



In a time of unrelenting change and unpredictable challenges, the members of the Canadian Armed Forces continue to courageously defend and protect Canada, both at home and abroad.

The Canadian Armed Forces have always stepped forward to help Nova Scotia in times of hardship, from supporting our vaccine rollout in the fight against COVID-19 to assisting in the aftermath of natural disasters. We are so grateful for their rapid response and dedicated service.

Nova Scotia is fortunate to be home to a strong veteran community and we will never forget their contributions to our country or their families' sacrifices. I would like to recognize the Nova Scotia/Nunavut Command of the Royal Canadian Legion for all they do to support our veterans and for publishing this annual Veterans Service Recognition Book to honour them.

Nova Scotia takes immense pride in our 263-year history of military service. As the Minister responsible for Military Relations, and on behalf of all Nova Scotians, I would like to express my heartfelt appreciation to all our troops, veterans, and their families.

Sincerely,

Honourable John Lohr Minister Responsible for Military Relations







Editor's note: The following is an article published in the local Chester newspaper from 1922 relating the unveiling of the WWI War Memorial. The Memorial (see cover photo) celebrated its 100th anniversary this past August, 2022. Also note that J. Massey Rhind, is the sculptor of the Cenotaph located at the Grand Parade in Halifax.

Chester War Memorial

This magnificent statue of a Nova Scotia Highland soldier was unveiled on August 4, 1922. Constructed in memory of 54 men who laid down their lives from this area in World War I. The design and cast were the gift of the famous Scottish sculptor, J. Massey Rhind.

The plaque and bronze figure, costing \$2,050, were cast in New York. The base and steps of the monument were cut from one granite boulder, the work having been done by Wakefield Zinck.

The names of the Memorial Committee who were instrumental in securing the tribute to the memory of the fallen heroes are: Cottnam Smith, Chairman; Mrs Franklyn Freda, Secretary; J.H. Strong, Treasurer; Rev. N.C. McCarthy; Dr. Clara Olding Hebb; Dr. A.M. Hebb; Grover Cole; Owen Evans; J. Roy Hennigar; Carroll Manning; Orvil Redden; Mrs. Douglas Mills; Mrs. Frank Mitchell; Miss Hattie Brown and Miss Emma Mason.

The proceeding commenced at 2:30pm. Following the band selection, "The Maple Leaf", and the invocation pronounced in feeling terms by Rev. Clarence Mackinnon. Mr. A.S. Barnstead, Deputy Provincial Secretary, acting for Premier Murray who was unavoidably absent, thanked the committee for the honour they had done him in asking him to speak on this occasion. The monument, while it would be a thing of beauty, and pleasing to the eye, was more than mere stone and bronze. It would be a symbol to the present and to the future generations—a symbol of the sacrifice which those whose names were inscribed thereon, had made in order that their kinfolk might retain their liberty. The world would never forget their sacrifice, yet it was well that in each community there should be some outward and visible sign to reawaken incoming generations that homage was their just due.

The actual ceremony of unveiling was brief but, by its briefness, dramatic in its intensity. The flags which had hid the figure were drawn away by two returning soldiers, both of whom bore on their bodies honourable scars, inflicted in battle. They were Ralph E. Hennigar and Karl Mills, the latter the possessor of the 1915 Star and one of the first to enlist. Following the unveiling Dr. A.L Anderson, rendered a vocal solo "O Canada," in the chorus of which the concourse of people joined.

After the unveiling of the statue, the speeches were made by Mr. J. Massey Rhind, the sculptor and benefactor; Mr. William Duff, M.P. Lunenburg; and Rev. Clarence Mackinnon of Halifax. The formal presentation of the statue to the Municipality by Chairman Cottman Smith took place. He briefly reviewed the history of the committee and names some of those who had taken a particularly prominent part in the realization of the memorial.

In a few brief words, Councillor C. A. Cole, on behalf of the Municipality, accepted the statue. The benediction was then pronounced by Rev. Clarence Mackinnon, after which followed "God Save the King," and the sounding of the Last Post, by Bugler Basketfield, of the R.C.G.A. This impressive feature concluded the proceedings.



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President's Message



On behalf of the Officers and Members of Nova Scotia/Nunavut Command, we would like to present the 18th issue of the Veterans Service Recognition Book. This book, as in keeping with the previous issues, shares the many faces and stories of the men and women who have served our country in the Canadian Armed Forces and the R.C.M.P. during times of War and on Peacekeeping missions around the world.

Our Veterans Service Recognition Book, which continues to be a huge success would not be possible without the generous donations from the advertisers and private individuals. Your continued support enables this project to continue each year.

Chairman and Editor Steve Wessel's dedication to the Veterans Service Recognition over the past 18 years ensures that VSRB continues to highlight the Veterans from NS/NU Command. Through VSRB, we are able to not only read their stories but have them recorded for years to come. Each school and library and all RCL Branches within our Command will receive a copy so the history and sacrifices of Veterans continue to be remembered.

Special thanks are extended to Fenety Marketing and Mark Fenety for continuing to produce a quality product each year that we are proud to distribute.

In Comradeship,

Donna McRury President

Nova Scotia/ Nunavut Command

Donna McRury

The Royal Canadian Legion



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Project Chairman/Editor's Message



As project Chairman, it is an honour and a privilege to present the 2022 edition, the 18th 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. We also recognize and support those men and women who continue the proud tradition of service to Canada throughout the world in the Canadian Forces and the RCMP.

I offer my sincere thanks to the Legion branches and members who took the time to support this year's publication by contributing biographies and photos. I would also like to thank the many businesses, groups and individuals who continue to generously support these publications through advertising and through personal financial donations.

As always, I wish to thank Fenety Marketing for their continued partnership and shared expertise in the production of these books. I would also like to recognize and thank Comrade Gary Siliker, CD, for his in-depth research and continued contributions to these publications.

In closing, we look forward to issuing the 19th edition of the VSRB series in the fall of 2023, and if you would like to contribute to the 2023 edition, please use the form at the back of this book and send it to our Command office.

In Comradeship,

Steve Wessel

Project Chairman / Editor

Veterans' Service Recognition Book



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1st Place

Senior Colour Poster, **Brianna Doiron**, Submitted by Elmsdale Br. 48, District F



Nova Scotia / Nunavut Command Poster and Literary Contest Winners — 2022



2nd PlaceSenior Colour Poster, **Ellis Doiron**,
Submitted by Habitant Br. 73, District D



ECION

2nd Place

Intermediate Colour Poster, **Madelief Van Der Walt**, Submitted by Somme Br. 31, District F

1st Place
Intermediate Colour Poster, Max Seale,
Submitted by Habitant Br 73, District D



continued ...



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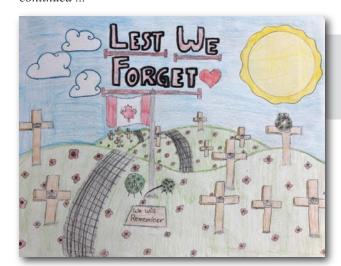
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1st Place

Junior Colour Poster, **Madisoyn Eisnor**, Submitted by New Germany Br. 102, District E



2nd Place

Junior Colour Poster, **William Cooper**, Submitted by Enfield Br. 133, District F



1st Place

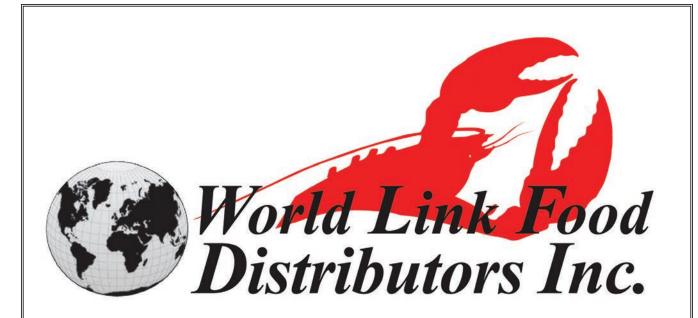
Primary Colour Poster, **Bianca Newhook**, Submitted by Elmsdale Br. 48, District F



Primary Colour Poster, **Lika Spencer**, Submitted by Cobequid Br. 72, District C



continued ...



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1st Place

Senior Black & White Poster, Izzy Boyce, Submitted by Habitant Br. 73, District D



Senior Black & White Poster, Isadora Ware, Submitted by Habitant Br. 73, District D



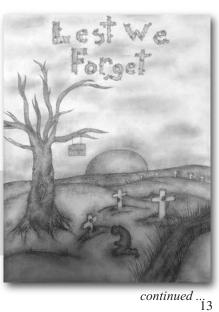


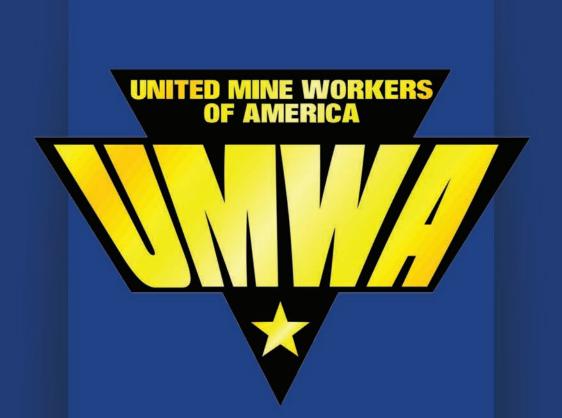
1st Place

Intermediate Black & White Poster, Hannah Smith, Submitted by Middleton Br. 01, District D



Intermediate Black & White Poster, Savannah Beck, Submitted by Elmsdale Br. 48, District F





the Nova Scotia Command of the Royal Canadian Legion's 18th Annual Veterans Service Recognition Book

CECIL E. ROBERTS
INTERNATIONAL
PRESIDENT

BRIAN SANSON
INTERNATIONAL
SECRETARY-TREASURER





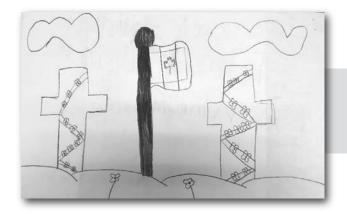
1st Place

Junior Black & White Poster, **Ruby Barbrick**, Submitted by Elmsdale Br. 48, District F



2nd Place

Junior Black & White Poster, **Johnzel Cagoyong**, Submitted by Habitant Br. 73, District D



1st Place

Primary Black & White Poster, **Zackary Powell**, Submitted by Elmsdale Br. 48, District F



Primary Black & White Poster, **Connell Card**, Submitted by Hants County Br. 09, District D



continued ...



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Following are a selection of the 1st place poetry and essay submissions as well as a listing of 2nd place in each category:

1st Place Senior Poetry, Sara Pluta, Submitted by Port Hawkesbury Br. 43, District A

Editor's Note: Sara Pluta was also the 2nd place winner of the Senior Poetry category at the Dominion level (Canada wide) and a unique story regarding the presentation of that award follows on the next page.

Life in the Trenches

By Sara Pluta

We're already six feet under; we might as well be dead,
Yet we still rise before dawn for the hard day's work ahead.
Shivering in the bitter air, we're ordered to stand-to,
Awaiting a German attack that seldom would come through.
Enduring the frigid weather is the best part of the day,
'For laying down the morning hate keeps the enemy at bay.

We're told to stand-down and assume our daily chores,
But is filling up a sandbag how we're going to win the war?
There's no life down in the trenches, they're brimming with despair,
The rats, the lice, the mud, it's your worst nightmare.
If you're lucky you'll get rum to take off all the edge,
'Cause, a soldier with the wind-up is a soldier who'd wind up dead.

If you think you'll catch some shut-eye, you couldn't be more wrong, 'Cause the artillery bombardment keeps you up all night long.

There's no sleeping in the trenches, they come alive at night,

There's far too much work to do before a new day's light.

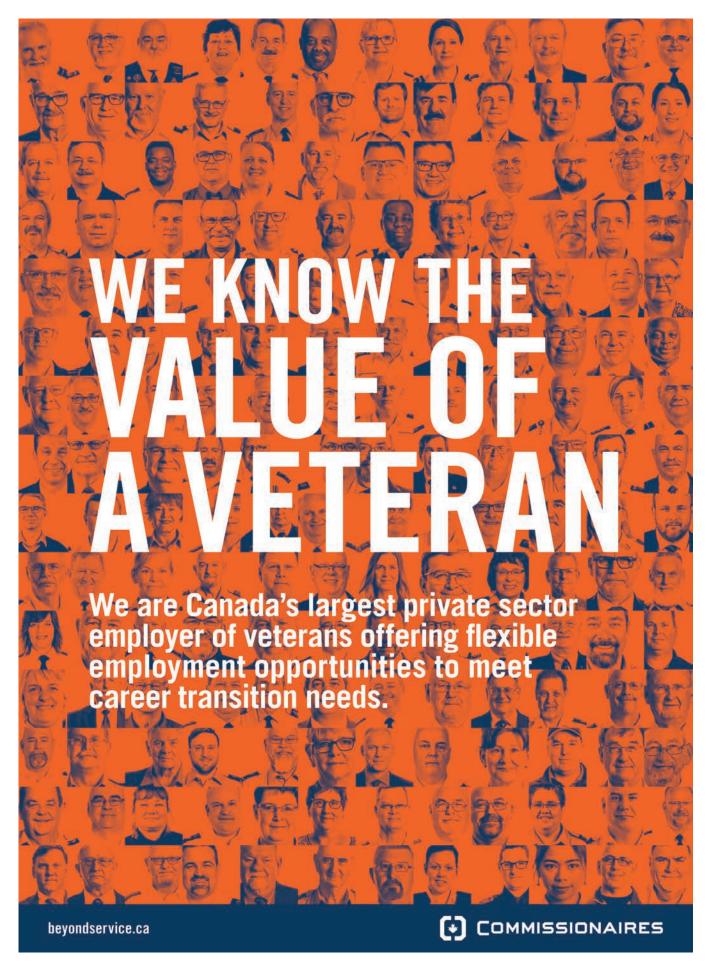
The waiting drives you mad, you're constantly on edge,

It's impossible to know what madness waits beyond the ledge.

Two minutes in the trenches feel like a whole lifetime,
Waiting just to see if you will live or if you'll die.
So when you're standing for two minutes and you claim that you feel bored,
The sacrifices we made for your future go ignored.
I wanted to be bored because bored meant alive,
Being bored meant being safe, being safe meant I'd survive.

My time down in the trenches was spent digging my own grave,
But that's the cost of freedom, the lives we so freely gave.
The scars of war are healing, but they'll never fade away,
While the blood of men is mimicked by the poppies on display.
The crosses mark the battlefield, now a garden of remembrance,
As a reminder to remember the lives lived in the trenches.

2nd Place Senior Poetry, Annie Maltby, Submitted by Port Hawkesbury Br. 43, District A





EVERY DARK CLOUD HAS A SILVER LINING

If you were to ask me how things are going with you and your Branch, and if I was honest, I would have to say at times it just sucks. Then just when you think you hit rock bottom something good happens and you rise right back up on top again. On Saturday 2nd of July 2022, our Poppy Chairman and I went to the home of a young student to present her with her award for achieving 2nd place in the National Poster & Literary Contest.



Left to Right - Zone 3 Commander Langley, Sara Pluta, Poppy Chairman Rod Corbett

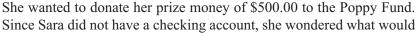
Sara and her older sister were always very competitive and were enthusiastic students when it came to the Legion's Poster and Literary Competition. They would enter every year in each category of their division and would often place 1st or 2nd at the local and provincial levels.

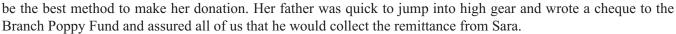
During the course of the evening, I mentioned to Sara how proud we are of her and her accomplishments and of course, how proud she makes the

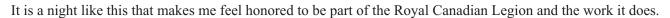
Royal Canadian Legion, the Port Hawkesbury School System and Branch 043 in particular.

I asked Sara what was the "Sparkler" that got her so keenly interested in the Legion Literary and Poster Contest? Without hesitation she replied, "It was my Grade 5 teacher Ms. Janice DeCoste" at the Tamarac Education Center.

When Comrade Corbett presented Sara with the cheque from the Legion National Foundation, Sara very graciously accepted her prize and said, "now it is my turn to pay it forward."









Here is a young girl who works and studies hard. She knows the objects and principals of the Legion. She understands and feels the sacrifices our Veterans have made. She demonstrates these qualities by writing prize winning poetry to illustrate her feelings in support of our troops.

Sara loves her parents, she is thankful for her teachers, she has honored the Royal Canadian Legion and she does "Remember them."

It is true, not every day is great or without consequences. We just have to look for the good and be able to recognize it when we see it.

"The milk of human kindness never curdles."

John Langley, Zone 3 Commander

continued ...





1st Place Intermediate Poetry, Erica Dennis, Submitted by Colchester Br. 26, District C

Remembrance Day

By Erica Dennis

We take life for granted, That one piece of toast that you didn't want to eat because it was burnt... They never got that chance to throw food away. I wake up to my dad yelling at me to get Out of bed or I'll miss the bus, Yet my great grandfather at my age Woke up to shots and bombs. I'm scared when I come home. For my mom to see my report card, Yet he was scared his mom would Get the letter that he was not coming back home. I'm telling my therapist stuff about my friends, Yet our veterans get no help. I wake up, doing my hair, worried about how that one boy will see me, He got ready to go fight for their country not knowing if he'd come back. I go to school, learn the area of a square, He had to learn to use a gun and survive. I get to live as a teenager knowing I have a tomorrow, He did not.

We wake up, not knowing the pain, the hurt, the tears that he went through, Yet we only take one day to remember.

2nd Place Intermediate Poetry, Skye Oomah, Submitted by Colchester Br. 26, District C





continued ...



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1st Place Junior Poetry, Madison Alex, Submitted by Arras Br. 59, District B

Highway of Heroes

By Madison Alex

Standing still in attention.

The sky is heavy and grey.

We see people waving Canada flags and saluting.

They're holding hands over their heart.

I feel less alone.

I feel warmer like I could take off my coat.

I feel proud.

2nd Place Junior Poetry, Charlie Landry, Submitted by Port Hawkesbury Br. 43, District A



continued ...

23



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1st Place Senior Essay, Sara Pluta, Submitted by Port Hawkesbury Br. 43, District A

The Meaning of Remembrance

By Sara Pluta

If you asked me the meaning of Remembrance Day, I would not have a concrete answer. Twelve years ago, I'd say something about poppies and appreciating veterans. While this may be true, Remembrance Day is not quite as simplistic as my 5-year-old self believed. Today, I would tell you Remembrance Day means, "To remember our fallen, to honour the sacrifices others made for our country, and to thank those who remain." At the eleventh hour of the eleventh day of the eleventh month, Canada celebrates Remembrance Day. Every year, on the same day, at the same time. Despite the uniform setting, each year is different because I develop a greater understanding of remembrance as I age.

I remember my mother stuffing me into an oversized winter coat that fit too tightly with the extra layers she made me wear underneath. As I rushed out the door, my father mounted a poppy sticker on my left side because he was afraid I might poke myself if I wore the real thing. I did not understand why we would spend the next hour outside in the frigid weather. Besides, I had already attended a ceremony during school with my classmates, many of whom were enjoying their day off. We had coloured poppies in class and completed word searches with light-hearted words like 'bravery' and 'honour' – wasn't that enough? For the next hour, I tried to comprehend the words of the venerable people in uniform, but all I could think about was how I couldn't wait to get home.

The crisp air indicates another November would soon fall on the calendar. I'd attend the same school ceremony as always; I practically have it memorized by now. I braced myself for the shrill sound of the bagpipes while the teachers scolded my peers for plugging their ears. I listened to the familiar laments and poems, recalling the statistics we discussed in class: "over 600,000 Canadians enlisted in the Canadian Expeditionary Forces during the war, with almost 60,000 never to return home." I stared at the floor because it was too arduous to stare at the weary faces of the veterans standing across from me. Looking back, I realize I was too immature to bear the melancholy mood.

In 2018, my Remembrance Day was unlike any other. Instead of attending my local ceremony, I represented the Youth of Canada in Halifax. Standing amongst the veterans, I experienced Remembrance Day from a different perspective. Looking out at the crowd, I saw my past self in one of the many children too uncomfortable to hold eye contact with the heroes before them. During two minutes of silence, I felt a palpable sense of sorrow weighing above the air. I've never heard silence quite so loud. The extraordinary Canadians that I met that day solidified a connection to the human face of war. I witnessed the everlasting camaraderie between veterans who made the same sacrifice decades ago. It became clear to me that 600,000 is not just a statistic you memorize for school, but it was the number of Canadians who risked their lives for our country's freedom.

Last Remembrance Day, I had a deeper knowledge of Canada's war record, thanks to a required class I would never opted to take. Canadian History class taught me about the triumphs and tribulations of Canada at war. I learnt about the soldiers who spent months withering away from diseases in the trenches, the prisoners of war in Hong Kong who were starved and tortured, and the Canadians who knowingly marched towards their death. From the victories, like Vimy, to the defeats at the Somme, Canada owes an immense debt to our veterans.

Though we observe the same traditions every year, my appreciation of remembrance is constantly evolving. The older I get, the more I learn about the brave Canadians who shaped our country into the great nation it is today. Remembrance Day is not just a time to commemorate the past; it is about reflecting on the future. So, if you asked me, again, the meaning of Remembrance Day, I'd say, "Ask me next year. I'll have a different answer."

2nd Place Senior Essay, Isaac Leveille, Submitted by Tatamagouche Br. 64, District C



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1st Place Intermediate Essay, Aaliyah Thomson, Submitted by Montgomery Br. 133, District F

Remembrance Day

By Aaliyah Thomson

Today we recognize the Bravery of the honourable men and women who fought for our freedom. We celebrate today by remembering the lives lost and the courageous people who protected our proud country. We wear poppies to mourn and show respect for people who saved us. I can't imagine having somebody arrive at my door to tell me my relative passed away in the war. I give my deepest sympathy to the families whose relatives or partners passed away fighting for our country.

As I'm sitting comfortably in my home, I think of how traumatizing it must have been hearing the sounds of explosions and bombs ringing in my ear. I'm grateful and thankful for the veterans who risked their lives. I will forever be appreciative of the luxuries I am gifted with and wouldn't have had without the servicemen and women who I think of daily but especially on November 11th. I couldn't picture living a life with constant panic and paranoia of when the next bomb will hit. It frightens me to think of my dad or brother leaving to fight and the realization hitting me that they might not come back. That's why I wear a poppy. That's why I stand for the moment of silence. That's why I remind people to show respect for the beautiful souls who still stand today or have sadly passed away and rest peacefully in Flanders Fields. Thank you for your service.

2nd Place Intermediate Essay, Louna-Kim Boucher, Submitted by Colchester Br. 26, District C

1st Place Junior Essay, Rowen Dunbar, Submitted by Montgomery Br. 133, District F

Memories

By Rowen Dunbar

I have walked by the memorial more times than I can count. I have walked by to see the names of all the brave soldiers that died trying to make Canada a safe place, Now as I lay in my bed, I think of the things that the soldiers had to go through to make Canada free.

Soldiers would have had to see their friends and partners die and see their blood streaming out of their bodies. The soldiers would have to leave their family and friends at home wondering if they would ever see them again. Soldiers would have to hear the bombs exploding and the other country's soldiers shooting their guns at them.

I feel sorrow for all the soldiers that passed away protecting their country by risking their lives to make Canada a place that was safe. Now on November 11th on the 11th hour people around the globe stand in silence remembering all the people that died to make Canada free. Some soldiers did not come back from war, some people lost their arms or legs and some people had memories of their friend dying right before their eyes. We shall never forget these brave soldiers that fought and risked their life for their country.

2nd Place Junior Essay, Willoughby Lorder, Submitted by Hants County Br. 09, District D

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Veterans Receive Quilts of Valour



Linda Rolfe, the area representative of the Quilts of Valour Canada Society, on May 18, 2022, presented Wedgeport Legion Branch 155 member, **Arnold Robert (Bob) Garron**, on the left, a Quilt of Valour for his over-30-year military service and his membership in Legion 155 for 39 years and counting. Sergeant-at-Arms **Warren Surette**, on the right, assisted in the presentation.

Credit: Cyrille LeBlanc

Joseph Robert (Bob) LeFave, retired in 1990, a veteran with 35 years of Canadian military service and Wedgeport NS Legion Branch 155 member, receives a quilt of honour from **Debby Gray**. Comrade LeFave served 3 tours in Cyprus and 2 tours in Germany.

Credit: Percy J. Cottreau





Warrant Officer (Retired) **Roy Morrison**, now 98, was a WW2 Tail Gunner on an Avro Lancaster Bomber flying 35 missions between England and Germany in 1945 and 1946. Left to right: making the presentation is **Rhoda Moore**, Quilts of Valour Halifax Nova Scotia Representative; **Roy Morrison**; and Chief Warrant Officer (Retired) **Ralph Murphy** who nominated Roy for this honour.

Credit: Ralph Murphy

Muriel Elliot of Liscomb is shown presenting her nephew **Steven Hatton** on the 11th of November with the Canada's Valour of Remembrance quilt she made for him. Steven is also the recipient of the Sacrifice Medal, presentation article in The Trident and on website re CF Sacrifice Medal.

The stand-alone medal is the US Army Commendation of Valour he received while working with the US Army while in Afghanistan.

Credit: **Don Hatton** (retired MWO)





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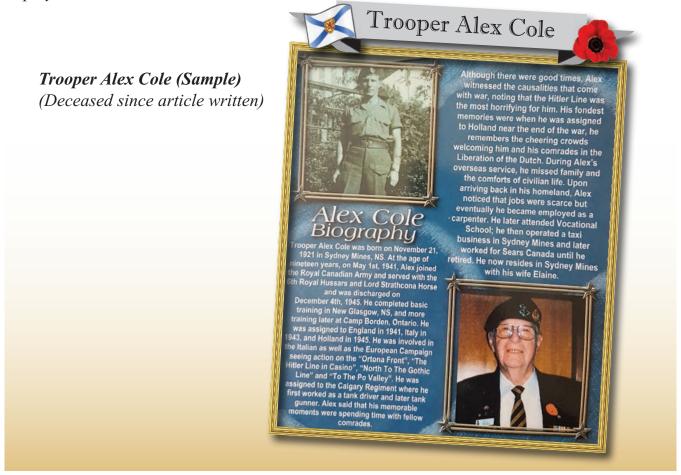


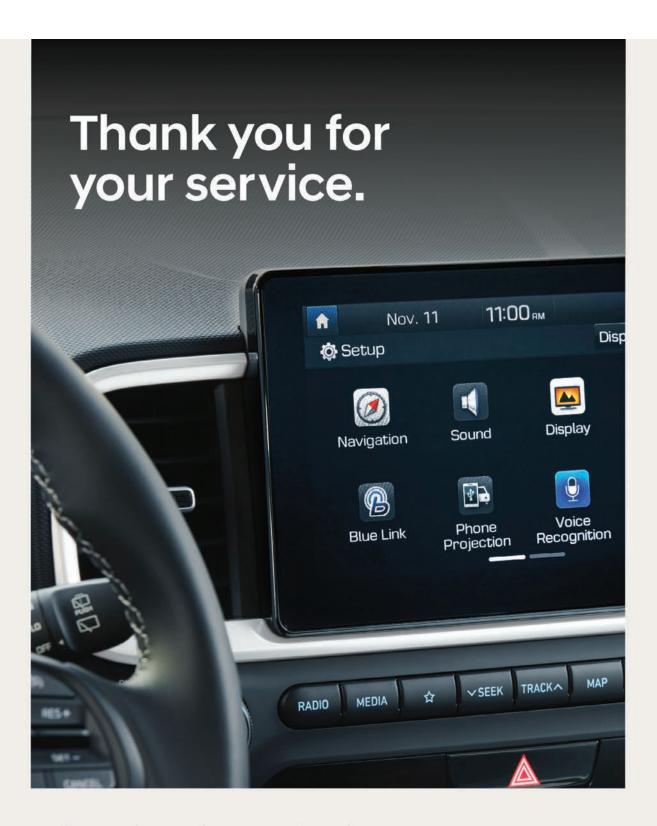


Editor's Note:

The following series of Veteran biographies, as referenced below, were submitted by Florence Branch #083, Nova Scotia/Nunavut Command, and we thank them for sharing their Veterans' stories. The majority of these biographies were printed in our 2021 volume 17 book. The following are those that remain.

Please note that the biographies are image copies taken directly from the branch Remembrance albums and any grammatical or spelling inconsistencies are shown as they are printed in the albums. It was determined that all biographies would be shared as they are printed, and as displayed in the branch albums.





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Ted Martens



Ted Martens Biography

Ted Martens was born August 24, 1924. As a young man in German occupied Holland, Ted was determined to help free his country from oppression. At the age of 18, Ted joined the Dutch resistance movement. Two years later, in 1944, when parts of Holland were liberated by Canadian, British, and American forces, he enlisted in the Dutch army during the Hongenwinter (Hunger Winter). His countrymen were literally starving under the crumbling but stubborn German occupation. Designated as a Bulk Private he was immediately sent into battle and received most if his "basic training" in the field fighting the Germans. He was injured just prior to the German surrender in May 1945. Ted's proudest moment was seeing the last Germans leaving his homeland.

After World War II ended, Teds "C" Battalion Infantry regiment was sent to Indonesia. Ted

served in the Indonesian War of Independence from 1947 until 1950. He contracted malaria during that conflict and was hospitalized twice. After that war ended, Ted came to Canada in 1952. He worked for an acquaintance farming in Richmond County before starting his own farming operation at St. Peters. For his service in the Dutch army, Ted received the Volunteer Service Medal, Active Theatre WWII Medal and the Active Campaign Indonesia Medal. Ted has also received the Canadian Queen's Jubilee Medal and the 125th Anniversary of Confederation Medal. Ted is an active member of the Legion. He has held all of the offices at his home Br. 047, St. Peters, Royal Canadian Legion. He is also Past President and Past 1st Vice President of Nova Scotia/Nunavut Command where he currently is Commander of Cape Breton District. In addition, he has served on the Dominion Executive of the Royal Canadian Legion.





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Pte Elizabeth May



Pte Betty May Biography

Fannie Elizabeth May was born in New Glasgow, Nova Scotia on August 9th 1918. At the age of nineteen she decided to enlist in the army because she had trouble finding employment and since she was not married at the time it was a great opportunity. In 1938 she signed up in New Glasgow and completed her training in St. Anne's, Quebec and Aldershot, Nova Scotia. She was part of the 2nd Regiment Women's Army Corp, and when training was completed she was stationed in Halifax in the Medical Office. She would divide her time up between the Medical Office and the General Office on Citadel Hill. Her duties included documenting the treatment soldiers required and ensuring that they received these treatments, also filing all papers in the soldiers' correct folders.

"Betty" as she is known, had the option to go overseas. She would have signed a five year deal to go, but this scared her because upon her return she would not be guaranteed a job, so she decided on home employment. A memorable moment she recalls in Halifax, there was a ship in

the harbor full of explosives. There were rumors that an enemy ship knew of this and was planning on entering the harbor to blow it up. She says precautions were taken and many were forced to sleep outside away from the danger. Her proudest moment during her service was being one of twelve ladies picked for the Guard of Honor when generals were coming to visit. She had the opportunity to meet the high ranking

officers in Halifax visiting. "I guess I was a good marcher", she says. When she left the service she missed the company of all the girls. There was much time spent together and great friendships built. When she was finished, Betty attended Business College in Sydney. Graduating from school she worked in an office for a short time before she got married and left to become a housewife. She wanted to always be available for her kids, "When they got home, I wanted to be there for them." She and her husband, John, lived in Glace Bay, Nova Scotia with their two boys. Betty now resides at Taigh Na Mara in Glace Bay. where she loves being. She says, "There is always something to do here and everyone is so nice, I love it. The only thing I miss is driving my



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Pte John Mertens





Pte John Mertens Biography

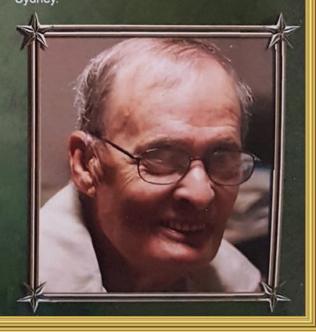
John Mertens was born in the town of Oosterhout, Holland in 1924. He had just turned sixteen years of age when Germany invaded Holland on May 10th, 1940. John enlisted in the 21st British army in the AAT Transport Division to support the Allied push towards Berlin as a truck driver. Holland made every male eighteen year of age to be conscripted in the Army and they wore old Dutch uniforms and were referred to as the "work army" training with shovels and rakes rather than with weapons and soldiers.

John's main job was the "business of war" in the transporting of troops, rations and supplies to and from the front. One of the chores John disliked was transporting and burying civilian casualties of war. John drove German prisoners of war to areas where land mines were buried. The prisoners cleared the land of mines, not all prisoners survived.

During the war years all of Northern Holland suffered considerably at the hands of the Germans. Food was very scarce and the country was in starvation mode. He remembered transporting Red Cross packages for his countrymen in

his truck. The country of Holland did not recognize the military for their war contribution. John did receive recognition from the Canadian Government.

He enjoyed the training of weapons and maintaining vehicles. Food and clothing were the things that John missed most during the war years. He did not like the war but did his duty and would encourage young people to be ready and willing to go to war for their country. John has three brothers who served their country during the war as well. After the war John worked in construction in Holland on roads and bridges. John met his wife Ida in Holland and they were wed there in 1952. Their baby was only three months old when they were preparing to come to Canada, however, due to law they had to wait until he was six months to travel. They came to Canada in 1953 at Pier 21 in Halifax along with 900 immigrants. He worked as a Fuller Brush man for awhile and then as an employee of Island Motors in Sydney. Following employment with Island Motors he worked for J.P. MacNeil Motors for thirty years. John is a proud soldier and a proud member of Branch 19, Royal Canadian Legion. John lives on a portion of the old Tom Lawley farm on Musgraves Lane in North Sydney.



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Lt Col Alex Morrison



LCol Alex Morrison Biography

Alex Morrison was born in Sydney in January 1941. In 1953, his father had been working for the CNR when he was transferred to North Sydney; Alex began attending St. Joseph School. One day a friend from school asked Alex if he was going up to the Armouries to sign up for Army Cadets. He did, and became a member of 2459 Cape Breton Highlanders Army Cadet Corps. Over the next couple of years he attended two six week courses at Camp Aldershot before joining the Cape Breton Highlanders Reserves in September 1956. He moved into the Regular Army in 1960 As a member of the regular forces, Alex served in the Black Watch before joining Princess Patricia's Canadian Light Infantry. During his time enlisted he has made several trips overseas, he first travelled to Cyprus in 1968 as a part of HQ United Nations Peacekeeping Force, he then spent three years in Germany as part of Canada's NATO force from

authored several books and many peacekeeping/peacebuilding related articles. He marks one of his most memorable moments as

1970-1973. Nearing the end of his military career he served as Minister-Counselor at the Canadian Mission to the United Nations in New York. He has

writing, with Ted Slaney, The Breed of Manly Men: The History of the Cape Breton Highlanders. Some other memorable moments he addressed were representing Canada at the UN and being Black Watch Unit Emplaning Officer for the first NATO Allied Mobile Force exercise in Norway. When asked about his proudest moments during service Alex lists being honorary Lieutenant-Colonel and Honorary Colonel of the Cape Breton Highlanders. On his retirement from the Military in 1990 as a Lieutenant-Colonel, he became Honorary Lieutenant-Colonel of the now Cape Breton Highlanders and later the Honorary Colonel of the two-unit Nova Scotia Highlanders.

When asked if he had any advice to offer the young men and women currently serving their country, he simply states, "Be proud that you are serving For his many years of service Alex has received many accolades, including the Meritorious Service Cross (MSC) for his work on behalf of Canada at the United Nations, the Canadian Forces Decoration with three clasps, North Atlantic Treaty Organization Service Medal, Peacekeeping Medal, the United Nations Force in Cyprus Medal, Queen Elizabeth Silver Jubilee Medal and the Lester Pearson Peace Medal awarded by Governor-General Adrienne Clarkson.

He and his wife Elizabeth reside in Cornwallis Park, Nova Scotia.





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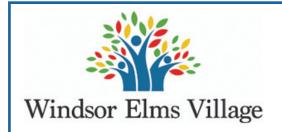
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Private William Bernard Osmond



William Bernard Osmond

Biography

Private William Bernard Osmond was born in Sydney Mines on August 29th, 1933. He enlisted in the Royal Canadian Army in July of 1951 at the age of 17. Bill completed his basic training at Petawawa, Ontario and furthered his training in Wainwright, Alberta

and Shilo, Manitoba where he trained to be a paratrooper. Some of the countries Bill was assigned to was Korea, Australia, Japan and, as he refers to it, "The Old Country" England. Bill was involved in the Korean conflict and fought in the hills in which was had a name a number. One was hill 355 and another was 187 referred to as Pork Chop Hill. Bill's camp was invaded and he was wounded in the leg in 1952. Also, Bill was with his regiment near enemy lines when and order came to capture a prisoner to see if any information could be gathered. When they captured this prisoner he turned out to be an enemy officer. After being wounded, Bill spent nine months in the British Commonwealth Hospital in Japan.

After the capture of prisoners, Bill was decorated with the Leaf, mentioned in dispatches and given six days of rest and relaxation for his act of service. Bill did enjoy the time he spent training and the time he was able to spend with comrades. However, he saw many unpleasant times such as when he was sitting next to a friend when he was shot and killed. Bill did miss the comforts of home and his family, and did not notice much new when he returned which truly made him feel at home. After returning home Bill spent one year in camphill hospital and returned to Cape Breton where he worked in the coal mines for 9 ½ years. Bill then took his family to Ontario and worked in electrical maintenance until returning to

Cape Breton. Bill and his wife Mary reside in Millville and have three children. Bill is a member of the Florence Legion Branch 0083, and is very proud to be a life member of the VRI Association in London Ontario.



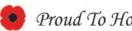


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Heburn Reid Biography

Hepburn Reid was born November 3, 1924. He enlisted in the Army on June 15, 1942 and received his basic training at Kingston. He was deployed overseas and spent time training in England and Scotland before being sent to the continent. Hepburn fought in Belgium and Holland with the 1st Canadian Corps, 1st Division. One of the notable actions he took part in was Operation Destroyer which liberated Arnhem after the failure of Operation Market Garden. Hepburn also took part in the Battle of the Scheldt which provided the Allies access to the key port of Antwerp.

Hepburn described being in England when a "buzz bomb" came over. The engine stopped providing a warning of

imminent detonation but he was fortunate and survived the explosion when it landed 300 feet away. After VE Day, Hepburn volunteered for the Pacific theatre of operations. He returned to Canada aboard a British carrier which had to shoot its way through a minefield off the coast of Ireland. He had a 30 day leave and was spared from a Pacific deployment when the Japanese surrendered in August.

Hepburn received several medals for his wartime service including the Holland 1945 Medal and the 1939-45 Star. After the war Hepburn returned home and worked in "the pit" at Number 1 in Sydney Mines. He later worked as a stevedore at CN/Marine Atlantic until his retirement. Hepburn is a member of Br. 008, Sydney Mines, Royal Canadian Legion.





We honour our veterans and their service to our country.





Private Lorenzo Sampson



Pte Lorenzo Sampson Biography

Lorenzo Sampson was born on October 5th 1921 in L'Ardoise, Nova Scotia. By the time he was twenty, the war had begun and many of his friends were enlisting at the time. With this and the fact that there were not many other options at the time, Lorenzo decided to join the army. He enlisted in Halifax and was assigned as a Private Signalmen. After enlisting he was stationed in Northern Quebec for two years earning his linesman trade certificate. From here he travelled to Vancouver Island and from here his group travelled to Seattle where they boarded a train to San Francisco to be mobilized to go overseas. From here they left on the American troop ship SS Monterrey for Australia in 1943.

While in Australia he worked in a radio station alongside the Intelligence Corps, detecting and translating Japanese messages, and relaying them to an American base. The station was situated in Darwin, where he would spend the next two years of his life. As a stationary unit, Lorenzo remembers finding new ways to pass the time. The Canadian boys started playing softball, teams being made up of those West of Montreal versus those east of Montreal. They also built a boxing ring to compete and pass the time. With not much else in Darwin

besides kangaroos and reptiles, Lorenzo says the rest of their free time was spent trying to keep cool. When asked if he missed anything about home while he was in Australia, Lorenzo says he missed his family and always wondered how the family business was doing. Back home, in St. Peters, his family ran a General Store. Before the war Lorenzo was active in the day to day duties for the store. So it was always in the back of his mind.

After the war had ended, Lorenzo had to wait three months before they could make it back to Canada due to a lack of troop ships. They made the most of this time; it was arranged with the Commander of the Australian Forces that the Canadians would get a tour of Australia. They spent time in Melbourne, Sydney and Adelaide. Lorenzo says the Australians treated the Canadians number one; they were taken into private homes and invited to parties. Lorenzo ensures the group was well taken care of while they awaited a freighter to be converted into a passenger ship.

After his return home, Lorenzo received his discharge in 1947. He built an extension onto the store and purchased some new equipment for meat cutting and a walk in freezer. The store remained open until 1985, when Lorenzo decided to turn the store into a woodwork shop. Lorenzo now resides in the Veterans wing in Harborview hospital in Sydney Mines, Nova Scotia.





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MCpl Tremaine Sampson



MCpl Tremaine Sampson Biography

Master Corporal Tremaine Sampson was born August 21st 1940 in Florence, Nova Scotia. He spent his childhood in Florence and enlisted into the Air Force on August 21st 1957 in Halifax Nova Scotia on his seventeenth birthday. He joined some friends who were traveling to enlist, they talked him into going with them and he never looked back. He began his career as an Aircraftsman 1 and completed basic training in St. John's, Quebec. His two months spent there were described as hectic. Wake up was at 5am and work continued until 9pm, all the while remaining diligent and respectful to all officers.

Tremaine spent a tremendous amount of time travelling, after basic training he was in Borden, Ontario for Airframe Technician training. Time was also spent in Alberta, Manitoba, Ottawa and out at sea. Churchill, Manitoba was the perfect place to conduct cold weather trials; it was not uncommon to see -60 degree weather. From 1969 to 1973 was spent in Cold Lake, Alberta while Tremaine worked as a Tech crewman making hospital runs, either once a week or in the case of an emergency, to Edmonton. From 1973 to 1981 was spent working on Trackers and Sea Kings in Shearwater, Nova Scotia. After some time spent in Shearwater, Tremaine and his family decided to put money down on a home in Florence,

Nova Scotia and a short time later he was asked to be transferred to British Columbia. However, rather than moving to Vancouver Island there was a compromise, he was to spend 18 months out at sea instead.

Because of his work schedule he could be away for as long as six months at a time, during these times it was hard to be away from his wife and children. Tremaine credits his wife Renova for handling everything with such great poise. Returning home was always special for Tremaine, getting to spend time with his family was a blessing.

Throughout his time in service there was great camaraderie built. Spending so much time together, friendships flourished and good times were had, this was one thing he missed upon discharge.

Tremaine's worst memory during his service is losing a friend in a helicopter crash during training in Alberta. The chopper went down just after the

runway, with one man dying and another paralyzed. At discharge in 1981 Tremaines' rank was Master Corporal. He had received the Canadian Forces Decoration for at least twelve years of good conduct. He has been involved with the Royal Canadian Legion for fifty years and has held the position of Service Officer for Branch #083 for the past twenty five years. After his military career Tremaine worked as a local commercial fisherman.





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Lt. Col. George Troicuk



LCol George Troicuk Biography

Lt. Col. George Troicuk was born in Glace Bay on January 19th 1951. He enlisted as a Pte in Sydney, Nova Scotia on May 25th 1967 at the age of 16. After enlisting, George completed training in Sydney, Gagetown and Aldershot.

George joined the military for the prospect of adventure; it was a chance to get out there to meet people and challenges head on. He remembers early in his military career, the many bus trips he and his fellow soldiers would make from Glace Bay to North Sydney to meet up with a convoy of soldiers making their way to mainland Nova Scotia for training exercises. Lots of great memories just spending time with the boys and building relationships that last a lifetime. George has traveled around North America and as far as Australia to compete in marksmanship competitions, where he was very successful. He took teams from local and regional competitions to National and International shooting championships. In 1995 he took the Atlantic Reserve Army Militia team to Ottawa where the reservists beat all teams in the Canadian Services. Leading the reservists to this win still remains one of George's proudest memories. In 1999, his team went on to win the International Shooting Championships in Little Rock, Arkansas taking home the Commander in

Chief Trophy against competition from all over the world. Another memorable experience for George is when he spent time in Montreal working security detail during the Olympics in 1976.

George says there were also some challenging times, training exercises always proved difficult; this was always accepted to ensure soldiers are ready for any possible situation. Working through all-weather made for tough training but well worth it in the end, knowing that the men you could be thrown into any situation with, are prepared and willing to do whatever it takes. Training in Churchill, Manitoba sticks out in George's mind. The elements were tough at the time but finishing the Northern Ramble training exercise was satisfying in the end.

George was honored with the Canadian Forces Decoration with two clasps after 32 years of loyal service. He also received the Queen's Golden Jubilee medal. For those in active service today all over the world, George reminds them to remember their training, do this and you increase your chances of success. It is hard to give advice, just be ready for anything because anything can happen.

All of George's experiences have been quite positive. As a young man who enlisted, he learned great responsibility. Military is a major eye opener for a young man. "You can quickly learn the difference between good and bad and you learn to react to the world around you."





RCMP Veterans Association



RCMP Regimental # 10319, Charles Robert (Raefe) Douthwaite was born on April 4, 1907 at Belmont, Yorkshire, England. He joined the Royal Canadian Mounted Police on June 8, 1927 at Ottawa, Ontario. He left the Force on June 7, 1930 and re-engaged in the Force on January 15, 1931 at Dawson, Yukon Territory as an Acting Corporal.

While in the Force, he served at "Depot" Division, Regina, Saskatchewan (Training), "E" Division, British Columbia at Vancouver, "B" Division, Yukon Territories at Dawson, Dawson Town Station Detachment (Orderly Clerk), Keno, Mayo, Granville, Stewart River, Forty-Mile and Miller Creek. Raefe served on the St. Roch and in "G" Division at Cambridge Bay (Lance Cpl.) and in "K" Division, Alberta at Calgary, Cochrane and Edmonton. He was discharged from the Force on January 14, 1940.

Upon leaving the Force, he received a Commission in the Royal Canadian Navy with the rank of Captain Service # ZM2386. He later transferred to the Canadian Army and served in North Africa, Sicily, "D" Day Normandy and joined the French and Dutch underground. He was promoted to the rank of Major in 1946, I/C Intelligence for Western Command. He served in the 3rd Division of the Canadian Army Intelligence Corp. and retired at the rank of Colonel.

Raefe was awarded the Order of the British Empire in 1945; the Medaille De La Reconnaissance Française in 1946; the Croix-de-Guerre Avec Etoile de Bronze in 1947 and the Officers of the Order of Orange Nassau with Swords in 1948. He was the most decorated Intelligence officer of WWII.

Raefe joined the RCMP Veterans' Association, Nova Scotia in 1958 and was President of the Nova Scotia Division of the Association in 1963 and 1964.

Submitted by the Royal Canadian Mounted Police Veterans' Association, Nova Scotia Division





Stoker Raymond Walker



Raymond Walker Biography

Stoker Raymond Walker was born in Sydney Mines in 1923. In November of 1940 at the age of 16, Raymond, who had to lie about his age, joined the Royal Canadian Navy. Raymond was discharged in July of 1945.

Raymond completed his basic training in Halifax and was assigned to such countries as the U.S., Africa, and France among other countries in Europe. He was involved in campaigns such as Dieppe, Sicily,

France, Germany and North Africa.

Raymond received such honours as the France, Germany, Africa, Italian and 1939 1945 stars. He was also awarded the voluntary service medal, war medal and the Queen's 15th

Anniversary Jubilee Medal. Some of Raymond's most memorable moments were going ashore on leave but he also saw much death and destruction during his service. Raymond said the best thing he witnessed was the joy of the people when they knew the war was over .He also noted that the things he missed the most were home cooked meals.

After returning to Canada, Raymond worked for a short time in Toronto then returned home to marry his wife Mary Elizabeth with whom he raised 5 children Raymond worked in the coal mining industry until is retirement.



Editor's note: Story should read, "...the Queen's 50th Anniversary Jubilee Medal."



CONSTRUCTION

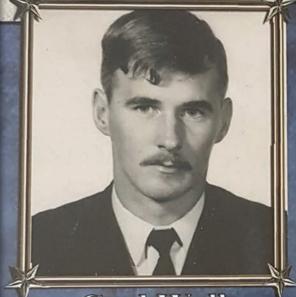
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Carl Wall



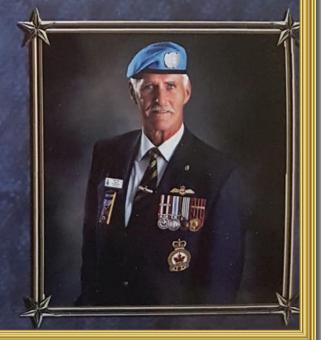
supplies in Saudi Arabia during the Gulf War. He was also assigned to the Golan Heights where he spent 6 months as Liaison Officer. Carl finished his service at Esquimalt and was discharged in 1991.

Carl received several medals for his service including the NATO medal, Long Service Medal, UN Medal, and the Canada Peacekeeping Medal. After his service Carl worked as a Project Manager in the contracting business. Carl is a member of Br. 019, North Sydney, Royal Canadian Legion where he currently serves as President and has also served as Service Officer. Carl currently resides in North Sydney. He has two children.

Carl Wall Biography

Carl Wall was born May 4, 1953. He joined the Air Cadets at age 13 and received a flying scholarship that enabled him to acquire his private license as a pilot. In 1971 Carl enlisted in the Air Force. He received his basic training at Cornwallis. Carl was then assigned to CFB Trenton where he trained as a Loadmaster for Hercules C-130 transports. He spent 14 years at Trenton eventually becoming an instructor for Loadmasters. During his posting at Trenton Carl was involved in the evacuation of Embassy personnel in Lebanon and Grenada.

He then spent several years at Shearwater in the Air Movements section before being assigned to the Canadian Embassy in London as a member of the Canadian Defense Liaison Staff. Carl also spent two years at Lahr, Germany during which time he was deployed to Aviano Air Base in Italy flying









Trooper Jim Walsh



Jim Walsh Biography

Trooper Jim Walsh enlisted in the Royal Canadian
Army on May 10th, 1943 at the tender age of
sixteen. Jim served with the Sherbrooke Fusilier
Regiment and was sent to Orrille, Ontario, for Basic
Training and then Camp Borden, Ontario for

Advanced Training. Jim was involved in the European Campaign and was assigned to England, Belgium, Holland, and Germany. While serving his country, Jim can recall when he and his comrades, a five-man crew, would sit and share parcels from home. Whenever one man had good-fortune from home they all did. Jim also recalls that the parcels

sent to him from home never made it to him, including a parcel sent from some family he met in Scotland, while serving Overseas. However, Jim made do, and when he would receive his three-day ration, he would take the cigarettes and trade them for something he did enjoy, candy. But Jim also remembers a day in a Dutch village that his crew arrived in. That day the Germans executed ten Dutch civilians, and ten Canadian soldiers.

The days were long, especially when times were rough, and Jim would miss his family and friends back home.

This longing to be home was even stronger at

Christmas time. When the War ended in Europe, Jim was in Germany, so very little rejoicing was happening in the streets, but, all the men received a double ration of rum and they sat in their Sherman Tanks listening to the radio as Winston Churchill declare that the War in Europe had ended. For his years of service defending his country, Jim was awarded the France-Germany Star, the CVSM Clasp, and the 1939-1945 War Medal. When Jim returned home after his discharge on June 11th, 1945, he noticed that a majority of his friends were not home due to the War in Europe. He also recalls coming home and his parents meeting him in George's River, where the family had moved from North Sydney while Jim was overseas. Later that evening, Jim went into North Sydney, and at midnight he went to take a taxi home, but there were no taxis running that late at night. Jim spent his first night of civilian life in the KOC Hostile. After six months Jim worked as an auto body mechanic for some time before eventually working in the local coal mines until his retirement. Jim married his sweet-heart, Jean Amey, and they had five children together. Today, Jim and Jean reside in North Sydney.







Veterans,

Thank you for your bravery, sacrifices, and strength. Because of all the women and men, young and old, who served and continue to serve, we are able to live in a land of peace and freedom.

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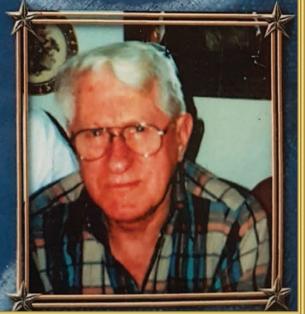




Joseph Walsh Biography

Warrant Officer Joseph Anthony Walsh was born on January 11th, 1925, in Sydney, NS. At the age of eighteen years, on March 18th, 1943, Joe joined the Royal Canadian Air Force and served in the 433 Squadron, and flew on the MK111 Lancaster as a wireless operator. He completed basic training in Lachine, Quebec and was discharged on March 27th1946. Joe was assigned to England in 1943, and was stationed in Yorkshire, England, and was involved in many bomber commands in the Germany Offensive. Joe received such honours as the France/Germany Star, The Canadian Wartime Medal, The Bomber Command Medal, as well as the Liberation of Holland Medal. Amongst Joe's memorable moments were spending time with fellow comrades, going out to the local pubs, a good game of crib and enjoying the English countryside.

Although there were good times, Joe witnessed the causalities that come with war from the damage done by bombs. seeing many towns and cities destroyed as well as many lives lost. His fondest memory was arriving in Plymouth, England, after the journey overseas; it was good to be on land again. During Joe's overseas service, he missed family and friends, along with the comforts of civilian life. After the War, Joe remained working for several years in the Air Force and was stationed at many bases throughout Canada such as; Montreal, Quebec, Halifax, Goose Bay, Resolute Bay and Vancouver. When Joe returned to civilian life, he married his girlfriend Vivian, they had five children together and Joe went to work in the family business, W. J. Dooley Funeral Home, owned and operated by his father-in-law. They currently reside in North Sydney.





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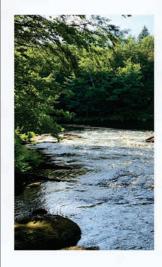
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On 5 July 1916, the Department of Defence and Militia authorized the formation of No. 2 Construction Battalion. It was the largest Black unit in Canadian history. Its members continued the proud tradition of service to King and country that went back to the American Revolution and continued through the War of 1812 and the Rebellions of 1837–38 to the start of the First World War. But there were many obstacles: Black soldiers and communities faced racism both at home and overseas, despite their commitment to the war effort.

The Fight to Enlist

In August 1914, tens of thousands of men across Canada rushed to their local recruiting centre to enlist for service in the First World War. Many Black men tried to enlist as well but were rejected; some were told that this was a white man's war, while others were told that their services were not required. By the end of 1915, at least 200 Black volunteers had been rejected. This reflected the racism in Canada at the time. Many white men told recruiting officers and battalion commanding officers that they refused to serve with Black men.



These rejections were unacceptable to the leaders of Black communities across Canada. They wrote to Militia Headquarters and the Governor-General to request that Black Canadians be allowed to enlist. They also questioned why they were being rejected. At the same time, senior Militia officials across Canada were also questioning Militia Headquarters in Ottawa, asking how Black men could be allowed to enlist. They too faced pressure from Black leaders as well as the refusal of many white men to serve with Black soldiers.

An all Black infantry battalion was not an option. There were not enough Black men in Canada to man such a battalion and provide reinforcements in the face of heavy casualty rates at the front. Further, the British War Office refused to allow any Black units into combat on the Western Front (they feared that Black infantry units might use

their training and experience against British authorities in the colonies). In April 1916, the chief of the general staff at Militia Headquarters found a solution. He proposed that a Black labour battalion be formed, labour being in very short supply and critical to support campaigns. The British approved the idea in May.



Recruitment Poster

Recruitment poster for the No. 2 Construction Battalion. (courtesy **Esther Clark Wright** Archives at Acadia University/ 1900.237-WWI/31)

continued ...

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 $continued \dots$

Recruiting

No. 2 Construction Battalion was authorized on 5 July 1916 under the command of Lieutenant-Colonel Daniel Sutherland, a well-known railroad contractor from River John, Nova Scotia. Its headquarters were initially based in Pictou, Nova Scotia, but moved to Truro in September. A detachment operated in Windsor, Ontario, from September 1916 to March 1917 for soldiers recruited in Ontario and western Canada. Recruiting began in the Maritimes on 19 July and in Quebec and points west on 30 August. The battalion was one of only a few units that was allowed to recruit across the country. By the end of December 1916, it had 575 soldiers. As with other battalions, many of these were released as medically unfit before the battalion sailed. The numbers enlisted were good, but not enough for a battalion.



On 22 December 1916, the battalion was told it should prepare for service overseas. Its services were urgently needed. A large recruiting push began, to get the battalion up to strength. It was interrupted when 250 men from Truro were sent to New Brunswick in late January 1917 to remove railway tracks immediately required for military railways in Belgium and France.

Overseas Service

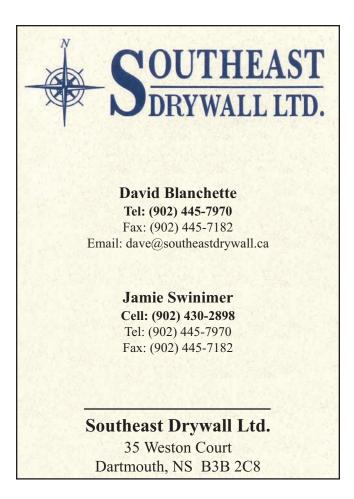
On 28 March 1917, No. 2 Construction Battalion sailed from Halifax on the SS Southland. They arrived in Liverpool on 7 April. The battalion sailed with 19 officers and 595 men, far short of the 1,049 officers and men required for a battalion.

Of the officers, only one, Reverend William Andrew White, was Black; there were seven non-Black soldiers among the troops. Among these were the two highest NCO positions in the unit: the regimental sergeant major and the regimental quartermaster sergeant.

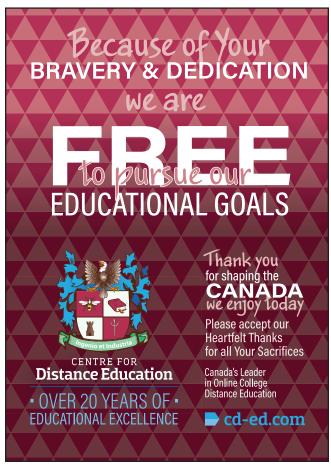


Officers of No. 2 Construction Battalion The officers of No. 2 Construction Battalion are pictured in France. The commanding officer, Lieut.-Col. Daniel Sutherland, is seated on the left of the front row, while the unit chaplain, Honorary Capt. William Andrew White, is front row centre.

(Courtesy Lt-Col DH Sutherland Collection, River John, Nova Scotia)









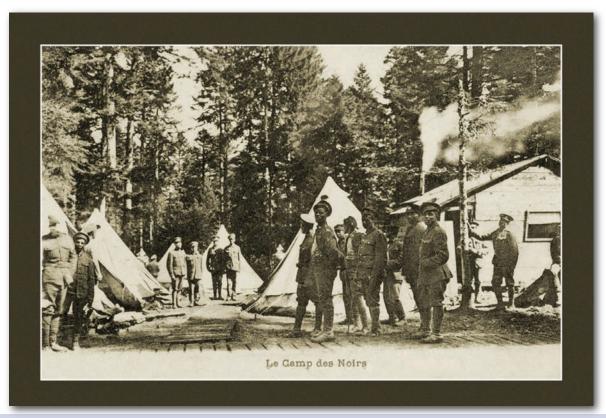
Nova Scotia/Nunavut Command of The Royal Canadian Legion



continued ...

In England, the War Office would not allow the battalion to go to France with so few men. The solution was to reform the battalion as a labour company of 500 officers and men, renamed No. 2 Canadian Construction Company. The rest of the battalion remained in England to serve as reinforcements.

The Canadian Forestry Corps urgently needed labour to support its forestry operations in the Jura Mountains in southeast France. No. 2 Canadian Construction Company arrived there early on 21 May 1917 and immediately began operations.



No. 2 Construction Battalion

The soldiers of No. 2 Construction Battalion lived in tents from their arrival in France in May 1917 until wooden huts were ready to occupy in October.

(Courtesy Lt-Col **DH Sutherland** Collection, River John, Nova Scotia)

No. 2 Construction Company performed a large number of supporting tasks. These included improving the existing logging roads in the La Joux Forest and helping build a logging railway. The company also operated and maintained the system that provided water to all the camps, as well as the electrical system when it came online. In addition, they transported the finished lumber products to the railway station, where they loaded them into railway cars. In performing these tasks, the lumberjacks of the Forestry Corps companies were freed to cut and mill trees. No. 2 Construction Company was also involved in all phases of the lumber process, helping saw down trees and move and mill the logs.

Lumber was essential for the war effort. It was used for revetting the sides of trenches and for duckboards for the bottom of trenches or across muddy terrain. It was also used for artillery gun platforms, railway ties, ammunition boxes, accommodation huts and bridges. The work of No. 2 Construction Company allowed the mills to produce more than twice as much lumber as mills that did not have this support.

In November 1917, a group of 50 men from the company were sent to No. 37 Company at Péronne, France; there they helped build a road used to move supplies to the front. They then continued to support lumber operations. Another group of 180 men was sent to northwest France, near Alençon to support the companies of No. 1 District, Canadian Forestry Corps. They were sent there in the mistaken belief that Black men of No. 2 Construction Company from the Caribbean and the United States could not handle the cold of the Jura Mountains.



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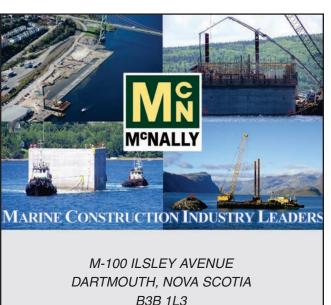
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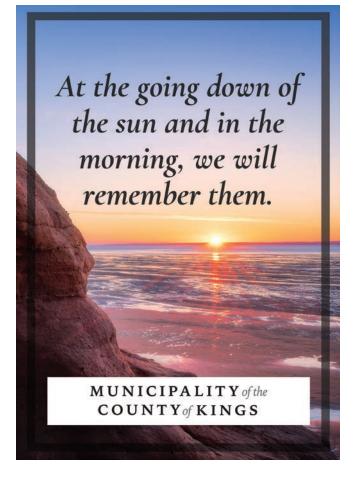




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continued ...



No. 2 Construction Battalion

(courtesy Museum Windsor/P6110)

The soldiers of No. 2 Construction Battalion who remained in England were soon assigned to reserve infantry battalions where they conducted infantry training and menial labour while awaiting the call to serve at La Joux. In total, 67 became reinforcements for the company at La Joux; one group of 50 arrived in April and another of 17 in June. Most of the remainder went on to serve with Canadian Forestry Corps companies in Belgium, France and the United Kingdom.

Demobilization

With the Armistice on 11 November 1918, the Forestry Corps was no longer required. To get a head start on repatriating soldiers to Canada before the planned departure of combat troops, Canadian Forestry Corps companies were returned to England. The first men of the CFC and No. 2 Construction Company began their return on 2 December 1918.

A large group of soldiers from No. 2 Construction Battalion arrived in Kinmel Park in Wales in late December to await transport to Canada. On 7 January 1919, some of the men were attacked by white soldiers after the battalion's (Black) sergeant tried to



Robert Jamerson and Columbus Bowen

arrest a white soldier for insolence. The white soldiers refused to accept the rank and authority of the Black sergeant despite all of them being in the Canadian Expeditionary Force.

In the effort to quickly return soldiers to Canada, members of the battalion were put onto the first available ships. These included the *RMS Aquitania*, *RMS Empress of Britain* and *RMS Olympic*. When these troop ships arrived in Halifax in January 1919, the soldiers from outside Nova Scotia were placed on trains to be taken back to their province of enlistment. The majority of the battalion's soldiers returned on these three ships and were discharged by the end of February. The battalion was disbanded on 15 September 1920 as Militia Headquarters dissolved the Canadian Expeditionary Force.

Significance and Commemoration

The men of No. 2 Construction Battalion showed the dedication of Black communities across Canada towards their country. It was the largest Black unit in the history of Canada and played an essential role in the lumber operations of the Canadian Forestry Corps in Jura and Alençon. Facing rejection and racism, Black men successfully pushed for recognition and an active role in the war. This success demonstrated that Black communities across the country had a political voice.



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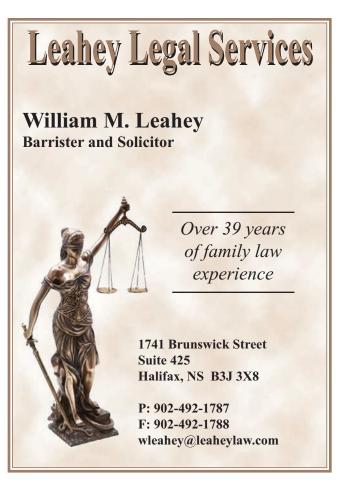
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Nova Scotia/Nunavut Command of The Royal Canadian Legion



continued ...

In July 1920, a commemorative plaque recognizing the battalion's casualties was unveiled at the provincial legislature in Toronto; it was rededicated in September 1926. In 1920, Captain M. Stuart Hunt compiled *Nova Scotia's Part in the Great War*, which summarizes the activities of every unit raised in Nova Scotia during the First World War. It includes a chapter on No. 2 Construction Battalion.

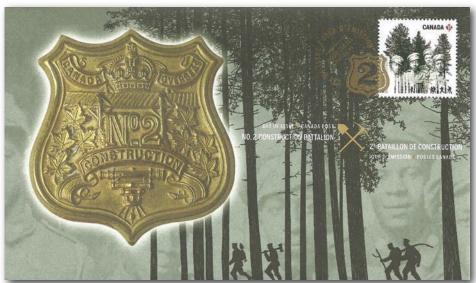


Members of the No. 2 Construction Battalion, 5 July 1920

The photograph was taken at the dedication of a plaque in memory of the members of the No. 2 Construction Battalion, an all-Black non-combat battalion that served in the First World War. The plaque was (and is) in the main hall of Queen's Park. Rev. Mrs. H.F. Logan and Rev. H.F. Logan, who spearheaded the campaign for the plaque, are at left of centre. Also included in the photograph are Rt. Rev. Samuel R. Drake, General Superintendent of the British Methodist Episcopal Conference; Ontario Premier Ernest Charles Drury; and Sir Henry Pellatt.

(courtesy City of Toronto Archives, Fonds 2, Series 411, Item 86)

However, No. 2 Construction Battalion was soon forgotten, as it was not a combat unit. The battalion remained almost unknown until Calvin Ruck began his research into the battalion in the 1980s. The Government of Canada recognized the creation of the battalion as a national historic event in 1992, the same year that Ruck was appointed to the Canadian Senate. A granite monument commemorating No. 2 Construction Battalion was erected at Pictou, Nova Scotia, in 1993 and was declared a national historic site. Canada Post issued a first day cover and a commemorative stamp for Black History Month in February 2016 recognizing the battalion.



No. 2 Construction Battalion Stamp

A first day cover and commemorative stamp from Canada Post issued on the 100th Anniversary of the formation of No. 2 Construction Battalion

(Courtesy Canada Post)







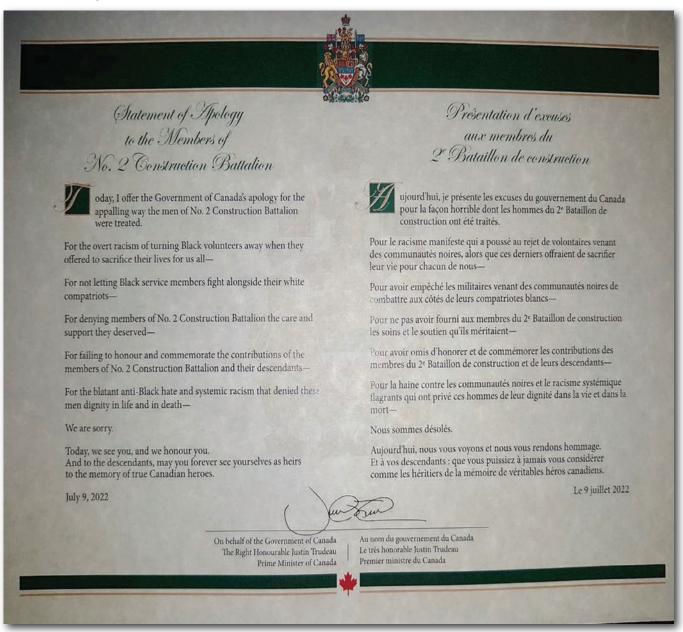




Nova Scotia/Nunavut Command of The Royal Canadian Legion

continued ...

On 9 July 2022, Prime Minister Justin Trudeau apologized on behalf of the federal government to the descendants of No. 2 Construction Battalion for the systemic racism experienced by members of the battalion. In the ceremony at Truro, Nova Scotia, he also announced that the Royal Canadian Mint would honour the battalion with a commemorative coin for Black History Month in February 2023.



Copy of Prime Minister Trudeau's apology

Editor's note: The following eight (8) pages are photos of the No.2 Construction Battalion display currently available for viewing at the Black Cultural Centre on Main St. in Dartmouth.

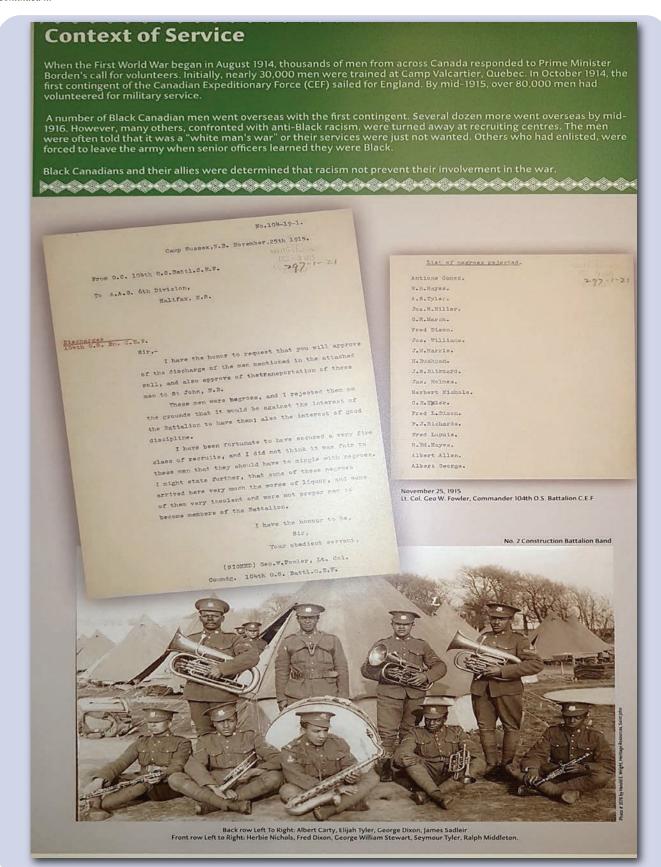




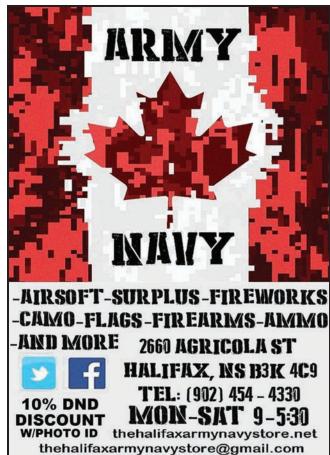


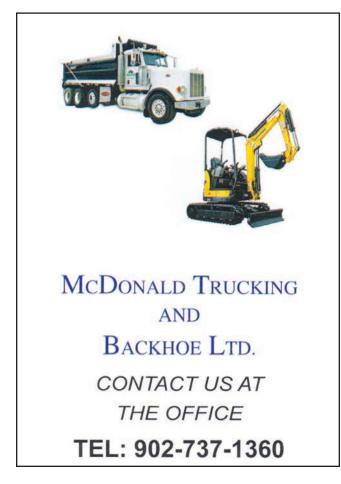


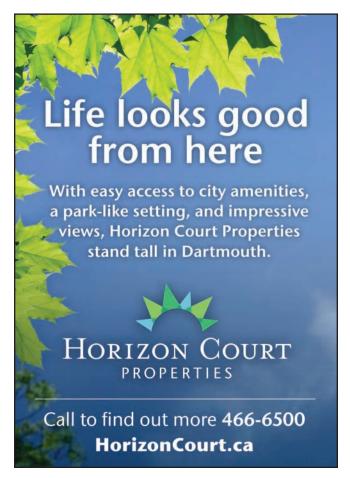




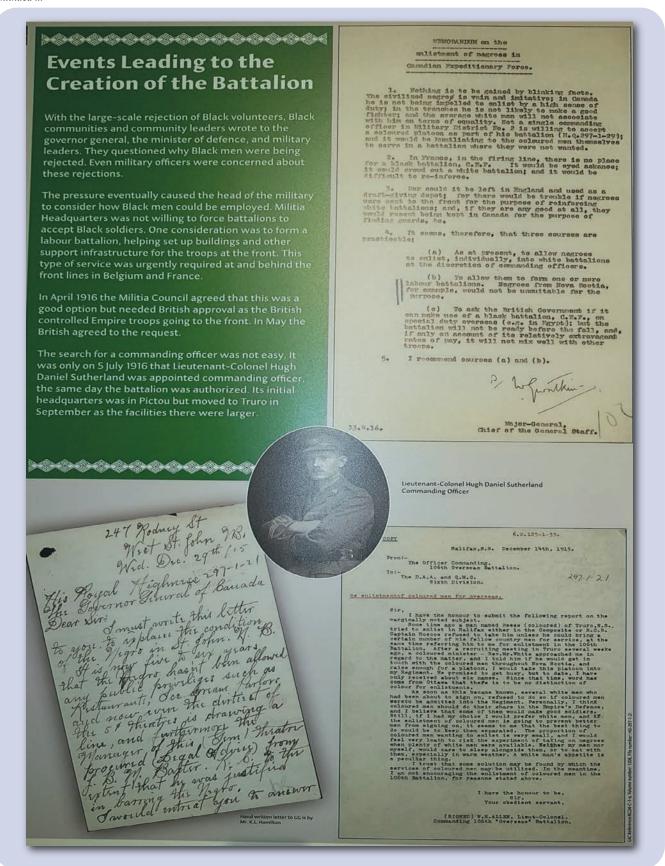












Founded by World War II veteran, Victor MacKay,

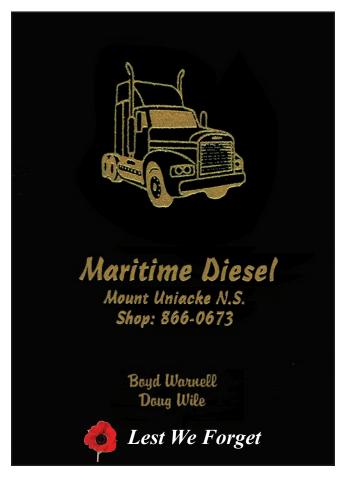


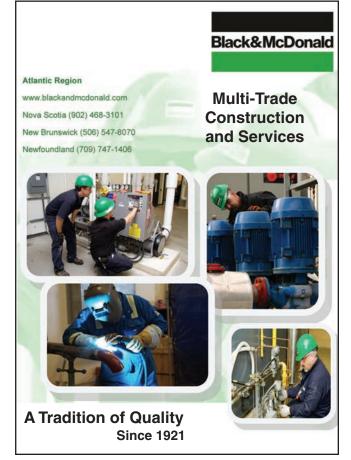
honours all veterans and those who continue to serve Canada.

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The work of No 2 Construction Battalion

No. 2 Construction Battalion was one of the few CEF units to perform duties "in connection to the War" while still in Canada. In January 1917, 250 men were sent to New Brunswick to remove railway tracks urgently needed in Europe. While working near Edmundston, Napadogan, and Moncton, pneumonia struck No. 2. Several men fell ill and Private Edward Lionel Hay died on 12 February 1917. By 11 November 1918, 26 men of No. 2 died serving Canada.

In April 1917, the Battalion was in England, digging trenches and building / maintaining roads for the Canadian base at Seaford, as other newly arrived units did.

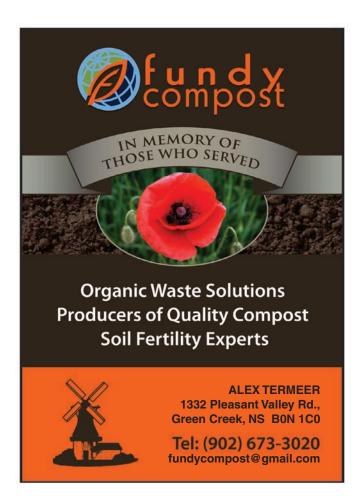
On 17 May 1917, the renamed No. 2 Construction Company was sent to the Jura region of France, near the Swiss border. The company was attached to the Canadian Forestry Corps which provided lumber for the war effort.

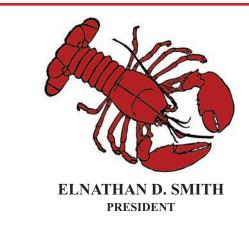
No. 2 maintained logging roads, helped build a logging railway, transported logs, helped operate several mills and transported lumber to the railyard for shipping. The men also cared for over 100 horses and maintained their own trucks and equipment.

Additionally, the Company ran the water and electrical systems connected to the camps in their area. They did all this work while maintaining their own administration offices and kitchens.

The presence of No. 2 in Jura significantly increased the production of materials vitally necessary to the war effort.



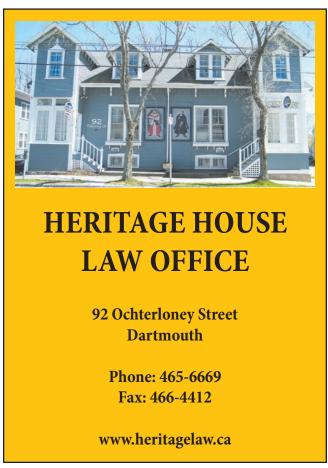


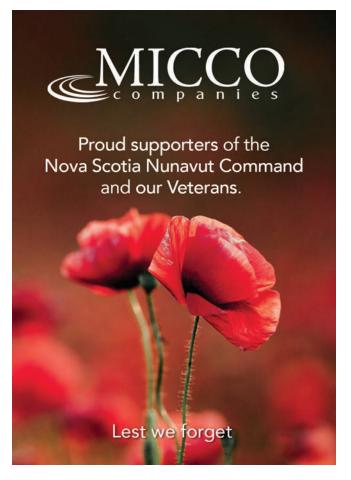


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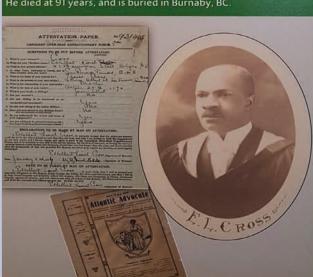


Arthur Ware

Ware, the legendary horseman and one of the very first Black ranchers in Alberta. Arthur's father and mother died in 1905. whereupon all the children went to live with Arthur's maternal grandparents.

traveling from Calgary to Nova Scotia to train and then departed for England on 28 March 1917. He served in England and France, returning to Canada in 1919. His younger brother William also enlisted in No. 2 Construction Battalion.

After the war, Arthur moved to Vancouver and became a railway sleeping car porter for the rest of his working days.





Ethelbert L. Cross

October 1890, and came to Canada in 1913. In 1916 he was an editor for the Black Nova Scotian journal The Battalion was "the expression of the Dominion's colored manhood and pride.

Nova Scotia, had "done their bit by giving six of their sons to the No. 2." He implored readers to combine loyalty and opportunism. If there are good things that they will be meted out only in proportion to what service you have rendered when those services were needed most."Cross joined No. 2 Construction Battalion on 2 January 1917 and served as a sergeant. He sent a portion of his pay to his widowed mother, Eloise Cross, in Trinidad. E.L. Cross graduated from Dalhousie University Faculty of Law in 1923



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Hewburn Greenidge

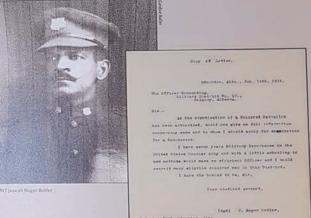
Corporal Hewburn Greenidge was born 1 November 1893, to James Daniel and Ellen Beatrice (Hope) Greenidge in Georgetown, British Guiana. He journeyed to Canada and in 1913 entered the University of Manitoba to study Medicine. Mr. Greenidge interrupted his studies to enlist on 21 November 1916. He returned to England in November 1917 for repatriation to Canada when Militia Headquarters ordered that all medical students return to Canada to continue their studies. Corporal Greenidge was discharged on 2 December 1918 and resumed his studies at the University of Manitoba. Dr. Greenidge graduated in 1920, becoming the university's first Black





Joseph Roger Bulter

and 9th Calvary before emigrating to Canada. On 14 January 1916, he was working as a baker in Calgary, Alberta, when he contacted military officials. Butler wrote that "with a little schooling in new methods" he "would make an efficient officer," and "could recruit many eligible colored promoted to acting sergeant. During his service, Butler sent portions of his pay to his wife Mary and their three children living in the predominantly





Arthur Seymour Tyler

Arthur Seymour Tyler was born in 1897 in New Brunswick and enlisted in No. 2 Construction Battalion in September 1916. Private Tyler was very musical and played the trumpet and coronet in the battalion band. Tyler arrived in France in May 1917 and travelled to the Jura mountains with his unit. He was twice hospitalized in France with

influenza. He was discharged from the army on 19 February 1919. Tyler served as a reserve soldier in New Brunswick and in 1939, returned to England with the Carleton and York Regiment as the battalion bugler. Sergeant Bugler Tyler returned to Canada 1985 at the age of 88.





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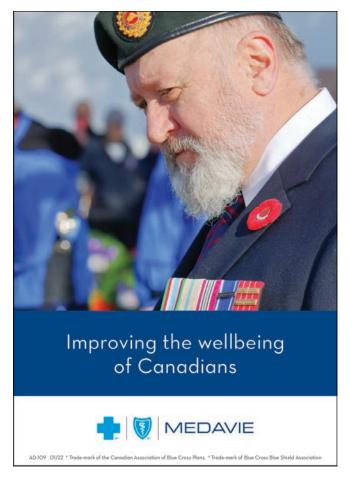
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Reverend W. Andrew White

Born in Virginia to former slaves, William Andrew White came to Nova Scotia in 1899 to study at Acadia University. After graduating, he became a minister at Zion Baptist Church in Truro.

Prior to joining the No. 2 Construction Battalion at Truro in 1917, White was an active voice against racial discrimination in the Canadian Expeditionary Force. He was a trail blazer. During the Great War, he was one of the few Black officers in the Canadian army, and its only Black chaplain.

White returned to Halifax after the war, where he became the pastor of Cornwallis Street Baptist Church. He died of cancer in 1936. White is remembered fondly within the African Nova Scotian community as an inspirational and dedicated figure in the fight for racial tolerance and equality.







Hicks Blackman was born January 1892 in Saint Joseph, Barbados. In the spring of 1916, Private Blackman and 4 other Barbadian soldiers signed up to join the 85th Battalion. Within two weeks of joining they were discharged because they were Black. These soldiers were Joseph Dottin, Clarence Darlington, Joseph Foderingham and Rufus Sargeant. All five soldiers subsequently enlisted in No. 2 Construction Battalion between July and September 1916. All were accepted and sailed overseas with the Battalion in March 1917. After the war, Hicks Blackman resided in Montreal. His name appears on the First World War Honor Roll at Union United Church in Montreal.



Black Soldiers' Lament

by Captain George A. Borden

The bugle called and forth we went
To serve the crown our backs far bent,
And build what ere that must be done;
But ne're to fire an angry gun
No heroes we no nay not one.

With deep lament we did our job
Despite the shame our manhood robbed.
We built and fixed and fixed again,
To prove our worth as proud black men
And hasten sure the Kaiser's end.

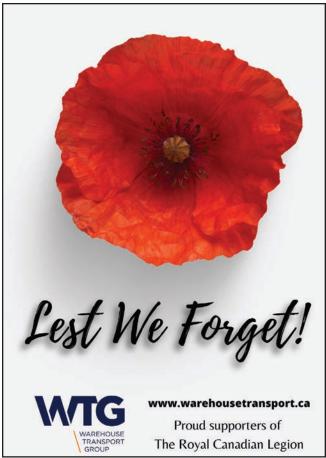
From Scotia port to Seaford Square Across to France the conflict there, At Ville La Joux and Place Peronne For God and King to right the wrong – The number two six hundred strong.

Stripped to the waist and sweated chest Mid-day's reprieve much needed rest. We dug and hauled and lifted high From trenches deep toward the sky – Non-fighting troops and yet we die.

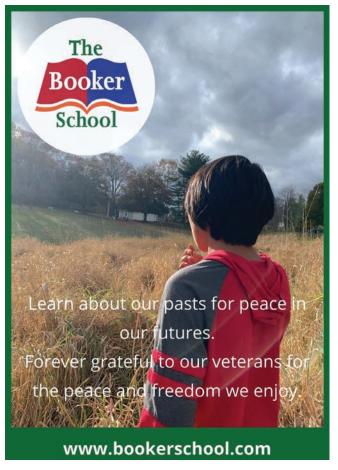
The peace restored the battle won Black sweat and toil had beat the Hun. Black blood was spilled black bodies maimed For medals brave no black was named, Yet proud were we our pride unshamed.

But time will bring forth other wars, Then give to us more daring chores That we might prove our courage strong Preserve the right repel the wrong, And proud we'll sing the battle song.











Commemoration and Recognition Events

July 1920 – Memorial Tablet erected in honour of No. 2 Construction Battalion soldiers who died in the First World War. Queen's Park, Ontario Legislature.

September 1926 – Rededication of the Memorial Tablet for No. 2 Construction Battalion at the Ontario Legislature.

November 1982 – Reunion and Recognition banquet for Black First World War veterans, Halifax

1986 - Calvin Ruck published The Black Battalion, 1916-1920: Canada's Best Kept Military Secret

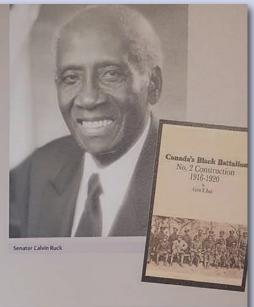
June 1992 – The Government of Canada recognized No. 2 Construction Battalion as a National Historic Event

July 1993 – The Government of Canada erected a granite memorial commemorating No. 2 Construction Battalion at Pictou, Nova Scotia. Pictou began hosting an annual event to commemorate the battalion

February 2016 – Canada Post issued a commemorative stamp and official first-day cover honouring No. 2 Construction Battalion

July 9, 2022 – The government of Canada apologized for the treatment members of No. 2 Construction Battalion endured before, during, and after their service to Canada during the First World War.







016 Canada Post Stamp

Legacy

The formation of No. 2 Construction Battalion marked the culmination of a two-year fight by Black communities to be allowed to serve. They had shown that their voices had political clout.

No. 2 Construction Battalion was the largest Black unit in Canadian history. While they did not fight, they and over 75 percent of the CEF provided vital support to the front-line troops. Their service marked their dedication to Canada and their country and to the war effort.

After the war, the Battalion's service was not widely recognized. But, the story was kept alive in communities and in the work of a few historians. In 1980, the late Senator, Dr. Calvin Ruck began researching No. 2 Construction Battalion. Since then, the stories and legacies have expanded – there is much more to re-discover.



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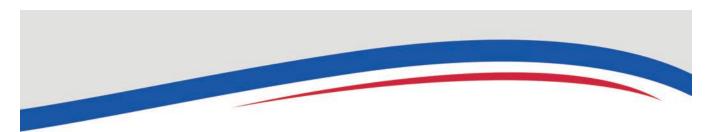












Operation Jubilee - The Dieppe Raid 19 August 1942

This past 19 August 2022 marked the 80th Anniversary of Operation Jubilee, the disastrous Dieppe Raid. Few raids have been subjected to so much scrutiny, analysis and comment as Operation Jubilee, better known as the Dieppe Raid. It aimed to seize a major port and to hold it for a short period, while seeking opportunities to gather intelligence and to demolish important infrastructure and buildings. The raid would show the UK's determination to fight on and, if successful, it would boost the morale of the armed forces and the country.

At the same time, Mountbatten wanted to test Combined Operations amphibious landing training, equipment and techniques in a sizeable raid against entrenched German shore defences. The raid failed in almost every regard and at a high cost in lives lost, numbers injured and captured, particularly for the Canadian Forces involved.

In August 2012, a 'History TV' documentary based on 15 years research by David O'Keefe provided fresh insight into other top secret purposes behind the raid, which casts a different light on the day's events. More details on this below. In any event, lessons were learned and similar mistakes were avoided in future amphibious operations, including D-Day.



Background

1942 was the worst year of the war for the Allies. At the time of Operation Jubilee, the UK could not boast a single victory against the Germans in the field (excluding Commando 'pin-prick' raids) and British and Commonwealth troops in North Africa were being contained and driven back by the Africa Corps.

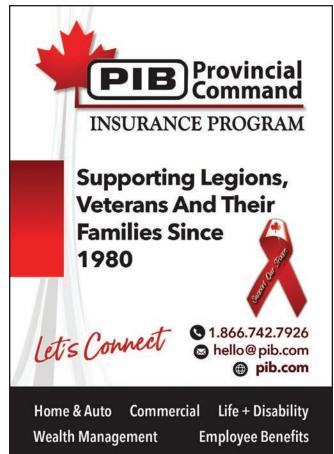
In the Far East, the Japanese were occupying substantial parts of the former British Empire, the Americans were still feeling their material losses at Pearl Harbour and struggling to maintain what was left of their Philippine Army and the Russians were under pressure as Hitler's thrust into the Caucuses took hold. The immediate outlook was bleak.

The most critical situation was on the Russian Front, where the German offensive seemed unstoppable. Stalin called loudly and often for an offensive in the west to reduce the pressure on his armies and, in truth, a Russian military collapse would be catastrophic for the whole Allied war effort.

The Russian viewpoint enjoyed American support, with some American military leaders favouring action in the Pacific against the Japanese, if no large scale offensive in the west was possible. The general public was also agitated for offensive action in support of the beleaguered Russians. Mass rallies were held in both Trafalgar Square in London and Madison Square gardens in New York during April, 1942, which called for "a second front now!"

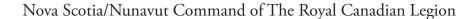
There was, therefore, increasing pressure on Churchill and the British Chiefs of Staff to mount a significant offensive operation on the Western Front, that would at least discourage Hitler from sending additional reinforcements to the East Front. It was against this menacing background that the Dieppe raid was planned.













Plans & Preparations

Originally conceived in April 1942 by Combined Operations Headquarters (COHQ), and code named 'Operation Rutter', the Allies planned to conduct a major, division size, raid on a German held port on the French channel coast and to hold it for the duration of at least two tides. They would cause the greatest amount of destruction of enemy facilities and defences before withdrawing.

This original plan was approved by the Chiefs of Staff in May 1942. It included dropping paratroops inland of the port, prior to a frontal amphibious assault. However, with the involvement of paratroops, the raid was vulnerable to weather conditions in

the area. General Montgomery was to supply the bulk of the troops from his South Eastern Command but the Canadian Government pressed for Canadian troops to see some action. The Canadian 2nd Division, under the command of Major-General 'Ham' Roberts was, subsequently, selected for the main force.

The 237 vessels, 5,000 Canadians, 1,000 British and 50 US Rangers assembled in five ports on the south coast of England between Southampton and Newhaven. In support were 74 squadrons of aircraft, of which 60 were fighter squadrons. Early rehearsals were disastrous and, by the time they improved, the consistently bad weather caused delay.

Montgomery felt the security of the operation was compromised, since the troops had been briefed and German fighter-bombers had attacked the troopships and the supporting fleet gathered in the Solent, causing damage to two vessels.

On July 7th, the raid was postponed and the continued unsettled weather conditions just added to the gloom as the troops and shipping were dispersed. Had Montgomery not been ordered to Egypt to take command of the Eighth Army, the continued representations he never made may have prevailed, as it was, in the weeks ahead, the plan was rejuvenated and renamed 'Jubilee'.



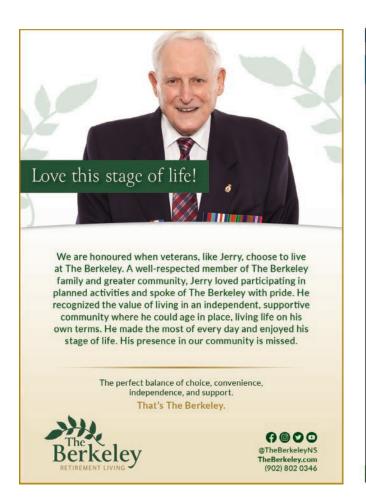
Major-General 'Ham' Roberts

Although the original planning had been undertaken by COHQ, an inter-service committee representing Air, Army and Naval forces contrived to make the operation less weather dependant by replacing the paratroops with seaborne troops from No 3 and 4 Army Commandos. They also reduced the scale of the planned air bombardment to minimise the risk of French casualties but, to compensate, provided 8 destroyers to bombard the shore. There would be 27 Churchill tanks in support of the main infantry assault. The final plan, accepted by all 3 services and the Chiefs of Staff, envisaged assault landings at eight separate locations in the vicinity of Dieppe. The Royal Marine Commando were to land in fast motor launches after the main landing to destroy the dock and recover documents thought to be held in a port office.

A raid of this size involving over 200 vessels, 6000 troops and 3000 naval personnel would allow the Allies to evaluate the effectiveness of their training, equipment, communications and strategies. This amphibious assault landing on a defended coast would be the first undertaken by the British since Gallipoli 26 years earlier. There had been changes too in the capability of the defenders, so it seemed prudent to reflect on the experience of a raid this size before embarking upon the largest amphibious invasion force in human history, with consequences to match.

Although they didn't know it at the time, their intelligence on the enemy forces and the local topography was patchy. The cavelike gun positions in the cliffs on both sides of the main landing beaches were not recognised on Allied air reconnaissance photographs and the suitability of the beaches in terms of gradient, surface and sub surface for heavy tanks was assessed by examining holiday snapshots and postcards. Furthermore, the Germans were aware of Allied interest in Dieppe, because of increased radio chatter, the concentration of landing craft and their own spy networks.

Commando forces were to land in pre-dawn darkness; No 3 Commando approximately eight miles east of Dieppe to silence the coastal battery near Berneval, No 4 Commando and 50 US Rangers to neutralize the coastal battery near Varengeville, six miles west of Dieppe. In both cases they would make two landings to affect a pincer movement on the batteries, which each had a cadre of over a hundred. Both of these gun positions could easily range on assault ships positioned off Dieppe, so their neutralisation was important. An assault force would land at four separate locations, immediately to the east of Dieppe at Puys and immediately west at Pourville, half an hour before the main assault. Their objective was to disable the guns and machine gun nests on the cliffs that covered the main landing beaches east and west of the town.



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continued ..

The main assaults on two beaches in front of the town were scheduled for the early daylight hours - essentially a frontal assault. Dieppe was not thought to be heavily defended and with tank support in the front line, it was anticipated that this force would be sufficient to accomplish the raid's objectives.

The Raid

Operation Jubilee commenced in the late evening hours of August 18th, 1942. It was a warm, moonless night as the fleet of vessels headed across the channel.



Photo; Light naval craft covering the landing during the Combined Operations daylight raid on Dieppe. MGB 321 is nearest the camera (partly obscured by some sailors in the foreground) whilst submarine chaser Q 014 can be seen in the middle distance.



The presence of a German convoy proceeding to Dieppe from Boulogne had been picked up by Radar stations on the English coast. Twice, at 1:30 am and again at 2:30 am on August 19th, they radioed warnings to the naval commander Captain Hughes-Hallet.

These warnings were not acknowledged and the raiding force took no evasive action. The main assault troops were convoyed in large mother ships, with their LCPs (Landing Craft Personnel) hanging from davits ready to be lowered into the water a few miles off shore. Most of the Commandos travelled independently in their own LCPs which held about 20 men each, while LCTs (Landing Craft Tanks) transported the tanks.

No 3 Commando occupied 25 LCPs at the eastern end of the assault convoy. At 3:48 am they ran into armed trawlers escorting a tanker and in the resulting melee, several of the flimsy LCPs were sunk and the rest scattered. Any element of surprise the assault force had expected was now lost and the dispersion of No 3 Commando substantially weakened their capacity to suppress the eastern flank gun battery at Berneval.

Only 18 Commandos landed on time at their planned landing points, which removed any prospect of an all out attack. They resorted to sniping, which proved quite effective in keeping the German gunners occupied but they were eventually forced to withdraw in the face of superior German forces. The battery was sufficiently restrained that, as far as is known, no vessel was sunk by its gunfire.

No 4 Commando executed an almost flawless operation and, in hard fighting, they overran and neutralized the coastal battery on the western flank. Commando Captain Pat Porteous was awarded the Victoria Cross for his part in this hard fought battle.

At Puy, the Royal Regiment of Canada suffered grievous losses, when only 60 out of 543 men were recovered from the beach and to the west of Dieppe, only a few men from the South Saskatchewan Regiment reached their objective. The Queen's Own Cameron Highlanders of Canada penetrated the furthest inland but were forced back with the arrival of German reinforcements.



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Queen's Own Cameron Highlanders of Canada

The main assault landings by the Essex Scottish Regiment and the Royal Hamilton Light Infantry immediately encountered fierce opposition from an alerted and prepared enemy. The original heavy air bombing attack had been removed from the plan and a protective smoke screen was blown clear of the beach by a southerly breeze. Nine tanks scheduled to land with the first infantry assault were late due to navigational errors and when tanks did land many lost their tracks, as they bogged down in the deep shingle, leaving them vulnerable to anti-tank fire. Thirteen tanks left the beach area but were stopped by concrete road blocks and did not reach the town.

Intelligence gathering had failed to identify numerous gun and machine gun positions in caves dug into the high cliffs overlooking the landing beaches or that the port was strongly defended by experienced German troops.

The supporting bombardment by destroyers and a low-level strafing attack by 5 squadrons of Hurricanes did not suppress the German defences. Commander Harry Leslie, RNVR recalled the failure of the support ships to depress their guns sufficiently to hit the German positions at either end of the bay. His flotilla of ML's supported the landing craft and for his part in towing damaged LVP's offshore to safety in very hazardous conditions, he was awarded the DSC.

All these factors contributed to the mowing down of the initial assault of infantry and engineers. Without covering fire, the enfilading fire onto the landing beaches was unrestricted. Subsequent assault waves piled into the first and were subjected to similar treatment.

A few groups of Canadian infantry broke into the town but only confused and misleading reports reached the force commander, Major-General Roberts, aboard his headquarters ship. It was some time before the commanders afloat realised the disastrous situation on the beaches, unfortunately only after the floating reserve had been sent into the carnage. At 9:40 am, the signal to withdraw "Vanquish 11:00 hours" was sent to all the assault forces. The evacuation of the surviving troops added many more casualties amongst the naval officers and ratings manning the landing craft and the troops trying to reach them.

The Outcome

Almost 4,000 Canadian and British had been killed, wounded or taken prisoner. The Canadians lost two thirds of their force, with 907 dead or later to die from their wounds. Major-General Roberts unfairly became the official scapegoat and was never to command troops in the field again.

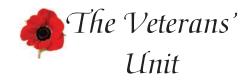
Photo; Some of the Canadian troops resting on board a destroyer after the Combined Operations daylight raid on Dieppe. The strain of the operation can be seen on their faces



Year after year, on August 19th, a small box arrived in the post for Roberts. Its contents, a small piece of stale cake - a cruel reminder of his attempt to boost morale at the pre-raid briefing "Don't worry boys. It will be a piece of cake!"

continued ...



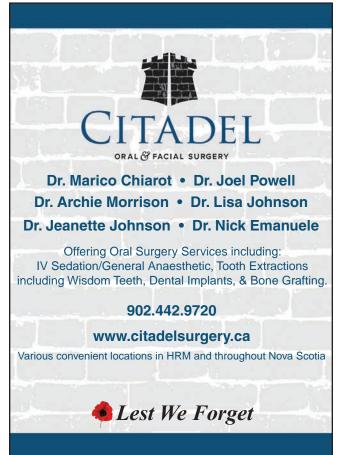


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Nova Scotia/Nunavut Command of The Royal Canadian Legion



continued ...

What went wrong?

- There were few less suited locations on the French coast for an assault landing. The tall cliffs in the area of
 the main landing beaches were perfect for enfilade fire on the assault troops and the deep beach shale was
 absolutely unsuited to heavy vehicles including tanks.
- The intelligence available was inaccurate, incomplete and misleading. The information on the German defences, troop levels and beach conditions was hopelessly out of date. It's been suggested that more up to date information on some aspects was available through ULTRA (the top secret breaking of the German Enigma codes) but was never asked for or passed on.
- The assault was viable only when certain conditions of time and tide prevailed. These conditions (high tide at or near dawn) were as well known to the German forces as they were to the British planners. It was not surprising, that during these periods of potential threat, German forces would be on heightened alert. Despite this, the plan depended on tactical surprise. Was it an error to believe that the Germans were unaware of these factors?
- Post war post-mortems have often focused on the changes to the original plan in general and the withdrawal of the bombing force in particular. It's arguable that these changes by themselves were not the overwhelming decisive factor. Bombing was not a precision tool at the time of Dieppe, when pin point accuracy was needed to keep German defenders running for cover. It's conceivable therefore that a much heavier weight of offshore bombardment was needed than was provided. If heavier capital ships had been present, they could have kept the defenders' heads down until the troops were within a few metres of the beach.
- The plan was heavily dependent on the critical timing of its various components there was little or no room for error or delay anywhere without adverse knock-on consequences. The effect of this weakness was compounded by poor communications, which failed to update senior officers of progress in time to take appropriate remedial action.

Lessons Learned

The capture of a usable port early in any large-scale invasion of enemy occupied territory was ideal for the immense logistics involved in keeping the supply chain open.

However, such an objective was fraught with difficulties, hence the long held emphasis on landing directly on to unimproved landing beaches. The experience of Dieppe reinforced the wisdom of this view and it became the inspiration behind the development of Mulberry Harbours and the Pipe Line Under the Ocean (PLUTO) and many other special initiatives that contributed to the success of subsequent major landings in North Africa, Sicily, Italy, Normandy, Southern France and Walcheren.

The need for reliable intelligence on the strength and disposition of the defending forces and the topography on and around the landing beaches was clearly paramount. Lt Commander Nigel Clogstoun-Willmott, RN, who had undertaken beach reconnaissance trials in the Mediterranean, was recalled to the UK in the summer of 1942 to set up training programmes for the Combined Operations Pilotage Parties (COPPs).



German soldiers inspect the wreckage on the landing beach



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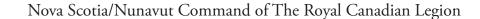


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Beach reconnaissance became an integral part of the planning process for the invasion of North Africa in early November 1942 and in all future major landings.

Consideration of the supporting role of vessels at sea produced numerous landing craft adaptations such as: Landing Craft Gun LCG, described by the BBC on D-Day as 'mini battleships', with their 4.7 inch guns and other armaments operating inshore; Landing Craft Flack, LCF, to provide anti-aircraft cover over the landing area; Landing Craft Tank (Rocket), LCT (R), for the initial bombardment of the beaches in advance of troops landing and Landing Craft Assault (Hedgerow), LCA (HR), that could lob volleys of spigot bombs onto the beach area, primarily to detonate hidden enemy mines.

The need for troop commanders afloat to be aware of the on-going progress of the invading force was essential for well considered and justifiable decisions on, for example, the commitment of reserves or a timely and well organised strategic withdrawal. The need for landing craft to be armoured against small arms fire was now considered an imperative to reduce casualties on the approaches to the landing beaches.

Photo; Canadian POW's in Dieppe.
In the middle/left of the photo is
John Machuk of the Queen's Own
Cameron Highlanders of Winnipeg
giving a wounded soldier the
support of his arm.



Who knows how many lives were saved in later amphibious landings, particularly Normandy, as a result of the casualties at Dieppe? This failed assault had ramifications for the German forces too. Their confidence grew in their ability to withstand an invading force and they came to believe that the inevitable Allied invasion would include an area with good port facilities. They subsequently concentrated on providing stronger defences around the main ports to the detriment of open beach locations.

In this context, Albert Speer, former Nazi minister of armaments, admitted at the Nuremberg trials that the Germans' costly, two-year effort to construct Atlantic defences had been 'brought to nothing because of an idea of simple genius' - the Mulberry Harbours.

The Dieppe raid carried with it a high cost but the lessons learned inspired and accelerated many initiatives that contributed to the success of subsequent landings. The outcome would almost certainly have been very different had General Roberts' resources included those the Dieppe experience may have encouraged to be developed, particularly the LCT(R) and the LCG.

A Veteran Recalls

At a ceremony held in November 2003 to award Corporal Leslie Ellis a commemorative Dieppe medallion for his part in the Dieppe raid, he recalled that he landed with the Royals at Puys... "some say it was a dress rehearsal for the invasion (of Normandy) and some say it was a whim of the top echelon.

History says the Germans were waiting for us and we didn't have a chance after that. We were all well-trained, we did what we were trained to do. We were proud to have done it, we were soldiers ... we did what we were expected to do."



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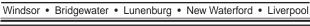
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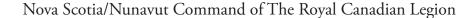














The impact of that major battle may still be debated but what remains certain is that the Canadian soldiers were brave and there was "a feeling of pride" to serve with them. "They were a great bunch of people. I was fortunate that I got over the (beach) wall and got back with a few injuries and the Good Lord spared me. It all happened so fast." He had made it behind enemy lines but as the power of the German ambush became clear Canadian soldiers were forced to retreat.

When Ellis ran back to shore, he found the landing craft already weighed down with injured soldiers and he knew that if he stayed at Dieppe he would either die from enemy fire or be taken prisoner of war. So, he decided to swim in the hope that he might be rescued. "There was no sense for me to get on that boat, so I took off my clothes and swam. I was heading for England!" A soldier in a row-boat finally found him but he doesn't remember being pulled out of the water. "I woke up in an anti-aircraft naval boat." he recalled. Ellis received the DCM (Distinguished Conduct Medal) for his bravery. His citation as printed in The London Gazette of October 2, 1942, read:

The NCO landed with the first wave at Puys, during the operation in the Dieppe 19 Aug 42. After a gap was blown in the wire on the sea-wall, L/Cpl Ellis passed through the gap and proceeded up the hill to the right; He immobilized booby traps, explored a recently abandoned enemy post, and arriving at the top, engaged an enemy post east of the beach. Finding himself alone, and seeing the second wave coming in, he returned to the wall to guide them forward. Coming across a comrade paralyzed in both legs he dragged him nearly back to the wall. Here the wounded man was killed and L/Cpl Ellis himself wounded. He succeeded in crossing the wall and was evacuated as a casualty. L/Cpl Ellis in this action displayed the greatest initiative, skill and devotion to duty.

Editor's note: The following pages honour the service and sacrifice of nine (9) Nova Scotians who participated in the Dieppe Raid of 1942 and were unfortunately Killed In Action during the battle.



continued.

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Alvin Ross Cormier

Alvin Ross Cormier was the son of William Cormier and Daisy (Ross) Cormier. Born in Amherst, Nova Scotia on 3 January 1920, he moved with his family to Windsor, Ontario at the age of five years. On September 16, 1939, Cormier enlisted with the Essex Scottish Regiment; however, he was discharged on January 17, 1940 as being physically unfit for military service under the existing standards. He re-enlisted on July 1, 1940 and was accepted for military service. He trained in Canada until December, 1941 and went overseas disembarking in the United Kingdom on February 28, 1941. He was taken on strength with the Essex Scottish Regiment in England on January 16, 1942. On August 18, he embarked England for France as part of the attack at Dieppe. He was listed as missing and presumed killed in action on August 19, 1942. In 1943, it was confirmed that Private Cormier had been shot and killed on the promenade at Dieppe by machine gun bullets. With no known grave his name is listed on the Brookwood Memorial, Surrey, UK.



Austin Joseph Rhynard

Private Rhynard, born 29 July 1920 in Bridgetown N.S., was the son of Joseph and Elsie Rhynard and brother of Private Charlton Rhynard, Anna, Madline and Adelle. Austin was five feet, five inches in height, with fair completion, blue eyes, and light hair. At enlistment he weighted 108 lbs. He departed Canada July 23, 1940, arriving in Gourock, Scotland on August 2, 1940. He enlisted 10 April 1940 in Kentville N.S. and served in the United Kingdom until August 18, 1942. On August 18, he embarked England for France as part of Operation Jubilee, the attack at Dieppe. He was listed as Killed in action on August 19, 1942 while serving with the Royal Hamilton Light Infantry.



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Isaac Hartlin

Gunner Isaac Hartlin, one of seven children, was born 31 January 1918 in Oyster Pond, Halifax Co. and was the son of Mr. and Mrs. James Edward Hartlin. At the time of his enlistment he was employed with the Acadia Construction Co., in Dartmouth, NS as a labourer. He served in Canada from July 10, 1940 until April 10, 1941. He departed Canada April 10, 1941, arriving in Gourock, Scotland on April 19, 1941. He served in the United Kingdom until August 18, 1942. On August 18, he embarked England for France with the 3 Light Anti-Aircraft Regiment as part of Operation Jubilee, the attack at Dieppe as part of the combined forces. He was listed as missing in action on August 19, 1942.



3 Light Anti-Aircraft Regiment 1942, Hartlin's Regiment

James Anthony Duggan

Private Duggan was the son of John and Sarah Duggan of Antigonish Co., NS, and husband of Rhoda Winifred (Kennett) Duggan, Brighton, Sussex, England. He was one of eight children born in Upper South River Antigonish Co. on 31 May 1915. He embarked Halifax, NS, for overseas on December 13, 1940, and arrived in Gourock, Scotland on December 26, 1940. On April 20, 1942 he married Rhoda Winifred Kennett at St. Mary Magdalene Church in Brighton. On August 18, 1942 Private Duggan embarked England for France with the Queen's Own Cameron Highlanders of Canada as part of the invasion force at Dieppe. He was listed as missing in action on August 19, 1942 while serving with the Queen's Own Cameron Highlanders of Canada. In March 1943, Private Duggan was listed as killed in action.

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continued ...



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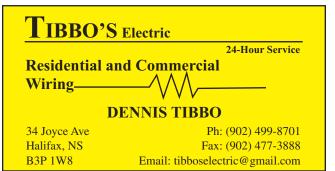




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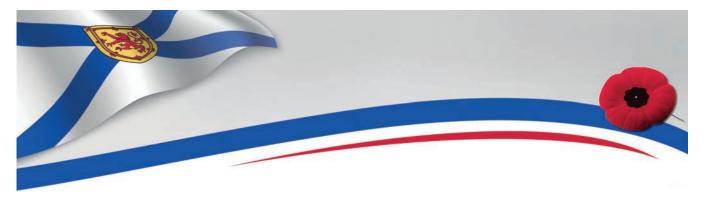


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John Neil MacLellan

John Neil MacLellan was the second oldest of the ten children of Angus MacLellan and Cassie MacLellan of Ottawa Brook, Inverness Co., NS. John was born on 6 October 1913 in Ottawa Brook, N.S. Private MacLellan trained in Canada between March 11, 1940 to July 23, 1940. He went overseas disembarking at Gourock, Scotland on September 2, 1940. He trained in the United Kingdom until August 1942. On August 18, he embarked England for France with the Royal Hamilton Light Infantry as part of the attack at Dieppe. He was listed as missing and confirmed killed in action on August 19, 1942 by the Swiss Legation, Vichy, France in January, 1943. Private MacLellan was buried in the Communal Cemetery at Equihen Plage near Calais. In 1947 his remains were re-interned in the Calais Canadian Military Cemetery, St. Inglevert, France.



Kenneth MacDonald Stuart

Gunner Stuart, one of ten children, was the son of Cyrus and Laura Stuart of Hall's Harbour, King's Co., NS. Born 25 April 1921, and enlisted in Kentville N.S. 18 July 1940, he served in Canada from July 18, 1940 until April 10, 1941. He departed Canada April 10, 1941, arriving in Gourock, Scotland on April 19, 1941. He served in the United Kingdom with the Royal Canadian Artillery 3 Light Anti-Aircraft Regiment until August 18, 1942. On August 18, he embarked England for France as part of Operation Jubilee, the attack at Dieppe as part of the combined forces. He was listed as missing in action on August 19, 1942 and confirmed as killed in action on August 19, 1942, by a German official list in January 1943.



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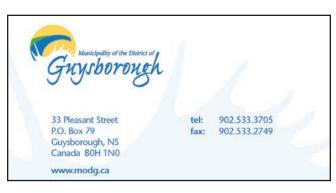
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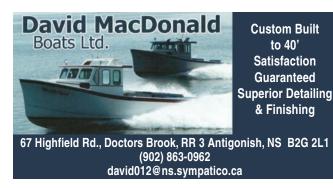
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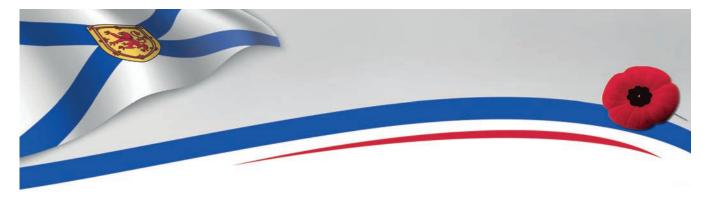












Lewis Robley Graham

One of four children, Lewis Robley Graham was born 18 May 1907 in North Sydney, N.S., was the son of Gordon McGregor Graham (1876-1946) and of Florence Ryder (Mitchell) Graham (1879-1949) of Halifax, NS. His father was born in New Glasgow, NS; his mother - in Saint Stephen, New Brunswick. Lewis had a brother Gordon Mitchell Graham (1904-1971), and two sisters, Mary MacGregor Graham (1910-1986), and Marjorie Christine Graham (1920-2021). Marjorie married John Gordon Langley who served in a Searchlight Battery of the Royal Canadian Artillery in Peterborough, ON, during WWII (1941). At the age of 21, Lewis left Nova Scotia for Manitoba. He embarked Halifax for overseas on August 25, 1940, and arrived in Gourock, Scotland on September 5, 1940. On August 18, Sergeant Lewis Robley Graham embarked England for France as part of the attack at Dieppe. He was listed as killed in action on August 19, 1942 while serving with the Queen's Own Cameron Highlanders of Canada. The Queen's Own landed at Green Beach, West of the center landing force.







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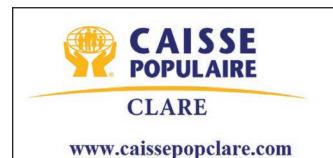
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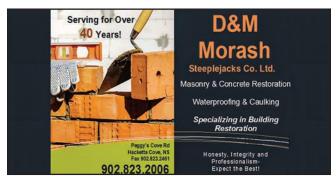


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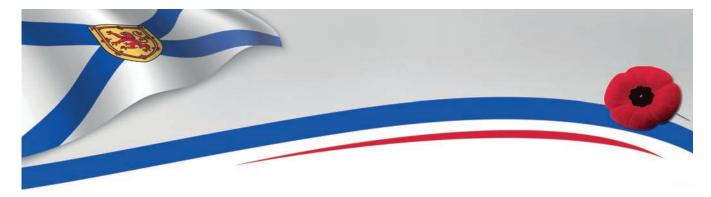
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Norman Monchier

Norman was the only son of Arthur and Margaret (Whittaker) Monchier, of Dartmouth, Nova Scotia. He was born in Burnley, a market town in Lancashire, England on 18 November 1922. At the age of eight his family moved to Dartmouth, Nova Scotia arriving on April 5, 1931 on the SS Laurentic. He attended Dartmouth High School from 1937 through 1940. As extra curricula work he studied Motor Mechanics for two years at the Nova Scotia Technical College. Athletic by nature, Norman was active in hockey, tennis, and swimming, he also enjoyed the hobbies of photography and model air plane building. Having enlisted, he completed his Initial Training in Course No. 23 between April 10 through May 16, 1941. In the course he was assessed as a young, alert keen trainee. He then attended Elementary Training Course No 28 at Virden, Manitoba from May 16, 1941 through July 15, 1941. The Chief Ground Instructor wrote: "Very good student, most youthful member of the class, gives impression of keenness and alertness, very promising young man ..."



At Yorkton, Saskatchewan between July 27, 1941 and October 7, 1941, Norman completed Service Flying Training on Course 24 and was awarded his Pilot's Flying Badge on October 4, 1941. Pilot Officer Monchier departed Canada on November 2, 1941 and disembarked in the United Kingdom on November 14, 1941. He was initially assigned to #3 Personnel Reception Center (Bournemouth). On March 10, 1942 Norman transferred from 52 Operational Training Unit to 403 Squadron.

During the landing at Dieppe two Spitfires from Squadron 403 from RAF Mansto, providing cover from the Luftwaffe, collided and crashed at St. Aubin-Le-Cauf, five miles south east of the Dieppe landing. Both pilots were killed in the mid-air crash. Spitfire VB AR439 was piloted by Pilot Officer John Ewin Gardiner, J/8140 RCAF, aged 23. He was the son of the Minister of Agriculture in William Lyon Mackenzie King's government. The second Spitfire VB AR334 was piloted by Pilot Officer Norman Monchier. Both were officially listed as missing in action over enemy territory. Unknown at the time, both pilots were buried side by side in one grave in the churchyard at St. Aubin-Le-Cauf, Seine Inferieure, France. The pilots were given an official funeral attended by the Mayor and the whole population of the town who went to the cemetery, brought flowers and honoured the bravery of the two pilots.



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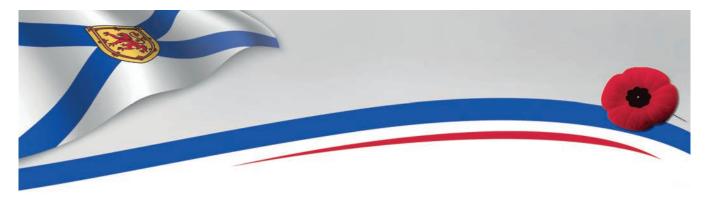












William John Lake

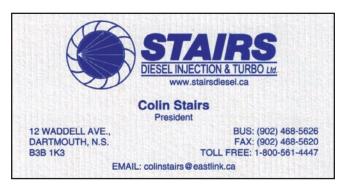
William John Lake was the son of John Gallop Lake (1888-1930) and Margaret Amelia (Farewell) Lake (1889-1960). Both his parents were born in Newfoundland. William was born on 11 November 1920 in Halifax N.S. He had an older sister Gladys Amelia (1914-2009) and four brothers, Gordon (1917-1992), Heber (1919-1989), Nelson (1922-2015) and George (1924-2008). Gordon served, as a Leading Stoker, in the Royal Canadian Navy Volunteer Reserve during WWII. In the 1921 census, the family is all living in North Sydney, Cape Breton, NS, but the family all moved to Ontario. Before enlisting, William was working for the Wire Weaver Co. in Niagara Falls, ON. He had served four months with the Militia in the Lincoln and Welland Regiment. William served and trained in Canada until July 23, 1940, departing from Halifax for England and arriving at Gourock, Scotland on August 2, 1940. He then served in the UK until August 18, 1942.



While stationed in the UK, William met and married Ivy Patricia Penny (1916-2018) of Fulham, London, England, on August 4, 1942 in Fulham - only fifteen days before the Raid on Dieppe.

William departed England aboard the transports on the evening of August 18, 1942, in preparation for Operation Jubilee the next morning. William was killed in action August 19, 1942, during the Raid on Dieppe (Operation Jubilee). He served with the Royal Hamilton Light Infantry which landed at Red and White Beaches at Dieppe, part of the main center force. One report indicated "This soldier (William) was last seen by B-37388 Pte. McChesney G. trying to board an ALC 10 yards from shore at 1130 hrs. He was not wounded, but had no cover from sniper, mortar and machine gun fire. He may have been taken prisoner because most of the rescue craft had been loaded and started to leave and Pte. Lake may not have boarded." Letters from William's friends in his unit to his mother indicate "he was seen in the Casino, and later at 2:30 pm making his way to the beach at Dieppe. He had been wounded in the shoulder and was bleeding badly but was in good spirits". His fate was confirmed in a letter dated September 18, 1942, from a Private James Molloy from his Prisoner of War camp in Germany to his family in Niagara Falls writing that, "Tom Reid and Bill Lake are gone (...)" The next spring, back in England on April 13, 1943, Ivy Patricia Lake delivered her and William's son, Michael T. Lake. Later, Patricia and Michael eventually settled in Canada. Patricia lived to the age of 102.







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Gertrude Ritchie 1903 - 1998

Born in Annapolis Royal, Gertrude "Gert" Ritchie served in the Second World War and had a successful career with Parks Canada.

In 1942, Ritchie joined the Royal Canadian Air Force Women's Division (RCAFWD), serving as a clerk and equipment assistant. Based on the British model, the RCAFWD recruited thousands of women into trade positions, who were essential to the success of this rapidly expanding air force. After the war, Ritchie worked in the private sector before joining Parks Canada in 1959. She held senior positions at both Fort Anne in Annapolis Royal and the Alexander Graham Bell National Historic Site in Baddeck.

In retirement, Ritchie was active in many community groups, including becoming one of the first women to hold an executive position with the Image: Annapolis Heritage Society Royal Canadian Legion. She passed away at Annapolis Royal.



Margaret C. MacDonald 1873 - 1949

Born at Bailey's Brook, Pictou County, Margaret C. MacDonald served as Matron-in-Chief of the Canadian Army Nursing Corps (CANC) during WWI.

After graduation, MacDonald gained significant international and wartime experience as a nurse. At the outbreak of the Great War in 1914, she volunteered for overseas service and was appointed Matron-in-Chief. From her headquarters in London, she directed all Canadian nursing services in Europe, including clearing stations, hospitals, and medical units onboard ships and trains. She is credited with enhancing the professionalization of the CANC, based upon her earlier training in the British nursing corps.

MacDonald was awarded the Royal Red Cross and the Florence Nightingale Medal. The Canadian government also designated her a person of national historic significance, with a plaque at Bailey's Brook where she is buried.



Image: Canadian War Museum



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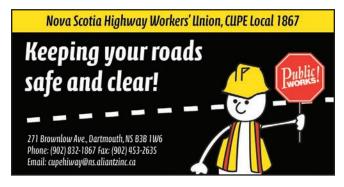
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Clare Gass 1887 - 1968

Born in Shubenacadie, Nova Scotia, Clare Gass served as a Nursing Sister with the Canadian Army Medical Corps. Overcoming brutal conditions and countless patients, nurses were the unsung heroes of the First World War.

Working at No. 3 Canadian General Hospital (McGill University) in France, Gass became friends with John McCrae, a military doctor. McCrae showed her a draft of his iconic poem, "In Flanders Fields." She copied it into her diary. Asked what she thought, Gass encouraged him to publish it in Punch magazine, which he did in 1915. Together with the poppy, it remains at the heart of Remembrance Day ceremonies in Canada.

Remarkably, four of Gass's younger brothers also fought in Europe, with one dying in the Battle of Vimy Ridge in 1917. She returned to Canada after the war and became a pioneer in the field of medical social work.



Image: Mrs. Gertrude Henderson (niece)

Laura Hubley 1875-1964

Born in St. Margarets Bay, near Halifax, Laura May Hubley served as Matron of the Dalhousie University No. 7 Stationary Hospital during the First World War.

After graduating from Victoria General Hospital in Halifax, Hubley went into private practice before joining the Canadian Army Nursing Corps. The Dalhousie unit, established in 1915, saw frontline service and treated approximately 60,000 patients in France and England. As Matron, Hubley not only supervised her 26 nursing sisters but also organized social functions for hospital staff and patients. On one occasion she even arranged a visit from Canadian flying ace Billy Bishop, who put on a display overhead.

Hubley was awarded the Royal Red Cross (1st Class) for exceptional service in military nursing. She is buried at Camp Hill Cemetery in Halifax.



Image: Dalhousie University
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Harry George DeWolf 1903 - 2000

Born in Bedford, Nova Scotia, Harry DeWolf developed a passion for the sea as a youth by sailing in Halifax Harbour and Bedford Basin, later pursuing a 42-year career in the Royal Canadian Navy (RCN).

During the Second World War, he earned a reputation as a skilled, courageous officer. As captain of HMCS St Laurent, in 1940 DeWolf ordered the RCN's first shots fired during the early stages of the war. He led one of the largest rescues when his ship saved more than 850 survivors of the torpedoed liner Arandora Star. DeWolf became one of Canada's most famous fighting sailors while commanding the destroyer HMCS Haida, leading her through many successful actions, destroying numerous enemy vessels, as well as executing the daring rescue of survivors from her torpedoed sister ship Athabaskan in April 1944.

Building on these achievements, DeWolf's lasting influence came through his staff appointments ashore, where he helped secure a stable future for the postwar Navy. DeWolf retired in 1960 as Vice-Admiral and Chief of the Naval Staff. On August 30, 2001, his ashes were scattered in Bedford Basin.

Bedford's DeWolf Park, and the RCN's new Harry DeWolf-class Arctic and Offshore Patrol Vessels, underscore his legacy.



Image: DeWolf Family

Norman Crewe 1921-2020

The son of a British merchant mariner, Norman Crewe was born in Burgeo, Newfoundland, which was a separate British dominion at the time. In 1940, he moved to Halifax, Nova Scotia. At the insistence of his friends, he joined them in the Canadian Merchant Navy which transported vital Allied supplies, equipment and personnel during the Second World War.

Crewe served a year in the Pacific, then made more than a dozen transatlantic crossings in enemy-infested waters, transporting everything from eggs to munitions and explosives. Crewe experienced the war firsthand, sailing in convoys under enemy attack. The distressing sights and cries of fellow sailors — whom he could not assist — with their red emergency lights bobbing in icy waters, haunted him.

Following the war, Crewe worked at the Halifax Dockyard and spent six and a half years back at sea aboard HMCS Sackville during this distinguished corvette's time as a civilian oceanographic research vessel and remained a long-time advocate for the rights of Merchant Navy veterans.



Image: Norman Crewe

 $continued \dots$





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Women Shipbuilders 1939 - 1945



Image: National Film Board of Canada, Library and Archives Canada

After the Second World War, most working women returned to their domestic roles. Yet, the industrious legacy of Mrs. Martin and her trailblazing coworkers in breaking gender barriers in the trades, continues to this day.

Roughly one million women were employed in Canadian industry during the Second World War (1939-45). As war production increased, and more men enlisted for military service, women filled the labour shortage by entering traditionally male-dominated jobs - including in Canada's shipyards on both coasts and along the St. Lawrence River. Some 4,000 female workers thus helped build naval and merchant vessels essential to the struggle for Allied victory.

In the Maritimes, hundreds of women shipbuilders laboured alongside their male counterparts. At the yard in Pictou, Nova Scotia alone, 24 Park-class cargo ships were built for Canada's Merchant Navy. At peak production in 1943, more than a third of the Pictou yard's 2,000 employees in various trades were women.

Female workers such as Mrs. Martin (Malti) (pictured), a Mi'kmaw mother, were praised for their tenacity and work ethic in all weather conditions. But they also faced numerous challenges, including gender biases, lower wages than their male colleagues, and pressing need for childcare.

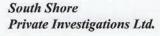


Image: Irving Shipbuilding



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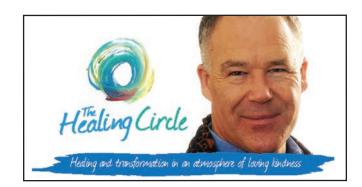
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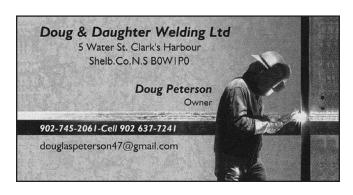




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William F. D. Bremner 1859 - 1933

Born in Halifax, William Frederick DesBarres Bremner joined the North-West Mounted Police in 1884 and arrived out West in time to witness the suppression of the "North-West Rebellion" between the Métis and their First Nations allies against Canadian government forces.

When the 112th Battalion was activated at Windsor in 1915, with broad recruitment across western Nova Scotia, Bremner volunteered and quickly became a Major and second-in-command. After training on the grounds of Fort Edward in Windsor, this battalion arrived in England in 1916, but did not see combat. After many soldiers were sent to reinforce other units on the continent, the 112th was merged into the 26th Reserve Battalion.

Suffering from chronic bronchitis in 1917, Bremner was invalided back to Canada and released from the service. He retired to his fruit farm at Castle Frederick in Falmouth, Hants County.



Image: Bremner Family

Malcolm Cann 1895 - 1914

Malcolm Cann of Yarmouth, Nova Scotia, was one of the first Canadian servicemen to die in combat during the Great War.

Cann was in the first class of cadets to graduate from the Royal Naval College of Canada in Halifax in 1913. A Midshipman, he temporarily joined the British fleet. Sadly, he and three other Nova Scotians serving onboard HMS Good Hope died at the Battle of Coronel on 1 November 1914, off the coast of Chile. The others were Arthur Silver and William Palmer of Halifax, and John Hatheway from Granville. Cann was just 19.

Cann is honoured on the Halifax Memorial in Point Pleasant Park, dedicated to those who died in the World Wars with unknown graves.



Image: Yarmouth County Museum and Archives

continued ...









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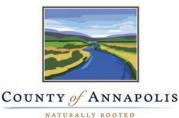
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The Cope Family

Raised near Windsor, James Cope (top right) came from a proud family of Mi'kmaw soldiers. A young Private in the 25th Battalion (Nova Scotia Rifles), he was killed in France in 1918.

James initially joined his father (Joseph) and brother (John) in enlisting with the 106th Battalion at Truro. His father was too ill to go overseas. His brother returned home, but was crippled by enemy fire and suffered from exposure to mustard gas. He passed away in 1952. Another brother, Leo, only an infant when his siblings left for Europe, served with the North Nova Scotia Highlanders during the Second World War. He fell in battle in 1944. Relatives only recently discovered the full extent of the Cope family's sacrifice for Canada during the World Wars. They are now honoured by veterans groups in Windsor and Millbrook First Nation.



Image: N.S. Archives and Confederacy of Mainland Mi'kmaq. Top left moving clockwise: Joseph Cope (father), James, John, and Leo.

George A. Downey 1892 - 1969

George Alexander Downey was born in Preston, Nova Scotia. Along with cousin James Downey, he enlisted with the No. 2 Construction Battalion and served with distinction in the Great War.

For his service in the "Black Battalion," Private Downey was awarded the British War Medal and the Victory Medal. Despite racial discrimination in the forces, he re-enlisted for the Second World War and served with the Veterans Guard of Canada, earning the Canadian Volunteer Service Medal and the War Medal.

After the war he became a businessman and community leader. Downey's fighting spirit was an inspiration to his family, with a number of sons and grandsons having successful careers in boxing, the military, government and politics. He died in 1969 and is laid to rest at a family cemetery in Fall River.



Image: Downey Family and Black Cultural Centre for N.S.

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Stephen Joseph Francis 1873 - 1947

A Mi'kmaw soldier (sma'knis), Stephen Francis served bravely in the First World War. He was born in Milton, a village in southwestern Nova Scotia. Francis enlisted at Camp Sussex, New Brunswick, before joining the 24th Battalion (Victoria Rifles) in France. Aged 42, he was quite old for a

Battalion (Victoria Rifles) in France. Aged 42, he was quite old for a Private. At the Battle of the Somme in 1916, he suffered serious shrapnel injuries to his chest and lungs. Afterwards he was sent to hospitals in England and Halifax. Francis settled in Annapolis Royal, where he died of tuberculosis complicated by lung injuries from the war.

Also from Milton, Sam Gloade was a decorated Mi'kmaw veteran of the Great War. He was awarded the Distinguished Conduct Medal and other honours.



Image: Parks Canada, Fort Anne National Historic Site

Thomas Hammond 1887 - 1916

Born in Scarsdale, Nova Scotia, Thomas Hammond was among more than 200 Mi'kmaq from Atlantic Canada to volunteer for the Great War. Despite limited civil rights at home and cultural barriers within the military, First Nations enlistments were significant across the country.

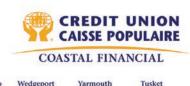
Hammond joined the 26th "New Brunswick" Battalion of the Canadian Expeditionary Force as a Private in 1915, but tragically was killed during the Somme Offensive the following year. He participated in the intense fighting of the Battle of Flers-Courcelette in northern France, from which his body was never recovered. He was 29.

A number of Mi'kmaq received awards for bravery and distinguished service. One sma'knis (soldier), Stephen Toney of Pictou Landing, was among the most decorated snipers in the entire Allied Army.



Image: Nova Scotia Museum

continued ...



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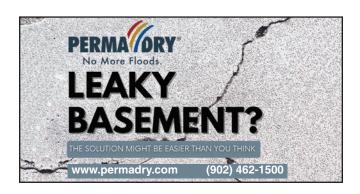


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Jeremiah Jones 1858 - 1950

Born in Truro, Jeremiah "Jerry" Jones was a courageous soldier from the First World War. Like many other Black Canadians, he had to overcome racial barriers just to volunteer.

While the No. 2 Construction Battalion was the only predominantly Black unit in the Canadian Expeditionary Force, African Canadians did serve in other units, including infantry battalions. At the advanced age of 58, Jones joined the 106th Battalion in Truro, and fought with the Royal Canadian Regiment at Vimy Ridge and Passchendaele in 1917. At Vimy Ridge, he single-handedly stormed and captured a German machine gun post. For his bravery Jones was recommended for a Distinguished Conduct Medal, second only to the Victoria Cross for recognizing gallantry in action. It was never awarded.

In 2010, after decades of campaigning, the Canadian government posthumously awarded Jones a Canadian Forces Medallion for Distinguished Service. He is a heroic figure in African Nova Scotian history.



Image: Jones Family

Angus L. Macdonald 1890 - 1954

Born in rural Cape Breton, Angus L. Macdonald was one of Nova Scotia's longest-serving Premiers. Before entering politics, he served with his brothers Oswin (left) and John Colin (right) in the First World War.

After officer training, Macdonald joined the Cape Breton Highlanders (185th Battalion) before being sent to the front lines in 1918 as a Lieutenant with the Nova Scotia Rifles (25th Battalion), known as the "Trench Raiders." Bravely leading a company into action, he was seriously wounded by a German sniper only four days before the armistice. Macdonald grieved for "poor Collie," his younger brother who fell in battle.

Macdonald had a lasting impact on Nova Scotia. The Angus L. Macdonald Bridge was opened in 1955, a year after he died in office.



Image: Chestico Museum and Historical Society (Port Hood) and Mrs. Morag Graham

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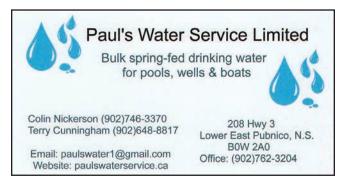


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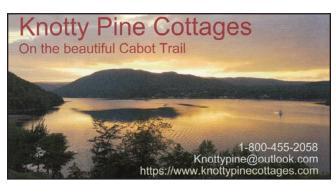




















Thomas Moore 1894 - 1978

Born in Nottingham, England, Thomas "Tom" Moore was orphaned at a young age and sent to Dakeyne Farm in Mount Denson, near Windsor. This was a home for British youth with limited career options to be trained as farmers.

Like many Nova Scotians, and British Home Children across Canada, Moore eagerly volunteered to serve in the First World War. With prior militia experience, he joined the 112th "Overseas" Battalion at its headquarters in Windsor in 1916. This Hants County unit had been raised the year before. Moore survived the war and lived the rest of his life at Mount Denson.

In 1914, Moore sent for his future wife Lavinia to join him in Nova Scotia. She was also from Nottingham. Moore passed away in 1978. The couple is buried at the Baptist cemetery in Mount Denson.



Image: Steven Tompkins (Moore's great grandson)

Daniel Owen 1890 - 1939

Daniel Owen was one of many First World War veterans from Annapolis County, Nova Scotia. He was born in Annapolis Royal.

A barrister by trade, Owen had previous training in the 69th "Annapolis" Regiment of the Canadian Militia prior to the war. He enlisted with the Canadian Expeditionary Force in 1917 but soon transferred to the Royal Flying Corps, in which he became a Captain. On a mission in 1917, he was wounded by enemy fire but still managed to crash land his aircraft behind German lines. Owen lost an eye in that fight and spent nearly a year in prisoner of war camps before being repatriated to England.

Shortly after the war, Owen led a major aerial expedition over Labrador to survey forestry and natural resources for industrial development.



Image: Parks Canada, Fort Anne National Historic Site

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Joseph A. Parris 1899 - 1972

Born in Guysborough County, Joseph "Joe" Parris (centre) served in the No. 2 Construction Battalion alongside several family members, including brother William and cousin Seldon (second from left).

Only 17 when he enlisted at New Glasgow, Parris served his country with great enthusiasm despite the prejudices of the day. Departing from England in 1917, the "Black Battalion" was attached to the Canadian Forestry Corps in France. Its forestry work, road and railway construction, and helping the wounded were essential to the Allied victory in the First World War.

After the war Parris returned to Mulgrave, Nova Scotia, where he joined the local branch of the Canadian Legion. He passed away in 1972 and is laid to rest in St. Lawrence Catholic Cemetery in Mulgrave.



Image: Black Cultural Centre for N.S.

Walter Pickup 1893 - 1917

Born at Granville Ferry, Nova Scotia, Walter Pickup came from a prominent family but like so many other sons and daughters from Annapolis County he enlisted in the Canadian Corps during the First World War.

A graduate of Mount Allison University, Pickup served with the 14th Battalion, known as the "Royal Montreal Regiment." He became a Captain and fought bravely in France, often in harsh conditions in the frontline trenches. He was wounded at the Somme in 1916 and killed at the Battle of Vimy Ridge in 1917, one of Canada's most significant and bloody victories. Two of Pickup's older brothers also served in the war.

Pickup is commemorated at Nine Elms Military Cemetery in France and at Stony Beach Cemetery in Granville Beach.



Image: Annapolis Heritage Society





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Albert J. Porter 1897 - 1942

Born in Falmouth, Hants County, Albert Judson Porter served with the 112th Battalion during the First World War.

With local militia experience, Porter volunteered for the 112th at its headquarters in Windsor in 1915, not long after that unit had been established. The following year they embarked for European battlefields aboard the Olympic, a famous luxury liner turned troopship. Porter fought valiantly, suffering serious wounds to his chest and shoulder at the Battle of Vimy Ridge in 1917. He was sent to hospitals in England and then discharged at Halifax.

Tragically, Porter was struck and killed by a car while walking to work in Windsor in 1942. Only 46, he left behind a wife and seven children. Falmouth mourned this "respected citizen" and war veteran.



Image: Porter Family

Walter Ruggles 1890 - 1919

Walter Ruggles was born in Nova Scotia's Annapolis Valley, the son of Lenfast and Laura Ruggles of Bridgetown.

He enlisted at Halifax in 1916 and joined the 85th Battalion (Nova Scotia Highlanders) in Europe the following year. Based upon his previous military training, he was promoted to Captain and given command of "B" Company. At the Battle of Hill 70, he suffered shrapnel wounds during a German raid on the Canadian trench. After several months in hospital, Ruggles was back in the field where he received another serious injury. He was evacuated to England and eventually declared unfit for service and sent home.

Ruggles died at Camp Hill Hospital in Halifax in 1919, from injuries sustained in the war. He is buried at Woodlawn Cemetery in Annapolis Royal.



Image: Parks Canada, Fort Anne National Historic Site

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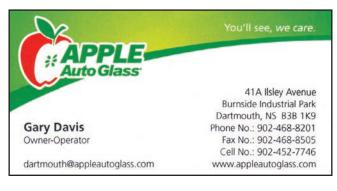
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Dr. John Stewart 1849 - 1933

Born at Black River, Cape Breton, Dr. John Stewart commanded Dalhousie University's No. 7 Canadian Stationary Hospital during the Great War.

When the Dalhousie unit was created in 1915, Stewart was seen as its natural leader. He was a Dalhousie graduate and prominent surgeon in Halifax. The unit consisted of 162 staff, including Dalhousie professors and students, nursing sisters, members of other universities, and the general public. Although 67 years old, Stewart set a brisk pace on marches and coolly slept through a German air raid on the hospital. He attained the rank of Colonel and in 1918 was transferred to a high-level position in England. After the war Stewart became Dean of Medicine at Dalhousie. He received many honours for both his wartime service and medical career.



Image: Dalhousie University
Archives

Daniel H. Sutherland 1878 - 1977

Born in River John, Nova Scotia, Daniel H. Sutherland studied engineering at McGill University and worked as a railroad contractor before enlisting with the 193rd Battalion (Nova Scotia Highlanders).

In 1916, Lieutenant-Colonel Sutherland accepted the position of Commanding Officer of the No. 2 Construction Battalion, headquartered initially at Pictou before moving to Truro.

When the battalion was restructured prior to joining the Canadian Forestry Corps in France, he took a demotion in rank to remain with his men in this historic unit during the Great War. While the battalion's officers were all white, with the exception of Chaplain William A. White, Sutherland built a strong rapport with the men and was proud to serve with them at home and in Europe. He passed away in 1977 and is buried in Bellevue Cemetery in River John.



Image: Sutherland Family



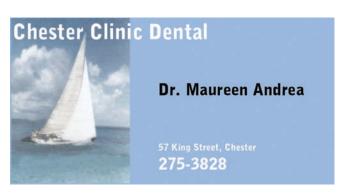






















William A. White 1874 - 1936

Born in Virginia to former slaves, William A. White came to Nova Scotia in 1899 to study at Acadia University. After graduating, he became a minister at Zion Baptist Church in Truro.

Prior to joining the No. 2 Construction Battalion at Truro in 1917, White was an active voice against racial discrimination in the Canadian Expeditionary Force. He was a trail blazer. During the Great War, he was one of the few Black officers in the Canadian Army, and its only Black Chaplain.

White returned to Halifax after the war, where he became the pastor of Cornwallis Street Baptist Church. He died of cancer in 1936. White is remembered fondly within the African Nova Scotian community as an inspirational and dedicated figure in the fight for racial tolerance and equality.



Image: White Family

Joseph White 1897 - 1925

Joseph Leonard Maries White was born in Halifax and grew up in the Old Town Clock on Citadel Hill, in which his father was the caretaker. His father, William "Gunner" White, served in the Royal Artillery before joining the Halifax police.

A student at Dalhousie University, the 18-year-old White enlisted with the Canadian Machine Gun Corps. Injured in battle, he transferred to the Royal Flying Corps and had a decorated career in the world's first air war. This ace fighter pilot was honoured for his "bravery and dash in action," downing at least 22 enemy aircraft.

White retired as a Captain in No. 65 Squadron. Tragically, as a member of the newly-formed Royal Canadian Air Force he died in a mid-air collision in 1925.



Image: Norman Franks



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Image: Army Museum

The 25th Battalion

The 25th Battalion (Nova Scotia Rifles) was the first Nova Scotia unit to see heavy fighting during the First World War.

Formed in 1914, the 25th was headquartered at the Halifax Armouries and recruited throughout the province. Nicknamed the "Mackenzie Battalion," it had a strong Highland Scots character. But after just one year of combat, it was almost annihilated. Of the original 1000 officers and men who arrived in Europe in 1915, less than 100 were still standing. The other 900 were killed, wounded, taken prisoner, or missing.

With reinforcements, these "Trench Raiders" fought in every major battle of the Canadian Corps, including Ypres,

the Somme, Vimy Ridge, Passchendaele, and Canada's Hundred Days. The 25th is perpetuated by the Nova Scotia Highlanders.

William MacHardy 1894 - 1918

Billy MacHardy grew up on a farm in Pictou County, Nova Scotia. He was a teenager when the first airplane flight in the British Empire occurred in his home province in 1909.

A school teacher at the outbreak of the Great War in 1914, MacHardy's fascination with flight led him to enlist with the Royal Flying Corps Canada in 1917. He earned his wings on 18 April, 1918 and was promoted to Second Lieutenant a few days later. That same year, he served with various fighter squadrons of Britain's Royal Air Force (RAF) in southeastern France.

MacHardy flew his final mission in the hours leading up to Armistice. On 10 November 1918, MacHardy and seven other Bristol airplanes departed Iris Aerodrome (near present-day Clary, France) on a bombing run over Belgium. During intense fighting with enemy aircraft, MacHardy's plane was shot down killing the 24-year-old pilot and his observer/gunner Lieutenant William Alexander Rodger. MacHardy was likely the last Canadian RAF pilot casualty of the war.

On 12 May 2018, a group of volunteers led by MacHardy's great-nephew, Captain Thomas MacHardy, excavated the crash site in Martinsart, Froidchapelle, Belgium, and recovered the aircraft's remains.



Image: MacHardy Family





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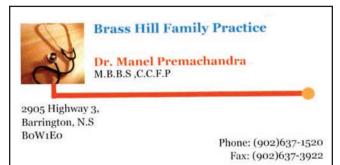
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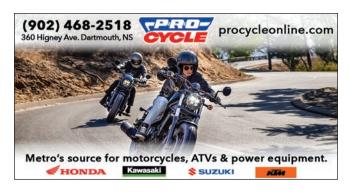


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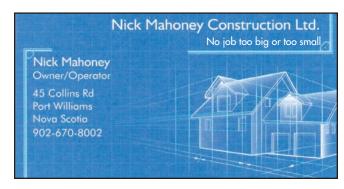


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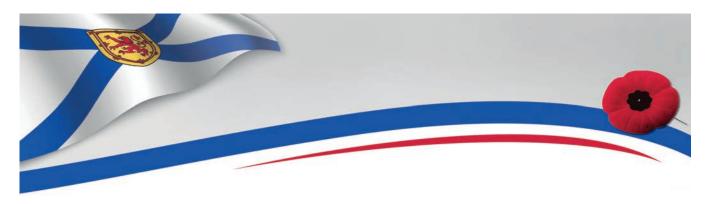












Staley Alfred Goodwin, DOB April 18, 1926

4th Reconnaissance Regiment (4th Princess Louise Dragoon Guards)

New Brunswick Hussars

A commitment to service, community and country, is the theme that permeated Staley Goodwin's life. While he started his life in Pubnico, Yarmouth County, Nova Scotia his life of service started in earnest in the fall of 1942, when at the age of 16, he was working in the apple industry in the Annapolis Valley. Seeing others doing the same, he decided that he would lie about his age and join the Canadian forces. World War II had started several years before, and he decided this was his opportunity to serve. In January 1943 he headed into the town of Kentville and enlisted. When he was interviewed in 2006 by his grandson, Andrew Hilton, for a school project he told some of his stories. "I didn't have problems getting in. I had a card that we were issued back then, and I told them I lost it." The card would have alerted the recruiting office that he was underage, so Staley decided to conveniently 'lose it'. For those who knew Staley well, it would be safe to say that he would be described as someone who could figure out a way to get something done, usually through dedication and hard work. But from time to time, he was also known to bend a few rules here and there, especially when they did not make sense to him.

On January 11, 1943 he started basic training at the Canadian Infantry Training Centre at Camp Aldershot. After what he described as a short training period, he was transferred to the Canadian Reconnaissance Training Centre (Camp Dundurn), in Saskatchewan for wireless training.

After wireless operator training was completed, Staley, now seventeen years old, was deployed oversea. "We crossed to England on the Mauritania ... first we went south toward Bermuda and then across (the Atlantic). We were Canadians and Americans, about 5000 of us". He recalls landing in Scotland but quickly continuing on as he was deployed to Sicily. "Going down we were on a crowded Dutch ship. We had a convoy of American battleships and ships for the invasion of Sicily. I learned how to play cribbage on the way". Cribbage would be a game that Staley played for many years after. He always took great joy teaching anyone who wanted to learn and once they knew the game, skunking anyone who would play. His howl of laughter was equally loud if he lost or won.



After Sicily, he moved north into Italy with the 4th Princess Louise Dragoon Guards. This was a time that he rarely talked about. His youngest daughter, Shelley, recalls a rare day in the early 1980's when she was







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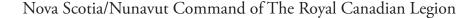














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home studying for exams, and he came home for a coffee break. Staley loved his coffee. He sat in the living room for several hours sharing his memories of Sicily and Italy. She vividly recalls sitting on the floor looking up at him sitting in his platform rocker as he told her about being in the trenches.

One story in particular stuck with her and it was how German infantry tied their boots in a different way than Allied infantry. He remembered waking one particularly pitch-black night in a trench close to the lines and feeling someone touching his boot laces and hoping he had his boots laced the right way. In Italy, his Regiment was transferred to the 12th Infantry Brigade, 5th Canadian Armored Division, and served in an infantry role. Because of his wireless training Staley was deployed to the New Brunswick Hussars as a wireless operator in the tank regiment.

In May 1944, during fighting in the Liri Valley, "we broke though the lines and found ourselves being fired upon by the free French and American planes. We put out yellow smoke, a signal that we were friendly, and the Americans stopped firing at us and flew over and tipped their wings before they flew off". During the breakthrough they came upon an Italian who told them there were Germans in the next house. They captured three Germans without incident but were unable to take them as prisoners because there was no room in the five-man tank. They sent the Germans walking toward the Allied lines. Information about the war and its progress was often limited and censored. He described the progress as often slow. For the tanks there was always another hill, another valley, and another mountain as they pushed against the German defenses. He described one particular assault where "800 guns opened fire at night. It was so bright you could read a newspaper".

"Christmas day of 1944 was one Christmas I'll never forget." The Germans "buried an 88 shell right in front of my trench ... blew me back about 20 feet into the mud". Fortunately, the ground was soft, so the shell went into the ground as it exploded. "If it had been on top I probably wouldn't be here". The guy in the next trench thought the exploding shell had killed Staley. "I got up and took off toward a house" As he passed a haystack on the way, a second shell hit the haystack and covered him in hay. Still unhurt, he managed to reach the house just as a third shell hit the roof and exploded. "But I was okay". Staley would spend both the Christmas of 1944 and 1945 overseas. "No Christmas dinner just rations ... we ate the rations cold ... wouldn't know it was Christmas."

Once Italy was controlled by the Allies, Staley, as part of the New Brunswick Hussars, moved to Marseilles in southern France. "Near our base the Americans had a prisoner camp for Germans and the Americans came over and wanted us to play baseball. They built us a ball field and supplied us with all the equipment ... so we went out and played baseball. Of course, they beat us". But Staley managed to find a softball pitcher who was serving with the Canadian Medical Corps. In the second game with the help of the new pitcher Staley's team beat the Americans 6-3. "They never came back... when we left, we left all the equipment behind." They had only played two games. They discovered that the Americans had previously been in Saudi Arabia guarding oil fields and played most of the time so Staley was pretty pleased that they, a scrub team with little practice, were able to beat this well practiced American team.

From southern France Staley stayed with the New Brunswick Hussars as they moved into Belgium and Holland. During this time in the Netherlands Staley spent some time in Nijmegen, Holland. There he met a young petite girl called 'Tiny' Robrback. She could speak English and invited Staley, and his friend Joseph Regimbald, back to her home to have coffee with her mother and brother, Herman. Once there he realized they had little else besides coffee in their home. After their first visit, Staley and Joseph would return to the house with food and other items the family could use or repurpose. He described bringing them wool socks that Mrs. Rohrbach unraveled and then used the wool to make a hat, gloves, and sweaters.

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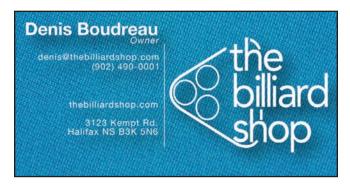






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continued ...

Tiny and her mother called Staley 'Slim', as he was a tall slender man. When the war ended, and Staley was heading back to Canada, he gave Herman his uniform jacket, recognizing the desperate need that many were in after years of Nazi occupation.

He described the relief that the war was over. "Everyone was happy the Germans had surrendered unconditionally". Staley returned to Canada in January 1946 and settled in Pembroke Shore, Yarmouth NS. He married Florence Bain and they had three daughters. Staley built a solid reputation as a stone mason and community minded person.

He served on numerous community service groups including the Yarmouth Municipality Department of Recreation committees, Yarmouth Food Bank, YACRO, Friends of the Yarmouth Light, Pembroke Hall and Cemetery boards. Staley helped maintain the community hall for years, including shingling the roof with his three girls, mowed the Pembroke Cemetery for decades, and was relied on by many in the community, at the drop of a hat, to fix a pump. Of course, his preferred payment was a cup of coffee and a chat and, if one was available, a piece of pie. He joined the Port Maitland Legion and sat on the executive for several years, including as President. In the later part of his life he served for 25 years as the Yarmouth Municipal Councilor for District 6, with many of those as deputy Warden. Every election he knocked on doors and enjoyed meeting and talking to all.

During a visit back to Holland in 1985 for the commemoration of 'D' Day, Staley and Florence decided to go back to Nijmegen to see if they could find Tiny. They tracked down the house where Tiny had lived only to find it filled with university students being used as a fraternity house. Disappointed they headed back to their host family in Apeldoorn to share their lack of results. Their host on this trip to Holland was Willy Koreman (Willy is short for Wilhelmina), and she quickly called the mayor of Nijmegen to see if she could get more information. He promptly replied that he would see what he could do, as there was "Nothing to big for a Canadian veteran". Shortly after they were in contact with Herman and plans were made to visit where memories and laughter were shared. Herman told them how he wore Staley's uniform jacket for 5 years after. Elbows became bare from use, but the wool and memories kept him warm. They called Tiny who now lived in Bern, Switzerland. As it turned out Staley and Florence would be visiting close to Tiny's community and they arranged to meet. Tears flowed freely by all involved as Staley and Tiny reminisced.

An unexpected and delightful friendship developed between Florence and Staley and their hosts Willy and her daughter, Angela. They visited each other many times in the years to come. The depth of their friendship was a special balm of healing for Staley as he returned to a country that he had seen torn apart and yet was now flourishing. The gratitude of the Dutch soothed his war scars and filled his heart with warm memoires. Florence and Staley's flower beds became a testament to this brightness and beauty, as each Christmas packages came from Herman and Tiny, and Willy would send Tulip bulbs. They continued to correspond until their deaths.

On March 29, 2010 Staley died and is buried in Pembroke Cemetery. Staley leaves behind a legacy of service that is continued as he and Florence instilled in their children a strong ethic of service. His commitment to serve also continues in his 4 grandchildren and will no doubt continue in his great grandchildren and beyond.

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Elmsdale Legion Soldier

Editor's note: Kevin Megenney's full bio and photo can be found in volume 5, page 149, of our Veteran Service Recognition Book series.

Visit our Command website at www.ns.legion.ca for more information.

Cpl Kevin Megeney was killed in action in Afghanistan on 06 March 2007. His uncle Bob lived in Lantz at the time of Kevin's death and wanted to do something to commemorate his nephew. He had a soldier statue made from a tree that had been damaged during a storm. The statue remained there until health required Bob to move to the city. The statue was offered to our Legion, Elmsdale Br. 48, and we graciously accepted. The statue stood sentry for a number of years until deterioration from the elements set in. This past spring 2022 we received an offer from a local artisan to create and donate a new soldier in memory of his grandfather who was a 32-year naval veteran. We had the blessing of the Megeney family and they supported this change. The new soldier is now moved into place and the old soldier has been retired to the Legion.



In addition, we have Kevin's granite memorial plaque that was mounted on the cenotaph at Kandahar Air Base. When that cenotaph, containing plaques of all those killed in action in Afghanistan, was brought home to Canada, it was set up as a temporary memorial in Ottawa. It was then toured around the country and afterward (as I understand) the plaques were given to the families. The Megeney's have given our Legion Kevin's plaque and it is presently installed on the Legion's cenotaph.





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The Un-sung Heroes of Branch 043

When you read a good book or watch a good movie, what was it that attracted you to that book or movie? Was it the cover for the book or the trailer for the movie?

If you are like me, I have often been disappointed in the books I have read or the movies I have watched because the books with the most eye appealing, exciting covers and the movies with the most thrilling trailers usually fall short in their substance. I have made my judgement by the window dressing and not by the substance.

At Branch 043 we have two faithful members who attend meetings and functions on a regular basis. They come and go with no fanfare they are sociable without being boisterous or loud. They enjoy good conversation and love to listen to your story as much as they like to share their own stories.

Recently a shipping company operating in Western Canadian Arctic had sent several of their crewmembers to the Nova Scotia Community College (Nautical Institute – Strait Campus) to do a refresher course so they may keep their Maritime Emergency Duties Certificate validated.

During this week, after vigorous studying and performing live exercises these students would come to our Branch for rest and relaxation. Most of us would sit and listen to their stories and tell a few of our own. Time would pass quickly and the mood was always jubilant. When closing time rolled around, we would say our good byes and all go our separate ways.

At closing time on Thursday night the last night for the Nautical Students to be in town Comrades Beverley Arsenault and Wayne Urquhart noticed these sailors had called a taxi to take them to their dormitory, but the taxi had not arrived to pick them up so as typical of Wayne and Bev they volunteered to drive these guys home.

Friday around mid-day a frantic phone call comes to the Legion. It is from one of the Indigenous, Sahtu Dene sailors, who was stranded at the boarding counter at the Halifax Airport. He has lost his wallet, with all his identification papers. He thinks it may have fallen out of his pocket when he was in the back of Wayne & Bev's car. The Bar Manager wrote his number down and called Bev to look in the backseat of her car for the missing wallet.

Bev went out to the car found the missing wallet complete with the missing documentations. Realizing the gravity of the situation Wayne & Bev called the Airport to say the wallet was found and that they were approximately three hours away, they would leave now to deliver the missing wallet to George Oudzi before his flight was scheduled to depart for the North.





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George Oudzi, lives in Colville Lake, a settlement corporation located in the Sahtu Region of the NWT. The community is located 50 Km North of the Arctic Circle with a population of 110, as reported in the 2021 Census. This one kind act of thoughtfulness has spread the good news of the Royal Canadian Legion and Branch 043 from the Atlantic in Eastern Canada to Western Canada and as far North as to well inside the Arctic Circle.

Wayne and Bev, we salute you for a job well done! Below is a message Wayne & Bev received after Tom & George returned to Inuvik, NWT.

"Subject: New friends

Tom and Mr. Congeniality George here. We are back in Inuvik safe and sound! We owe that all to you and your husband we cannot thank you enough for the best example of east coast hospitality we could have ever experienced! You both have earned a place forever in our hearts! May our paths cross again! Thank you!"

It is through acts of kindness like this that help make a Legion strong and vibrant, for a long time to come.



Left to Right: Student Tom from the NWT, Wayne Urquhart, George Oudzi NWT, Bev Arsenault

This picture was taken at Branch 043 on the Thursday night before the boys had to travel back to their base in Inuvik, North West Territories.



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Lance Corporal Blanchard V. Gass

Editor's note: The following story was copied from an original newspaper article of 1917 (see photo on page 155)

FELL ON THE FIELD OF HONOR

Heroic Service of Young Blanchard Gass - Noble Record of a Sorrowing Family

With the receipt of the intelligence that Lance Corporal Blanchard Gass, son of Mr. Robert Gass, of Shubenacadie, has been killed in action, there is another name added to the already long list of the heroic Nova Scotian boys who have died in the defence of their country. Lance Corporal Gass was only a boy when he enlisted, barely seventeen, but his spirit was the spirit worthy of a man of more mature years. He first joined the 64th Battalion on August 7th, 1915, but was later transferred to the senior Battalion of the Nova Scotia Highland Brigade, on the formation of that unit with which he has served ever since, and with which he went overseas.

While at Aldershot, the young soldier qualified for a lieutenancy, but he preferred to go with his battalion in the ranks, rather than remain behind with the prospect of a commission. During his connection with the Battalion, he has from time to time received many commendations from his officers for efficiency and good conduct.



Lance Corporal Blanchard V. Gass

Fine Work as a Recruiter

When the campaign for raising the Highland Brigade came on Blanchard was sent to his native village, and in two weeks enlisted about 100 men from the young men of Shubenacadie and district for the Highland Brigade. Popular in his native village, light hearted, optimistic and loyal to a fault, the young hero succeeded in this work where many might have failed and now, he has made the Great Sacrifice when only 19 years of age. All his work was done in the full realization of all it meant to himself and family but realizing his duty he did not hesitate.

Mr. and Mrs. Gass and all the family have the deep sympathy of the community and hosts of friends in the death of their heroic boy, and while the parents are almost heartbroken, knowing the sunshine has been taken from their home, never to return, they are able to say, "Thank God for such boys as Blanchard; thank God for his clean, manly life. Aye, thank God for such a family."







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Lest We Forget



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A Noble Record

Mr. and Mrs. Gass have a most enviable record in their sacrifices and the service of their family and relatives. The brave mother has given up one after the other, her beloved boys and only daughter. Mr. Gass since the outbreak of war, been an indefatigable recruiter, serving altogether without rank or renumeration of any kind. The record of their family and relatives is as follows:

Nursing Sister Clare Gass, A.M.C., No 3 Canadian General Hospital (McGill), Boulogne France, (daughter) still serving with the unit.

No 2497 Trooper Gerald Gass (son) Strathcona Horse, one of the first Canadians to enlist, went overseas with First Contingent. After serving for over a year in the trenches with his battalion has now been transferred to 3rd Divisional Signal Corps, and is still at the front.

No 67097 Lance Corporal Cyril Gass (son), N.S. Battalion. Joined the battalion at its organization and was with it in its training and fighting. Spent ten months in the trenches. As Machine Gunner on the Ypres Salient was seriously wounded in the third battle for Ypres, June 12th 1916, and after 6 months in hospital in England is returned to Canada, with right leg amputated.



No 69064, Lance Corporal Blanchard Victor Gass (son) N.S. Battalion, killed in action April 9th 1917, (Vimy Ridge) as reported above.

No 901864, Pte. Athelstan Gass (son) N.S. Battalion, went overseas with battalion volunteered in drafts but was debarred from going to France and is returned to Canada underage.

Corporal Reginald Gass (cousin) N.S. Battalion, seriously wounded, April 9th 1917 (Vimy Ridge).

Dr. Charles Gass (cousin), Heavy Artillery, killed in action April 9th 1917 (Vimy Ridge), same time as Blanchard).

Major Thomas Gass (cousin), Toronto Battalion.

Pte. Roy Gass (cousin), N.B. Battalion.

Pte. William Gass (cousin), 106th Battalion, sent to France in reinforcements. Seriously wounded in the recent fighting.

Pte, Harry Gass (cousin), reinforcements. Wounded 1916.

Pte. James Courtney (nephew), N.S. Battalion. Sent to France in reinforcements for N.S. Battalion.

Pte. William Courtney (nephew), N.S. Highland Brigade.

Pte. Lewis Miller (nephew); Pte Norman Miller (nephew); and Frank Miller (nephew) went overseas in reinforcements.

That is 1 daughter, 4 sons, 7 cousins, and 5 nephews, to which may be added 10 or 12 other relatives of whom the names or corps are not available.

The month of April has been a sorrowful one for the Gass family. Blanchard and Lawrence killed in action, Reginald and William seriously wounded. Mr. Gass was in the city in company with his wounded son Cyril, (who is working in the city) when the heartbreaking news reached him. He, with Cyril, and Rob (an elder son) immediately left for their home to comfort the stricken mother.

Mr. Gass had the evening before he received a cheerful letter from Blanchard, and also recently a kind letter from a superior officer of the Battalion, telling of the good work Blanchard was doing and the probability of his immediate promotion, but the brave lad has received his promotion to the higher office awaiting those who have done their whole duty.

Mr. and Mrs. Gass and the family desire through The Daily Echo to express their sincere thanks for the many expressions of sympathy received by mail and otherwise.

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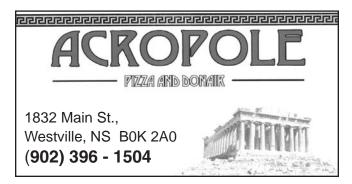




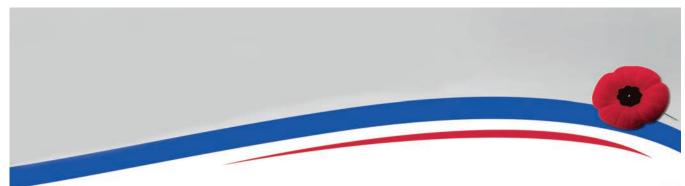












Youngest Canadian General Officer of WWII

Robert William Moncel, OC DSO OBE CD (April 9, 1917 – December 10, 2007) was a Canadian army officer. Moncel was Lieutenant-General of the Canadian Army and former Vice Chief of the Defence Staff. He was the youngest general officer in the Canadian Army when promoted to Brigadier on August 17, 1944, at the age of 27.

Born in Montreal, Quebec, he was educated at Selwyn House School, Bishop's College School and McGill University. He served as an officer with the Victoria Rifles of Canada.

Senior commanders of the First Canadian Army, May 1945. Seated from the left: Stanisław Maczek (Polish Army), Guy Simonds, Harry Crerar, Charles Foulkes, Bert Hoffmeister. Standing from the left: Ralph Keefler, Bruce Matthews, Harry Foster, Robert Moncel (standing in for Chris Vokes, Stuart Rawlins (British Army).





When World War II broke out, Moncel went to Europe with the Royal Canadian Regiment (RCR). In May 1940, he was ordered along with the RCR to France to reinforce the British Expeditionary Force facing the German blitzkrieg. Soon however, Lieutenant Moncel, who commanded a Bren gun carrier platoon, was ordered to retreat to the French coast. When being evacuated, he was ordered to destroy his equipment to save it from German hands, but Moncel, with his cool judgement, managed to evacuate the Bren gun carriers. This act caught the eyes of his superiors and he was promoted to captain.

In 1941, he finished first on a staff course under the command of Guy Simonds, and was promoted to major in 1942, and lieutenant-colonel in January 1943. Moncel became the commanding officer of 18th Armoured Car Regiment (12th Manitoba Dragoons).

Later, Moncel was posted as the General Staff Officer 1 of the II Canadian Corps, where he reorganized its general staff.







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Here, he was made an officer of the Order of the British Empire (OBE) and a chevalier of the Legion d'honneur (receiving the Croix de Guerre with Palme in the process). In August 1944, he was promoted to Brigadier, the youngest ever Canadian to achieve that rank.

In the Normandy campaign, he was the commanding officer of the 4th Canadian Armoured Brigade until the end of the war in 1945. During this, Moncel won the Distinguished Service Order (DSO) for his leadership of Tiger Group during the battle of Hochwald Forest, when the II Canadian Corps launched Operation Blockbuster.

After the war, in 1946, he was appointed Director of the Royal Canadian Armoured Corps. From 1947 to 1949, he served as Director of Military Training, Army Headquarters in Ottawa. From 1949 to 1950, he attended the National War College in Washington, DC. From 1951 to 1953, he was the Senior Canadian Army Liaison Officer to the United Kingdom. From 1954 to 1956, he was the Deputy Chief of General Staff. From 1957 to 1958, he was the Senior Canadian Military Officer, International Control Commission in Indochina. From 1957 to 1960, he was appointed Commander, 3rd Canadian Infantry Brigade at Camp Gagetown. From 1960 to 1963, he served as Quartermaster General of the Canadian Army. From 1963 to 1964, he was the Commander-in-Chief, Eastern Command. He served finally as Vice Chief of the Defence Staff 1965 to 1966.

He retired in 1966 prior to unification of the armed services, which resulted in the formation of the Canadian Forces. In 1967, he was appointed a civilian co-ordinator for visits of heads of state to Canada during the Canadian Centennial year.

In 1967, Lieutenant-General Moncel was invested as an Officer of the Order of Canada. He died at the Camp Hill Veterans' Memorial Building in Halifax, Nova Scotia, on December 10, 2007, in his 90th year.





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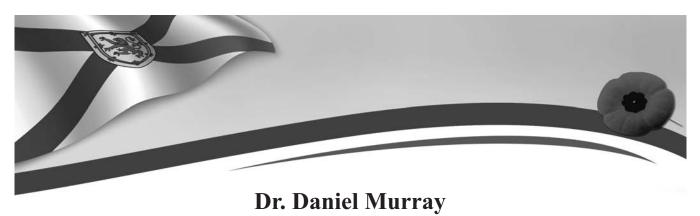
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Dr. Daniel Murray, who was better known as 'Dr. Dan', was born at Meadowville, Pictou County, Nova Scotia in 1876. He received his early education at Pictou Academy and then attended Dalhousie Medical School in Halifax, N.S. Following his graduation, he went into practice with his brother Duncan at Pictou, N.S. Three years later Murray moved to Tatamagouche, Colchester County, to take-over the practice of Dr. Ed Roach. In 1907 he married Morna Carson of Pictou. They had four children: J. Carson (who also became a doctor **and father to famous Canadian singer Anne Murray**), Donald, Ethel and Betty.

Murray served in the First World War in the Canadian Medical Corps, and on the Canadian Expeditionary Force in England, Canada and France. While in France he oversaw the building of a 30-bed hospital at La Joux for Canadians soldiers and he later organized a 150-bed hospital at Conche for Canadian troops. Following his return from the war, he joined the Royal Canadian Legion, Branch 64 in Tatamagouche, of which he was a life member. He was a member of Sharon United Church and served as president of the Nova Scotia Medical Association. He was awarded an Honorary Doctor of Laws from Dalhousie and a Special Citizenship Award by King George V. His wife Morna died in 1964 and Dr. Murray died in 1967.







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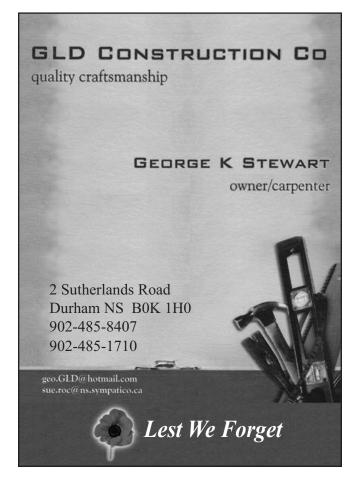
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Ward Hallett Nicoll

Ward was born in Clyde River N.S. in 1918. In 1940, Ward volunteered for war service, signing up for No. 7 General Field Hospital, Canadian Army Medical Corps.

He initially trained at Camp Aldershot and Camp Debert in Nova Scotia. In 1941, he sailed to England, landing in Liverpool. He received further hospital training (including surgical experience) in Windsor (Lady Astor's Estate) and in Marston Green, near Birmingham. In the south, he also patrolled along the coast, reporting sightings of German bombers.

In June 1944, one day after D-Day, Ward crossed the Channel to Normandy, helping to roll depth charges into the ocean. He saw steady action, transferring wounded soldiers to the field hospital, then assisting doctors with their treatment. His duties also included transporting soldiers who had been killed.

Over the next few months, this work continued in France, then in Belgium, Holland (the Netherlands) and finally in Germany, where he was posted until the war ended.



Ward had some narrow escapes, but was not injured. He returned to Canada in August, 1945. He was recognized with the 1939-1945 Star, France and Germany Star, Defense Medal, Canadian Volunteer Service Medal and Bar, War Medal, Normandy Campaign Medal (commemorative) and, in 2015, Legion d'Honneur. Ward passed away in 2016.



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N.S. veteran injured in Ukraine war makes 'good and gut-wrenching' return home

(Original story by Emma Smith · CBC News · Posted: May 05, 2022)

Nova Scotia Veteran Dustin Rekunyk broke his shoulder, bruised his ribs fighting in eastern Ukraine. He had left for Ukraine on April 6 2022 to join a group of foreign fighters.

The last thing Dustin Rekunyk remembers is a loud explosion on his left-hand side. The wall he was standing about 20 metres from blew up, breaking his shoulder, bruising four of his ribs and leaving him with a concussion. The single father from Halifax didn't find out these details until he woke up later in a recovery area for injured foreign fighters in Ukraine.

Rekunyk, a fourth-generation Ukrainian who served with the Canadian Armed Forces for 15 years, took his first trip to his family's ancestral homeland in April 2022 to help defend it against the Russian invasion. He's among a group of Canadians leaving their homes behind to volunteer in the war effort.

Rekunyk returned to Nova Scotia on April 24 2022 so he could get medical care for his injuries, but he said his mission in Ukraine isn't over. Landing back in Halifax felt both "good and gut-wrenching all at the same time," he said. "It feels like I've left a piece of my heart in Ukraine, there's still a job and a mission to do there, and I've got to see that through."

Dustin Rekunyk, a fourth-generation Ukrainian and 15-year veteran of the Canadian Armed Forces, travelled to his family's ancestral homeland to help defend Ukraine against the Russian invasion.



Dustin Rekunyk, a fourth-generation
Ukrainian and 15-year veteran of the
Canadian Armed Forces, travelled to his family's
ancestral homeland to help defend Ukraine
against the Russian invasion.

Rekunyk first signed up with the International Legion of Defence of Ukraine (ILDU), an organization created by Ukraine for foreigners who want to volunteer to fight in the country. He was put on a list of people waiting to be deployed, but after being interviewed by CBC Mainstreet, someone reached out and told Rekunyk they knew a quicker way for him to get there.



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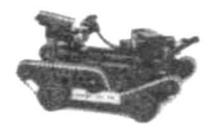


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"Within about five days of telling them, 'Yup, I want to go,' I was in Ukraine," said Rekunyk, who ended up fighting with an organization similar to ILDU made up of soldiers from Canada, the U.S., Britain and elsewhere.



A Ukrainian serviceman walks near the position he was guarding in Mariupol, Ukraine, on March 12, 2022. (Evgeniy Maloletka/The Associated Press)

He said the group was independent from the Ukrainian army, but the country's military knew they were there and gave them supplies. After landing at a safe house in Lviv, in western Ukraine, Rekunyk travelled to a base of operations in Dnipro and eventually to the eastern Ukrainian region of Donetsk and Luhansk, where Russia was focusing much of its attack. The first week he heard air raid sirens almost every night but it was relatively quiet in terms of fighting, said Rekunyk. "But the second week, kind of that Monday local time, Ukraine ... it all kind of started off. It was absolute chaos and hell on earth," he said.

Rekunyk previously spent 15 years in the Canadian Army, including with the Princess Patricia's Canadian Light Infantry, but said he's never experienced the "World War II-esque" style of combat he saw in Ukraine where it was just soldier after soldier coming at a person. "There's no amount of training and no amount of psychological build up that can really, I would argue, prep you for what comes."

About 72 hours after Russia began its assault on the region of Donetsk and Luhansk, Rekunyk was injured and made the decision to travel home to Nova Scotia to get medical care. Because he wasn't part of the ILDU, he wasn't able to go to a military hospital in Ukraine. "I haven't yet fully processed just how truly blessed and lucky I am. It will sink in, but it hasn't yet," he said.

For Rekunyk, fighting for Ukraine has given him a new sense of belonging and connection to his heritage. "I want to reconnect with that a lot more now ... picking up language courses so I can learn the Ukrainian language a lot better and kind of get back in touch with those roots," he said.

But he also wants other Canadians to think very carefully about what joining the war effort means. He has a 12-year-old son he feared he wouldn't see again. Rekunyk said there were many tears and hugs when he reunited with his 12-year-old son.

When the two reunited at the end of April, "it was just tears, a huge hug, and he was just really, really happy I was home and safe," Rekunyk said.

He plans to return to Ukraine when he's strong enough, but for now, he's not thinking that far into the future. "Right now, it's more focusing just on spending time with him here and now," he said.

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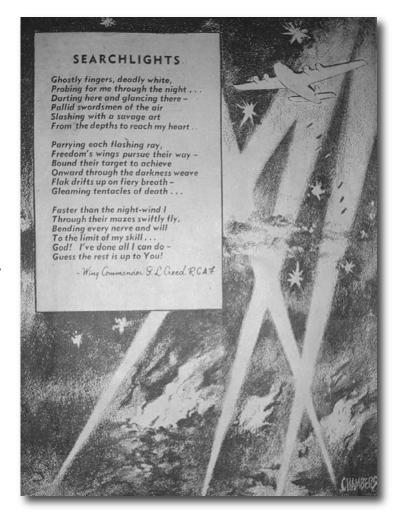
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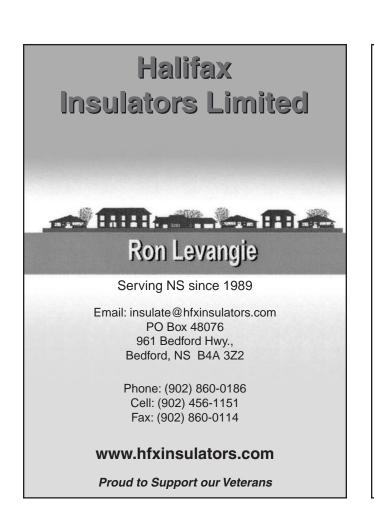
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Probing for me through the night...
Darting here and glancing there –
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Slashing with a savage art
From the depths to reach my heart...

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Faster than the night-wind I
Through their mazes swiftly fly,
Bending every nerve and will
To the limit of my skill...
God! I've done all I can do —
Guess the rest is up to You!







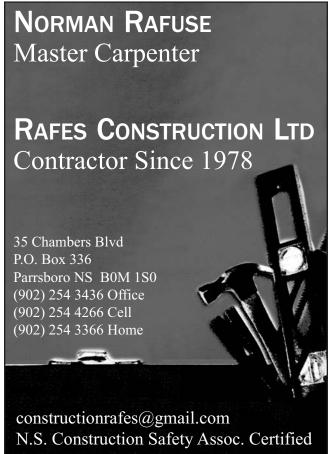
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ANDREWS, Wilfred

WWII

Wilfred was born in Port Morien, NS on October 4, 1915, the son of John and Sara Jane (MacDonald) Andrews. He enlisted in July 1941, and graduated as sergeant air gunner from MacDonald Training School, MacDonald, Manitoba, in November 1942. Early in 1943, Wilfred proceeded overseas and engaged in several operational flights over enemy territory. He attained the rank of Flight Sergeant and was attached to the Royal Air Force as a member of a Halifax bomber crew. On a bombing raid over Hamburg, on June 25, 1943, his plane did not return from enemy action and he was reported missing. On August 19, 1946, Flight Sergeant Andrews was posthumously awarded the Operational Wings of the Royal Canadian Air Force "in recognition of gallant service in action against the enemy." He was the first native of Port Morien to die on active service in World War II. He is commemorated on the Runnymede Memorial at Englefield Green, near Egham.

Submitted by Port Morien Branch #055, The Royal Canadian Legion

BLISS, Osborne Lloyd

WWII

Osborne was born on April 6, 1915. He enlisted in the Royal Canadian Air Force on March 24, 1941 in Halifax, NS. He joined the #35 R.A.F. at Gravely, Hunts, on August 13, 1942. The Squadron bombed a variety of targets in Germany and occupied France with some of the raids in daylight. His tour of duty included Canada, United Kingdom and Europe. He was awarded the 1939-1945 Star, Aircrew Europe Star, Defence Medal, Canadian Volunteer Service Medal and Clasp, and War Medal. Osborne was killed in action on August 24, 1943. He is buried at Berlin War Cemetery, Charlottenburg, Germany.

Submitted by Stellarton Branch #028, The Royal Canadian Legion





CHUTE, Gerald Otis "Jay"

WWII

Jay was born in Bear River in 1923. He served the Canadian Forestry Corp in Europe, Canada and the United Kingdom. Jay was a Life Member of Bear River Branch #022, The Royal Canadian Legion at the time of his death in 1998.

Submitted by Bear River Branch #022, The Royal Canadian Legion

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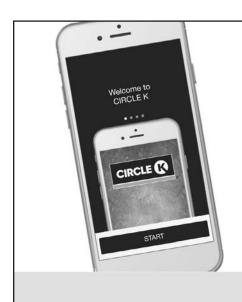
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COCHRANE, Leo J.

WWII

Leo was from Antigonish, NS. He was killed in Belgium on November 16, 1944 while serving the Royal Canadian Corps of Signals.

Submitted by Arras Branch #059, The Royal Canadian Legion

EASTERBY, Sloan Jr.

WWII

Sloan was born in Newcastle-on-Tyne, United Kingdom in 1920. He served the Canadian Army with the 7th Anti Tank Regiment in England, France and Germany during World War II. He was a member of Bear River Branch #022, The Royal Canadian Legion before he passed away in Bear River, NS in 1984.

Submitted by Bear River Branch #022, The Royal Canadian Legion





FISHER, Byard "Red"

WWII

Red was born on April 11, 1916 in Nova Scotia. He enlisted at Halifax on November 18, 1940, training in Brandon, Manitoba. He served in Medicine Hat, Alberta. He was shipped overseas from Halifax in November 1941. He was stationed in Britain, Limavady, Ireland, Bengali, and Egypt. He was posted to Malta, where he and his crew flew a Wellington bomber in Coastal Command. On November 10, 1942, he and his crew were reported missing.

Submitted by Stewiacke Branch #070, The Royal Canadian Legion



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HANEY, Douglas John "Doug"

PEACETIME

Doug was born in Toronto in 1949. He attended school until April 26, 1966, when he joined the Royal Canadian Navy. He proceeded to HMCS Cornwallis for basic training and after was sent to HMCS Naden in Victoria, BC to train as a member of the naval gun crew for Canada's Centennial in 1967. When the tattoo ended, he proceeded to CFB Borden for trades training as a cook. On completion in March 1968, he was posted to HMCS Shearwater for a short period of time and that is when his time as a sailor began. Since then, he served on numerous ships on both coasts. His first ship was the carrier HMCS Bonaventure, Saskatchewan, Annapolis, Protecteur, Saguenay, Iroquois, and his last ship was the Toronto. His shore postings were Shearwater, Halifax, Edmonton, CFS Alert, Royal Roads Military College, Esquimalt and his final posting was Maritime Command N41 Halifax. Over his over 38 years of service, he states that he enjoyed his career without any reservations. His fondest memories were on the Saguenay. "What a ship and what a crew. I really enjoyed sailing on this old girl." He received the MMM and the CD. Doug has been married for 53 years to an RCN lady and is the proud father of one son and one daughter, who is presently serving. They have three grandchildren. He is a 13-year member of The Royal Canadian Legion Centennial Branch 160.

Submitted by Centennial Branch #160, The Royal Canadian Legion

HEBB, Ralph

WWII

Ralph was born in Conquerall Mills, Lunenburg County, Nova Scotia on April 7, 1919. He enlisted in the Army in Yarmouth on September 23, 1941. After extensive training in Canada, his unit of Electrical and Mechanical Engineers transferred to England. Landing in France one month later after D-Day, his unit fought through both France and Belgium and then into Holland and eventually Germany. He was one of a small contingent from the Royal Canadian Engineers who were involved in the dangerous nighttime evacuation of British paratroopers at Arnhem during Operation Market Garden – the "Bridge too Far"! Ralph returned to Canada at the end of 1945. In 1949, he married his wife Ruth and together they raised five children. He continued his spirited civic service throughout his life contributing time and talent to various community organizations including church, fire department and Kiwansis. He was a sixty-year member of The Royal Canadian Legion Bridgewater Branch 24. Ralph passed away in 2016.

Academia Const.

Submitted Independently



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Mel Birmingham speaking at the Remembrance Day Ceremony in Sydney Mines, Cape Breton.





HOLLOWAY, Frederick James

WWI

Fred was born on September 27, 1884, in Croydon, England. He was a member of the Salvation Army and was sponsored by that organization to come to Canada from England in 1910 as part of their resettlement program. Fred enlisted on May 11, 1916 in the Canadian Army and was a part of the 4th Overseas Pioneer Battalion, CEF. Fred served in France during the war and was honourably discharged on June 3, 1919, as a Lance Corporal. He was awarded the British War Medal and Victory Medal and was a member of the Wolfville Legion Branch #74. He was married to Jeanette Porter of Wolfville and they had four children. Fred passed away on November 4, 1974 and is buried in Willow Bank Cemetery in Wolfville, NS. *Submitted Independently*

KINGSMAN, Miles Arthur

WWI

Miles was born in October 1896 in Wallbrook, Kings County, NS. He enlisted in the Army in June 1918, and served in Britain and France. He was discharged in July 1919 in Halifax. Miles passed away in February 1986.

Submitted by Family





LEIGHTON, Harry Emmerson

WWI

Harry was born on August 30, 1891, in Wentworth Creek, Hants County, NS. He joined the military on February 24, 1915 and served with the 6th Mounted Rifles during World War I. Harry was the father of Murray Earl Leighton (WWII) and Percy Emmerson Leighton (WWII). He also had a daughter and two other sons who served during WWII. The date of Harry's passing is unknown.

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



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MacDONALD, Augustus William "Gussie" WWII

Gussie was born on May 13, 1913, in Westville, NS. He enlisted with the Royal Canadian Navy Volunteer Reserve on September 3, 1942. He served aboard HMCS Melville J 263 Bangor Class Minesweeper, HMCS Stadacona, HMCS Cornwallis from March 1943 to November 1944 in Canada and Western Atlantic. On November 25, 1944, HMCS Melville was approaching the mouth of Sydney Harbour, when a heavy gale had kicked up high seas, and a wave swept over the ship, carrying Gussie overboard. His body was recovered inside the harbour. Gussie was 28 years old. He was awarded the 1939-1945 Star, Atlantic Star, Canadian Volunteer Service Medal and Clasp, and War Medal 1939-1945.

Submitted by Stellarton Branch #028, The Royal Canadian Legion

MacKENZIE, Dan

WWI & WWII

Dan was born in 1882 in Whycocomagh, Cape Breton, NS. He served in World War I in Sussex, NB, and in World War II in Dartmouth, NS. He was married to Annie (Williams) in Port Hood, NS and lived in Port Morien and Donkin. He passed away on February 27, 1950.

Submitted by Donkin Branch #005, The Royal Canadian Legion





MacKENZIE, Daniel Murray

WWII

Daniel was born on December 22, 1920, in Stellarton, NS. He served the Royal Canadian Air Force 682nd Squadron in Canada, United Kingdom, and Mediterranean. At age 23, he was killed in action on March 29, 1943. He is buried at Cagliari Cemetery, Pula, Sardinia. He was awarded the 1939-1945 Star, Aircrew Europe Star, Africa Star with North American Clasp, 1942-43 Defence Medal, Canadian Volunteer Service Medal and Clasp, and the War Medal 1939-1945.

Submitted by Stellarton Branch #028, The Royal Canadian Legion





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McCANN, Clarence Arthur

WWI

Clarence was born on June 8, 1891. He joined the Canadian Expeditionary Forces on March 27, 1915, serving with the 28th Battery. His theatres of service include Canada, Britain and France. His discharge papers state that he served in France and Belgium. While at war, he was subject to mustard gas poisoning from the Germans. Clarence passed away on June 2, 1947 and is buried at Maplewood Cemetery, Windsor. He was father to Ronald Arthur McCann, Victor Seymour McCann, Stuart O'Dell McCann, Marvin Lewis McCann, William Frederick McCann and Eugene Leland McCann, all of whom served during World War II. His younger son, Douglas Moran McCann, joined the Canadian Army during the Korean War and served for 29 years.

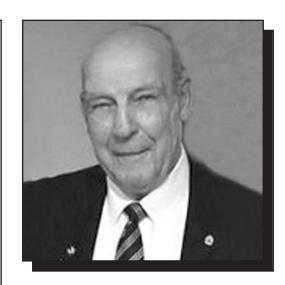
Submitted by Hants County Branch #009, The Royal Canadian Legion

PELLETIER, Roger Ivan

PEACETIME

Ivan was born in 1935 in Ontario. Chief Pelletier joined the Royal Canadian Navy at the age of seventeen enrolling in Northern Ontario. He headed immediately to HMCS Cornwallis for basic training. On completion of basic training, he proceeded to Fleet Communication School for TQ 1 training to become a radioman. After more training, he proceeded to his next posting, a tribal class ship in Halifax. He served on numerous ships to name a few, HMCS Ottawa, Skeena, Provider and Saguenay. He also served in CFS Mill Cove and Maritime Command HQ Halifax. The crowning moment in his outstanding career was when he was appointed Coxswain of HMCS Saguenay. The memories Ivan spoke about during his long thirty-plus-year career, there was only one real constant and that was his time on Saguenay. He truly loved the ship, his position as Coxswain, and the crew with whom he sailed. A true sailor in every way, Ivan was the proverbial matelot – one who loved the sea, his ship, and his shipmates. He was a Lifetime member of The Royal Canadian Legion Centennial Branch 160 in Dartmouth. Ivan passed away in 2016.

Submitted by Centennial Branch #160, The Royal Canadian Legion





RAYNARD, Robert Bradford

WWII

Robert was born in Tusket Falls, NS in 1928. He served the Royal Canadian Navy on HMCS Magnificent, aircraft carrier, in Canada and England. Robert passed away in 2005. He was a member of Carleton Branch #167, The Royal Canadian Legion for forty years.

Submitted by Carleton Branch #167, The Royal Canadian Legion



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RICHARD, Ralph Leaman

WWII

Ralph was born in Petite Riviere, NS in 1919. He served the Royal Canadian Army, W.N.S.R.; R.C.A.S.C. in Canada, England, and Europe. Ralph died at home in 2006. He was a member of Bridgewater Branch 24 of The Royal Canadian Legion for 53 years.

Submitted by Bridgewater Branch #024, The Royal Canadian Legion

ROSS, George McLean

WWII

George was born July 27, 1920, in Cape Negro, Shelburne County, Nova Scotia. He served in the Merchant Navy during World War II with various oil tankers foreign going on the High Seas with Imperial Oil Company. He received the 1939-1945 Star, Atlantic Star, Canadian Volunteer Service Medal and Clasp, and War Medal 1939-1945. George passed away on January 5, 1976.

Submitted Independently





SAMMS, Milton

PEACETIME

Milton was born in Mt. Moriah, Newfoundland in 1950. He enlisted in the Royal Canadian Navy and served on HMCS Assiniboine, Algonquin, Provider, St. Laurent, Saguenay, Fraser, Halifax and at Stadacona, Ottawa and Montreal. He served in Canada, NATO and on the Adriatic Sea during Peacetime. Milton is a 48-year member of The Royal Canadian Legion Centennial Branch 160.

Submitted by Centennial Branch #160, The Royal Canadian Legion



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SHANKS, Burton Harry

WWII

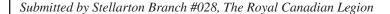
Burton was born in August 1923. He joined the Canadian Army in 1939. He was stationed at Halifax with the Halifax Rifles. He transferred to the Cape Breton Highlanders and was immediately shipped overseas. He served in France and Italy during the liberation. Burton was wounded in Italy during the last days of the war and was sent home to Camp Hill Hospital in Halifax in 1945. He was a member of the Wolfville Legion until his death in 1985.

Submitted by Lumsden Branch #074, The Royal Canadian Legion

SUTHERLAND, Cabel Everett

WWII

Everett was born on October 24, 1913, in Guysborough Interville, NS. He enlisted in the Pictou Highlanders in 1939. He transferred to the North Nova Scotia Highlanders, being a Medical Sergeant. He arrived in the United Kingdom in July 1941. He returned to Canada in 1942 to take an Officer's Training Course in Brockville, ON. He received his Commission (Lieutenant) in January 1943. He went back to the United Kingdom as an instructor in August 1943. During the Invasion of Normandy, Lt. Sutherland was wounded in fighting for Caen, was invalided to England, but on August 24, 1944, returned to France. He was killed in the Battle of Boulogne on September 17, 1944, at the age of thirty. He is buried at Calais Canadian War Cemetery in St. Englevert, France: Lot 2-C-2. He was awarded the 1939-1945 Star, France and Germany Star, Defence Medal, War Medal, and Canadian Volunteer Service Medal and Clasp.







WATTERS, Warren Arthur

WWII

Warren was born on September 28, 1921, in Stellarton, NS. He joined the Pictou Highlanders in September 1939 in Stellarton. He served at Mulgrave, NS, Dartmouth, NS, and Valcartier, PQ. His theatres of war included Canada, United Kingdom and Italy. He arrived in the United Kingdom on December 1, 1943 and disembarked in Italy on February 18, 1944. Warren was killed on August 31, 1944 at the age of 23. He is buried at Montecchio War Cemetery in Italy: Lot II-J-S. He was awarded the 1939-1945 Star, Italy Star, Canadian Volunteer Service Medal and Clasp, and the War Medal 1939-1945.

Submitted by Stellarton Branch #028, The Royal Canadian Legion

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Editor's note:

I would like to acknowledge and thank Comrade Gary Siliker, CD, Mahone Bay Br #49, for his dedication in the research and remembrance of this article and these Canadian heroes.

When thinking about our war dead, it is not uncommon for Canadians to think primarily of those who perished in Belgium, England, Germany, Italy or France. That is understandable, as those locations contain the largest concentrations of Commonwealth War Graves cemeteries containing Canadian war dead. This article looks at the Nova Scotia war dead, of WW II, buried in those lesser-known, or lesser-thought-of, parts of the world.

AFRICA

Algeria

BENSON, Joseph Thomas. Private Benson was the son of Joseph Thomas Benson and Amy Benson, of Glen Haven, Halifax Co. He served in the West Nova Scotia Regiment. On 14 August 1943 Thomas was swimming when a wave swept him out to sea. He drowned. Private Joseph Thomas Benson is buried in the Bone War Cemetery in Annaba.

ROPER, David Robertson. Corporal Roper was the son of Frederick J. and Elizabeth Roper, of Sydney Mines. He started the war as a member of the Cape Breton Highlands and transferred to the West Nova Scotia Regiment prior to the invasion of Sicily in July 1943. David was wounded on 8 October and eventually evacuated to a hospital in Algeria. He was killed on 7 February 1944 when he was struck by a Jeep during an evening walk back to his hospital. Corporal David Robertson Roper s buried in the Dely Ibrahim War Cemetery.

SEARS, Alphonsus Thomas. Private Sears served in the West Nova Scotia Regiment. He was the son of Andrew and Hannah Sears, of Lochaber, Antigonish Co. On 27 September 1943 Private Sears was swimming on the beach at Phillipville when he was swept out to sea by a strong current and drowned. He is buried in the Bone War Cemetery in Annaba.

SMITH, Daniel D. Signalman Danial Smith was the son of Hughie and Effie Smith, of Ingonish Ferry, Victoria Co. Daniel was aboard the SS City of Venice, heading for Sicily, when it was torpedoed and sank by U-490 on the night of 4/5 July 1943. He drowned during the night and is buried in La reunion War Cemetery.

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continued ...

Egypt

BLAIKIE, John Smith. Flight Sergeant Blaikie of the Royal Canadian Air Force was the son of Andrew C. Blaikie and Elizabeth Blaikie, of Economy, Colchester Co. He served as a pilot in 610 Squadron RAF. In December 1941 he was temporarily posted to #1 Section Aircraft Delivery, Unit F, in the Middle East. On 27 January 1942 Blaikie was killed when his Hurricane aircraft went into a spin and crashed during an aborted landing attempt. Flight Sergeant Pilot Blaikie is buried in the Alexandria (Hadra) War Memorial Cemetery.

DI PERSIO, Querino. Flight Sergeant Querino Di Persio was the son of Rosario and Secondina Di Persio; husband of Mary Di Persio, of North Sydney. He served in the RCAF as a pilot and went to war with 601 Squadron RAF. On 16 July 1942, Flt-Sgt Di Persio was taking off from an airfield in Egypt in Spitfire BR459 when he collided with another plane. Querino died in the resulting crash and was buried in the Alexandria (Chatby) Miliary and War Memorial Cemetery.

The Alamein Memorial

CANTY, Malcolm Allen. Flight Sergeant Canty of the Royal Canadian Air Force was the son of I. Leslie and Gertrude B. Canty, of Hebron, Yarmouth Co. He went to war with 250 Squadron RAF as a fighter pilot and arrived in the Middle East in November 1941. His Curtiss Tomahawk IIB was shot down during a dog-fight over Tobruk. Flight Sergeant Canty's body was never recovered.

EMBREE, William David McLaren. Warrant Officer II Class Embree, of the RCAF, was the son of Richard Sheldon and Jean R. McLaren Embree, of Port Hawkesbury. He was a bank teller before enlisting and serving as a pilot with 104 Squadron RAF. WO II Embree was killed on 29 October 1942 when his bomber, Wellington II W5478 (a target illuminating bomber), collided with Albacore T9136 at over target. All eight airmen of W578 perished. WO II Embree and his crew have no known graves.

MCGRATH, Harold Thomas. Flight-Sergeant McGrath, RCAF, was the son of Joseph Percy and Clara Anne McGrath, of Kentville. He served in 148 Squadron (Special Duty Operations) RAF as a wireless operator/air gunner. He was killed on 19 January 1942 when his Wellington bomber W 5584 was shot down and crashed into the bay about 4 kms south of Eleusis near the port of Piraeus in Greece.

MUNRO, Kenneth Robert. Flying Officer Munro, RCAF, was son of Henry H. and Mary E. Oliver Munro, of New Glasgow. Her served as a pilot, in 35 Squadron RAF, conducting minelaying, reconnaissance, bombing and antisubmarine patrols. Kenneth, and his crew, took off on 6 January 1944 on Wellington III MP 679. The bomber failed to return from operations.

STEVENS, Bruce Henry Webb. Pilot Officer Webb, RCAF, was an accountant before going to war. He was the son of R. J. and Priscilla Stevens, of Halifax. Pilot Officer Stevens served in 70 Squadron RAF as a wireless operator/air gunner. He was part of the crew of Wellington X HF460 460, which failed to return from operations over the Marshalling Yard at Villa Literno, Italy, on 21 August 1943.

WALKER, Douglas Victor. Warrant Officer I Walker was the son of Victor and Viola M. Walker, of Jordan Falls, Shelburne Co. He served as a wireless operator/air gunner with 459 Squadron (Royal Australian Air Force) in Libya. He was killed om 14 February 1944 when his bomber, Lockheed Ventura FP545, was lost on a convoy escort flight. There were no survivors.



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Gambia

YORKE, Basil Ralph. Warrant Officer II Yorke, RCAF, was the son of Harry Burton and Gertrude Meria Yorke, of Wharton/Fox River and the husband of Martha Sophia Yorke of Toronto. He served as a wireless operator/air gunner with 200 Squadron RAF conducting convoy protection duties in the South Atlantic off the coast of Gambia. He was accidentally killed on 3 November 1942 when he walked into the propeller of a Wellington aircraft that was running up prior to take-off at Jeswang, Gambia. Warrant Officer Class II Wireless Operator Air Gunner Yorke is buried in the War Cemetery at Fajara, Gambia.

Nigeria

SWEENY, Byron Leslie. Warrant Officer II, served in the RCAF as a wireless operator/air gunner, and was the son of Lloyd Douglas and J. Beatrice Sweeney, of Brenton, Yarmouth Co. Her served in the RAF West Africa Command with an aircraft delivery unit. On 14 February a Blenheim bomber had an engine fail, went into a spin and then crashed and burned at Ibadan. WO II Sweeny was one of the three airmen killed in that accident. He is buried the Military Cemetery, Ibadan.

Sudan

BENT, Elroy Fenwick. Pilot Officer Bent served as a pilot in the RCAF and was the son of Ernest Elroy and Lorna Henrietta Bent of McNab's Island, and the husband of Frances Evelyn Bent, of Upper Granville, Annapolis Co. He was at No2 (Middle East) Pilots and Aircrew Pool awaiting a posting at the time of his death. Nineteen-year-old PO Bent was killed on 19 August 1942, when the USAAC Lockheed Hudson bomber that he was travelling in, crashed at Wadi Sedina. Pilot Officer Pilot Bent is buried in the Khartoum War Cemetery

Tunisia

GLENWRIGHT, George Edward. Flying Officer Glenwright, an RCAF pilot, was the son of George Edward and Edna Wood Glenwright and the husband of Isabelle Gordon Glenwright, of Joggins, Cumberland Co. He served with 152 Squadron RAF. George was killed on 28 December 1942 when his Spitfire aircraft was shot down eighty-five miles south-west of Tunis, at Souk El Arba. Flying Officer Pilot Glenwright was buried at Souk El Arba, exhumed, and reinterred in the Medez-El-Bab War Cemetery, Tunisia.

LETCHER, William Granville. Sergeant Letcher was a regular force soldier, serving in Halifax with the Royal Canadian Regiment, when WW II broke out. He was the on of Charles Burrows and Mary Triffenia Letcher, of Springhill, and the husband of Doris Muriel Letcher, of Springhill. In September 1941 he was transferred to the 4th Princess Louise Dragoon Guards and arrived in Tunisia in March 1943 where he was attached to the 46th Recce Regiment of the British Army. He was killed in action on 2 April 1943 and is buried in the Tabarka Ras Rajel War Cemetery.

THAYER, Robert Francis. Flight Sergeant Thayer was an American who served as a navigator in the RCAF. He was living in Cape Breton when he enlisted and was the nephew of Katherine Gillis, of Gillisville. The 21-year-old airman was part of the crew of Wellington bomber HE 962 of 424 Squadron. During a bombing mission the starboard engine of HE 962 overheated and caught fire. Robert was killed on 17 July 1943 when the pilot made a forced landing forty-five miles north-west of Kairouan. Flight Sergeant Thayer is buried in the American Military Cemetery, Kairouan.

THOMPSON, Donald Gordon. Warrant Officer II of the RCAF was the son of Samuel and Grace Brown Thompson, of Florence. WO II Thompson was killed on 17 January 1943, two miles north-east of Souk El Khemis, when he made a wheels-down landing on soft ground and his Hurricane aircraft HL 968 turned over. Warrant Officer Class II Thompson is buried in the Djebel Hallouf Military Cemetery.

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Australia

GREEN, Dermott Joseph. Signalman Green was born in Yarmouth and was the husband of Catherine Marie Green of Halifax. He was a clerk/typist with the Royal Canadian Corps of Signals. On 3 March 1945, Dermott went swimming at the beach at Maroochydore, Queensland, Australia and was caught by the undertow and drowned. He is buried in the Woombye Cemetery.

LEBLANC, **James**. Able Seaman Leblanc of Yarmouth served in the Australian Merchant Marine on Australian Hospital Ship Centaur. His ship was struck by a torpedo fired by Japanese submarine I-177 on 14 May 1943. AHS Centaur sank and 268 men perished. AB James Le Blanc is commemorated on the Sydney Memorial.

Bangladesh

NEWELL, Everett Elroy. Pilot Officer Newell was the son of Stillman Roy Newell and Bertha Elizabeth (Penny) Newell, of Newellton, Shelburne Co., NS. He was a navigator in the Royal Canadian Air Force and served in 117 Squadron, RAF, in India. On 14 February 1945 his aircraft, Dakota III FD820, was on a resupply mission that required them to fly over the various mountain ranges to Burma. Dakota III FD820 crashed due to very bad weather. Pilot Officer Newell is buried in the Chittagong War Cemetery, Chattogram.

Hong Kong Sai Wan Memorial Royal Rifles of Canada:

ACORN, John M. Rifleman Acorn was from Trenton and was the husband of Lillian Acorn. He was killed in action on 23 December 1941 during the battle of Hong Kong. (He died alongside his cousin Rifleman Joseph Acorn of PEI.)

ATWOOD, Percy Coleman. Rifleman Atwood was the son of Winford Coleman Atwood and Mabel Edith (Garron) Atwood of Riverhead in Barrington, NS. He was 19 years old when he was killed in action (machine gun fire) during the battle of Hong Kong on 23 December 1941.

MACLEAN, Charles Lewis. Rifleman MacLean was from River Denys, Cape Breton and was the son of Charles and Annie MacLean. He was killed in action during the battle of Hong Kong on Christmas Day 1941.

MCGRATH, William Joseph. Rifleman McGrath of McGrath's Cove, Halifax County, was the son of William and Clara May McGrath. He was killed in action during the battle of Hong Kong on 23 December 1941.

MCISSAC, Joseph. Rifleman McIssac was the son of John and Beatrice McIssac of Inverness, Cape Breton. He was killed in action during the battle of Hong Kong on 23 December 1941.

MOORE, Walter Leslie. Rifleman Moore was the husband of Stella Moore of Kentville. He was killed in action during the battle of Hong Kong on 23 December 1941.

Royal Canadian Ordnance Corps:

MCGUIRE, Francis Charles. Private McGuire was born in Halifax to Charles and Laura McGuire in 1917. He was killed in action during the battle of Hong Kong on 19 December 1941.



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Sai Wan War Cemetery Royal Rifles of Canada:

CORMIER, Leo Abbey. Rifleman Cormier was the son of Albert and Alice Cormier of Amherst. He died of acute gastroenteritis, brought on by malnutrition, on 19 October 1942 while a POW in the Sham Shui Po Camp.

MACLAUGHLIN, Thomas. Rifleman MacLaughlin was the son of Wellington Laughlin of Bass River. He died of diphtheria and acute enteritis on 28 November 1942 while a POW in the Sham Shui Po Camp.

SURETTE, Henry Andrew. Rifleman Surette was born in Round Hill, Annapolis County and was the husband of Marie Ester Surette of Halifax. He was killed in action during the battle of Hong Kong on Christmas Day 1942

Stanley War Cemetery

KING, Joseph Victor. Second Engineer Officer King, of the SS Yat Shing, was the son of Mr. and Mrs. W. King, of Herring Cove. When the soldiers of the Imperial Japanese Army attacked Hong Kong. Joseph helped his crewmates scuttle their ship to deny it to the enemy. Then he and his crewmates became members of the Hong Kong Dockyard Defense Corps and entered into the fighting. Joseph became a prisoner of war and was interned in the Sham Shui Po Prison Camp. He died of anemia, which was brought on due to malnourishment, while a POW on 14 February 1944.

India

WOODMAN, Samuel Driffield. Flying Officer Woodman was the son of Samuel Eveleth Woodman and Constance Beatrice Woodman, of Conway, Digby County. He served as a pilot in the RCAF and flew Dakotas with 353 Squadron, RAF. On 17 August 1945 his plane, Dakota Mark III FL603, had a serious structure failure while in flight and crashed 60 miles north of Mumbai (Bombay.) All nine men on board perished. He is buried in the Kirkee War Cemetery.

Japan Yokohama War Cemetery Royal Rifles of Canada:

BENT, Howard Norman. Rifleman Bent was the son of William Howard and Mary Gladys Bent, of Waterville, King's County, and the husband of Gladys Bent. Howard died on 7 September 1945 in the Omine internment camp after drinking poisoned liquor.

BOTTIE, Leo Joseph. Rifleman Bottie was the on of Henry F. and Angeline Bottie, of Ardoise West. He died of dysentery and beriberi on 6 January 1944 in the Niigata POW camp.

CULLETON, Wellington Edward. Rifleman Culleton the son of Edward and Finley Culleton of West Chester. He died of acute pneumonia in the Niigata POW camp on 2 November 1943.

JACQUARD, Angus John. Rifleman Jacquard was the son of John J. and Julia Jacquard, of Little River Harbour, Yarmouth County. On 1 January 1944, during a typhoon, the roof of the snow ladened Barracks he was sleeping in collapsed and Rifleman Jacquard and 7 other POWS were killed.

RAY, Irvin Kerwin. Rifleman Ray was the son of Joseph Elijah and Melissa Angeline Ray, of St. Mary's River, Guysborough County. Rifleman Culleton died of acute pneumonia while a prisoner of war on 13 November 1943 in Tokyo.

ROBLEE, Lloyd Logan. Rifleman Roblee was the son of Myles and Emily Roblee and was living in Springhill when he enlisted. He died on 21 April 1944 of one of the many diseases that afflicted the POWS held by the forces of Imperial Japan.



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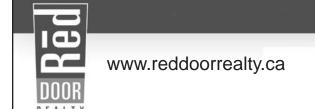


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SARTY, Perry. Rifleman Sarty was the son of Aaron William and Sadie Elizabeth Sarty, of Mersey Point, Queens County. He died at Camp No 5. Niigata, Japan, of pneumonia on November 15, 1943.

WYRWAS, Frederick Armand. Rifleman Wyrwas was the husband of Jessie Mae Wyrwas, of Inverness. He died on Christmas Eve 1944 in a POW camp of wet beriberi, malnutrition, and ascariasis.

RUTHERFORD, Archibald Roy. Lance Sergeant Rutherford was the son of Hollis and Grace Rutherford of Truro. He died in the Niigata POW camp, as a result of beriberi, on 5 December 1943.

ELLIS, Lyle Leonard. Warrant Officer II Ellis was the son of Samuel Bevington and Emerien Ellis of Halifax. He died on 17 March 1944 from malnutrition, pleurisy and pneumonia in POW Camp 3D located between Tokyo and Yokohama.

Myanmar (Burma) Taukkyan War Cemetery

ALLEN, Conan Thompson. Warrant Officer II Allen was the son of Lebaron T. Allen and Ella M. Allen (nee Negus), of Amherst. He was a pilot in the RCAF and flew with 113 Squadron RAF. Allen was killed in action on 10 November 1942 while piloting Blenheim V6491. His bomber was shot down by flak during a raid against Japanese forces in Akyab, Burma.

BACON, Roland Clinton. Captain Bacon was the son of Robert Clinton and Lillian May (Smith) Bacon, and the husband of Elizabeth Pearl (MacRae) Bacon, of Amherst, Nova Scotia. He was teaching at a boys school in Korea when war broke out and, in early 1943, he was ordered out of the country by the Imperial Japanese Army. Roland opted to go to India to get involved with the war. He enlisted in the 2nd Battalion of the Border Regiment in India. In October 1943 Roland was posted to Force 136 of the SOE (Special Operations Executive) and served in that group until his death. Captain Bacon and his team conducted psychological warfare close to and often behind enemy lines; interrogation of Japanese prisoners and interpret of captured enemy maps and documents. During the Battle of Mandalay in 1945, Capt. Bacon and his team became trapped under heavy fire. He climbed a tree to locate the enemy positions when he was shot several times and fell to the ground. Two days later, on March 13, 1945, he died in a hospital northwest of Mandalay.

LOWE, Peter Innes. Captain Lowe was the son of Charles Benjamin Gordon Lowe and Mary Isabel (Innes) Lowe, of Halifax. He enlisted in the British Army in 1937 and, in July 1939, he was commissioned as second lieutenant in the Royal Artillery. He was one of the soldiers evacuated from Dunkirk in May 1940. Peter was wounded in Libya and after recovering he volunteered for the 32nd Mountain Artillery of the Indian Army in Burma. He was killed in action on 6 October 1944. Peter Lowe Avenue in Halifax, Nova Scotia, was named in memory of Captain Peter Innes Lowe.

Philippines

DELONG, Weldon Fader. Corporal DeLong was born in Barss Corner, Lunenburg County, to Lowell Clifford and Jetta Louise (Smeltzer) Delong in 1915. He served in 5th Marine Regiment 1st Marine Division United States Marine Corps and was awarded the Navy Cross and Purple Heart for his service in the Pacific. He was killed in action on 3 November 1942. Corporal DeLong's body was not recovered, and he is commemorated on the Walls of the Missing in the Manila National Cemetery. An American destroyer was launched on 31 December 1943 and named the USS Delong (DE-648) in his memory.





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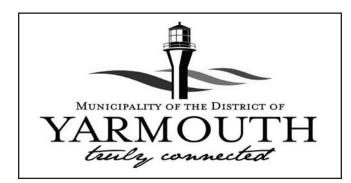
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continued ...

Citation for Navy Cross:

The President of the United States of America takes pride in presenting the Navy Cross (Posthumously) to **Corporal Weldon Fader DeLong** (MCSN: 295947), United States Marine Corps, for extraordinary heroism and devotion to duty while serving with Company K, Third Battalion, Fifth Marines, FIRST Marine Division, in combat against enemy Japanese forces west of the Matanikau River, Guadalcanal, Solomon Islands, on 2 and 3 November 1942. After leading his squad forward in numerous assaults upon enemy positions, Corporal DeLong with two other Marines, when the advance of his company was threatened by a Japanese 37-mm gun firing at almost point-blank range, unhesitatingly rushed forward, seized the gun after disposing of its crew and put it out of action. Finally, in a violent bayonet assault, he advanced to the front of his unit and engaged the enemy in hand-to-hand combat until he was mortally wounded. By his great personal valor, aggressive leadership and fearless devotion to duty he contributed to the complete destruction of the enemy forces in this engagement. He gallantly gave up his life in the defense of his country

HUBBARD, Frederick L. Sergeant Hubbard was born in Yarmouth County and was the son of Cora Anna Hubbard of Lower East Pubnico. He served in the 182nd Infantry Regiment (Americal Division) of the United States Army and was awarded the Bronze Star Medal and Purple Heart with Oak Leaf Cluster. He fought in the Bougainville Campaign and was mortally wounded when the Japanese forces counter-attacked his position during Second Battle of Torokina on 8 March 1944. He died of his wounds on 11 March and is buried in the Manila American Cemetery.

ROBINSON, James Linton. James was born in Cape John, Pictou County, in 1895. He served in the US Merchant Marine as ship's master of the SS Elijah White. He was the husband of Sarah (McRae) Robinson and lived in River John with their 7 children prior to going to war. James Robinson died on 28 January 1946 in the 249th General Hospital, Manila, Philippines at the age of 60. He is buried in the Manila American Cemetery.

Singapore Singapore Memorial

HARRIS, Arthur Hugh. Flight Lieutenant Harris was the son of Harding Hay Harris and Catherine S. Harris, of Sydney. He served in the RCAF as an air gunner and flew with 215 Squadron RAF in the far east. Arthur was killed in action on 3 January 1945. On that day, the B-24 Liberator bomber he flew on, was shot down during an attack on the Bangkok-Moulmien Railway. His body was never recovered.

MACLEOD, Lloyd George. Pilot Officer Lloyd George MacLeod was the son of John Duncan MacLeod and Susan MacLeod, of Sydney Mines. He served in the RCAF as a pilot with 62 Squadron RAF, based in Dum Dum, India, flying coastal reconnaissance and anti-submarine patrols off the coast of Burma. On 29 April 1942 he was piloting Hudson III AE 574 on a reconnaissance flight over Rangoon. AE 574 failed to return from that mission and all four crew members perished.

TAYLOR, Lloyd Elwin. Flight Lieutenant Taylor was the son of Austin Wylie and Bessie Isabel Taylor of Amherst and the husband of Ester Bertha Taylor of Amherst. He served as a Ferry Command pilot in Canada and the Caribbean, before being posted to 354 Squadron RAF in Cuttack, India. Flight Lieutenant Taylor flew anti-submarine and anti-shipping patrols and on 22 April 1945 was piloting Liberator EV683. The aircraft was damaged during an attack on Japanese shipping and had to ditch on the way back to base due to a major fuel leak. Five of the 10-man crew perished.

United States of America

CROSBY, Frank Killam. Captain Crosby was born in Chebogue, Yarmouth County, and was the husband of Freda (Wilson) Crosby. He was the son of Thomas and Susan (Richards) Crosby. He served in the US Merchant Marine as the captain of United States Army Transport Yarmouth (formerly SS Yarmouth). He died on 8 March 1944, while aboard his ship, and is buried in the National Memorial Cemetery of the Pacific in Hawaii.



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KING, Silas Victor. Corporal (Technician Fifth Grade) King served in the 776th Amphibious Tank Battalion United States Army. He was born in Six Mile Road, Cumberland County, and was the son of Ardra Victor King and Rosanna Janet (Green) King. Silas was killed in action on 21 January 1945 in the Battle of Camotes Islands. Corporal (Tec-5) King is buried in the Oaklawn Cemetery in Buffalo, Missouri.

NICHOLSON, Joseph Gordon. Torpedoman's Mate, Third Class, Nicholson served on the submarine USS Flier (SS-250). He was born in Erinville, Guysborough County, and was the son of Malcolm Nicholson and Agatha (MacKinnon) Nicholson. On the night of 12/13 August 1944 USS Flier struck a sea-mine while transiting the Balabac Strait. Fifteen of the crew were able to escape the sinking submarine; however, only 8 of them survived the sinking. Torpedoman Mate Nicholson's date of death is recorded as 13 August 1944 and he is commemorated on the National Submarine Memorial, Seal Beach, California.

THIBEAULT, Jerry Louis. Torpedoman's Mate, Third Class, Thibeault served aboard the submarine USS Capelin (SS-289). Jerry was born in Port Maitland, Yarmouth County, and was the son of John Nicolas and Mary Emerise (Le Blanc) Thibeault. The last known communication with the Capelin was on 2 December 1943 while on patrol in the Molucca Sea and Celebes Sea. The submarine and crew disappeared without a trace. It is very likely that they struck a large sea-mine. Torpedoman Mate, Third Class, Jerry Luis Thibeault is commemorated on the National Submarine Memorial, Seal Beach, California.

CZECH REPUBLIC, DENMARK, ICELAND, JAMAICA, NORWAY, SWEDEN

Czech Republic

CAMERON, Ernest J. Private Ernest Cameron was the son of Daniel Cameron, of Gadner Mines. He served in the North Nova Scotia Highlanders. Private Cameron took part in the D-Day invasion and was taken prisoner on 7 June 1944. Ernest died of meningitis 10 February 1945 in the infamous Stalag VIIIB near the village of Lamsdorf in Silesia, Germany (now Łambinowice Poland). Private Ernest Cameron is buried in the Prague War Cemetery.

Denmark

FISK, Donald Sutherland. Pilot-Sergeant Fisk was the son of Raymond D. and Jean Fisk, of Bridgetown, Annapolis Co. He served in the Royal Canadian Air Force and went to war with 57 Squadron RAF. On the night of 26 October 1941, Donald was one of the two pilots of Wellington bomber IC Z8946 DX-S taking part in a raid on Hamburg. DX-S was struck by flak and crashed in the tidal waters south of Rømø island. According to the Cemetery journal of Gravlunden cemetery the remains of Pilot Sgt Donald S. Fisk were found near Ballum lock on 14 March 1944. His remains were later moved to the Esbjerg (Fourfelt) Cemetery.

MURPHY, Leo George. Flight Sergeant Leo Murphy, of the Royal Canadian Air Force, was the son of Michael Murphy and of Mary Murphy (nee Hatter), of Halifax and the husband of Maxine Muriel Murphy, of Halifax. He served as a pilot with 407 Squadron RCAF in Coastal Command. Leo was at the controls of Hudson Mk. V, AM684, on 5 April 1942 conducting a bombing attack on a German vessel off Hanstholm, Denmark. The aircraft was hit by anti-aircraft fire and crashed in the sea about 700 yards from shore. There were no survivors. Flt-Sgt Murphy's body was found at Hansted and was buried in the Frederikshavn Cemetery on 11 April 1942.

Iceland

ATTREE, Earl Ralph. Warrant Officer II, RCAF, was the son of Harry and Veronica Attree of Regina, SK, and husband of Phyllis Elva Attree, of Middleton. He served in the famous 162 (Bomber Reconnaissance) Squadron as an Aircraft Engine Mechanic. On 19 December 1944 Consolidated PBY Catalina M 11061 was returning from an anti-submarine patrol when it crashed into a mountain side fifteen miles south of Reykjavik, Iceland. There were no survivors. Earl is buried with his crew in the Fossvogur Cemetery, Reykjavik.

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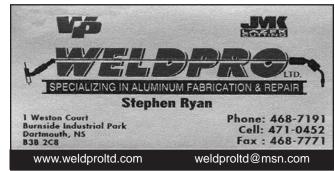


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Jamaica

HOLDRIGHT, Glenford Nealy. Rifleman Holdright was the son of Elheanon and Emily Holdright, of Maitland Bridge, Annapolis Co. and served in Jamaica with the Brockville Rifles. Rifleman Holdright was killed when a faulty 2" mortar shell exploded in the mortar-tube during training. He is buried in the Up Park Camp Cemetery in Kingston Jamaica.

Norway

HOLOBOW, Frederick Michael. Warrant Officer II, RCAF, was the son of Son of Mr. and Mrs. Michael F. Holobow of Mission City, BC, and the husband of Helen L. Holobow, of Yarmouth. He served as a navigator in 489 Squadron (Royal New Zealand Air Force). On 13 April 1943 he was part of the crew of Hampden TB Mk 1 P 1257 (Torpedo bomber) on a daylight raid along the coast of occupied Norway. WO II Holobow's plane was listed as "missing." His remains were later located, and he is buried in the Rossebo Churchyard, Haugesund, Norway

TAYLOR, Donald Theodore. Flight Sergeant Taylor, an American citizen in the RCAF, served as a wireless operator/air gunner. He was the son of Woodill Raymond and Hattie Taylor, of Shubencadie. He was wounded during the Battle of Malta in December 1941 while flying with 40 Squadron RAF. On 24 October 1942, while flying with 150 Squadron RAF, his Wellington bomber went missing during a raid on Peenemuncle, Germany. Flight Sergeant Taylor's remains were recovered some time after 1954 and are buried in the Rossebo Churchyard, Haugesund, Norway. His name is also inscribed on the Runnymede War Memorial.

Sweden

HOWIE, Wilfred Herbert. Piot Officer Howie served in the RCAF as an air gunner and was the son of Herbert and Maud Howie, of Glace Bay. He went to war with 101 Squadron RAF. On the night of 30 August 1944 nineteen-year-old Wilfred was part of the crew of Lancaster bomber ME592 on a raid against Stettin Germany. ME592 went down over Sweden. There were no survivors PO Howie is buried the Palsjo Municipal Cemetery, Halsingborg.



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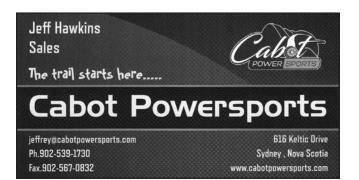
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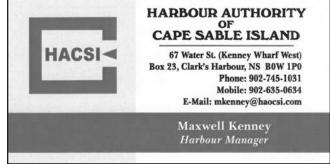
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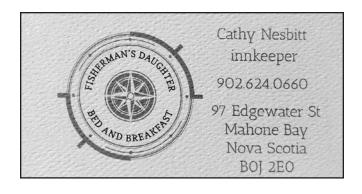
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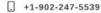
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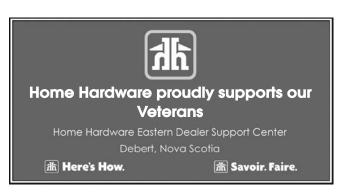
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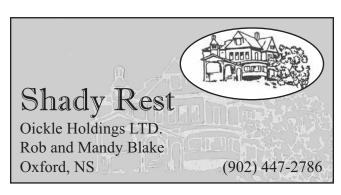
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Place of Birth:	Year of	Birth:	Year of Death:
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Branch of Service: Navy Army Air Fo	orce	Merchant Navy (Other:
Service Unit: i.e. North NS Highlanders, CWAC, Names of Ships, Squadrons, etc.			
Areas Served in: i.e Canada, High Seas, England, C/E, Korea, SDA (Please name), etc.			
Killed in Action? Yes No Year of Death	n: [Where Killed	
Was or is a Member of Legion Branch - Name & #	:	1	How many years?
Information on person submitting form:			
Submitted by (Name):		Branch # I	LA# Individual
Contact Information: Tel #	FAX #	e-ma	ail
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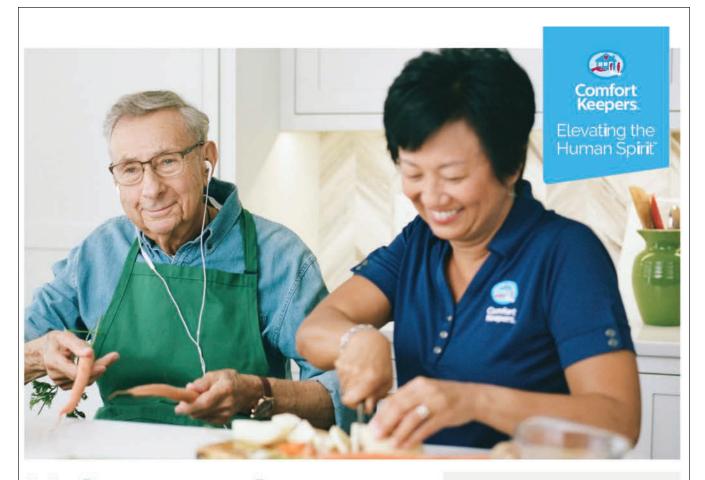
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