in our barrack room. On returning from the showers one day I discovered that all my money, every cent I had, was missing. The same evening when I returned from the dining hall I saw on my bunk bed some neatly folded bills. They totaled a wee bit more than the amount which had been stolen. No one offered an explanation and it was a few days before I learned that my companions with whom I shared the barrack room had quietly taken up a collection.

Eventually our tour of guard duty came to an end. I was posted to No. 17 Elementary Flying Training School, Stanley, Nova Scotia.

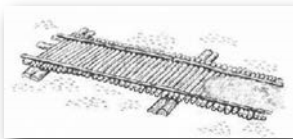
No. 17 Elementary Flying Training School, Stanley, Nova Scotia 18 Mar 41

No. 17 Elementary Flying Training School was part of the British Commonwealth Air Training Plan. This was a massive air-training plan involving the United Kingdom, Canada, Australia and New Zealand during WW II. It remains the single largest aviation training programme in history and was responsible for training nearly half the pilots, navigators, bomb aimers, air gunners, wireless operators and flight engineers of the Commonwealth air forces. Some students from other countries attended schools under the plan, including Argentina, Belgium, Ceylon, Czechoslovakia, Denmark, Finland, Fiji, France, Greece, the Netherlands, Norway, Poland, South Africa and the United States.

If I remember correctly No. 17 EFTS was operated by the Cape Breton Flying Club. Almost everyone on staff was a civilian including the Chief Flying Instructor whose name was L. B. "Brick" Stevenson (he had red hair). The Adjutant was an RCAF Officer and there were two RCAF Officers, pilots, who had authority over the standard of flying instruction and whether the flying ability of students was sufficient to warrant a passing grade.

Most, if not all of the flying instructors were American citizens. We were the school's first class.

Everything was brand new. All the buildings were spotless, inside and out. But everywhere outside there was a sea of mud. Board "duck walks" connected all the buildings and they were quite narrow. One had to be careful when meeting another person as there was barely room to pass.



The flying field, aircraft parking area and the runway was fine gravel which had been graded, rolled and compacted. A Corduroy road led from the hanger area to the flying field and every morning and evening maintenance people manhandled the aircraft over the tree trunks to and from the flying field. A Corduroy road or log road is a type of road made by placing sand-covered logs (tree trunks) perpendicular to the direction of the road over a low or swampy area. Although it is an improvement over impassable mud or dirt roads it is a hazard to horses due to loose logs that can roll or shift. It is known to be used as early as 4000 BC with examples found in Glastonbury, England.

The school's flying training aircraft were Fleet Finch (Model 16) known as the Fleet Finch II. They were a two-seat, tandem training biplane produced by Fleet Aircraft of Fort Erie, Ontario. They had a welded steel-tube fuselage and composite metal, wood and fabric design features. They were powered by Kinner 130 hp, B5-R, five cylinder radial engines.

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My first flight was in Fleet Finch II, No. 4765. My first instructor was Mr. McRae from Louisiana. After 4 hours and 5 minutes dual instruction my instructor was changed to Flying Officer McLeod. I was having trouble with my landings, difficulty with the approach; I was always too high and in danger of running out of runway on landing. We had been told that the standard for flying a first solo flight was 8 hours and I was worried and thinking that I would “wash out”.

F/O McLeod told me that he was going to teach me how to side-slip the aircraft to be able to arrive over the “button” of the landing strip at the correct height (the button is the spot at the beginning of a runway at which, ideally, the pilot first touches down the aircraft). Three of these flights were on March 28th, in Fleet No. 4770. These were followed by a check flight with Mr. McRae; one take off and landing; 15 minutes. Then another flight with F/O McLeod; three take offs and landings; 30 minutes. I remember during the last landing, on the approach, F/O McLeod saying that the cockpit canopy had become loose, that he was holding it, and I was completely “on my own”. I taxied in to the parking area and he got out, told me to stay in the aircraft, called a mechanic and had him secure the canopy.

He then said to me “there is just enough daylight left for you to fly your solo” and I did one take off and landing, 10 minutes, in Fleet 4770 on March 28th, 1941. F/O McLeod was waiting to congratulate me as the sun was slipping below the horizon. He said except for the difficulty with approaches to landing my flying was just fine. Total flying time 11 hours and 15 minutes dual instruction, 10 minutes solo. 12 hours was the absolute maximum flying training time one could be kept in the program.

I would now start instrument training which was controlling the aircraft by “needle, ball and air speed”, Blind Flying Technique, with a hood under the cockpit canopy, pulled over the cockpit to prevent the pilot from seeing outside; most importantly the horizon.

The Fleet’s navigation instruments were an airspeed indicator, compass, altimeter and a needle and ball. The needle and ball is a gyroscopic rate of turn indicator invented about 1920 by Elmer Sperry, Jr. The instrument senses yaw (turning) rate and displays it to the pilot by a needle that deflects in the turning direction. The instrument is called a turn and slip indicator and incorporates a separate ball in a curved glass that acts as a lateral accelerometer or sideslip indicator. When a pilot is trained to use the turn and slip indicator combined with training in how to use the aircraft’s elevator control and airspeed indicator to control the aircraft’s pitching mode, the pilot has mastered the blind flying technique. This is how it is done. When you are flying on a straight and level course and without adjusting the throttle (engine power) and the airspeed increases or decreases, the airspeed indicator is showing that the aircraft is diving or climbing. When the needle moves port or starboard, it shows the aircraft is turning port (left) or starboard (right). When the aircraft is turning and the ball moves to port or starboard of its centre position it shows the aircraft is slipping or sliding in a flat turn. When flying in cloud and bad visibility a pilot uses the signals given by these instruments to control the desired rate of climb, descent, and turn by coordinating the use of the plane’s rudder, elevators and ailerons.

The school tried very hard to give everyone a fair chance to graduate but some were washed out and sent to navigation or air gunner schools. One young man from Quebec had trouble with his landings. He did fly solo but on three occasions afterwards he had trouble and on the third time landed long, went off the runway and the Fleet cart-wheeled. He was posted to an air gunnery school.

One day my instructor was teaching me how to recover from a tailspin. A tailspin is a dangerous maneuver which if not overcome will cause a fatal crash.

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When an aircraft is flying in a vertical position and it stalls and yaws, falling port or starboard, a tailspin occurs. The aircraft rotates, sometimes violently, about the centre of gravity in a downward corkscrew path. After my instructor had instructed me to cause the Fleet to spin and then stop the spinning he said “now advance the throttle”. I did this but there was no response from the engine. He took control and when unable to get engine power he side-slipped the aircraft and made a perfect dead engine forced landing in a very small field alongside a farm house. Afterward we sat on the back step of the house talking with the lady and her daughter who lived there, until help arrived.

Subsequently it was discovered that we had run out of gas. The Fleet’s gas gauge was mounted in sight of the pilot on the upper part of the starboard wing. The gauge was a clear water-glass with a floating cork inside which showed the fuel status. The cork had become stuck showing fuel remaining when the tank was actually empty. My instructor and I were “in the clear” because when we had done our preflight check the gauge showed sufficient fuel on board.

I was then assigned to a new instructor who taught instrument flying and we flew instrument training exercises which I also practiced in the Link Trainer.

I did some solo flying and one day flew over my school in my home town of Kentville showing off a little by performing a loop, a couple of barrel rolls and a tailspin. I was told that the school principal rang the alarm bell and had all the students gather outside to watch. I was lucky that I wasn’t reported because then I would have been in real trouble.

After 36 hours and 50 minutes dual instruction and 33 hours 15 minutes solo I was posted to No. 9 Service Flying Training School, Summerside, Prince Edward Island.

No. 9 Service Flying Training School, Summerside, Prince Edward Island

28 May 41

The environment at No. 9 SFTS Summerside was quite different from what we had experienced at Stanley. There were no duck walks and corduroy roads. The hangars had concrete floors. As well as attending ground school and receiving flying training we were assigned to hangar duty which was sweeping floors and washing the school’s Harvard Mk II aircraft.



The Harvard was powered by a Pratt and Whitney Wasp engine, had a Hamilton Standard variable pitch propeller, a hydraulic system to power the flaps, an inward folding retractable landing gear, and a stressed skin fuselage. In Australia it was called the Wirraway.

The instructors were all RCAF personnel. The pilot flying instructors were RCAF Sergeants (Sergeant Pilots). I had only one flying instructor. His name was Sgt. Williamson.

After a 35 minute familiarization flight and 5 hours and 40 minutes dual instruction I was sent solo. After a few more hours I was qualified to fly solo formation without an instructor while engaged in formation flying. Next I was qualified as a safety pilot meaning that I would fly with another student as safety pilot while he was under the hood practicing instrument flying.

As the ground school and flying training continued emphasis was placed on instrument flying, cross county flying; Summerside to Stanley and return for example, and formation and night flying. My total flying time while at the two flying training schools was 165 hours, 25 minutes.

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Three important happenings occurred at the end of our stay at No. 9 SFTS.

First, at our last ground school class the instructor called our attention to an instrument he was holding in his hand. It was a hand held plastic instrument to calculate drift (its official name escapes me) which could be used when applying a course vector, wind speed and direction, to calculate drift and a course to fly to compensate for the drift. The instructor told us that these had just been received by the school, that he wanted us to recognize them when we were posted to a squadron but there was no time to teach us how to use it!

Second, there was a Wings Parade and we were presented with our pilot's badge and promoted to the rank of Sergeant Pilot.

Third, three of us were advised that if we would accept a posting to be trained as flying instructors for duty in Canada at a British Commonwealth Air Training Plan school we would be granted commissions as Pilot Officers. My two Nova Scotian companions David Perry and Louis Longley accepted the offer. I declined and was granted embarkation leave and was posted overseas as a Sergeant Pilot. I went home and then reported to a depot at Windsor Park, Halifax, Nova Scotia.

Windsor Park, Halifax Nova Scotia and the Sea Voyage to Liverpool England

At Windsor Park, when the draft was assembled, and on the appointed day, we marched to the pier (probably pier 21) and boarded ship.



When we set sail, we realized there were only three ships in our convoy; the Dominion Monarch, the Empress of Russia and the Strath Eden. My ship was the Dominion Monarch. We were escorted for a while by Royal Canadian Navy ships and then left to our own devices. The Empress of Russia was a "coal burner" so we cruised by night and lay to by day so that enemy submarines would not see the smoke from the Empress' funnels.

We arrived at Liverpool without incident except for one day when an alarm was sounded and our ship took evasive action from the presence of an enemy submarine by plying a zigzag course until the danger had passed. We disembarked on arrival at Liverpool and proceeded by train to a Manning/Holding Depot in Bournemouth.

Manning/Holding Depot, Bournemouth, Dorset, England

The RCAF had selected Bournemouth as a place to assemble its personnel on their arrival in England after which they were posted to various units for duty. A number of small hotels on a cliff overlooking the city centre had been commandeered and we were billeted in one of these. At Bournemouth we were given a medical check up, an indoctrination briefing including gas mask safety instruction and generally kept busy with drill and some limited class room activity. One day with a small group of pilots I was taken to a room where we sat in a circle in chairs with a clip placed on our tunic collars to prevent us from leaning forward. We were left in pitch black darkness for a while. Gradually as our eyes became accustomed to the darkness we could see shapes forming in the centre of the circle. We had been given a pencil and a piece of paper and were instructed to write down what we saw. I couldn't see much at all but thought that I might have seen an airplane so wrote that down. When the lights were turned on we were told that it was a night vision test. We were never told the result of the test or whether we had passed or failed. After a few days the pilots in my group were posted to training schools. I was left behind. After a few more days, and a weekend approached, I requested a pass to visit with my brother-in-law who was a navigator on a Bristol Blenheim aircraft squadron. I was able to get a train to where his squadron was based and while there had my first flight in England (in a Blenheim). He was later shot down and killed in action while flying in a Havoc aeroplane. Havoc was the RAF name for the Douglas A-20 aircraft which were used as light bombers and night fighters.

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On returning to Bournemouth a Warrant Officer advised me that there had been an administrative error and that I should have been posted to No. 52 Operational Training Unit, Royal Air Force, Aston Down, Gloucestershire, and that I was to go there immediately. He had packed my kit, had the completed posting papers and train tickets. He had a taxi and escorted me to the railway station and made sure that I was on the right train.

He told me that there had been a mix-up and that another 'Banks' had been sent to No. 52 Operational Training Unit and that it would be "straightened out" when I presented the papers he had given me to the administrative officer at the school.

No. 52 Operational Training Unit, Royal Air Force, Aston Down, Gloucestershire, England
15 Sep 41

I never met the other 'Banks' who, apparently, was also from Nova Scotia and had been selected to become a Bomber Pilot. (He was hustled off to a bomber training school - Handley Page Hampton aeroplanes, if I remember correctly) probably carrying instructions explaining the posting mix-up.

I arrived at the Operational Training Unit and presented my papers. I was told that I had missed the ground school which gave technical instruction about the school's Hawker Hurricane aeroplanes, that the ground school was over, and that I should report to "D" Flight and read the Hurricane Manual.

The Unit Instructors were pilots who after flying an operational tour were posted to non combative duties. After a period of time, usually six months, they were posted back to an operational squadron. I read the manual and was assigned to a P/O Kopecký who was from Poland or Czechoslovakia, and who, like many other pilots, had escaped from German occupied countries and joined the Royal Air Force. He spoke very little English and I could barely understand him. We commenced flying training in a Miles Master aeroplane.



The Miles Master was an advanced trainer designed by Miles in the late 1930s. It was powered by a 715 hp Rolls Royce Kestrel 30 engine. It had two cockpits allowing the instructor to fly with his student. We flew two refresher and assessment flights in the Miles Master aeroplane; one for 20 minutes followed by one 40 minutes flight practicing circuits and landings. Then I flew solo for 1 hour and 5 minutes.

Next came a check flight with a F/O Wheeler and I was deemed ready to fly a Hurricane. The school's planes were Hurricane Mk. I models powered by 1,030 hp Rolls-Royce Merlin III b engines. They were armed with eight .303 inch Browning machine guns mounted in their wings. The first production aircraft had a Warren girder type fuselage of high tensile steel tubes, over which sat frames and longerons that carried a doped linen covering. The wings were fabric covered. The steel-tube structure allowed cannon shells to pass right through the wood and fabric covering without exploding. The school's later models, which I flew, had metal-covered wings and a de Havilland or Rotol constant speed metal propeller.

On the 28th of September, 1941 (one day past my birthday) a certificate was pasted into my log book. It certified that I had completed at least seven hours solo on a Master or Harvard aeroplane, had obtained 100% in the



Standard Hurricane written exam and could perform all cockpit drill blindfolded in an instructional fuselage. In reality I had missed ground school, and the certificate was being pasted in my log book while my blindfolded cockpit check was being completed in the cockpit of the Hurricane I was about to fly solo. There was a second certificate which stated that I knew the correct fitting of the oxygen mask, the method of attaching the oxygen pipe to the mask and socket in the aircraft, how to

read the gauges, how to turn on the oxygen and use the flow meter.

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When the two certificates were in my log book off I went and flew solo circuits and landings for 1 hour, 15 minutes. I had a little panic attack when I first attempted to retract or lower the undercarriage as it was necessary to change hands on the spade grip (the control column) and no one had shown me how to properly move the undercarriage lever which was a sort of “H” pattern action. At first I couldn’t remember what was written in the instruction manual.

After that first solo there were more solo flying exercises and later some with an accompanying instructor flying in another Hurricane. The objectives were first to learn R/T (radio telecommunication) procedure and D/F (direction finding) homing practice. This was followed by airborne map reading, aerobatics and spinning, instrument practice in the Master with instructor P/O Kopecký, forced landing practice, formation flying, elementary dog fighting, and air combat with cinè cameras, and cross country flights landing at another aerodrome. Finally there was air to ground target firing and firing on an airborne drogue with deflection shooting. All of this was crammed into 5 hours, 5 minutes flying in the Master, and 34 hours, 50 minutes in the Hurricane.

I have one sad memory of my time at the OTU. When I was attending King’s County Academy (High School) in Kentville I had a serious neck injury received when our rugby team was engaged in a Provincial Championship game against St. Mary’s of Halifax. I was tackled by a St. Mary’s player and badly injured. Dr. Griffin (a surgeon who later became a Commander in the Royal Canadian Navy), who was at the game, had some boards taken from the ballpark’s fence. I was placed on the boards and taken to hospital where I awoke with my neck rigidly held by sandbags. Three vertebrae had serious damage. At the OTU while flying tight maneuvers which applied “G” force to the body I had insufficient strength in my neck muscles to keep my head up straight. My bunk mate (upper and lower bunk beds in a Nissan Hut), a fellow student from New Brunswick, would routinely massage my neck and eventually, having kept our secret, the muscles recovered their strength. Then, one day, my companion made a forced landing and his Hurricane smashed into a stone wall. He was killed.

Having completed the course I was posted to No. 87 ‘United Provinces of India’ Squadron, Royal Air Force, which was based at Royal Air Force Base Colerne, Wiltshire, near the city of Bath. I traveled by rail and when my train arrived at a place called ‘Box’ it was around midnight. When I disembarked I was the only person there except for the Railway Station Master. I told him that I was posted to an RAF squadron at Colerne and he called there and arranged for me to be picked up. There were aircraft flying around overhead and I asked him what kind of aeroplanes. He said they were Hurricanes that flew mostly at night and were painted black! My visions of daytime aerial combat quickly faded and I wondered what I was getting into.

No. 87 Squadron, RAF Colerne, Wiltshire, England 6 Nov 41



Having arrived at No. 87 Squadron RAF Station Colerne I was assigned to a Nissan Hut, (Sergeant Pilot accommodation) and to “A” Flight for flying duty. First I was interviewed by the Squadron Commander, Wing Commander Ian R. “Widge” Gleed, DSO, DFC. His stature was small and as I stood at attention in front of his desk he seemed “lost” behind it. He soon had me relaxed and asked me where I was from, who were my parents and what was my Dad’s employment, what was my education level and what kind of flying training had I been given and had I done any night

flying. To the last question I answered only 6 hours, 10 minutes at the Service Flying Training School in Canada. He welcomed me, gave me some general information about the squadron and said I would be given night flying experience flying Hurricanes with “A” Flight.

continued ...



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No. 87 Squadron had been stationed and engaged in daytime combat flying operations in France before the evacuation of the British Forces and again in England during the Battle of Britain. By the time I arrived at the squadron it had been assigned to No. 10 Fighter Group, Fighter Command and given a new role; Night Fighter Squadron Offensive Activities. No.10 Fight Group's role was the defense of London and South East England. For the Squadron it was a quiet time in comparison to what had gone on before and on reflection it was a time to rest and regroup with new personnel, including pilots.

When I arrived at the squadron the pilots numbered one Canadian, two Poles (a Flying Officer and a Flight Sergeant) who had fought in Poland and then escaped to England, one Czechoslovakian with similar experience and one New Zealander, one Flight Lieutenant from the African Gold Coast who was my Flight Commander an Australian and others from England, Scotland and Ireland. The UK pilots if I remember correctly, were all members of the RAF Volunteer Reserve who held ranks of Pilot Officer (P/O), Flying Officer (F/O), Flight Lieutenant (F/Lt), Warrant Officer (WO.), Flight Sergeant (F/Sgt), and Sergeant (Sgt). They were gentlemen, every one, and as a Canadian I was accepted as an equal, not as a Colonial. We were soon joined by two more Sergeant Pilot Canadians and an Australian who had just completed OTU training. Altogether we were about 18 or 20 pilots divided into two flights, "A" and "B".

I remember that soon after arriving at the squadron we had a visit from HRH The Duke of Kent and to make a reasonable showing after he had visited "A" Flight some of our pilots were hurriedly transported in the opposite direction around the airport perimeter to form up with "B" Flight.

After being issued with my parachute and other flying gear and reporting at "A" Flight I was ready to start my Hurricane night flying training. The Squadron was equipped with Hurricane IIC aeroplanes. This mark had new slightly modified wings mounting four 20 mm Hispano cannons, two in each wing. The wings also included a "hard point" where long range fuel tanks could be added. They were powered by a single Rolls-Royce Merlin XX liquid-cooled V -12 engine producing 1,185 hp at 6,400 rpm.

There were no dual Hurricanes so it was a case of reviewing cockpit procedure, getting in the aeroplane and flying circuits and landings. Soon after reporting to the flight and making three short daytime flights totaling 2 hours, 10 minutes I was ready for my first night take off and landing. The procedure was to take off at dusk and fly circuits (take offs and landings) until after darkness had settled in. I checked out night solo in a Hurricane IIC. One night soon after my solo I was scheduled for night flying practice. When darkness came there was no serviceable aeroplane for me to fly. F/O Chivers, an English pilot who was on stand by duty offered to let me fly his Hurricane which had just been released from the maintenance hangar and needing a test flight. The squadron was required, if possible, to keep a complement of 12 aeroplanes serviceable for duty and normally these were allocated to the 12 most experienced pilots regardless of rank held. The less experienced pilots like me would fly any other serviceable planes. This turned out to be a sad introduction to my night flying operations. F/O Chivers proceeded with the check flight. On take off the plane's engine failed and he died in the crash.

My squadron flying training continued. It consisted of ground controlled interceptions, air to sea firings (gun firing practice), cross country flight map reading; night time search light cooperation and Havoc aeroplane formation (co-ops).

My map reading ability was simply hopeless. The cross country training I had received in Canada did not prepare me for finding my way over the English country side with its many, many roads, villages, lakes, rivers and cities. I would quickly become lost. The Polish pilot, F/Sgt. Beda, who became my friend, taught me how to map read successfully during one three legged cross country flight. We flew in a Miles Magister (two cockpits) with me flying and map reading under F/Sgt. Beda's direction. We flew at almost zero altitude. I am sure at one time between the fence posts of a farmers' field. On the first leg I was lost most of the time. The second leg was from Odiham to Churchstanton and I knew where I was most of the time. The third leg home was completed without F/Sgt. Beda's assistance. I had learned how to map read.

continued ...



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When night flying, search lights were used to assist us in two ways. Sometimes when our night fighters were attempting to intercept an enemy aircraft British searchlight units would attempt to track the enemy and lead our fighters to them. The other use was to assist us in finding our base and when landing. When returning to base in adverse weather conditions we often needed searchlight assistance. The searchlight unit based at the aerodrome would create a cone of light over the centre of the field. If we could see the cone we would fly to it and by radio contact with the control tower prepare for landing. The searchlight unit would then shine a beam at an angle to mark an approach path to the runway. Flying the approach could be dangerous if the pilot strayed off course and flew into the light beam or if the light's operator caused the beam to shine on the plane. In both cases the pilot would be momentarily blinded. If it happened when the plane was close to the ground (landing) it could cause the pilot to lose control and crash. Fortunately this never happened at our base although occasionally there were overshoots and 'go arounds'. On one occasion, 23 Dec 41, I was blinded momentarily and landed the aircraft heavily causing some damage to the landing gear and underside of the fuselage. Fortunately it was repairable.

When flying formation at night, visual contact was achieved completely through eyesight. The visual reference points were the other aircraft's exhaust flames and sometimes a wee bit of light coming from the instruments in the other aircraft's cockpit could be seen. It was not too difficult on moonlit nights as when up close the other aircraft's fuselage could usually be seen. It was not easy on dark nights when relying on the exhaust flames as they gave very little if any indication of an aircraft turning and as radio silence was kept there was no verbal communication.

It remained fairly quiet in our area. In January 1942 we maintained nightly patrols continuing our operations from Colerne's satellite field Charmy Down. By flying these sorties we had aircraft in position at various points over South East England and near London in case of enemy attacks on cities, aerodromes or other targets.

We were also engaged in night intruder missions over France using RAF Warmwell on the south coast of Dorset as advanced base for refueling to increase our flying range. The objective was to obtain intelligence information on rail and road transportation and other activities. Returning from a mission on January 26, 1942 after experiencing flack and strong searchlights crossing at St. Malo on returning to England, and confirming my identify, a vector to base was received. It was a reverse heading which would have taken me straight back to France. Immediately a nearby companion pilot who had escaped from Poland and joined the RAF turned on his Hurricane's navigation lights and shouting "don't believe, fly zero, zero, zero to England". We both returned safely to Warmwell. I learned later that the young WAAF in the Control Centre having realized her error broke down crying in tears.

During this quiet time my Squadron was tasked with other duties while continuing its operational commitments.

An experiment said to be an idea proposed by Prime Minister Churchill was to employ an aeroplane equipped with radar and a powerful searchlight and accompanied by a night fighter aircraft. The idea was to locate the enemy illuminate it with the searchlight and the fighter to shoot it down.

On March 8, 1942, I was assigned to accompany a Havoc aeroplane to test the idea, flying formation at night with visual contact with the Havoc being achieved completely through eyesight. While doing this I did not see the Havoc entering a starboard turn and a wing of my Hurricane collided with the tail of the Havoc. I decided to bale out of my Hurricane. I removed the escape hatch from the right side of the cockpit pulling my feet back and leaning starboard catapulted thus bailed myself out. Fortunately my trajectory took me between Hurricane's propeller and tail. The Havoc returned to base landing safely.



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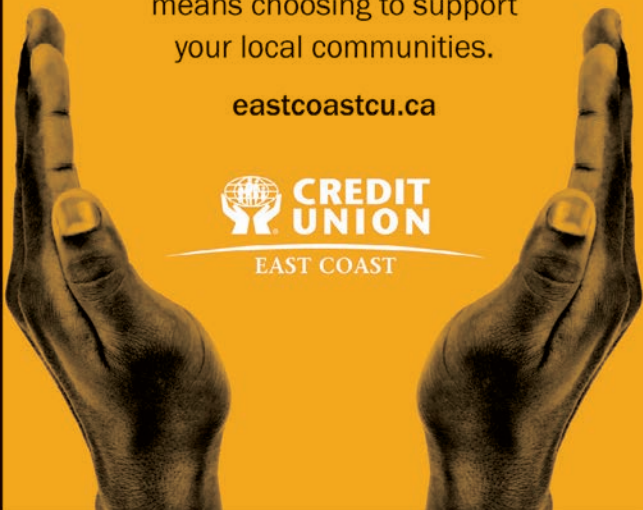


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On March 25, 1942, I was promoted to Flight Sergeant rank.

While being assigned to these non operational activities the Squadron remained on standby. Standby consisted of three phases. One half hour standby allowed free time on the base but within communication so as to be able to respond to an alert calling for return to the Flight. Fifteen minutes standby required pilots to be at the Flight Nissan Hut. However it was a relaxed status allowing conversation, reading, letter writing, card playing and those sorts of things. When on full alert status pilots put on their flying gear and their parachutes were placed in the aeroplanes cockpits waiting for the pilots to sprint out, climb in and be strapped in by the crew which consisted of two airmen, a rigger and a fitter. In some circumstances the pilots sat in the cockpits awaiting scramble orders.

A rigger was a technician skilled in maintaining and when necessary repairing the aeroplane's structure (fuselage). A fitter was a mechanic whose priority was to keep the engine in top condition. There were other technicians such as armourers, radio, and parachute packer but fighter pilots relied mainly on the rigger and fitter assigned to their aircraft. The three men soon became a family when a pilot became experienced enough, regardless of rank, to have his "own" aeroplane (the one he always flew when it was serviceable). He considered the rigger and fitter "his" rigger and fitter. Likewise they considered the pilot and aeroplane "their" pilot and "their" aeroplane. I was not long on the Squadron when Hurricane LKE became "my plane" and the loving care my rigger and fitter took of pilot Banks and LKE has never left my memory.

Both air and ground crew were allowed to go to Bath for recreational activities when not on duty and in the pilots case when not on standby. When Squadron personnel, and especially the pilots, went to Bath for relaxation we were treated like "Royalty". When we joined a queue waiting to purchase a "movie" theatre ticket and the queue was long (which they usually were) it was not uncommon to see an unknown civilian at the front of the queue, after purchasing tickets, return back down the line and handing a ticket to an airman. Bath's population looked on us as their protectors from their airbase on the outskirts of their city.

Although there was not a lot of enemy activity over South East England at this time there were night bombing raids on cities. One night, 26 Apr 42, we were scrambled with orders to protect Bath. When the scramble order was received the enemy planes were already bombing the city and we took off in the midst of bomb explosions, anti aircraft fire, smoke from burning buildings and utter confusion of every kind.

I remember flying over and around the city trying to sight the enemy through the smoke of the fires and the flashes of the anti aircraft guns and thinking "this is my city", and watching in frustration as the German Ju 88's dropped their high incendiary bombs. Our Squadron managed a few sightings and fired at some with possible hits but but brought none down. The command given for scramble was given too late to be effective. The next day with another pilot I went to Bath, a city which had just been bombed. This was the first time I had seen a just bombed city. At the curbs of some streets there were rows of casualties, each one



covered in a white sheet. Residents just quietly looked at us and we could see in their eyes the question "where were you last night?"

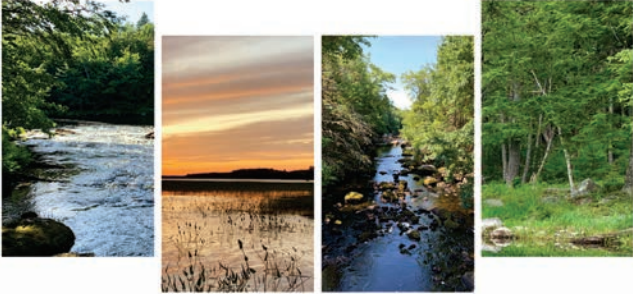
The Squadron continued its night time patrols and as a pilot it was frustrating to watch a city burn while flying an operational patrol while the German Airforce would bomb a city, Poole for example, just outside of our operation area.

While still maintaining night patrols; during daytime our flying activity became more concentrated on Army Co-operative maneuvers. As pilots we were not told why the "switch" was made. Eventually we understood when, at a later date our aircraft night time camouflage was removed and replaced with a special day camouflage needed for the "Dieppe" raid.

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On June 28, 1942, I was posted to No. 245 Northern Rhodesia Squadron, Middle Wallop, Hampshire. I was told that I had been selected to fill a vacant Flight Section Leader position. While with 245 Squadron my flying operations included day and night dawn and dusk convoy patrols, army co-op training, and again, Havoc co-op night flights. I was told that the Squadron had been selected to be moved to a base in Russia which move was canceled and that I would return to No. 87 Squadron.

While I was away from 87 Squadron Canadian representatives of the Banting and Best Medical Research Institute at the University of Toronto (if I remember correctly) arrived at the Squadron with an anti gravity suit designed to prevent pilot redouts / blackouts. The suit was made with rubber and water-filled pads.

One of our pilots, Sergeant Stan Bocking, volunteered to test fly the suit. The requirement was to fly to a high altitude near 30000 feet, dive, and abruptly pull out leveling off to test the suit's ability to offset the gravity force being applied to the pilot. Sergeant Bocking was observed entering the dive and not recovering. He was killed in the crash on July 30, 1942.

I was posted back to 87 Squadron, Charmy Down on August 3, 1942.

Our Squadron flew to Tangmere and on August 19, 1942 took part in the raid on Dieppe flying three sweeps targeting gun emplacements on top of cliffs over the beach. I flew on two of three sweeps. It was a very difficult target as the Canadian soldiers were already on the beach and close to the target. Four of our aircraft were shot down: F/L Thom crashed on the English side of the channel, F/O Waltos missing, P/O Baker bailed out and was rescued (picked up from channel by US Navy), Sgt. Gibbon went down into the sea just off Dieppe.

In October, 1942, I was called to meet with the Station Commander. He told me that I was being recommended for Royal Air Force commissioned rank of P/O and if I agreed, as part of the procedure, I would report to Fighter Command Headquarters to be interviewed by a Board of Officers. When I arrived at the Headquarters I was told that I was excused from the Board Interview and instead would be interviewed by the Air Vice Marshal, the Group Officer Commanding.

During the interview I was asked if I would accept a commission in the Royal Air Force. I replied that I would be be honoured to accept but being a Canadian I would prefer in the Royal Canadian Airforce.

I was promoted to Pilot Officer rank, Royal Canadian Air Force.

At the end of October 87 Squadron ceased flying operations preparing for transfer overseas. On October 23rd it left Charmy Down traveling by bus to the London Midland Station Bath, Somerset, then by Troop Train to Gourock, Scotland and boarded the Polish ship MV Sobieski on October 24th, setting sail with a convoy on the eve of October 24th. The Squadron's Hurricane aeroplanes were flown from Gibraltar to Algeria, North Africa, by some of the Squadron's senior pilots who with the remainder of the pilots, except me, travelled from Gibraltar to North Africa on board a Royal Navy Destroyer. The Squadron Ground Crew and the Squadron's ground equipment travelled by sea in the MV Sobieski. I was appointed provisional rank of Commanding Officer of the Ground Crew travelling with them on the MV Sobieski. We passed by the city of Tangier and some Spanish towns (neutral) which were ablaze with lights. On December 5th we passed through the Strait of Gibraltar with Gibraltar itself in the darkness only being seen as a shadow. We were delayed for a short while as the ship just ahead of us and the ship ahead of it had a slight collision. That ship then moved out of line and into Gibraltar for inspection. Next day we saw the Sierra Nevada Mountains in Spain and the Atlas Mountains in North Africa. Both were snow capped. We dropped anchor in Algiers harbour on the afternoon of December 6th. Without disembarking we sailed on, a single ship without convoy or escort to Phillippeville Algeria. The MV Sobieski's Captain advised me that the previous journey had been difficult and his crew were complaining and did not want to sail without escort and did not want to man the vessel's guns. He said some crew members were confined

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and asked whether my ground crew included armourers. When I answered yes he said they will man the guns. My RAF crew took over this duty. We continued to Phillippeville without incident until we arrived and were disembarking. As we were leaving the ship the port was bombed by three enemy Junkers JU 88's. My RAF crew was met by an Irish Guard Major in full dress uniform who greeted us saying "form up and march smartly. We must make a good impression passing through the city and up the hill to the French Barracks". The Sobieski's Navigation Log Book recorded we had sailed 2708 Nautical Miles in 228 hours.

Our Squadron's ground equipment which had arrived previously and been stored undercover in a nearby forest was retrieved and transported to a grass field near Taher, Algeria. The field had a pierced steel planking runway. The squadron commenced operations on 22 December 1942 patrolling convoys in the Bougie Harbour area. There was little enemy action. F/L Cockrane shot down an Italian Savoia-Marchetti SM.79 Sparviero medium bomber on 22nd January.

I was detached with the Squadron's "A" Flight to Setif in Northeastern Algeria in February 1943 where we continued convoy protection patrols. Sgt. Talkin went missing from a patrol on March 11. F/L Cockrane was awarded a Distinguished Flying Cross on March 28th and went missing from a patrol on March 31st. F/o Metzler was shot down by the US Navy and landed safely. F/O Thompson and F/O Johnson each shot down a Heinkel 111 bomber. "A" Flight returned to Taher on April 4th.

On April 29th I flew one of three Spitfire Vc aeroplanes issued to No. 87 Squadron. We did not have good fortune with these aircraft. The Squadron Commander when on an approach to landing flew into an unmarked wire cable causing the Spitfire to crash. He was not injured. Warrant Officer Wheatley while flying at high altitude had the Spitfire's engine malfunction. He landed safely. On 21 May 1943 No. 87 Squadron moved to Tingley near Bone, Algeria. On June 19th during my fourth "Scramble" take off in Spitfire JK459 its engine failed causing it to crash and become a complete write off.

In June 1943 I was promoted to Flying Officer rank and in July went with a detachment of the Squadron to Monastir near Sousse, Tunisia to protect convoys and the Sousse and Sfax harbours. While there on patrol steeply descending from high altitude and subsequently undergoing severe pain in my right ear I was admitted to No. 1 Royal Air Force Hospital, Carthage (Tunisia).

I returned to the Squadron and at the end of July 1943 the Squadron moved to La Sebala 1, an airfield near Tunis. This was the end of my flying with No. 87 Squadron in North Africa. I was transferred back to England to report to Royal Air Force Fighter Command Headquarters at *RAF Bentley Priory*, a non-flying Royal Air Force station near Stanmore in the London Borough of Harrow. I was given a period of leave and then to report to an RAF embarkation station and transfer to No. 36 Operational Training Unit, Greenwood, Nova Scotia Canada, arriving there 14 January 1944. From January through April I was given conversion training to fly Mosquito aircraft. As I completed training it was announced that No. 36 Operational Training Unit, Royal Air Force Greenwood would close and all RAF personnel return to England. I was transferred back to the Royal Canadian Air Force and moved to No. 1 Operational Training Unit, RCAF Bagotville, Quebec, as the unit's maintenance unit Test Pilot.

While testing Hurricane aircraft at Bagotville I experienced two crash landings. One was a minor wheels up landing. The other the result of engine failure immediately after take off and over the outskirt area of the city of Chicoutimi, Quebec. I was faced with trying not to come down on a street, house, building or populated area. Fortunately there were two small and adjacent vacant fields both surrounded by wire fencing. I was able to land and going through all four rows of fencing bringing the aircraft to a halt without hurting anyone or hitting any structure. While employed as test pilot at Bagotville I flew 279 aircraft maintenance test flights and 13 aircraft Acceptance checks.

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I was posted to No. 1 Transport Conversion School, Pennfield Ridge, New Brunswick, on 23 September, 1944. The course included day, night, single engine and instrument flying with radio beam navigation and pattern. Total course flying time 65 hours 45 minutes.

On completion of the course I was posted to No. 164 Transport Squadron Moncton, New Brunswick on 04 December 1944. The Squadron flew Dakota C47 airplanes transporting military and civilian personnel, food and other supplies from, to and between Moncton, Torbay and Gander Newfoundland with Goose Bay Labrador being the main destination.

On 14 May 1945 I returned to No. 1 Transport Conversion School Penfield Ridge for training in advanced night, instrument and radio navigation flying procedures.

On completion of the course on 25 July 1945 I was posted to No. 124 Ferry Squadron, St. Hubert, Quebec. Flying duties mainly transported squadron personnel who were engaged in the delivery of aircraft returning to Canada from England for storage on our prairie based airports and returning lease lend aircraft to the United States of America. On one special occasion it included picking up a lady geographer stranded in Sugluk Inlet in Canada's Arctic using a Canso aircraft for water landing and takeoff at Sugluk. Flying with and being a member of 124 Ferry Squadron was my last assignment with Canada's wartime Royal Canadian Air Force.

In 1946 I applied for and was accepted as a member and pilot in Canada's peace time Royal Canadian Air Force serving until retirement 02 December 1966.



Earl L. Banks, CD, Squadron Leader (Ret'd)



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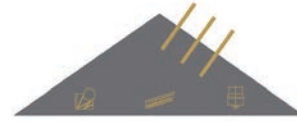
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Hiram Spencer Delaney *Service No. F57144*

Infantry Canadian Army July 1943 - September 1943

My name is Hiram Spencer Delaney. I was born 16 November 1922 in Onslow Mountain but as a baby we moved to Central North River. I finished school with a grade six education and went to work when I was thirteen years old, not because I had to, but I just couldn't lay around. I worked in a lumber mill. My Mom and Dad were separated and I had two older sisters and two younger brothers. My sisters are still living but my brothers are gone now. I looked after my Dad for years. He was, what they called back then, "senile".



Yarmouth and Aldershot

I joined the Canadian Army Active Service on 13 July 1943 at No. 6 District Depot in Halifax. My buddy, Earl Fraser, from Eureka, around Pictou way, joined up with me. Earl joined to do big guns and he was shipped out right away. I joined as an Infantryman and took my Basic Training in Yarmouth, Nova Scotia. After Basic Training I was sent to Aldershot, Nova Scotia. We didn't actually do a lot of anything there but we did have a good time. I remember running races every Wednesday because that was the day we could do whatever we wanted to. I was a pretty good runner doing three miles in about 15 minutes and then I had the rest of the day off. From Aldershot, I was sent to Debert. There we just pretty much put time in. I remember being put in the hospital for yellow jaundice and even though I didn't have it they kept me there anyway because the guy next to me had it and they thought I might be infectious.

Joined the North Novies

When I did get out of the hospital, I was put on a train in Debert and sent to Halifax with a handful of other young men with a one-way ticket to Scotland. In Halifax, we boarded a ship called New Amsterdam and landed in Scotland on April's Fool Day - 1 April 1944. Once there, the authorities put three of us on watches - simply watching baggage and stuff like that. We didn't do too much as it was pretty well set up. I then joined my Regiment, The North Nova Scotia Highlanders, but I can't remember when or where. It just seemed like I was always in the Regiment. If this was a few years back I could remember everything but not now.

The next thing I remember I was in France getting set up before going into action. We weren't in the front lines, but we were on our way. We weren't there too long though when we were in action. The Germans were waiting for us with machine guns and mortar bombs. *I got proof of that on my head where I got hit with a mortar bomb. I was also paralyzed on my left side.*

Four Friends

You see there were four of us guys together. Herbie Bartlett from Truro, Carl Smith from Truro, Blair Bezanson from Mosher's River and myself. We all got hit with the same bomb. I went to get help and crawled just far enough out of the way when a second bomb landed. My comrades got hit again. Herbie

continued ...



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died, Carl and Blair got injured again. Ambulance stretcher-bearers picked up Blair. I went back to where they were. They were crying like babies. Herbie mostly, you see he was only eighteen. I didn't cry. I was too scared to cry. A Red Cross jeep picked us up and put Herbie and Carl on top of the jeep. The fellow driving said he'd pick me up next or if I felt like sitting, I could sit in the seat next to him. I said I'd sit in the seat. We drove a long piece into two little French towns, Authie and Buron. You see it was called the Battle of Authie. There I was put into a hospital of sorts.

In Hospital

Then I was put on a plane back to England and was admitted to hospital. I kept passing out until they operated on my head and removed shrapnel. By then I regained quite a bit of movement on my left side, mostly in my hand but my whole left leg was still paralyzed. In August, 1944 I was given a One-Way ticket to Truro. I remember I was on a stretcher and they were going to carry me onto the ship, Lady Nelson. I told them I walked off the ship that brought me here and I'm going to walk on the ship that will take me home. And I did! It was 18 August 1944 when I arrived back in Halifax and then took a train to Truro. My Mom met me.

Before we left for overseas, Herbie, Blair, Carl and myself made a pact. If any one of us made it home we were to go visit the other one's family. Since I was the first one back, I went to see Herbie's Mom and Dad. They were sure glad to see me, sure was. They asked me how he died. I also went to visit Blair's family.

After a month of just fooling around, I went back to Debert and got discharged on 25 September 1944 due to my wounds. One day back home, I went back to the woods to visit my Mom who cooked at the mill. The boss needed a man to work in the mill and he hired me.

In March 1948, I married May (nee Welch) from Pleasant Hill. We had three children, all boys. Today two of my children are living and together we have five grandchildren, nine great grandchildren and one great great grandchild. I went to work for Riversdale Lumber in 1950 and was there 32 years when I retired.

Would I do it again? Yep, we felt we were needed. I was scared, but not all the time. Mostly when the bombs were dropping. What discouraged me about the war were the young kids fighting and girls as young as 13 in England - pregnant - probably by soldiers - but not by me that's for sure! I didn't mind the rations but the rain - I never thought I'd get warm again. I never got any mail. We were advanced too fast for the mail to get to us. No, I never received any mail. Mom sent letters and parcels but they never got to me. Some of the letters were waiting for me when I got home but we never saw the parcels.

I saw a lot of killing, a lot more dead Germans than Canadians. I almost have to say I had the same feelings for them because most of them were just kids like us.

I've been a member of the Royal Canadian Legion for 42 years. I was active on the Sick and Visiting Committee for Branch No. 26 until recently when my health made it difficult for me to get out and about.

Something that is hard to believe is many years after the war, my wife and I went to a North Novies Reunion in Amherst. It was there that I met up with the doctor who signed my release papers from England when I had my head operated on. What a coincidence!

Hiram Spencer Delaney - 2005



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Curtis King Faulkner

Editor's note:

Story as related to contributor by Curtis Faulkner.

Curtis was born in 1932 in Truro Nova Scotia. His family didn't have much money growing up and he left school at the age of 15 and started work at Crystal Springs bottling plant, a beverage company, for the next year. He then got a job at the Maritime Home for Girls and worked there for three years but got laid off every winter and during one of those layoffs he met an old friend, Leon Mingo. Leon was in an army uniform and looked very sharp. He was in the Special Force based in Chilliwack, B.C. and talked about life in the Canadian Forces.

Curtis had never been out of Truro, and was laid off from his job in the spring of 1951. When he was eventually called back to work, he was in the vegetable cellar picking over potatoes and asked himself what was his future going to be like working there. He talked to the manager at the Home for Girls and he encouraged him to enlist in the military. Curtis thought that this was the only way he would get out into the world and do something.

On April 28, 1951, he took the train to Halifax and took a taxi to the Recruiting Office where they signed him up and took him to the barracks. It took three days for the documentation to be finalized. Curtis was very proud to be part of a great team. He was sent to the Royal Canadian School of Military Engineering, in Chilliwack, BC, where he arrived in May 1951. When he walked into a room on base, he heard someone holler out "Curt Faulkner, it sure is good to see you." It was Basil Armstrong from Truro, a guy who lived on Prince Street. He went through most of the training there with Basil who proved to be more than a good friend during the next few months of military training.

The training was on how to build and demolish bridges, water systems, air fields, and laying traps and mines. There was a lot of training in explosives. Training in Chilliwack lasted for six months after which he was shipped to Edmonton, Alberta, for three weeks and then to Seattle, Washington by train. For someone who had never been anywhere, he was doing a lot of travelling. Curtis boarded the US Naval Ship "S. B. Buckner" in Seattle with Canadian and American soldiers bound for Korea. It was now late October 1951 and it was 18 days at sea before he reached Japan. For seven of those days, he was so sick he couldn't eat anything at all. Curtis recalls that as soon as he walked up the gangplank, he started to feel sick, even though they were still tied up at the dock.

After 18 long days the ship pulled into Yokohama, and then he boarded a slow troop train to Hiroshima. The Japanese still had some feelings of resentment against the Americans as it wasn't very long since WWII had ended. In Hiroshima Curtis saw the devastation caused by the Atomic bomb dropped only 6 years earlier. There was a sign that read "Let this mistake never happen again."

Curtis spent a few days in Hiroshima getting outfitted for winter conditions and then on to Nagasaki where he boarded a converted ferry, the WhoSang, for Pusan Korea in the south and then north by train to the 38th parallel. It was snowing when he arrived - it was December 25. The next day, December 26, 1951, they were trucked off to their separate units. Curtis's unit was 23 Field Squadron, attached to the Royal 22nd Regiment (the Van Doos) where he spent the next year. A lot of the work he did was laying mines, often at night.

continued ...

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Carson Fisher

continued ...

One day when laying mines, the fog lifted and the Americans started to send mortar fire on his unit. The Americans had been told the Canadians were out there so there was no excuse for this. When they got back to the Command Post, the British Captain, Mitchell, gave them Hell for firing while we were out there.



*Curtis Faulkner
on the right and his buddy, Ignatius
Petri,
after laying in a
minefield all night.
Imjim River area Korea 1951.*

During his time in Korea, Curtis reports he got one leave, five days of rest and recuperation in Tokyo. They flew to Tokyo in a Dakota and saw Mount Fuji in the distance, got to stay in a hotel and have a nice hot bath, got a haircut and have some nice meals. After eating out of cans, the food was great.

Curtis arrived home in December 1952, stopping off in Calgary for a large dinner that the 2nd Battalion PPCLI put on. Finally, it was on the train for the trip back to Nova Scotia. A couple of weeks after returning home, Curtis met his future wife, Lillian, and he spent the rest of his leave with her. Then, he was back in Chilliwack for the remainder of his three year term. That year in BC was the longest year of my life. Lillian and Curtis were eventually married on June 26, 1954.





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Private Neville Nicholas Fryday

Editor's note:

This story is submitted by our current NS/NU Command President, Comrade Marion Fryday-Cook.

This is the story of my Great Uncle Neville. Much of the tale has been put together after many years of research. Ironically, Neville was an Irishman wearing a British uniform in the streets of Dublin in the early hours of the Irish Uprising. This certainly was the reason for Uncle Neville's untimely death at age 16. He is listed as the youngest Empire casualty of the Rising.



Neville Nicholas Fryday was born September 3, 1899 in Ballydoe, County Tipperary, Ireland and immigrated to Toronto, Ontario, Canada with his mother and several brothers and sisters in October of 1910.

When the war broke out in 1914, Neville's brother Henry enlisted and by the next summer, two more Fryday boys decided to join their brother. William and Neville signed up in Toronto, Canada in July, 1915. At this point Neville was 15 years old and had lied on his attestation papers. The 1901 Census of Ireland recorded Neville as 2 years of age.

Neville joined the Canadian Infantry (Central Ontario Regiment) 75th Battalion with William and they embarked Canada from Halifax, Nova Scotia on March 29, 1916 on the RMS Empress of Britain. They arrived in Liverpool, England on April 9, 1916. The two young brothers were anxious to be sent to the battlefields of Europe.

Shortly after their arrival in England, Neville and William's Battalion was sent to Dublin, Ireland to help quell the unrest in that country.

On April 30, 1916, Neville visited his mother, who had returned to Ireland and was residing once again in Dublin with his younger brothers and sisters. After their reunion, Pvt. Fryday was walking down Sackville Street (now O'Connell Street) when shots were fired and the Easter Uprising had begun near the General Post Office. He was quickly enlisted to stand guard in the front of the Trinity College to protect the students where he was shot by a sniper and was severely wounded.

Neville was taken to the Mercers Hospital where he succumbed from his injuries. He is buried in the Mount Jerome Cemetery in Dublin, Ireland.

Pvt. Fryday was awarded the British War Medal and the Victory Medal 1914-1919.





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Alcon Roy Henderson

Royal Canadian Navy 1943-1946

Roy's Story

One day, in February, 1943, my friend and I were working at our job, and I said to him, "Let's go down to Halifax and join the navy." So that is what we did.

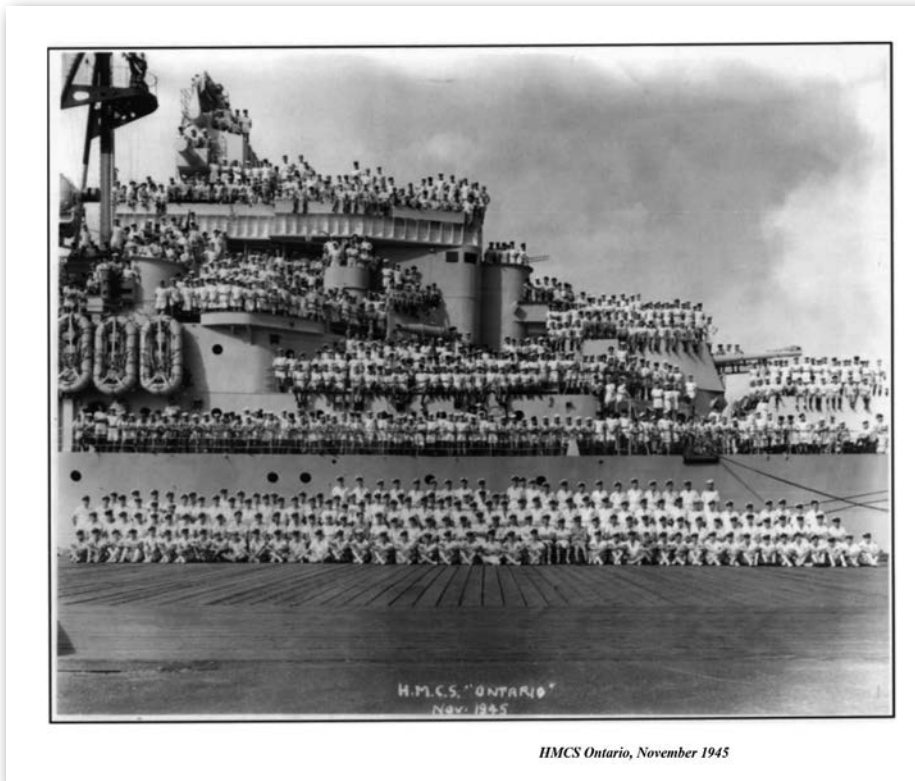


We were immediately posted to HMCS Catarqui, Kingston, where we took our basic training. That lasted two months. Then we were posted to HMCS Cornwallis in Deep Brook, Nova Scotia. This posting lasted five weeks and then we were transferred to HMCS Pereguine, Halifax, Nova Scotia.

From there we were posted to the M.S. Nicole, where we waited to be drafted to HMCS Ontario, in Belfast, Ireland. The Canadian government had purchased the Ontario, which was a mine cruiser, from the British government.

Then we set sail for Sydney, Australia, mine sweeping all the way. By the time we reached Sydney, the Japanese had surrendered, and the war was over.

From the West Coast we traveled to Halifax to HMCS Stadacona, where I was discharged on February 28, 1946.



HMCS Ontario, November 1945



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Norman V. Hoeg F-51278 Canadian Army 1942-1946

Corporal

**11th Canadian Field Company,
Royal Canadian Engineers,
2nd Canadian Infantry Division**

The following stories are some events that happened after our landing on the beaches of Normandy, France, in 1944. I hope they will be of interest. I have had many scary moments, and, as you may have heard war veterans say, "There were no atheists in the front lines." This I believe because of some of the experiences I have had, and my reaction to them.



**Normandy, France
July, 1944**

Bridge Building

Around the 18th and 19th of July, 1944, the 11th Field Company, RCE, built a Class 40 raft for ferry service across the Orne River near the Caen Race-Course. As recorded in the history of the Royal Canadian Engineers, Volume 2, the raft was ready for use at 0600 hours, but did no business until 0900 hours when it began to take Sherman tanks across the river. The river at this point was only 120 feet across and the round trip took no more than five minutes.



Our next job was building a 140ft Class 30 Double-Double Bailey Bridge. A number of us had to cross on our raft to the far side to prepare the approach for the bridge. I recall that it was necessary for us to blow a cement wall, which was in the way. Following completion of the approach, were turned to the other side to assist in the building of the bridge.

As it turned out, this bridge was a heart-breaking job. When first launched, the nose failed and the bridge had to be withdrawn and rebuilt. On the second launching, in heavy rain, the near-side bankseats shifted and the bridge had to be jacked up while the bankseats were replaced.

Finally it opened for traffic at 11:30hrs on the 22nd of July.

continued ...



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Night Mission

It happened one night in July 1944, after the city of Caen had been taken. #2 Platoon of the 11th Field Company was assigned, along with other duties, the clearing of a road and veges (edges) of mines in a small village, which had just been taken by our division.

The village had been heavily bombed by our air force and shelled by the artillery. There was heavy damage and fire from the burning buildings gave off just enough light for us to carry out our duties. Mine detectors were big and cumbersome compared to the mine and metal detectors that presently exist. A battery was carried on your back and it was necessary to wear earphones to drown out the surrounding noises so that you could hear the sound made by the detectors when metal objects were located. This could possibly be a land mine. If the operator was by himself, it was necessary to assign another soldier to stay near him to warn, if necessary, of any danger and also to help if a mine was discovered. On this particular night it was my job to carry out this particular duty.

I was standing perhaps 30 or 40 feet from the mine detector operator, when off to my left, I heard someone say, "Comrade, Comrade!" I swung around. There was a German soldier coming towards me with his hands over his head. As he approached, I released the safety catch from my rifle and was ready for action. I thought, "Is this a trap? Are there more in hiding?" Thankfully, it wasn't, but there I was with a prisoner on my hands. I finally located our sergeant who assigned another soldier to accompany the prisoner and me back to the rear lines, located in another village about a half mile from the one we were in. It was necessary to walk this half-mile with our prisoner in the dark. Again there was fear of being ambushed from the open fields; however, we reached the village and turned the prisoner over to the Canadian troops there and then returned to our platoon - mission completed.

I have many times wondered whether that prisoner is still alive, whether he was well taken care of, and what his thoughts are of that night so long ago.

Animals Suffer Too

When we recall experiences during wartime, we sometimes forget about the suffering of farm animals. Likely, many of them, if they were not killed, were badly mangled either by shellfire, bombs or land mines and died in agony. I remember one of these tragedies.

We came across many dead bodies which were composing and the odour was terrible. Among them was one live cow. It appeared that its legs were badly damaged and part of the stomach area was exposed, but there was still life from the neck up.

We looked at the cow and decided the humane thing to do was to end its life. One of the boys volunteered to do the job. He was at an angle to the front of the cow's head, and instead of penetrating the skull, the bullet ricocheted off, doing only a little damage. All the cow did was shake its head. Perhaps our comrade chose the angle because he didn't want the cow staring at him as he ended its life. He had misjudged; the angle was too great. The next shot, however, was directly on and did the job.

Yes, I am sure we all felt better as we went on our way to carry out wartime duties, knowing the animal no longer suffered.



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Bill Jenkins

**Canadian Army - Infantry
Canadian Parachute Battalion**

1943-1945

Bill's Story

My military career began in November 1942, at which time I formally enlisted in the Canadian Army as a private soldier. Actually, I had two years, while at Macdonald College, in the McGill Contingent of the Canadian Officers Training Corps (COTC). This experience served me well during the permanent Officers' Training Courses that I took later that winter.

Getting into the army, as a private soldier, had a bit of an odd twist. After graduating from Macdonald, my ambition was to get into uniform, and "save the world" from Adolf Hitler. Of course, there was the old pull to continue with the Department of Agriculture and do one's bit toward increasing the food supply within the country. I went to Jack Bird with this dilemma. He had been a mentor for me all through my college years and had provided excellent advice on several occasions. However this problem was different and he could not be at all definite with his suggestion. If he advised me to go into service and I got killed or wounded, he would never forgive himself. Conversely, he said he knew the experience in the army would be invaluable in my future life. He concluded with the remark that he could not advise me, but he finished by saying he had never regretted his own experience in W.W. I . Well, that convinced me.

One further problem confronted me. Upon graduating, I owed Howard Roper some money for financing that last semester at Macdonald. Therefore, I took a job with the Nova Scotia Department of Agriculture in order to pay Howard. Dr. W. V. Longley was always very generous with me and offered me a job as Poultry Promoter for Eastern Nova Scotia under the direction of Charlie Benoit. I enjoyed the work immensely, but as soon as all my debts were paid, I began to think seriously about "joining up." Coincidentally, early that fall I ran into Lyman T. Chapman. He was Principal while I was a student at N.S.A.C., and he had served in the Air Force during W.W. I . At this time, he was a recruiting officer for the R.C.A.F. He explained that they were short of Navigators and asked me to forward my name for acceptance. He explained that I would be given a commission automatically on being accepted; I would then be sent to a navigation school and shortly after completing the course I would be on my way overseas. It all sounded very exciting and I agreed to the proposition. Chapman said I would hear from Headquarters in less than a month and be given a time and place to report. This suited me perfectly since I would need to give a month's notice on my job. I immediately gave this notice to Dr. Longley. He was disappointed, but he understood.

Over the next couple of weeks I waited anxiously to hear from the Air Force but nothing came through. Finally, the month was up, and my notice with the Department had expired; the Air Force had not replied to my application and I was out of a job.



The new Infantry officer, June '43

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continued ...

I went into Halifax at the end of the month, as it was time to turn in the keys of the Department car. Before doing this, I went to the army recruiting office. They had nothing to offer except a private's rank. I accepted it. While there I took the Oath of Allegiance, thereby losing my American citizenship. I also passed a medical examination and received my kit and uniform. Having completed all these formalities, I was ready to forfeit the keys and the car. At that time, there was no Deputy Minister of Agriculture so I went directly to the Minister, the Honorable John A. MacDonald. When I explained what I had done, he said it was a big mistake and asked if I had taken the Oath of Allegiance. When I replied in the affirmative, he said not to worry; they had had no difficulty getting me clear of the Air Force and could get me released from the army, although it might be just a bit more difficult. When I refused to agree to this proposition, he grew very angry and said I would never work for the Department of Agriculture again. I was sorry to be placed under this cloud of animosity, but it was time to report back to the army base, so I left the office. I should state here, parenthetically, the Minister must have had a "change of heart" over the next several months or perhaps the reality of war came close to him. In any case, the following Christmas, I received a very nice card from him with all his Best Wishes. What a surprise!

Soon after enlisting in Halifax, I was sent to Trois-Rivières, Quebec, for an Officer's training course. That was one tough winter; it was terribly cold; army life was all new; the training was rigorous; and, at first, I felt rather out of place. We were told that only one in three would graduate. Most of the other candidates were non-commissioned officers who had been sent back from overseas. Many others had come up through the ranks and had lots of experience in the Army. What competition! Fortunately, I became close friends with two fellows; one named Cotton, who had been overseas with the First Division, and the other who had been a seasoned sergeant with the P.P.C.L.I. Both had lots of experience on the parade square and knew enough of army life to get along in almost any situation. This was where they really shone and these were areas in which I was horribly weak. Furthermore, my voice was not suited for the parade square and I did not appear to be aggressive enough for a potential officer. On the other hand, my previous experience in C.O.T.C. gave me an edge in studying "Appreciation of a Situation," Military Law, Map Reading and other similar courses. Each evening I would help my buddies in these subjects and they, in turn, devised a plan to help me. They suggested that whenever we were on parade and it was my turn to inspect the ranks under the watchful eye of our Instructor, I use each of them to really reprimand, in no uncertain terms, and do this in the most degrading language. Well, it appears that our strategy worked and at the end of three months, we all graduated as second Lieutenants (one pip wonders).

From Trois-Rivières, I was sent to Farnham, Quebec, for Advanced Officer Training. In this transfer I was separated from my former buddies but met up with two others: Rollie Curtin and Bill Hartman. Rollie had been a policeman in Toronto and subsequently, he and his wife, Lois, became close friends of ours. Bill had come up from Texas to join the Canadian Army. I did not know his marital status but he did drink too much for his own good.

Life at Farnham was different from that of Trois-Rivières. The training was tough, but I was in good physical condition. By this time, I had become better acquainted with army life and began to rather enjoy some aspects of it. We graduated from Farnham in early June, as First Lieutenants, were given a leave of absence and told to report at St. Jean's, Quebec for a tour of instructional duty.

While the summer at St. Jean's was pleasant, there was an under-current of discontent. As autumn approached and there seemed to be no progress towards getting overseas, most of the officers became uneasy. In the midst of this tension, a request came from the First Canadian Parachute Battalion for volunteer officers. Rollie Curtis, Bill Hartman and I were the only ones to apply, and we soon found out that we were accepted.

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In November, Curtin, Hartman and I reported for parachute-training at Camp Shilo, a few miles from Brandon, Manitoba. A week into training, Bill Hartman was sent back to infantry. Apparently he had been drinking too much, was out of shape and could not take the tough physical training that was served up to us. Rollie and I continued the program and after passing all the rigorous tests and making five satisfactory jumps, we were presented with our Paratroop Wings and accepted as qualified officers into the First Canadian Parachute Battalion. This was one big moment.

After we joined the Battalion we were given various staff duties while awaiting an overseas draft. One day, while on duty as the Orderly Officer, I went out in the morning to face sixty recruits of various ranks. Our program and equipment could only accommodate thirty-five, so I asked the Commanding Officer what we should do in this situation. He said to take all sixty men on a fairly fast run across the Prairies when twenty-five dropped out, give the remainder a short rest, call for a truck and bring them back to camp. Obviously, there was only one single criterion in making the selection for joining the outfit; never mind about one's intelligence or other personal assets. On the other hand, I suspect there was too little time for sophisticated tests or examinations, so endurance in running and determination were the quickest ways to do screening. This was also good preparation for the training when we were posted overseas.



In England 1944

In February 1944, we began to make preparations for going overseas. I left Shilo on a draft that arrived in Halifax a few days later, and we boarded the Isle de France. We were about 12,000 troops altogether from all branches of the service. The other ranks were pretty crowded but the officers were comfortable enough in their quarters. We were quite busy before the ship left port. Then I heard the engines starting and immediately became sea-sick. I looked out the port-hole and saw Dartmouth; we had not even reached the outside of the harbour and already I could not stand without being sick! I went back to my bunk and ate nothing except arrowroot biscuits for the next six days. When we landed in Scotland, we immediately proceeded to our overseas camp in Bulford, Wiltshire County.

Bulford is situated in the Salisbury Plains which was the locale of the Sixth Airborne Division. Besides supporting troops, the Division comprised three Brigades; each Brigade had three Battalions. We were the only Canadian Battalion among them. Our Brigadier was James Hill and our Battalion CO. was Lieut Col. Bradbrook. His Second in Command was Jeff Nicklin of Winnipeg Blue Bomber's fame. We had some real high caliber men in our outfit. Cpl Topham won a Victoria Cross; Major Stan Waters later became a Lieut. Governor and the only elected Senator in the country; Russ Harrison became

During the fall months, the German army under Von Runstead, was romping through Belgium, only to be opposed by some green American troops, which offered very weak resistance and suffered heavy losses. As the enemy approached Brussels, the situation became very serious and something had to be done. Apparently the High Command were very concerned about the situation and our General Blois volunteered his Sixth Airborne Division to turn back the enemy. He argued that his troops were now trained for defensive warfare and were fully prepared to take on this task. Thus, we were assigned to go to Belgium. The time was just before Christmas so Jeff Nicklin decided to put on a big Christmas dinner for the men. The tradition was for the officers to be waiters and serve the troops. They always took great delight in this occasion by giving the officers a hard time, but a fun time was had by all, and everyone enjoyed an enormous meal.

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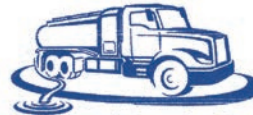
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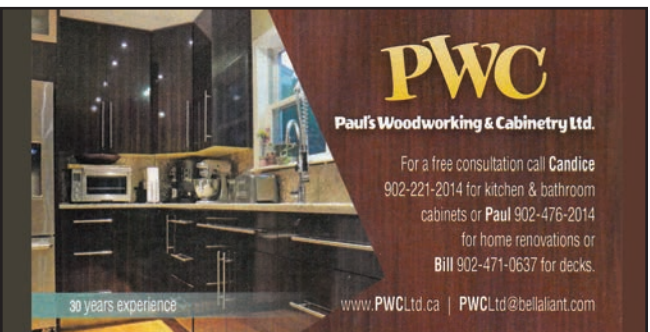


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Then we made our way to a small town on the south coast of England to make ready for the sea trip across the Channel. We arrived at this town on the day before Christmas and the local citizens, taking pity on us, decided to put on a big Christmas dinner in a church basement. Naturally the boys went for this in no small way and really appreciated it. The next day, we set off by sea craft across the Channel and landed in Ostende. This was Christmas Day and the good people of Ostende prepared another tremendous meal for us. What a tough time - three Christmas dinners in less than a week.

We set out from Ostende in a long convoy and took up positions east of Brussels. We then began to advance toward the enemy and engaging them, found them extraordinarily tough and very resistant. After capturing some prisoners, we found under heavy questioning, that the troops had been told by their officers that if they were taken prisoners by the "Red Devils," they would have their tongues cut out. The red berets were given a reputation of being heartless and cruel, with no mercy. This, of course, was not true. No wonder the enemy was so resistant. Finally, the German forces were made to retreat and once we had them on the run, we were relieved by some infantry troops and we were sent back to England. Returning to Bulford, we began to regroup for our original role of crossing the Rhine, and we were ready for it.

This was to be different than any other Airborne operation ever attempted. Firstly, it was to take place in broad daylight, which was something new. Secondly, we were not going to land directly on the east bank of the river as previously expected. So the whole operation was to be a first-time ever event and a complete surprise to the enemy.

Just before leaving camp at Bulford, all officers attended a huge briefing session in the local theatre. Naturally, we were not allowed to carry any notes or orders; everything had to be committed to memory. Our Commanding General was Sir Richard Gale and he used large charts and maps, about ten feet square, to outline the entire operation. In the event that some did not land exactly where they were supposed to be, they could then take up the role of the troops with whom they landed.

The broad strategy was that we would land behind the enemy troops about six miles east of the river. Their reserve troops were about twelve miles behind their front lines. We would attack those on the bank of the river from behind and set up a defensive force to prevent the reserve troops from advancing up to support them.

Well, it all sounded pretty good, but I kept wondering about security and how much the enemy would learn beforehand. There was little time for worry as the theatre was completely surrounded and guarded by dozens of military police. In his final remarks, General Gale said, "Now gentlemen, I want you to go back to your quarters, get down on your knees, and thank God that Sir Richard Gale is leading this attack." Talk about confidence.

Well, March 24th finally rolled around. It was a beautiful Spring morning with bright sun and about 20 degrees. We were taken to different air fields, remembering our plane numbers, our take-off times, etc. (No E.T.D.s!) I was assigned to a lead plane in a V of three. Behind each of the other two planes there was another V, so that we were nine planes flying in close formation. Arriving at the airport, I met my pilot who was an American major and began to compare my information with his orders. After hearing my instructions, he said, "Look, let us go on up to the Officers mess, have a couple of drinks and when we are ready, we will take off." Scary!

Well, we finally did take off, a beautiful day for flying and jumping. I landed on a dropping zone (DZ) that was bordered on one side by thick woods from which was coming heavy machine gun fire. We returned

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fire, threw grenades and began to put the enemy on the run. Shortly into the wooded area, I came across a sight that has remained in my memory ever since. There was Jeff Nicklin, hanging in a tree about fifteen feet off the ground, arms out stretched, his middle riddled with machine gun bullets. After the initial skirmishes, we began to make our way through Germany in a north-easterly direction. In the beginning, fighting was fairly stiff and we did what was known as infantry-tank cooperation. Our men rode on the outside of tanks until they came across small arms fire. Then they jumped off the tanks and dispersed. The big tank guns blasted away at whatever fortification was protecting the machine guns. When this was completed, the men returned to the tanks and we continued on our way. Whenever we came upon a heavy artillery gun, the men jumped off their tank, did a pincer movement behind the enemy, destroyed the position and cleared the area for the tanks. This type of infantry-tank cooperation served us well as we proceeded across the country. Each day the resistance grew weaker until we were merely taking prisoners, literally by the thousands. The big satisfaction was coming across many prisoner-of-war camps and setting free allied prisoners of all description. The tough parts were discovering mass graves - who were these people and what did they do to deserve such treatment.

Our trek across Germany is well documented in the book *Out of the Clouds*. We finally arrived at the city of Wismar on the south shore of the North Sea. This was our rendezvous with the Russians. We were scheduled to meet them on May 6th, but we arrived four days early on May 2nd, and for us the war was over. From then on, the gap between the Russians and the Allies closed in a southward direction until it was finally completed. From May 2nd we had a real picnic in Wismar. The Russian Officers were great party people; vodka flowed freely and we had a tremendous time. The Russian soldiers, however, were a bit of a nuisance to our men. As their equipment was generally old and shoddy, they were always wanting to trade it with our boys - watches, revolvers, etc. One time I made mention of this problem to one of their officers, and he said if his men bothered our people, we should feel free to shoot them on the spot. I thought he was half kidding, until I saw how the Russian officers treated their troops. After a few weeks in Wismar, it was time to return to Bulford and then back to Canada to get ready for the Pacific Theatre. Col. Fraser Eadie called me to pick another officer, take Tom Jackson and head across Europe to set up camp in northern France and make ready to cross the Channel. I asked Jimmy Gregor of Winnipeg to accompany me, and we had a real ball traveling by a stripped down airborne jeep sans windshield, for one thousand miles to our predetermined campsite. Some days later the battalion arrived; we crossed the English Channel and returned to Bulford.

It was now time to make preparations to return to Canada. We went up to Scotland, boarded the Isle de France once again, and headed for Halifax. This time the sea was very quiet and I really enjoyed the trip. After all, who could be sick at a time like this. We landed in Halifax on June 22nd and what a celebration that was! We were the first unit back from overseas and it seemed the whole city was there for us. For me, there was only one person for whom I had any interest in all that crowd. We disembarked at Pier 21, assembled the entire battalion and had a big parade up Barrington Street. The parade terminated at the Grand Parade Square where Col. Eadie received the keys of the city from the Mayor. We were then dismissed after being granted a thirty day leave and told to report at Niagara-on-the-Lake.

Eventually it was time to return to the unit at Niagara-on-the-Lake. Here we were to re-group and get ready to join an American paratroop unit in preparation for the Pacific campaign. While at Niagara, the boys were not terribly busy; the farmers in the area were short of labour to pick their peaches, so a lot of our guys did some extra-curricular work. At last V J Day came along, and for us, the war was finally over. That night some of our boys went across the International Bridge to celebrate in Niagara Falls, New York.

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As they were returning home around midnight, they were walking (staggering) down the middle of the road. When they came to the border crossing, some customs officers came out of their little huts and said, "Pedestrians must walk on the sidewalk." One of our guys replied, "Don't you call me a Presbyterian, I am a good Roman Catholic." With that he hit the customs man. Then some other customs men rushed to the scene. By then, more of our guys appeared and there was a real riot in the middle of the bridge. Traffic was backed up for miles on each side. Police forces arrived from both directions. Finally, the Fire Departments came from each side, sprayed the whole crowd, and that did the trick. Everyone dispersed, soaking wet, and traffic resumed. The next day I was Orderly Officer. About mid-morning, the police department from the New York side called and said, "Please keep your troops on your own side of the border."


Well, V.J. Day was something to be celebrated and immediately we began to make preparations to wind down the Battalion.

As soon as I agreed to come back to the Nova Scotia Department of Agriculture, there was no time lost in getting me out of the army, and I was one of the first in the Battalion to get my honourable discharge in either August or September. Thus ended my army career and thereby brings this chapter to a close.



November 11, 1994






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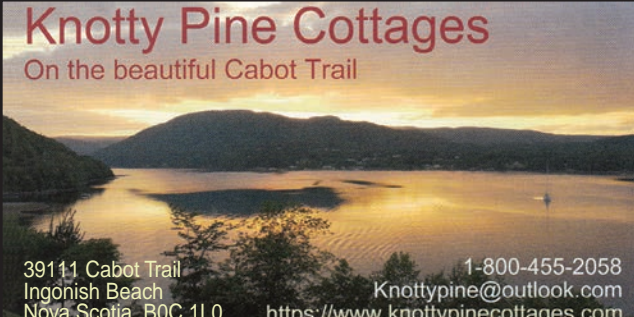
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Anna Marie Cuppens Lamont

I was born in Holland on January 14, 1923, the second of six children born to Louie and Maria Cuppens. At that time, my family was living in the village of Wychen, about 10 km from Nijmegen where my father worked as a carpenter and my mother as a homemaker. When I was seven, my father received a contract to do the finish carpentry and scroll work on a church that was being built in Nijmegen. So, in 1930, we moved to a house on the outskirts of that city only a couple of kilometres from the German border. There I attended a school run by the Ursuline order of nuns. It was a very strict school where "yes" meant "yes" and "no" meant "no". You were there to learn.

On May 10, 1940, the day that Germany invaded Holland, the sky over Nijmegen was black with airplanes on their way to Rotterdam, the Hague and other major cities being targeted for German Attack. Because Nijmegen was so close to the German border, we did not experience this kind of armed aggression at first. The Germans simply walked in and took over.

Not much changed during the first year of occupation. But in 1941, especially after the general strike in Amsterdam, in February, the Germans started to really clamp down on us. Food rationing was introduced. At first it was only meat, butter, rice, coffee and tea that were rationed. We used to make coffee by roasting grain in our wood stove, then grinding it in a coffee grinder. I still have that grinder in my kitchen. My mother would also use the grinder to grind grain for making bread—a kind of heavy rye bread. As time went on the rules and regulations got worse. You couldn't stand or meet with friends on a street corner. You couldn't stay out past 8 p.m. Radios were not allowed. Clothes, shoes, even our blankets were confiscated by the Germans.

But it was the Jewish people who had it the worst. They had to wear a star on their clothing and were forbidden to do practically anything. Then we noticed that Jewish people were disappearing. There was a Jewish lady I looked after for three or four months. But because we were not allowed to associate with Jews, I had to enter through her back yard, through a big construction site. One morning when I went to her house, I found the door locked and everything closed up. I never heard from her again.

One thing you learned very fast was how to speak German. So that if a German asked you directions, you could send them in the opposite direction. But then they started to catch on and things got nasty.

The Germans kept a registry of all able-bodied workers. My older brother who was 22 at the time was forced to work on a streetcar until the fall of 1944. In November 1943, I was finally called to work in a convalescing hospital for German soldiers who had come back from the Russian front to recuperate. There, I, along with seven other girls, peeled potatoes and other vegetables seven days a week. Twice a week we took turns working 12-hour shifts for which we were given special permits because we would have to be outside after the 8 p.m. curfew. Soon, my hands were cracked and bleeding from peeling so many potatoes. After a few weeks, however, I was promoted to working in the kitchen upstairs. This gave me the opportunity to steal food from the Germans who had lots of everything. So I would steal a few handfuls of

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barley or sugar, anything I could get my hands on. One time I took a handful of butter, cramming it quickly into my bra, not thinking that it would melt. By the time I got home, I sure was in a mess. Another ingenious way we had of taking food was by sewing a cloth bag to our sanitary belts. You may not get very much every day, may be just a handful stuffed into the bag but by the end of the week you'd have a meal.

As it turned out nobody got caught, partly because we had a sympathetic German sergeant working as a chef in the kitchen. He was a Catholic fellow from Bonn who had had a heart attack on the Russian front. At dusk, whenever he heard planes overhead, he'd cross himself and say, "I hope they don't bomb Bonn". Anyway, he would leave food items around, saying "I put them there but they don't have to stay there". We sure got the message. In fact, many of the Germans we worked for were quite polite and didn't go out of their way to be nasty. Hans, the canteen overseer, was kind of a mean, shifty-eyed guy but never did anything to us.

While we were staying there, the hospital put a call out for Red Cross workers. I volunteered to take a crash course in first aid and learned very quickly how to take care of the wounded. This is how I met my future husband. William Lamont was a Canadian from Nova Scotia who was with the 23rd field ambulance, 2nd Division. He worked alternately, two weeks on the front and two weeks at hospital headquarters. I was 21 at the time and I was walking home from the hospital with my younger sister Rhea. The English had really scared us about taking up with Canadian soldiers, telling us they were a rowdy, boisterous crowd. So when Bill started walking with us, I was a bit nervous at first. Then, all of a sudden we heard a young fellow hooting like an Indian. When we asked Bill what that was, he told us, jokingly, that it was "an Indian love call". Later, he explained that it was an English soldier suffering from shell shock.

Communication with Bill was difficult at first because my English was not too good. I had learned basic English in grade 7 at the convent because it was part of the core program you had to take in the mornings. In the afternoons I had taken vocational subjects such as sewing, cooking and homemaking. Nevertheless, after meeting Bill, my English soon picked up. One word that continued to puzzle many of us was the word "Dutch" because it sounded to us like "Deutsch" which is the word for German. We'd keep saying, "No, we're not Dutch (Deutsch), we're Nederlanders!"

After five weeks, we were allowed to return to our home where the windows had been all boarded up. With only a candle for light, we stayed most of the time in the basement, safe from heavy shelling from the Germans who were still trying to get a foothold on the bridges that formed the main gateway from Germany to the northern part of Holland. Once, soon after I had hung out Bill's clothes on the clothesline, a bomb landed in our backyard, taking Bill's clothes with it. I still have a little picture of that hole in our yard.

The winter of 1944-45 was the toughest part of the war for us because although Nijmegen had already been liberated by the allies (Sept '44) there was still a lot of heavy fighting going on as a result of a strong German counter offensive in the Ardennes. For security, we were not allowed to go out; we had very little to eat and only two hours of every twenty-four, to cook with gas. One evening when Bill took me home, he saw what we were eating - cold potatoes and a slice of bread, because everything had been destroyed and there was nothing to cook. The next day he came with two loaves of white army bread and two cans of herring in tomato sauce. We broke the bread up and dipped it into the can. It was the best meal we had had for a long time. But that winter was so cold. I remember I had a pair of rubber gumboots that were full of holes. The icy water would flood into my boots giving me blisters and chill blains. Ooh, it was terrible!

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That Christmas of 1944, we had to stay in the basement for three days straight. The Germans were bombing and shelling something terrible. This heavy bombing went on until February 1945. We still had little food or heat in the house and just a small coal stove to keep us warm. Sometimes the soldiers would bring us wood or coal. After the Germans began to retreat, we were able to go out more. We were able to get a hot bowl of soup and bread for lunch at the community soup kitchen. It was still only turnip and potato but it filled you.

Despite the hard time, we were all going through, Bill and I still found ways to communicate with each other. When he was at headquarters here, he would try to visit me. But when he was away, he would send me short letters through one of the Dutch volunteers patrolling the no-man's land between the two fronts. Bill would get him to deliver his letters in return for a hot meal - an offer the guy could never refuse.

We did find lots of ways to have fun in spite of the war. One night I was playing a game called 'monkey' with my brother Harry when suddenly he brought his head up while I was still bent over, accidentally hitting me on the mouth and knocking my partial plate out. Bill had asked me to go to a party that night where he would be cooking for the officers. There being no dentist around, I just tried to stick the plate all back together with tape as best I could. But I didn't dare eat, and Oh! They had such nice things to eat; things I hadn't seen for years, like white bread. And I didn't dare open my mouth to speak. Every time I was introduced, all I could say was, "I'm glad to meet you; how are you?" One officer actually complimented me on my English, telling Bill how his friend spoke such good English!

By the summer of 1945, things had begun to get better and we were able to get bread and meat but it was a long time before the gas and electric service were fully restored and we could have normal meals. Still we managed to pull through.

On May 5, 1945, the rest of Holland was liberated by the Canadians for which the Dutch people will always be grateful. I am especially grateful because it was the Canadian presence in Nijmegen that allowed me to meet my husband and eventually come to Canada in 1947.

Story by

Anna Marie Cuppens Lamont

(Compiled & edited by Marilyn Livingston)



Anna Marie Cuppens Lamont



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Eric R. MacMillan

Royal Canadian Air Force,
RAF Squadrons 178,199

Eric's Story: A Search for Two Boys

Veterans carry with them many images from wartime service. One that haunted me for many years was that of a lady and the two boys standing beside her. The picture was on the night table of a fellow airman who was killed in action. I was not able to solve the mystery of those figures until the 1980's, and help came unexpectedly through my helping another lady learn something of her father.

In May of 1988, a lady in England, whose father was a Canadian shot down and killed in Burma, had advertised in our Canadian Legion Magazine requesting information from any Canadian who had spent time in Bournemouth, England in 1943. She was trying to trace her father's steps prior to his death in 1944. I responded to her request. We exchanged notes and information for some time, and it was through her, Mrs. M. Phillips, that I was put on the trail of locating the relatives of Sam Holder. You can imagine my elation when I received my first letter from Margery Holder, wife of Vivian Holder, nephew of my friend Alfred S. Holder, the subject of this testimony.

Alfred S. Holder

I had met Holder in late 1943 or early 1944. As we were both commissioned, we met in the Mess at Marston Moor. I think he stood out because he was older than us; I would have been 19 or 20 while Sam was in his early forties. He was affectionately called 'Pops' by his colleagues. In any case, he was a real 'Balance Wheel' and respected by all.

The next time I saw Sam was at the Briefing Room on May 2nd, 1945. To my surprise he was on the Battle List, as was I, for a raid over Kiel that night. We talked very little, but I did learn his gear was placed in my hut across from my bed that same day. Sam was a member of Bill Brooks' crew reactivated for that special duty raid that night.

Sam's crew and another crew from 199 Squadron did not return, and as we were also hit and forced to land at Manston, I was not aware of Sam's death for approximately five days. Returning to my hut and being appointed Orderly Officer that day, I was present when the Quarter Master and I packed his gear. It was then, on his night table, I noticed this picture of a lady with two little boys standing beside her. This picture was packed with his gear and returned to the Quarter Master stores to my knowledge. I have had that picture of those two little boys burned into my brain for all these years. To me they had lost their dad on the last raid of the war - which was so unnecessary as the war was essentially over by then.

Who were the boys ?

It was through Margery Holder in 1988 that I learned who the boys were; they were Keith, age 10, and Vivian (Margery's husband), age 3, in 1945. Also, the boys and lady in that picture were the family of



continued ...



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continued ...

Sam's older brother John, all living together in what was known as Church House which was located and still is - beside the Miserden Church itself.

Miserden

It was my privilege along with Len Westwood to actually visit the village and church which are in a delightful fairytale setting. We were able to take pictures both inside and out. We became captivated by a plaque on the back wall inside the church depicting a memorial of

**F/O Alfred Samuel Holder DFC
Killed in Action over Kiel May 2-3 1945**



*War Monument, Miserden, England
Background: Church and Church House,
The Holder Home*

If ever I was close to the past, it was at that moment. Such a beautiful church; such a beautiful moment. I knew Len was as caught up in the atmosphere of events as I was. We were so close to something - I cherished every moment of it.

While taking all this in, the entrance door opened and in walked a nice looking couple who turned out to be Margery and Vivian Holder. They took us under their wing. We went to the farm of Keith Holder and family where we were treated to a wonderful luncheon and the opportunity to meet other family members. We knew they enjoyed meeting us as much as we enjoyed meeting them. For me to see and feel Miserden through

Sam's memory put the previous 50 years in perspective and was the most rewarding thing that ever happened to me.

Without the Westwoods none of this would have happened. I felt so comfortable knowing that Len felt as involved as I. We talk often, Len and I, of that day. I know that he and his dear wife Margaret will revisit Miserden again sometime.

I have thought many times that if I were a younger man and circumstances permitted, I would like to make a pilgrimage to the grave site in Kiel War Cemetery. Who knows where our travels may take us. Kaye and I have had this desire to visit the Scandinavian countries for some time now.

This story started with a picture on a night table, and it involved a trail that eventually took me to a little English village. I feel a special bond with Vivian and Keith, the nephews of Alfred Samuel Holder, and their families. I feel a special affection for Church House, the church and the village of Miserden. I am indebted to all those who helped solve the mystery and who helped make the pilgrimage to Miserden happen.

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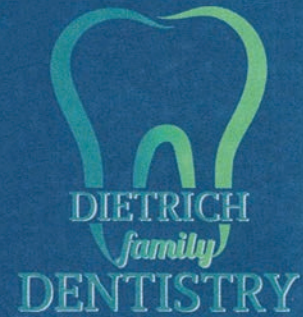
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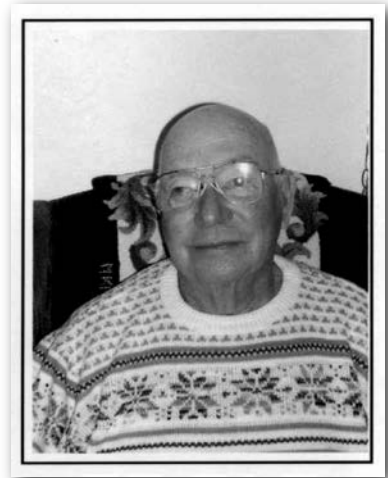
Where we celebrate life



continued ...



Eric and Kaye MacMillan (left) with Margery and Keith Edgett (nephew) at the Final 199 Squadron Reunion, Honely, Gloucester, England. October 2000



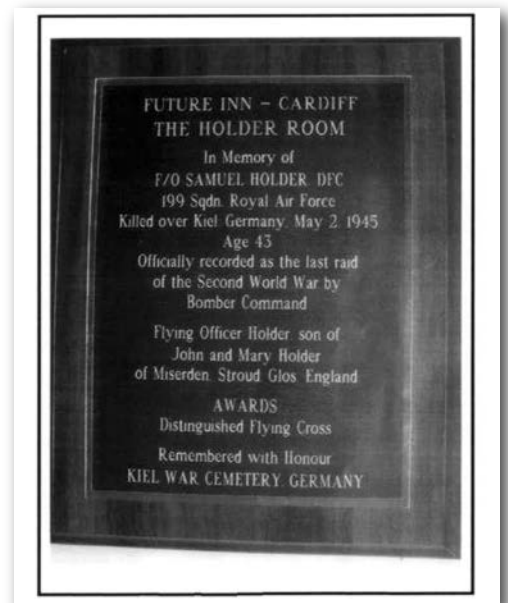
Eric MacMillan, 2005

Postscript 2005

In April 2005, my wife and I , with a number of friends and business associates, traveled to Cardiff Wales where a new Future Inns U K hotel had been opened.

On April 30th, on behalf of the Brett Group of Companies and Future Inns UK , and with the blessings of Bomber Command, THE HOLDER ROOM was dedicated in the memory of F/O Alfred Samuel Holder, DFC, of Miserden, Gloucestershire.

The evening was a culmination and a completion. The dedication of the plaque and room were a fitting tribute to one of the last aircrew members in Bomber Command to give his life. I also saw the events as a tribute to all Air Crews, their service and their sacrifice. To have the two Holder nephews (now men of 70 and 63) and their wives present made the evening even more special, and when I obtained a picture of the boys from the 1945 (see next page), my 60 year search had closure.



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The two boys in 1945: Keith, age 10, and Vivian, age 3.



Ann and Keith Holder, April 30, 2005



Eric with Margery and Vivian Holder, April 2005



Future Inns in Cardiff, Wales



At the dedication of the Holder Room, Future Inns, Cardiff, Wales, April 30, 2005

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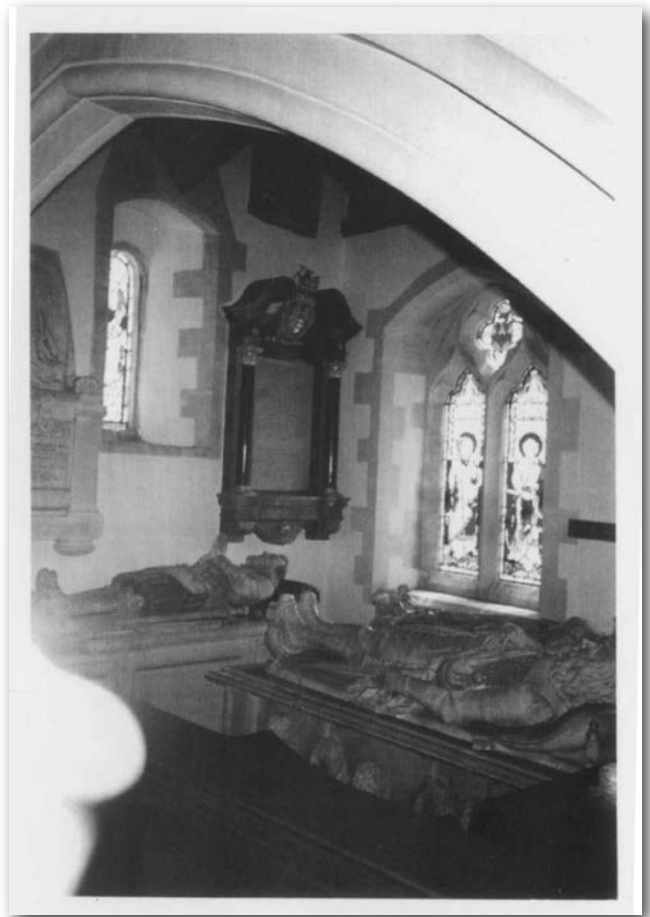



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Clifford Marsh

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1942 -1945

I joined in Halifax in January 1942 when I volunteered at #6 Depot. I went through basic training in New Glasgow NS. We shipped out of Halifax to Newfoundland the 103rd Coast Defense in Newfoundland. I went over to Newfoundland on the *Lady Rodney*. I spent a year on guns at Fort Amherst at the entrance of St. John's Harbour. Then a year on search lights and engines at Cape Spear Navy Station. I came back from Newfoundland and took advanced training for infantry for reinforcements overseas.

I was in the West Nova Scotia Regiment of the First Canadian Infantry.

I went overseas on the *Mauritania*. On the way over, we took a roll in the mid-Atlantic. I slid off the step and went up against the side of the bulk head. I hurt my right arm and went to see the surgeon to get something for pain. I waited in line for awhile but did not get very far so I just went back to the hammock. I still have a lump on my arm today. I don't know what caused the roll. Some said that the steer man may have fallen asleep, we never did find out.

Near to British Isles, we cut right through an armed trawler and I could see from the deck both parts of the trawler turned over in the wake of the ship. I heard an explosion. There was a hole in the bow of the ship. A V-shaped thing was built in the deck and the order came to resume course and speed. They put the ship aground in North Ireland to get repairs.

I got on a ferry across to England. I stayed at *Aldershot* in England for awhile. I shipped out of Aberdeen Scotland for Italy on *Camp Sythia*. On the way to Italy a submarine torpedoed a ship coming behind us. The torpedo was meant for us. The ship that was hit had nursing sisters on it. Our ship picked up survivors.

On that same trip, I was looking over the starboard side of the ship. I saw a periscope coming up out of the water. The gunner was above me. I heard the order to target starboard but wait until the base of the conning tower was visible. They fired and put a hole in the conning tower. Just after that a white flag came up and they surrendered. The escort ship came along and removed the enemy crew from the submarine and then they took the submarine off and sank it.

We went on to Naples. In the harbour there were a lot of wrecks and we had to ease the ship around the wrecks. We could see *Mount Vesuvius* from the harbour.

There were rest places to stop along the line. *Coriander Ridge* was on the way up. I got to the front line at Ruminy, from there to *Senial River*. Battle of the River was between two rivers - the *Montone River* and the *Lemoine River*. Just north of the river there was a ditch between the rivers where we faced the enemy on the front line. *Suloviaculpa* It was there that two bullets pinned the helmet on my head on the left upper side of his head. The bullets dented my helmet. When things quieted down, I tried to take the helmet off

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Clifford Marsh at Cape Spear

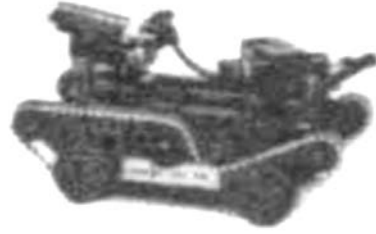
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my head but I couldn't. I was there all night. The next evening at *Cita Rosa* there was a make shift hospital set up after line went by. In the meantime, we took some prisoners and one of them grabbed the helmet from my head and took it off. My head bled a lot. The nurse at the hospital told me to get on the stretcher. I said that I was fine, I didn't need a stretcher, but she said to get on the stretcher. They pulled two bullets out of my head with tweezers. The doctor said if I lived till morning, I would have a 50/50 chance of getting better. They checked the next day and I was still alive. I spent about six or seven days in the hospital altogether. I don't remember much about the rest of time in hospital. Except that one day I was standing by door in the hospital someone came along and asked me if I wanted to go for a drive. They drove me up to the front line. We walked right up to the dyke with the enemy on the other side. I still had the bandage on my head and I was helpless. He drove me back. That guy got a talking-to for taking me up there.

In January 1945, I had a bullet go right through my nose. It injured my eye a bit and I was laid up for awhile. We were there until February 23 or 24 which was the last battle in Italy. One morning, they got a truce. There was so many of the enemy killed. I looked out over the dyke and the field was full of wounded and dead. We got a truce and a cease-fire. We had to gather up the wounded. That was the last battle in Italy. We came out of the line the that day.

Came back down to and stopped at *Ortonail* one of the staging depots and came across to *Leghorn* one depot and came across to *Marseilles* in France and some sort of landing. We came up through France to Belgium and went to the *Refall Forest* for a time. In April, crossed the *Ijessel River* to go up to Holland (boundary of Holland) In river big boxes called *Buffalo*. Each one carried a platoon of about solders. Shelling landed in the middle of one of the *Buffalo* and everyone was killed. There is a picture in one of the books of a *Buffalo*. We sent up to *Grebbe Line*, the most fortified line in Holland. There was a truce and cease fire 25th day of April.

Before we got to the *Grebbe Line*, before we went over the dyke, a tank opened up and shells were going past us. When it was over we took the tank out. One of the soldiers told me to take my tunic off. I did and looked at the back of it. The whole back was burned off. I felt something on my back but nothing hit.

I was one of the guards in the room where the truce was signed where the picture was taken. The Canadians fought for Holland and brought in so much food for the Holland natives that it lasted till after the war ended.

I remember the words of General Foulkes to the German General - "the war will soon be over; if you keep the war going, you get the death sentence". The German General agreed to a truce and cease fire no violations. The German General asked that as soon as his soldiers laid down their arms that the Canadians escort them out of Holland to Germany. It was agreed upon.

After the war was over, there was a victory parade in Amsterdam, Holland.

I took sick and was sent back to Halifax on the hospital ship the *Lady Nelson*.



On leave in the 40's

continued ...

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continued ...

I had two brothers who also served in the army. Clarke, was drafted in 1940. He did his basic training in Camp Borden, Ontario. He was in the Service Corps There was an instructor there who taught people how to drive trucks and tanks. After they were instructed, Clarke tested them. Clarke went overseas just before I did in 1943. He went over on the *Queen Mary* and served in Belgium and returned on the *Queen Mary*.

Another brother Gerald was drafted in 1944. He went directly overseas to Holland. He was in the infantry (All Canadians) Pioneers attached to the infantry for mine sweeping. Gerald went overseas on the *Louis Pastour* and returned on the *Isle of France*.



Clifford Marsh, 1999





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Douglas C. Maybee

**Royal Canadian Navy,
1941-1949**

Doug's Story

"Seventeen"

I am always saying, "When I was seventeen, I joined the Navy!"

When I was still sixteen, I wrote a letter to the Naval Recruiting Office in Ottawa (with my father's permission) asking for an application to join the Navy. The war had started about 18 months previous. I soon got an application along with the news that I could not join up until I was 17 years old, and that I would have to stay in the Navy for seven years after I became 18. I sent my application in right away and it was a long six months waiting to be 17, trying to grow up in such a short time.

I hadn't been any more than 50 miles away from home in my whole short life. Two days after my seventeenth birthday at 5' 11" tall and weighing 126 pounds, I had to leave home and report to the naval barracks in Esquimalt B.C., 3000 miles away. Some of my friends were at the house to see me off as I left to catch the noon train that would take me to B.C. and a new experience.

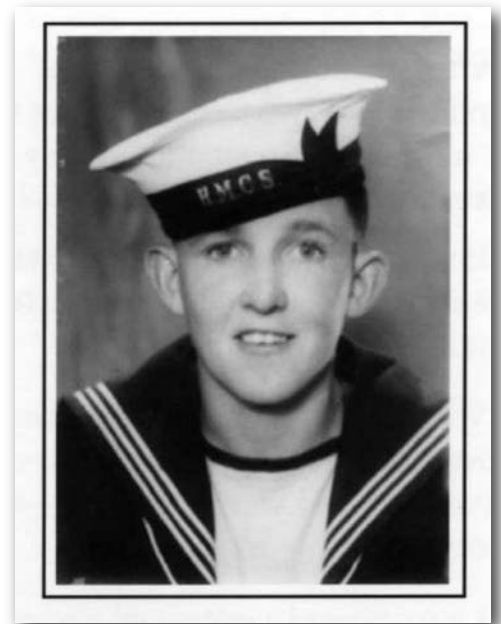
The train ride was really great, across the prairies and through the mountains, but it was long. Every mile took me further away from the home and the people I loved. I guess I was homesick, but I couldn't let anyone know that.

The naval barracks seemed to be awfully big, about half the size of the entire village I had just come from. I was given a medical, signed a few papers, and was issued a hammock that I would sleep in most of the time that I was in the Navy. I was also given a big kit bag full of navy clothes that would be mine for the next 8 years.

I was put in a platoon with eleven other fellows my age. The first week, our instructor showed us, and constantly reminded us, who was the boss. "Yes, Sir!" "No, Sir!" Respect was what he wanted and what he got, I soon found out that, as long as you remembered that, things went OK.

We were now 'Boy Seamen', to bed in our hammocks at 9:00 PM, lights out at 9:30 and no talking (not a whisper), up at 5:30 am and out on the parade square at 6:00 for a mile run down the road. It soon increased to a five-mile run. I'm not sure whether this was to build us up or wear us down.

After six months of training and everyone in shape, we were sent to Halifax, 4000 miles away, by train, with a two-weeks leave en route. I should mention here that for the first six months in the navy I was paid \$15 a month, but they held back \$10 a month so you would have some money when you went on leave. So here I was with 2 weeks leave and \$60 in my pocket. Boy was I rich!!



Doug Maybee 1941

continued ...



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Lest We Forget

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It was great seeing my parents and friends after a long six months. They asked a lot of questions, and I had a lot of stories to tell, but all too soon, we had to say goodbye again as I had to catch the train to Halifax.

We were soon assigned to different ships. Now I would be in the real world - no instructor to watch over my every move. I remembered all that I had been taught, not just in the past six months but every day as I was growing up - showing respect for others, knowing right from wrong, and resisting temptations.

I went aboard a converted passenger ship, "Prince Henry" which was to sail in two weeks for British Columbia. On the way we stopped at St. Lucia, and Kingston, Jamaica in the Caribbean. The day after we left St. Lucia, a ship was torpedoed at the same dock we had just left. We sailed through the Panama Canal and up to San Francisco. While there we went to Hollywood, visiting some of the stars, and then on to Esquimalt, B.C. After a week we left for Alaska and the Bering Sea. After about three weeks of really rough weather, it was back to Esquimalt again.

I had now been in the navy for one year, and being 18 I got a raise in pay to \$37 a month. I wasn't used to getting all that money, so I sent \$10 a month home. At 18, I had traveled 7000 miles by train, sailed south and through the Panama Canal and up to Alaska, and now I had to leave the west coast by train and report to Halifax. This time I was assigned to a destroyer, "Gatineau" which would be doing convoy duty between "Newfie" and "Deny" (Newfoundland and Londonderry, Ireland) making about 15 trips across the Atlantic. There would be lots of enemy submarine activity here. Later we were sent to the English Channel for 'D Day' landings, escorting landing craft and other ships to France and the landing beaches. Finally, it was back to Halifax for ship repairs and a well earned leave.



HMCS Gatineau, June '43-Aug '44

Before too long, I was assigned to the cruiser "Ontario" which was being built in Belfast, Ireland, so we had to go across the Atlantic on a troop ship loaded with thousands of army, navy and air force personnel.

I celebrated my 21st birthday shortly after I went aboard the "Ontario. After a few weeks of trial runs and training we were off to the South Pacific sailing through the Mediterranean Sea and the Suez Canal, stopping at Ceylon, India - now Sri Lanka and on to Hong Kong. The war had just ended, Japan had surrendered, so we had to do occupational duties, living ashore with the Chinese, looking after "rice line-ups", and maintaining law and order among the people. After 3 months of this, it was back to British Columbia again, stopping at Pearl Harbor and Honolulu, Hawaii and then Esquimalt.

continued ...



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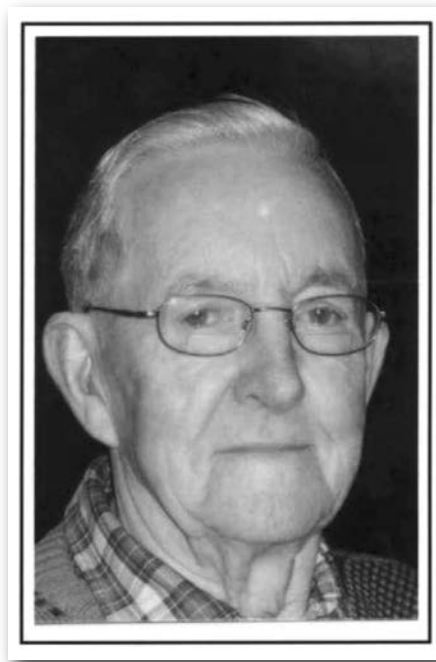
*HMCS Ontario
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The war was over so most of the fellows were being discharged, but not me. I still had 2 1/2 years to serve. I was transferred to Halifax, this time going aboard another destroyer, "Nootka" sailing up the St. Lawrence River to Montreal. In the winter months, we sailed to Bermuda, The Caribbean Islands and Key West, then back to Halifax. After a short time around Nova Scotia, we sailed for Hudson's Bay, and were nearly late getting back to Halifax for my wedding in October, 1948.

I was discharged the next May - just eight years after I enlisted.

As I read this over, it seems to be like a nice cruise that anyone would like to take. But I have left out "the not so pleasant" memories, like the ships in the convoy being torpedoed, and the friends lost on different ships. Sometimes we wouldn't have our clothes off for a week at a time, and seeing all the landing craft going into the beaches on D-Day, many of the boys never returning, and the COLD, ROUGH NORTH ATLANTIC.

I consider myself pretty lucky - our ship seemed always to be at the right place at the right time. We had some close calls but no loss of life.





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ARMSTRONG, Howard Woodlow

WWII

Howard was born in Chester, Nova Scotia in 1920 to Wallace and Mary Armstrong. He served in the Army with the Fort Garry Horse, RCAC 10th Armoured Regiment in Europe during World War II. He was killed in action in the Netherland in 1945. Howard is buried in Holten Canadian War Cemetery.

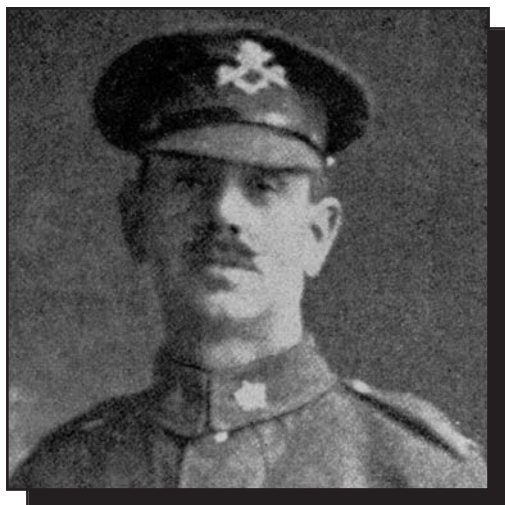
*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*

ARSENEAULT, Jean Maxime

WWII

Jean was born in Rogersville, New Brunswick in 1923. He served in the Army during World War II the Regiment de Maisonneuve in The Netherlands and Belgium. He was a member of The Royal Canadian Legion Branch 31 for over fifty years. Jean passed away in 2018.

Submitted by Family



BAGLEY, Charles

WWI

Charles enlisted in the 40th Battalion at Halifax on August 6, 1915 at the age of forty and received preliminary training in Canada. He sailed from Quebec for overseas in the Fall of the same year. During his year of service in England, he was promoted to the rank of Staff Sergeant. In December 1916, he proceeded to France and was on active service for many months and answered the call of his country through a brave spirit of generosity for being over the age limit. He felt that the services of every man were needed to meet the great crisis and his constant promotions are a proof of his earnest desire to serve his country. Prior to his enlistment, Charles had been employed with the government.

Submitted by Middleton Branch #001, The Royal Canadian Legion



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BAKER, Willard Martin

WWII

Willard was born in Upper Blandford, Lunenburg County, Nova Scotia in 1918. He served in the Army with 13 Field Regiment, RCA during World War II in the United Kingdom, Italy, France, Belgium, North West Europe, and the Netherlands as a Gunner. Willard received the France and Germany Star and the 1939-1945 Star. He was a member of The Royal Canadian Legion Branch 44 in Chester, Nova Scotia. After the war, Willard returned to fishing.

Submitted by Family

BOUDREAU, Norman Vadness

WWII

Norman was born in Melbourne, Yarmouth Co., Nova Scotia in 1919. He served in the Army during World War II with the WNSR "B" Company 3rd Brigade, Tank in England, Holland, and Italy. He was wounded in December 1943 in Ortona, Italy and lost his left arm. Norman received the 1939-1945 Star, Italy Star, Defence Medal, Canadian Volunteer Service Medal and Clasp, and War Medal 1939-1945. He was a member of The Royal Canadian Legion Branch 155 in Wedgeport. Norman passed away in 1983.

Submitted Independently



BRACE, Lloyd Ashley

SPECIAL DUTY AREA & PEACETIME

Lloyd was born in Saint John, NB on April 15, 1979. He enrolled in the Army Reserves in 1996 as an Infantryman with 1 Royal New Brunswick Regiment and then component transfer to the Regular Force as a Medical Technician. He was posted to 2 Field Ambulance Unit CFB Petawawa and in September 2003, was deployed to OP ATHENA/Task Force Kabul. He was redeployed to 2 Field Ambulance Unit CFB Petawawa. In August 2006, Lloyd was deployed to Joint Task Force Afghanistan (roto 2) and again redeployed to 2 Field Ambulance Unit. In July 2007, he was posted to 42 CF Health Services, CFB Galetown and later posted back to 2 Field Ambulance Unit. In December 2015, Lloyd was deployed to OP PROVISION (roto 0) and then redeployed to 2 Field Ambulance Unit. In July 2016, he was posted to 35 Sydney Field Ambulance Unit in Sydney, NS, and he was posted to 26 CF Health Services, 14 Wing Greenwood, NS, where he was serving at the time of his death. Lloyd received the Canadian Volunteer Service Medal, Kabul Medal, and the Afghanistan War Medal. Lloyd passed away on August 27, 2018.

Submitted by Peace Branch #060, The Royal Canadian Legion



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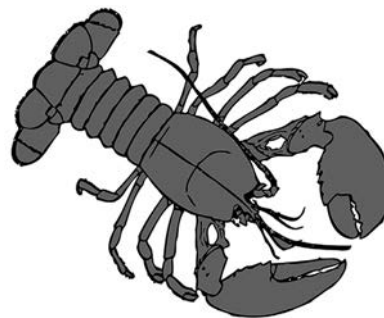
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CHANDLER, Laurence Norman

WWII

Laurence was born in Chester, Nova Scotia in 1923. He served with the Navy during World War II on HMCS Kenogami (Corvettes) in the Battle of the Atlantic. Laurence received the 1939-1945 Star, South Africa Star, Battle of Atlantic, Good Service Medal, Long Service Medal. He was a member of the South Shore Naval Association and The Royal Canadian Legion Branch 44 in Chester. Laurence passed away in 1996.

Submitted by Family

CHASE, Brian David

SPECIAL DUTY AREA

Brian was born in Sackville, New Brunswick in 1951. He served in the Air Force on Special Duty with the RCAF Engineers (Construction) Emergency Force in Egypt. Brian Served in Canada, United Nations, Egypt, Chilliwack, Baldy Hughes, British Columbia Border. He received the UNEF Medal, Canadian Volunteer Service Medal, and Special Service NATO Medal. Brian is a member of The Royal Canadian Legion Peace Branch 60.

*Submitted Peace Branch #060,
The Royal Canadian Legion*



CLAIRMONT, Lawrence Cyrille

WWII

Lawrence was born in Pinkneys Point, Nova Scotia on July 11, 1914. He served in the Army during World War II in Italy, France, Germany, North West Europe, Britain, Canada, and Central Mediterranean. He received the 1939-1945 Star, Italy Star, France and Germany Star, Canadian Volunteer Service Medal with Clasp and War Medal 1939-1945. Lawrence was a member of The Royal Canadian Legion Yarmouth Branch 61 and passed away on January 21, 2011.

Submitted Independently



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CLEVELAND, Aaron

WWII

Aaron was born in Bayswater, Nova Scotia in 1890. He was the brother of William Cleveland. Aaron served in World War II with the Canadian Merchant Navy in the Battle of the Atlantic. On October 12, 1940, Aaron was killed in action on the North Atlantic in the sinking of the S.S. Saint Malo. His name is engraved on the Halifax Memorial Panel 17.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*

CLEVELAND, Franklin St. Clair **WWI**

Franklin was born in Northwest Cove, Nova Scotia on November 14, 1887 to Joseph and Henrietta Cleveland. He served in the Army with the 9th Canadian Machine Gun Corps in Europe during World War I. On August 24, 1917, Franklin was killed in action on Hill 70 in Vimy, France. His name is engraved on the Vimy Memorial. Franklin's brother, Granville, was also killed during the fighting in World War I.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*



CLEVELAND, Granville

WWI

Granville was born in Northwest Cove, Nova Scotia in 1896 to Joseph and Henrietta Cleveland. He signed up in Sussex, New Brunswick for World War I. Granville served in the Army with the 26th Battalion NB Regiment in Europe. On July 1, 1916, Granville was killed in action in Belgium and is buried in Lijssenthoek Military Cemetery. His brother, Franklin Cleveland, was also killed during the fighting in World War I.

*Submitted by F. E. Butler Branch #044,
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COOK, Winton Bruce

WWII

Winton was born in East River, Nova Scotia in 1924 to Bruce and Minnie Cook. He served in the Army with the Algonquin Regiment in Europe during World War II. Winton was killed in action on November 3, 1944 in The Netherlands and is buried in Bergen-op-Zoom Cemetery, The Netherlands.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*

COOLEN, Carl Hastings

WWII

Carl was born in Hubbards, Nova Scotia in 1901 to Captain Robert and Mary Jane Coolen. He served during World War II with the Royal Canadian Navy Reserve. Carl served in the Battle of the Atlantic and was killed on January 19, 1942 on the sinking of the S.S. Lady Hawkins. His name is engraved on the Halifax Memorial Panel 20.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*



COOLEN, Edgar Collingwood

WWI

Edgar was born in Fox Point, Nova Scotia on October 6, 1897 to the son of Albert and Bessie Coolen. He enlisted in the Army in Halifax on February 29, 1916 and served during World War I with the 25th Battalion Canadian Infantry Nova Scotia Regiment in Europe. On April 12, 1917, he was killed in action in Vimy, France and buried at the Vimy Memorial.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*





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COOLEN, Reuben Perry

WWI

Reuben was born in Fox Point, Nova Scotia on October 29, 1891 to Levi and Ellen Coolen. Reuben enlisted in the Army in Halifax on February 2, 1916 and served with the 25th Battalion Canadian Infantry Nova Scotia Regiment in Europe during World War I. On August 19, 1918, Reuben was killed in action in Rouen, France and is buried in St. Sever Cemetery Extension, France.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*

CORKUM, Leslie Ainsworth

WWII

Leslie was born in Chester, Nova Scotia on November 17, 1922, the eldest child of four to Edward and Birdette Corkum. After graduating high school, he completed a wartime emergency training program machinist course and worked at Trenton gun shop initially for approximately one year joining the RCAF from there and was sent to Moncton for Elementary Aero engine course and was then sent to Lachine for basic training. He went from Lachine to Saint Thomas for final mechanical training and was then posted to Dauphin, SFTS #10, where he served nearly three years as an Aero engine. #10SFTS was part of the British Commonwealth training program, under which, all the allied Air Forces were trained. Near the end of the war, 1945, he was transferred to Moncton, and was re-posted to Pennfield, and then on to Halifax and was discharged from there. Leslie is a member of The Royal Canadian Legion Branch 9 for 33 years.

Submitted Independently

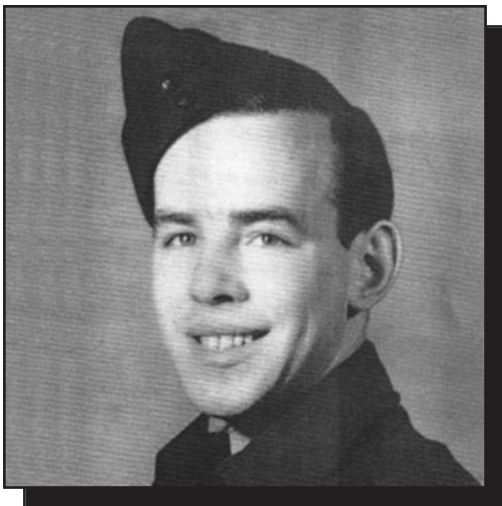


DEWAR, Gordon McCoul

WWII

Gordon was born in Wallace, Nova Scotia in 1923. He served with the Air Force during World War II with the RCAF Electrical Reserve General Section Class E in Canada, England, France, and Germany. Gordon received the France and Germany Star, Canadian Volunteer Service Medal and Clasp. He was a member of The Royal Canadian Legion in Wallace Gordon passed away in 1994.

*Submitted by Peace Branch #060,
The Royal Canadian Legion*



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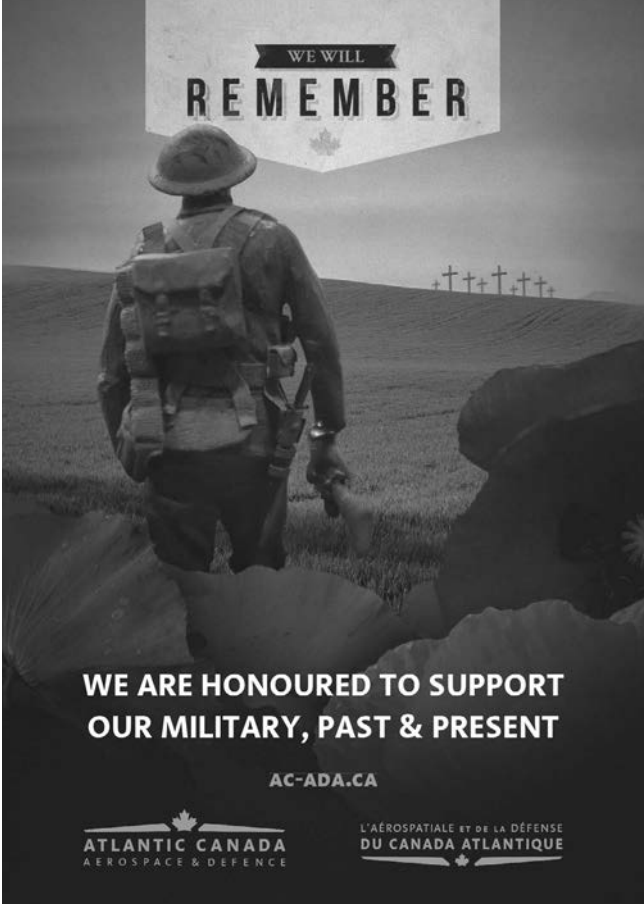
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ELDRIDGE, Victor Wishart

WWII

Victor was born in Yarmouth, Nova Scotia in 1922 to Victor and Helen (Wishart) Eldridge. He enlisted with the Royal Canadian Air Force in January 1941 to May 1971. He served overseas with 489 Royal New Zealand Squadron, 455 Royal Australian Squadron, and 415 Royal Canadian Air Force Torpedo Squadron. He completed 38 missions against the enemy during World War II along the coastline of Norway, Germany, Holland, and France. On D-Day, June 6, 1944, he served as a rear gunner and his crew destroyed three enemy E-Boats. A peacetime tour was completed with 103 Search & Rescue. Victor was personally commended by the Minister of National Defence for his rescue efforts. As a Canadian representative, he served six months with the U.S. Navy, establishing weather stations in the Arctic Islands such as the "Alert" Station on Ellesmere Island. He was assigned to Task Force 80, which was credited with the discovery of the cairn of the famous explorer Commander Robert Peary. He was an Air Traffic Controller and Search Master in Trenton, Ontario and Commanding Officer of Station Knob Lake (Shefferville) for six months until reassigned to the U.N., where he served in Japan, Lebanon and Egypt. Post U.N. duty, he was assigned to 436 Transport Sqn., based in Downsview, Toronto, followed by Winnipeg, to his final posting of C.F.S. Baccaro in Nova Scotia. By 1961, flying time logged had totaled 7,257 hours. Victor's working career spanned 45 years with the Armed Forces. He was also a member of The Royal Canadian Legion Branch 61 in Yarmouth, Nova Scotia, Lion's Club and a Commanding Officer of 299 Air Cadet Squadron. Victor passed away on September 25, 2012.

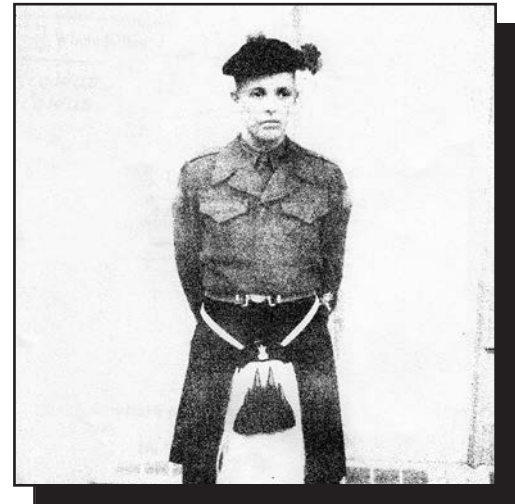
Submitted by Wedgeport Branch #155, The Royal Canadian Legion

FERDINAND, Howard Jr.

PEACETIME

Howard was born in Springhill, Nova Scotia in 1941. He served with the Army during Peacetime with the Black Watch of Canada RHR Second Battalion. Howard received the Canada Volunteer Service Medal and was a member of The Royal Canadian Legion Pugwash Branch 60.

*Submitted by Peace Branch #060,
The Royal Canadian Legion*



FERDINAND, Howard Sr.

WWII

Howard was born in Pugwash, Nova Scotia in 1905. He served in the Army during World War II with the Halifax Rifles in Canada, France, and Germany. Howard received the France and Germany Star, and the Canadian Volunteer Service Medal. He was a member of The Royal Canadian Legion in Pugwash and passed away in 1979.

*Submitted by Peace Branch #060,
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FILLMORE, Donald Henry

WWII

Donald was born in London, Ontario on May 12, 1918. He served in Canada, the United Kingdom and North West Europe during World War II. He enrolled in The Canadian Fusiliers (City of London Regiment) (Machine Gun), Non Permanent Active Militia as Private in November 1940; Transferred to No 1 District Company, Royal Canadian Army Service Corps, Non Permanent Active Militia as Private in September 1941; Transferred to the Canadian Army Active as Private in December 1941; Promoted Acting Sergeant in December 1941; Promoted Second Lieutenant in March 1942; Promoted Lieutenant in May 1942; Promoted Acting Captain in March 1945; Promoted Captain in July 1945. He transferred to the Royal Canadian Ordnance Corps in August 1946 and transferred to the Canadian Army Regular in the agreed rank of Lieutenant in October 1946. He was promoted to Captain in June 1949; Promoted Acting Major in July 1957; Promoted Major in January 1958. He became a member of the Canadian Armed Forces on February 1, 1968 and was honourably released on April 30, 1968. He had several military degrees and was twice mentioned in dispatches for meritorious service. In his final two years of service, he worked with the Royal Canadian Navy Volunteer Reserve as staff officer. Major Fillmore was the highest-ranking officer in a town in Belgium when it was liberated and there is a plaque in this town with his name. A member of the Belgian Royal Family wanted to thank him for his service and met him privately in a hotel in Barrington, Nova Scotia. Donald received the 1939-1945 Star, France and Germany Star, Defence Medal, Canadian Volunteer Service Medal and Clasp, War Medal 1939-1945, Mentioned in Dispatches and Canadian Forces' Decoration and Clasp. He was a member of The Royal Canadian Lockport Legion Branch 80. He married Rhea Florence Ernst on December 31, 1941 in London, Ontario and they had two sons, Brian and Grant. Donald passed on July 14, 1988 and is buried in Pine Grove Cemetery in Shelburne.

Submitted by Family

FILLMORE, Grant Thomas

PEACETIME

Grant was born in London, Ontario on September 15, 1949 to Major Donald H. and Rhea (Ernst) Fillmore. He devoted his time to 738 Kingsmill Air Cadet Squadron RCAC as a Civilian Instructor from 1976 to 1989. Grant passed away on July 9, 2017.

Submitted by Family





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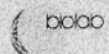
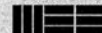
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FLEET, Lambert Avery

WWII

Lambert was born in Blandford, Nova Scotia to Mather and Catherine Fleet. Lambert served in the Army during World War II with the North Nova Scotia Highlanders in Europe. He was killed in action on June 7, 1944 in Normandy, France and is buried in Beny-sur-Mer Canadian Cemetery, France.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*

GATES, Fenwick Douglas

WWII

Fenwick was born in Chester, Nova Scotia in 1920 to Daniel and Margaret Gates. He served in the Royal Canadian Air Force during World War II in Canada. Fenwick passed away in Vancouver, British Columbia while on Active Duty in 1942. He is buried in St. Stephen's Cemetery in Chester, Nova Scotia.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*



GILLIS, Archibald

WWII

Archibald was born in Sydney Mines, Nova Scotia in 1912. He served in the Army during World War II with the North Nova Scotia Highlanders in Western Europe, Belgium, and Holland. He was a member of The Royal Canadian Legion Branch 123 in Whycomagh, Nova Scotia for 35 years. Archibald passed away in 1983.

Submitted by Family



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GRAVES, Carlton Scott

WWII

Carlton was born in Chester, Nova Scotia in 1922 to Harold and Rita Graves. Carlton was married to Elizabeth Graves. He served in the Navy during World War II with the Royal Canadian Navy Reserve in the Battle of the Atlantic. While serving in the Mediterranean Sea, Carlton was killed on February 6, 1943 on the sinking of the HMCS Louisburg. His name is engraved on the Halifax Memorial Panel 7.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*

GRESSWELL, Robert J. "Bobby" SPECIAL DUTY AREA & PEACETIME

Bobby was born in Amherst, Nova Scotia on October 8, 1967. He joined the reserves as an Infantryman on November 1, 1984 for eight years and in 1992-1994 as a Reserve Armoured Crewman. On January 28, 1999, he joined the Regular Force as an Electrical Distribution Technician until his passing. Throughout his military career, he had been posted in numerous provinces such as British Columbia, Alberta, Quebec, Ontario and New Brunswick as well as served on UN Peacekeeping tours and multiple tours in Afghanistan. Bobby received the Canadian Volunteer Service Medal, Special Service NATO Medal, UN Peacekeeping Medal and Afghanistan War Medal. He was a member of The Royal Canadian Legion Branch 10 in Amherst, Nova Scotia. Bobby passed away on July 23, 2019.

Submitted by Peace Branch #060, The Royal Canadian Legion



HARRIS, George Enos

WWII

George was born in Comeau's Hill, Nova Scotia on July 27, 1926. He served in the Army during World War II. George was a member of The Royal Canadian Legion Wedgeport Branch 155 and passed away on January 31, 2009.

Submitted Independently

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HARRIS, Herman

WWII

Herman was born in Comeau's Hill, Nova Scotia on December 3, 1921. He served with the Navy during World War II. Herman passed away on February 3, 1994.

Submitted Independently

HARRIS, Louis

WWI

Louis was born in Comeau's Hill, Nova Scotia on May 1, 1896. He served in the Army during World War I with the 3rd Canadian Machine Company, Royal Canadian Army Medical Corps. Louis was killed in action on August 26, 1918 and is buried at the Cabaret-Rouge British Cemetery, Souchez, Pas-de-Calais, France.

Submitted Independently



HAWKER, Fred

WWII

Fred was born in Springhill, Nova Scotia on September 20, 1922. He served in the Army during World War II with the 26 Dental Corps in Halifax, Nova Scotia, Yarmouth, Nova Scotia, and Toronto, Ontario. Fred received the Canadian Volunteer Medal and was a member of The Royal Canadian Legion Normandy Branch 34 in New Glasgow.

*Submitted by Peace Branch #060,
The Royal Canadian Legion*



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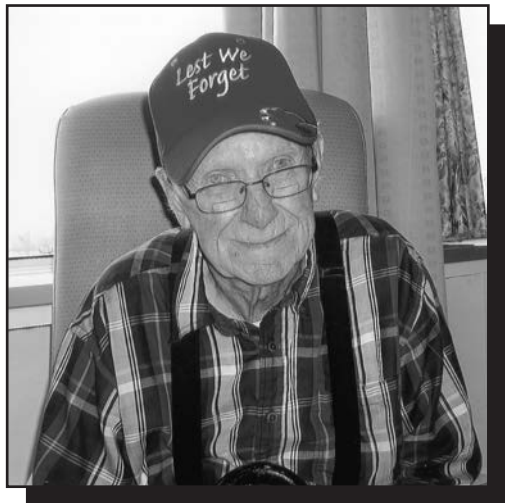
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HOLLAND, Arthur Hedley **WWII,**
SPECIAL DUTY AREA & PEACETIME

Arthur was born in Amherst, Nova Scotia in 1925. He served in the Army while he served in World War II, Special Duty Area and Peacetime. Arthur served in Germany, Belgium, France, England, Amhurst, Cornwallis, and British Columbia with the Royal Canadian Army Service Corps. He received the NATO Medal, France and Germany Star, and the Canadian Volunteer Service Medal. Arthur now lives in the Veterans Wing as High Crest Nursing Home in Springhill.

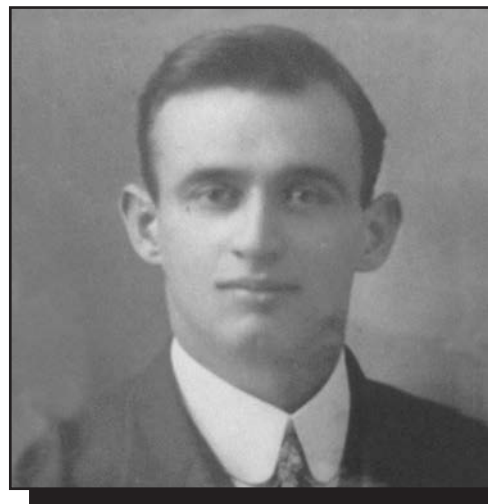
*Submitted by Peace Branch #060,
The Royal Canadian Legion*

HOUGHTON, Harry "Purdy"

WWII

Harry was born in Chester, Nova Scotia in 1890. He was married to Bernice Houghton. Harry served in the Navy during World War II with the Canadian Merchant Navy in the Battle of the Atlantic. Harry was killed on January 19, 1942, 150 miles off the coast of Cape Hatteras, in the sinking of the S.S. Lady Hawkins. His name is engraved on the Halifax Memorial on Panel 20.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*



HUSTON, Clarence Brownell

WWII

Clarence was born in Pugwash, Nova Scotia in 1916. He served with the Army during World War II with the Sherbrooke Fusiliers Tank Corps in Canada, France, and Germany. Clarence received the France and Germany Star, Defence Medal, Canadian Volunteer Service Medal and Clasp. Clarence passed away in 1974.

*Submitted by Peace Branch #060,
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HUSTON (MARCH), Hilda

WWII

Hilda was born in Coleford, England in 1916. She served in the Army during World War II in the Medical Core (Nursing) in the British Army in England. She received the War Medal, and Volunteer Medal. Hilda was a member of The Royal Canadian Legion Peace Branch 60 and passed away in 1990.

*Submitted by Peace Branch #060,
The Royal Canadian Legion*

HUSTON, Rupert

WWII

Rupert was born in Pugwash, Nova Scotia in 1911. He served in the Army during World War II with the New Brunswick Hussars, Armoured Tank Corps in Canada, England, France, and Germany. He received the Canadian Volunteer Service Medal, France and Germany Star, War Medal 1939-1945. Rupert was a member of The Royal Canadian Legion Peace Branch 60 and passed away in 1961.

*Submitted by Peace Branch #060,
The Royal Canadian Legion*



ISENOR, Lloyd

WWII

Lloyd was born in Shubenacadie, Nova Scotia in 1906. He served in the Army during World War II with the North Nova Scotia Highlanders in Canada, United Kingdom, and Europe. Lloyd received the Canadian Volunteer Service Medal, 1939-1945 Star, France and Germany Star, Defence Medal, George IV Medal, Efficiency Medal, and Liberté Medal. Lloyd passed away in 2000.

*Submitted by Peace Branch #060,
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JACQUARD, Gilbert Rueban

WWII

Gilbert was born in Comeau's Hill, Nova Scotia on September 9, 1919. He served in the Army during World War II with the West Nova Regiment as a Tank Rifleman in Canada, North Atlantic Sea, and Hong Kong. He was taken as a prisoner of war in Hong Kong during the Japanese occupation. Gilbert received the 1939-1945 Star and the Canadian Volunteer Service Medal and Clasp. He was a member of The Royal Canadian Legion Branch 155 and passed away on February 24, 2011.

Submitted Independently

JACQUARD, John Angus

WWII

John was born in Comeau's Hill, Nova Scotia on August 3, 1922. He served in the Army during World War II with the Royal Rifles West Nova Regiment and was captured in Hong Kong as a prisoner of war. John died while in the prisoner of war camp on January 1, 1944 and is buried at Yokohama War Cemetery in Japan.

Submitted Independently



JOLLYMORE, Foster Harry

WWI

Foster was born in Mill Cove, Nova Scotia on November 23, 1896 to Norman and Naomi Jollymore. He enlisted in Chester, Nova Scotia on February 24, 1916 and served with the Canadian Infantry, Nova Scotia Regiment, 25th Battalion in Europe during World War I. Foster was killed in action on November 15, 1917 in Belgium and is buried in Poelcapelle British Cemetery in Belgium.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*



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LANGILLE, Harold

WWII

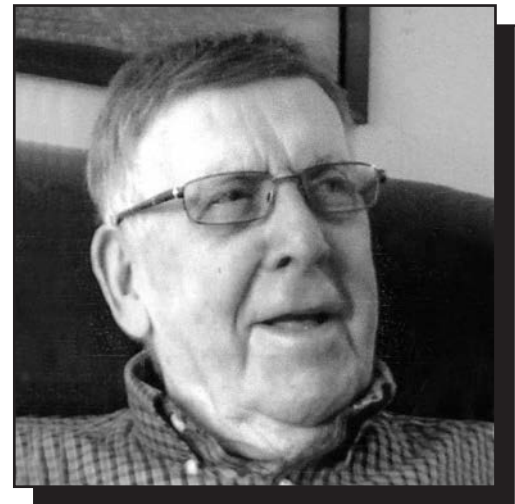
Harold was born in Hubbards, Nova Scotia in 1921 to Victor and Beulah Langille. He served during World War II in the Merchant Navy with the Royal Canadian Navy Reserve in the Battle of the Atlantic. Harold served on the S.S. Maplecourt and passed on February 6, 1941 when it sank. His name is on the Halifax Memorial Panel 18, and his name is also engraved on the War Memorial in Hubbards and Chester, Nova Scotia.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*

**LANGILLE, John Vernon SPECIAL DUTY AREA
& PEACETIME**

John was born in Wallace, Nova Scotia in 1931. He served in the Army and Air Force in Special Duty Area and in Peacetime. John was with two service units the RCD 27th Brigade for three years and the RCAF Supply for 27 years. John served in Edmonton, Alberta; Toronto, Ontario; CFB Cornwallis, MacDonalld Manitoba; Rockcliffe, Ontario; Greenwood, Shearwater, Zweibrücken, Hona Germany. John received the Canadian Long Service Medal with two Rosettes, Special Service Medal NATO and Canadian Volunteer Service Medal. He has been a member of The Royal Canadian Legion Branch 26 for 64 years.

Submitted by Peace Branch #060, The Royal Canadian Legion



**LODGE, Gilbert Harvey “Gil”
KOREA, SPECIAL DUTY AREA & PEACETIME**

Gilbert was born in Port Union, Newfoundland on June 17, 1929 to Mark and Sarah (Russell) Lodge. He joined the Army in August 1950 with the RCASC (Special Force) 54th Coy in St. Johns, Newfoundland. He was based at Camp Borden, Fort Lewis, Washington, United States of America and in the Korean War from 1951 to 1952. Gilbert was discharged in 1952 then re-enlisted in the Royal Canadian Air Force as an Aero Engine Tech, and again was stationed at Borden, Trenton, Portage la Prairie, #4 Fighter Wing and lastly to Greenwood, where he retired in 1981. Gilbert received the Peace Keeping Medal, Korean War Medal, NATO, Canadian Volunteer Service Medal and Clasp. He was a member of The Royal Canadian Legion Branch 98 in Kingston, Nova Scotia and passed away on June 1, 2020.

Submitted by Peace Branch #060, The Royal Canadian Legion

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MacDONALD, John

WWII

John was born in Florence, Nova Scotia in 1912. He served during World War II, with the RCA in England, France, and Holland. John received six medals and was a member of The Royal Canadian Legion Branch 8 in Sydney Mines for thirty years. John passed away in 1988.

Submitted by Family

MacDONALD, Robie A.

PEACETIME

Robie was born in Truro, Nova Scotia on August 16, 1942 to Clarence (Clem) and Florence (Dewis) MacDonald. He served for forty years in the Canadian Army Reserve while working full time in his chosen career. He was a well-respected businessman, known for his integrity and attention to detail, and throughout his military career he was an excellent mentor to many young officers seeking to become outstanding leaders. The highlights of his military career include commanding the 1st Battalion, The Nova Scotia Highlanders, serving as Commandant of Camp Aldershot, and as the Commander of Atlantic Militia Area, and Land Forces Atlantic Area. He received the Canadian Military Medal and the Canadian Forces' Decoration. Robie passed away on August 15, 2018.

*Submitted by Peace Branch #060,
The Royal Canadian Legion*



MacKAY, Ralph

**KOREA,
SPECIAL DUTY AREA & PEACETIME**

Ralph was born in Springhill, Nova Scotia in 1934. He served in the Army during the Korean War, Special Duty Area and Peacetime with the North Novas, RCR Airborne in Korea, NATO, Petawawa, Gagetown, and Washington, U.S.A. Ralph received the Peace Keeping Medal, Korea Medal, NATO, Canadian Forces' Medal and Clasp, and the Korea Second Tour Medal. He is a member of The Royal Canadian Legion Branch 17 in Springhill. Ralph resides on the Veterans Wing at Highcrest in Springhill.

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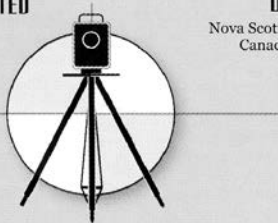


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MacKINNON, James Daniel

WWII

James was born in Mulgrave, Nova Scotia in 1899. He served in the Army during World War II with the Royal Canadian Army Service Corps in Canada. James received the Canadian Volunteer Service Medal and the World War II Medal. James passed away in 1965.

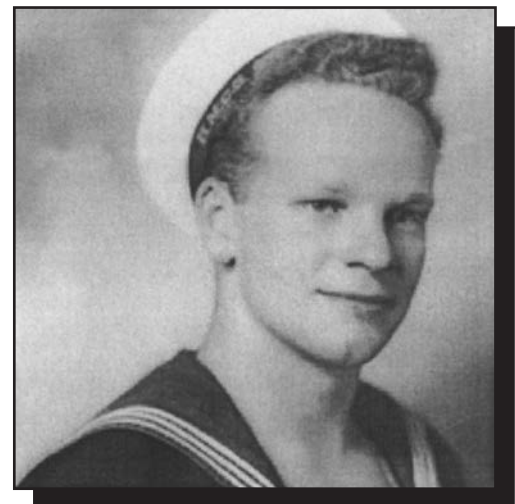
*Submitted by Peace Branch #060,
The Royal Canadian Legion*

MacNABB, Bruce William

PEACETIME

Bruce was born in Pictou, Nova Scotia on September 11, 1929 to Fred and Violette (Simm) MacNabb. He had a 25-year career with the Royal Canadian Navy as part of the maintenance crew for the Sea King helicopters. His training took him to Scotland where he spent two years. He received the Canadian Volunteer Service Medal and Long-Term Service Medal. Bruce and his wife, Audrey, had four children. They enjoyed traveling and seeing the western United States. Bruce passed away on July 25, 2018.

*Submitted by Peace Branch #060,
The Royal Canadian Legion*



MacNEIL, Murdock Joseph

WWII

Murdock was born in Sydney, Nova Scotia in 1923. He served in the Air Force during World War II with on a Lancaster Bomber in Canada and England as a Rear Gunner. He is a Life Member of The Royal Canadian Legion Ashby Branch 138 in Sydney, Nova Scotia.

*Submitted by Ashby Branch #138,
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MacNEIL, Roderick Cyril “Rod”

WWII

Rod was born in Barra Glen in 1924. He served with the Army during World War II with West Nova Scotia Regiment in Canada, the United Kingdom and North West Europe from 1944 to 1946. He is a member of The Royal Canadian Legion Branch 124 for seventy years. Rod married Helen Devon from Sault Ste. Marie, Ontario and retired to Barra Glen, Cape Breton where they maintained the Family Farm. Rod is a Gaelic scholar and singer. In honour of departed Comrades, he composed “Lest We Forget Our Departed Comrades” in Gaelic. Rod currently resides in Iona, Cape Breton.

Submitted by Veteran

MACUMBER, Leland

WWII

Leland was born in Bramber, Nova Scotia in 1925. He enlisted with the Army at the age of seventeen and served during World War II with the No. 4 District Depot C.A. in Canada, England, Mediterranean Area. While Leland was in Italy, he was wounded and lost a limb. He was discharged at the age of 21 and received the 1935-1945 Star, Italy Star, Canadian Volunteer Service Medal, King George VI Medal. He was a member of The Royal Canadian Legion Branch 31 in Dartmouth. Leland passed away in 2006.

Submitted by Family



MARTIN, Elizabeth “Betty”

WWII

Betty was born in Cambridge, Ontario in 1926. She served in the Army during World War II as a Driver in Camp Borden, Ontario and in Winnipeg. For her service, Betty received the Canadian Volunteer Service Medal. She was a member of The Royal Canadian Legion Peace Branch 60.

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MARTIN, Frank

WWII & PEACETIME

Frank was born in Montreal, Quebec in 1924. He served with the Army during World War II, with the Service Corps in Camp Borden, Ontario; Soest Germany, and in Winnipeg. Frank received the Canadian Volunteer Service Medal, and Special Service Medal NATO. Frank passed away in 2005.

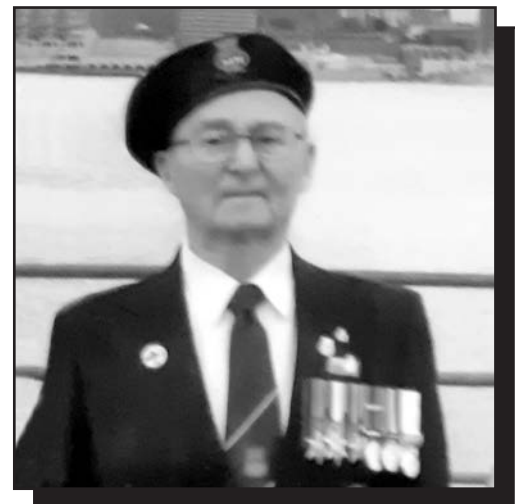
*Submitted by Peace Branch #060,
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McKENZIE, John Stanley “Stan”

WWII

Stan was born in Channel-Port-Aux-Basque, Newfoundland on July 1, 1918. He went to sea at the age of sixteen and for a couple of years worked on sailing schooners and costal vessels. In 1939, he joined the Merchant Navy, serving on many different freighters. The first large freighter was the S.S. Cornerbrook, and others were the S.S. Cornwallis, S.S. Meagle and the S.S. Kitty’s Brook. He was on the Kitty’s Brook when she was lost to U-588 on May 9, 1942 off the coast of Nova Scotia. The survivors rowed for two and a half days coming ashore at Lockeport. After the Kitty’s Brook sinking, he joined several other ships, the S.S. Mayfair Park, and the S.S. Springbank Park. In April 1944, Stan joined the RCMP patrol boat St. Roch in Halifax as a special constable and made the east to west voyage through the Northwest Passage in 86 days. He left the St. Roch in Vancouver in December returning to the east coast and then sailed on several small freighters. In May 1945, he joined the Liberty Ship Joseph A. Brown in Halifax and sailed to Europe where she was the first ship up the canal to Antwerp, Belgium after that city’s liberation. After the war, Stan worked on the MV Inverleigh sailing from Yarmouth to Boston. From 1950 to 1956, he worked for Walter Sweeney’s Fisheries Ltd. as a chief engineer on several of their coastal ships as well as their chief shore engineer in Yarmouth. In January 1956, he joined the MV Bluenose sailing the Yarmouth-Bar Harbor run and remained with her until 1976 when he retired as third engineer. He received the 1939-1945 Star, Atlantic Star, Pacific Star, War Medal 1939-1945, Polar Medal 1944. Stan then lived with Olive, his wife of 56 years, in Arcadia, Yarmouth County. He has a son, Bill, daughter, Robyn, who both reside in Yarmouth County. Three grandsons make up the remainder of his immediate family. Stan passed away on April 12, 2011.

Submitted by Family



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MESSOM, Robert Stanley

WWII

Robert was born in Pereaux, Kings County, Nova Scotia on March 25, 1916 to James and Ethel Blanche (Taylor) Messom. He worked with his father farming until enlistment on January 10, 1941 as Air Cadet 2 as General Duties and then promoted to AC1 in April 1941. He was a Wireless Assistant from August 1941 to December 1942. Robert was stationed at 4 SFTS in Saskatoon, until December 1941 and while there he wrote the poem "The Gunner", featured on page 199 of this book. Robert then went on special leave from December 12, 1941 to January 2, 1942 to marry Marjorie Clara Prout of North Kemptville, Yarmouth County, Nova Scotia on December 24, 1941, and they had five children.

He was then posted to 417 Squadron Royal Canadian Air Force, Middle East Forces in Egypt on January 30, 1942. He was wounded when he parachuted from an aircraft and landed in a tree. He injured his knee and was admitted to hospital until May 28, 1942. Robert was then transferred to No. 3 General Hospital, Suez, Egypt and discharged from hospital on June 8, 1942, returning to duty in the Middle East Pool. He remustered to Motor Transport Driver in December 1942 and served there until March 5, 1943.

In a letter written on March 25, 1943, he stated that he had been on the move since leaving convalescent camp. He was in Alexandria (Egypt), Takoradi (Ghana), Ikeja (Nigeria), Kano (Nigeria), Tripoli (Libya) sometime between June 1942 to October 10, 1943 when he was posted to Sicily. Robert was stationed in Sicily until January 1, 1945. On May 9, 1945, Robert was discharged from the regular force on completion of voluntary service during an emergency (World War II), when he was transferred to the reserve unit. He received the 1939-1945 Star, Africa Star and Bar, Italy Star, Canadian Volunteer Service Medal and Clasp, War Medal 1939-1945.

On return to civilian life, he and his wife Marjorie purchased an active farm and started a trucking enterprise in the village of Melvern Square, Annapolis County, Nova Scotia. The complete farm was destroyed by a fire in June 1963. He was a member of The Royal Canadian Legion Kingston Branch 98 and was President in 1959. He took part in all community affairs and remained an active member until his untimely death on March 2, 1964.

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MILLS, Richard Bruce

WWII

Richard was born in Chester, Nova Scotia in 1922 to Claude and Millicent Mills. He served in the Army during World War II with the Royal Canadian Artillery 23rd Field Regiment in Europe. He was killed in action in the Netherlands in 1945. Richard is buried in Holten Canadian War Cemetery in the Netherlands.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*

MOSS, John James

WWII

John was born in Nottingham, England in 1921 to Robert and Ethel (Davidson) Moss. He served in the Army during World War II with the No. 7 District Depot in Canada, United Kingdom, Continental Europe. He received the 1939-1945 Star, France and Germany Star, Defence Medal, and Canadian Volunteer Service Medal and Clasp. John passed away on June 19, 2018.

*Submitted by Peace Branch #060,
The Royal Canadian Legion*



MUISE, Charles A.

WWII

Charles was born in Hubbard's Point, Nova Scotia on August 3, 1921. He joined the Princess Louise Fusiliers in March 1941. Three months after being wed, he shipped out to serve in World War II, serving in England, France, Italy, Belgium and Holland for more than three years. Charles said the following about his journey to Italy: "On our way to Italy on board the Monterey, we were attacked by German planes and U-boats. The *Santa Elena* sailing alongside us was torpedoed and began to sink. Amid the confusion and panic, we picked up the survivors." He was discharged in January 1946. Charles is a member of The Royal Canadian Legion Branch 155.

*Submitted by Wedgeport Branch #155,
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MURPHY, George Harris

WWI

George was born in Northwest Cove, Nova Scotia on May 27, 1897 to Archibald and Emeline Murphy. George enlisted in the Army in Chester, Nova Scotia on February 21, 1916 and served in World War I with the Nova Scotia Regiment 25th Battalion in Europe. He sailed from Halifax on the S.S. Olympic on July 23, 1916. Richard went missing in action on April 9 and is listed as killed in action on April 28, 1917 in Vimy, France. His name is inscribed on the Vimy Memorial.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*

NAUSS, Ernest Frederick

WWII

Ernest was born in Chester, Nova Scotia in 1917 to Owen and Caroline Nauss. He enlisted in the Army in Bridgewater, Nova Scotia on September 26, 1939 during World War II. Ernest served with the West Nova Scotia Regiment in Europe. He was killed in action during the invasion of Sicily on July 23, 1943 in Italy and buried in Agira Canadian War Cemetery in Italy.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*



NORSE, Thomas E.

WWI

Thomas of Middle Cornwall joined the CEF on December 2, 1914, in Halifax and was assigned to the 25th Battalion (Nova Scotia Rifles). At the time of his enlistment, he was a 29-year-old shoemaker. Thomas was involved during the battle for Hill 62 in the Ypres Salient and was listed missing on December 2, 1916. His body was never recovered, and he is memorialized along with 54,322 other Commonwealth war dead who were killed in Belgium but have no known graves on the Menin Gate in Ypres, Belgium.

*Submitted by Mahone Bay Branch #049,
The Royal Canadian Legion*



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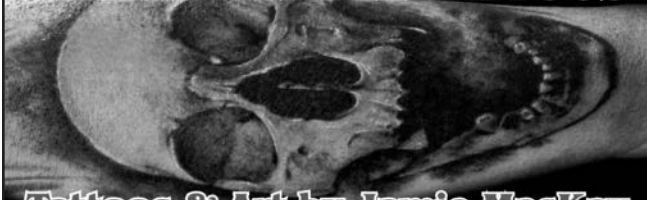
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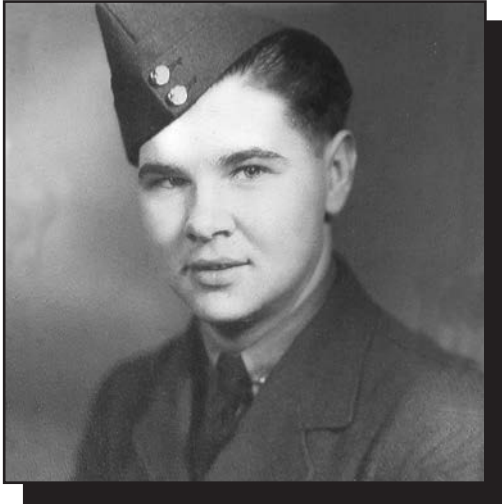
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PERRY, George Melvin

WWII

George was born in Mort Maitland in 1920. He enlisted in 1939 and served with the Air Force 410 Maintenance Section. He worked on Anson Aircraft in Ontario and Mosquito in England. George went to France and landed on Omaha Beach after the first wave. He went from France to Belgium, back to Paris, then to Holland at the Battle of the Bulge. His military career ended in October 1945. He received the 1939-1945 Star, France and Germany Star, Defence Medal, Canadian Volunteer Service Medal and Clasp, and War Medal 1939-1945. He is a 55-year member of The Royal Canadian Legion Port Maitland Branch 143.

Submitted by Wedgeport Branch #155, The Royal Canadian Legion

POLLARD, Ralston Earl

WWII

Ralston was born in Pugwash, Nova Scotia in 1922. He served in the Army with the North Nova Scotia Highlanders in Canada, France, and Germany during World War II. He received the France and Germany Star, Defence Medal, Canadian Volunteer Service Medal and Clasp. Ralston passed away in 1997.

*Submitted by Peace Branch #060,
The Royal Canadian Legion*

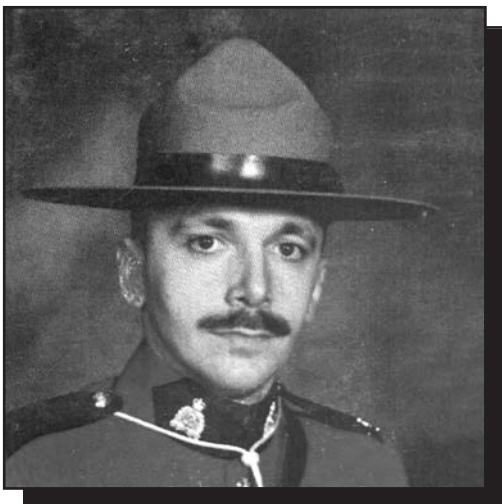


ROSS, Joseph Albert Mario

RCMP

Joseph was born in Asbestos, Quebec in 1956. He joined the RCMP on July 31, 1987 at the age of 31. At the time, he was a 2nd degree karate Black Belt (Shotokan Style). He maintained his training and is currently holding a 6th degree Black Belt, a certified instructor in JuJitsu for law enforcement officers. Joseph was the first Tazer instructor in South West Nova, and later became an instructor in the use of force for the RCMP until he retired on August 1, 2018. His postings were Yarmouth Rural Detachment, Yarmouth Town Detachment, Barrington Detachment. He covered Meteghan and Digby Detachments when they were short staffed. Whenever he was transferred to a new location, he opened a Karate School. Joseph was also asked by the Yarmouth Library to teach his self defense for women course to all ten libraries in South-West Nova. Joseph received an award from Clarks Harbor Mayor Leigh Stoddard for his work in his town, highly appreciated by the previous Yarmouth Mayor for his visibility downtown where he made several arrests, including drug pushers. He has been a member of The Royal Canadian Legion Wedgeport Branch 55 for two years.

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RUSSELL, Edgar Ray

WWII

Edgar was born in 1926 in Simpson Corner. He served in Canada during World War II with the RCA. He has been member of The Royal Canadian Legion Branch 102 in New Germany for 62 years.

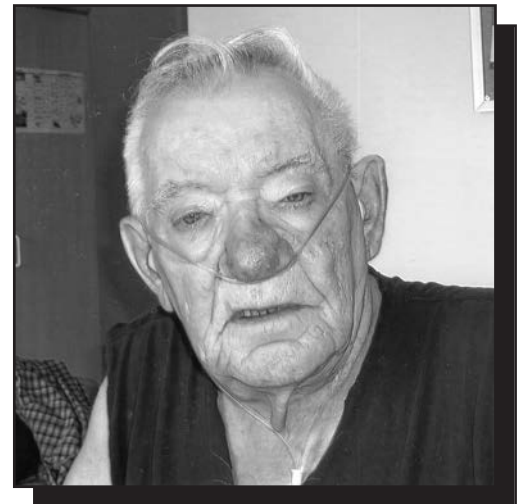
*Submitted by New Germany Branch #102,
The Royal Canadian Legion*

SELKIRK, Donald Allan

PEACETIME

Donald was born in Five Island, Nova Scotia in 1933. He served in the Air Force as a Supply Tech in Camp Borden; Steven Field, Manitoba; Chapman, New Brunswick; Goose Bay and St. John's. He received the Canadian Volunteer Service Medal. Donald has been a member of The Royal Canadian Legion in Springhill. He lives on the Veterans Wing of High Crest in Springhill.

Submitted Independently



SHATFORD, Sinclair Shalto

WWII

Sinclair was born in Hubbard's, Nova Scotia to Shalto and Salome Shatford. He served during World War II in the Army with the Royal Canadian Army Service Corps in Europe. Sinclair was killed in action on February 15, 1943 and is buried in Brookwood Military Cemetery in Surrey, United Kingdom.

*Submitted by F. E. Butler Branch #044,
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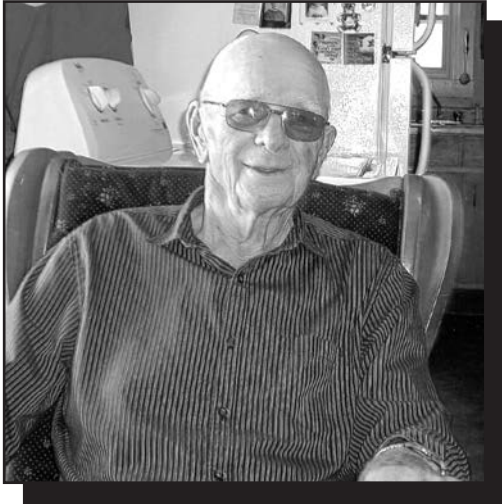
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Duncan was born in Apple River in 1933. He served in the Army and Air Force with Transport ME Section in France, Germany, and Canada. Duncan received the NATO Medal and Canadian Volunteer Service Medal. He is a member of The Royal Canadian Legion in Amherst, and Edmonton, Alberta for a total of 65 years.

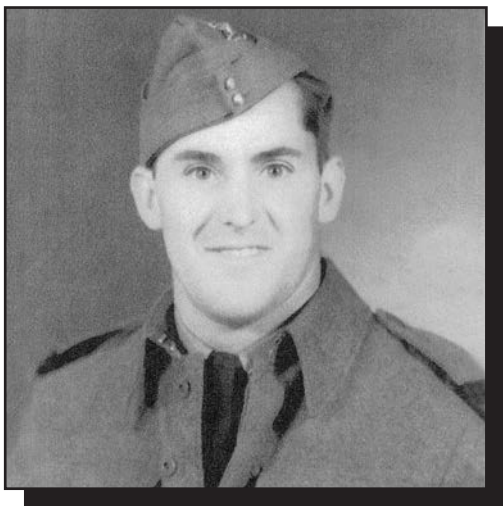
*Submitted by Peace Branch #060,
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SURETTE, Hubert Raymond

WWII

Hubert was born in Pinkney's Point, Yarmouth County, Nova Scotia on April 17, 1918. He served during World War II with the Canadian Army (Active) 1st Anti Tank Regiment in Canada, Sicily, Italy, and Holland. He received the 1939-1945 Star, Italy Star, France and Germany Star, Defence Medal, Canadian Volunteer Service Medal and Clasp. Ralph was a member of The Royal Canadian Legion Yarmouth Branch 61 and passed on February 12, 2010.

Submitted Independently



SURETTE, Ralph Louis

WWII

Ralph was born in Pinkney's Point, Yarmouth County, Nova Scotia on June 26, 1914. He served in the Army with the North Nova Scotia Highlanders Anti Tank Division, and Artillery 1st and 4th Battalion during World War II. Ralph served in Canada, United Kingdom, and Holland. He was a member of The Royal Canadian Legion Yarmouth Branch 61. Ralph passed away on November 13, 2010.

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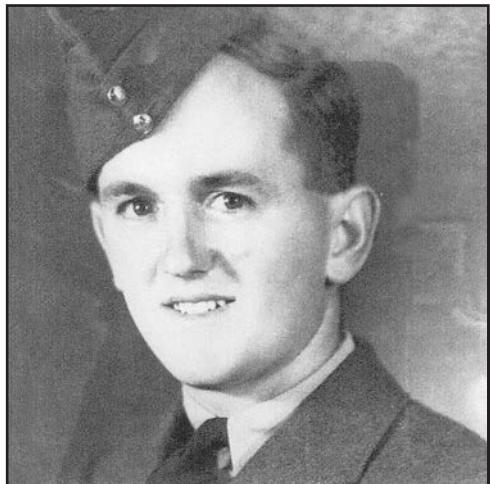
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SURETTE, Raymond Eric

WWII

Raymond was born in Pinkney's Point, Yarmouth County in 1921. He served in the Army with West Nova Scotia Regiment, A Wing Canadian Army during World War II. Raymond served in Canada and England at the rank of Sergeant. He was a member of The Royal Canadian Legion Wedgeport Branch 155. Raymond passed away in 1986.

Submitted Independently

THIBEAU, Frank William

NATO

Frank was born in Tusket, Nova Scotia on October 27, 1944. He enlisted on October 11, 1963 with CFB Halifax, Nova Scotia and had basic Training at CFB London, Ontario 1 RCR. He went to Germany from 1964 to 1968 with CFB Fort York (Soest). In March 1969, Frank went to Jungle TRG Jamaica, 1970 to Cyprus with the United Nations and FLQ Ottawa. From 1974-1975 he was in Cyprus with United Nations, in 1978 he remustered to Fire Fighter CFB Chatham, New Brunswick. From 1982 to 1984 he was with HMCS Margaree at CFB Halifax, 1984 to 1990 at CFB Trenton, Ontario and CFB Lahr in 1989. Frank retired on March 15, 1990 with 27 years of service. He became a member of The Royal Canadian Legion in Trenton, Ontario in 1984 and Mt Uniacke in 1993, totaling 36 years. He is presently a Life Member of Windsor Branch 9.

Submitted by Wedgeport Branch #155, The Royal Canadian Legion



THIBEDEAU, Stephen Larry

WWII

Stephen was born in Melbourne, Yarmouth County, Nova Scotia in 1913. He joined the Army in 1941 and served with the 1st Canadian Armored Car Regiment of the Royal Canadian Dragoons in the United Kingdom, Sicily, Italy, France, Germany, and Holland. He was awarded in the 1939-1945 Star, the Italy Star, the France and Germany Star, the Defence Medal, the Canadian Volunteer Service Medal and Clasp and the War Medal 1939-1945. He also received the Thank You Canada Medal for service liberating Holland at a celebration in Amsterdam marking the anniversary of D-Day. He was honourably discharged in October 1945. Stephen was a member of The Royal Canadian Legion Yarmouth Branch 61 before he passed away in 1968.

Submitted Independently



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URQUHART, Ronald Ward
SPECIAL DUTY AREA & RCMP

Ronald was born in Kingsclear, New Brunswick in 1939. He served with the RCMP in Nova Scotia receiving the RCMP Service Medal, Queen Jubilee Medal, Long Service Medal for more than 25 years of service. Ronald is a member of the Royal Canadian Legion Peace Branch 60.

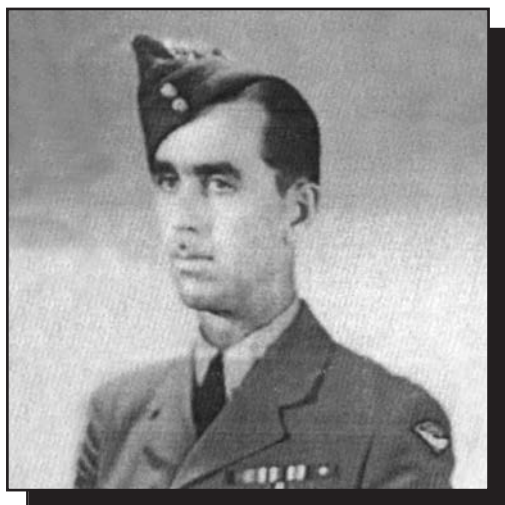
*Submitted by Peace Branch #060,
 The Royal Canadian Legion*

VONDETTE, Emile Lawrence

WWII

Emile was born in Espanola, Ontario in 1925. He served in the Army with the Lincoln and Welland Regiment in Canada, Britain, Central Mediterranean Area, and North West Europe during World War II. Emile received the 1939-1945 Star, Italy Star, France and Germany Star, Canadian Volunteer Service Medal with Clasp, and War Medal 1939-1945. Emile was killed in action on April 30, 1945 in Holland and is buried in Holten Canadian Military Cemetery Plot 11, Row A, Grave 6.

Submitted Independently



WILLETT, George

WWII

George was born in Pugwash, Nova Scotia in 1914. He served in the Army during World War II with the 23rd Army Tank Regiment, RCAF, and The Halifax Rifles as an Electrician in Canada, France, Germany, Calgary, Alberta; Summerside, Prince Edward Island; Goose Bay, Newfoundland; Gimli, Manitoba and Moncton, New Brunswick. George received the Canadian Volunteer Service Medal, France and Germany Star, and World War II Medal. George passed away in 1991.

*Submitted by Peace Branch #060,
 The Royal Canadian Legion*

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WILLETT, Jack

WWI

Jack was born in River John, Nova Scotia in 1892. He served in the Army with the 85th Battalion Nova Scotia Highlanders in Canada, France, Germany, and Belgium during World War I. Jack received the Canadian Volunteer Service Medal, World War I Medal, France and Germany Star, Belgium Medal. Jack was killed in action in 1917 while serving in Belgium.

*Submitted by Peace Branch #060,
The Royal Canadian Legion*

WINTERS, Lyndall Harris

WWI

Lyndall was born in Norwood, Nova Scotia on May 11, 1896. He enlisted at age nineteen with the 64th Battalion "A" Coy CEF on August 19, 1915, in Sussex, NB and served from August 19, 1915 to September 20, 1919. He was promoted to L/Cpl in Halifax on January 17, 1916 and departed on SS Adriatic from Halifax on March 31, 1916 arriving in England on April 9, 1916. He was reverted by request to Private on July 5, 1916 and was transferred to 2 Battalion 1 Canadian Division France and joined the unit in the field on September 15, 1916 as a stretcher bearer until November 11, 1918. Lyndall served with this SB Section of the 2nd Canadian Infantry Brigade BEF at the Battle of Vimy Ridge from April to August 1917, Battle of Passchendaele in November 1917, the Spring of 1918 SE of Arras, Battle of Amiens in August 1918, Battle of Arras and breaking of the Drocourt-Queant line. On Monday November 11, 1918, 1 Canadian Division was concentrated in the Somain-Demain-Masny area before their 300-mile march to the Rhine and into Germany. The 2nd Battalion was the first unit of the Division to cross into Germany on December 4 and marched through Cologne on December 13, 1918. Lyndall remained with the occupational forces in Germany, subsequently returned to England and then home, arriving at Halifax and was discharged on September 20, 1919 at the age of 24. Lyndall passed away in 1979.

Submitted by Yarmouth Branch #061, The Royal Canadian Legion



ZINCK, Adolphus

WWI

Adolphus was born in Blandford, Nova Scotia in 1898 to Austin and Laura Zinck. He served in the Army during World War I, with the Canadian Field Artillery 4th Division in England. Adolphus was killed in action in England on April 9, 1917 and is buried in Witley Cemetery in Surrey, United Kingdom.

*Submitted by F. E. Butler Branch #044,
The Royal Canadian Legion*

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A GUNNER

If I must be a Gunner
Then please Lord grant me grace;
That I may leave this Station,
With a smile upon my face.

I may have wished to be a pilot,
And you, along with me;
But if we all were pilots,
Where would the Air Force be?

The pilot is the Chauffeur,
His job is to fly the place,
But we Gunners do the fighting,
Though we may not get the fame.

It takes Guts to be a Gunner,
To sit out on the tail,
When the Messerschmitts are coming,
And the slugs begin to wail.

But we have to win a war
And until this job is done,
Let us forget our personal feelings,
And get behind the gun

If we must all be Gunners,
Then let us make this bet,
We'll be the best Dam Gunners,
That has left this station yet.

R.S.M.

18/03/41 R.C.A.F.
Saskatoon, Sask. Canada.
#4 S.F.T.S.

See page 181 for a biography of the author of this poem, Robert Stanley Messom

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Place of Birth:	Year of Birth:	Year of Death:
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Service Unit: <i>i.e. North NS Highlanders, CWAC, Names of Ships, Squadrons, etc.</i>		
Areas Served in: <i>i.e. - Canada, High Seas, England, C/E, Korea, SDA (Please name), etc.</i>		
Killed in Action? Yes <input type="checkbox"/> No <input type="checkbox"/> Year of Death: <input type="text"/> Where Killed _____		
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